

## Valley Fliers October Board Meeting

**Meeting Called to Order at:** 6:31

**Present:** Morrow, Glassmyer, DeWitt, Walter, Vader, plus 8 members.

**Absent:** Pebworth

### Approval of September Minutes

Alan moved to approve as corrected, Shawn seconded. Motion approved unanimously

### Treasurer's Report

See Alan's handouts. It was a reasonable month that allowed us to catch up a bit. Alan brought the fuel surcharge down to \$1.50 / gallon. This month was substantially higher than September of last year. The minimum flying fees paid were down for the month meaning more members were flying. The insurance policy charge is the new rate and is up around \$200 per month. Our hangar rents will increase next year. If our hangars get enclosed and we keep them, our rent will increase by about \$200 per hangar per month. Commenter from the floor suggests keeping the hangars all together and near the office is worth something to the club. Sean asks: given the existing insurance and other fixed costs, when will we need to raise dues? Alan says he needs to look at that. Certainly they would need to go up when hangar rents increase because the hangars are enclosed. It was an easy month on maintenance costs. The negative Accounts Payable is because we've paid ahead on fuel and other bills. While last month the club made money we are still negative on the month. We need to be accumulating funds to prepare to replace engines and for possible upgrades. Comment from the floor: given the continuing increases in maintenance costs, we will need to account for that in our planning. Alan agrees. Question from the floor: do we have any idea how much 9MA will cost? Alan says the member who damaged the plane will cover the costs. The plane is still down (until the 18th) because we were shipped the wrong adhesive.

### Maintenance Officer's Report

**727** Shawn related that he had issues with rough running. Alan ran the engine at 2400 rpm and leaned aggressively, as did Jon, which seemed to make it run well. Shawn encourages members to do their mag checks and pay attention. Shawn also noted we need members to lean on taxi. There was a general discussion of leaning on takeoff. The conclusion is it should be done based on density altitude.

Sean also passed along a reminder from Jonathan to not overfill the oil. He also passed along a reminder that the brakes on 727 must be depressed to set the parking brake.

Alan noted that 117 had a runway excursion this evening. It took out a runway light and incurred minor damage. Sean says Jonathan is still looking for an engine core. Alan gave Jonathan an idea where we could get one. Scott checked to see if our Lycoming engines are interchangeable. The generally agreed answer is no.

### Safety Officer's Report

Shawn mentioned an incident in Grants Pass where one of our planes struck an airplane step that had fallen on the runway. It was dark and small.

Shawn will have the pilot from the 117 incident this evening (mentioned above) fill out an incident report.

### Old Business

**Avionics** The old steam gauges are getting difficult to maintain, as are the 430s. Sean reviewed responses to the survey he sent out. 46.4% of respondents felt 117 should be the upgrade priority, 35.7% felt 9MA should be the upgrade priority, and 17.9% felt that 63S should be the priority.

Half the respondents said upgrading the instruments would not change their willingness to use the planes, 7 percent said it would make them less likely to rent, the rest said it would make it more likely they would rent them. Two-thirds of respondents said standardization across the fleet should be a priority. And finally, 90% of respondents indicated the planes should be moved if S50 closes down for the month of August 2023.

Question from the floor: if we did move the planes, where would we leave the keys? Answer: we'll have to work on that. Question from from the floor: are we thinking we'd go all glass? Alan said that would require a \$1000 assessment on every member for each plane, so it isn't a good option for us. A 650 and two G5s are more likely what would be right for us.

## New Business

### **Potential New Member**

Neel Smith. Adam Reugh wants to sell his share. Sean talked with Neel over the weekend. Neel is new to aviation. He is looking to change careers from Physical Therapist to a career in aviation, so he would like to be building time. He is currently flying at Rainier. Commenter from the floor suggested we really should have potential members come to the meeting. Neel was not able to be here on short notice. Tim suggested we need to beware folks who just want to build time to go to the airlines. Sean says while that is Neel's goal he doesn't seem to be the type to abuse our planes. The consensus is to have Neel come to a meeting before we vote on his membership.

### **Quickbooks**

Alan will likely have to move the club from his old business' Quickbooks license to Quickbooks online. Doing so may enable electronic payments (with a member-paid convenience fee).

### **Airport Guide**

Sean is interested in setting up an area of the club site to post notes on various nearby airports.

**Free flight hour won by:** Geoff Smith

**Meeting adjourned at:** 7:27

**Next Meeting:** The next board meeting will be held Wednesday, November 9, with food available at 6:00 pm and business beginning at 6:30 at Trotters Restaurant.

## Valley Fliers Email Board Actions 9/15/2022 - 10/11/2022

September 28: Approval of a motion to accept Nick Meyer as a club member.

October 7: Approval of inactive status for Rick Wallace