

# 2018 Valley Fliers Annual General Meeting

## March 14, 2018

Officers Present: Eyre, Glassmyer, DeWitt, Vader

Officers Excused Absent: Botezatu, Scott

Members Present: 22, plus 18 by proxy and 1 associate member. 58 Members are in good standing.

Meeting Commenced at: 6:39

### Opening Remarks

John welcomed members. He reviewed the agenda. It has been a financially rough year, but we are heading in the right direction. The next airplane annual will be our indicator of how we are doing.

### Treasurer's Report

See the slides. We really were a two airplane club for most of 2017. Insurance did increase, and may increase again this year, but the increase in 2017 was not as large as Alan expected given our claim. B&O taxes were down because the revenue went down. The club is still owed a credit on sales tax for last year; Alan will follow up on that if we do not see that credit soon. The hangar rent was decreased because we temporarily rented one of our hangars for a portion of the year. Question from the floor: what were the repairs other than aircraft? Answer: repairs on the simulator. Tach hours match billed hours on 9MA very closely because it tends to spend most of its time at 75% power. The 172s have larger differences due to their different operations. Question from the floor: how many hours is the simulator using? Answer: we don't know, but we should track it. The Variable (hourly) cost by aircraft should show a cost per hour billed for 2017, not 2015. Though Alan shows the pre-tax cost per hour, we really pay essentially that pre-tax rate given the fact we get most of that back in refunded taxes we pay on items the club buys. Alan has adjusted the engine reserve calculations based on the replacement costs we have encountered over the last several years. Question from the floor: Why is ADS-B so expensive? Our best estimate for in and out was about \$6500 per plane. Follow up comment: ADS-B IN is cheap. Answer: yes, but our requirement is for Out. We could save some money if we only do ADS-B Out. Comment from the floor: we may need to consider less functional ADS-B for some planes. Comment from the floor: ADS-B In, while not required may enhance safety. John and Alan note the board has been discussing this for some time and will continue discussing it over the next few months. Question from the floor: Is dual band cheaper? Answer: yes, perhaps half the cost. Comment from the floor: while some were advocating for the long range planes to have both in and out, the traffic is here. Comment from the floor: when traffic is busy, we may need to be looking outside instead of at the screen. Comment from the floor: technology can be helpful. There should be a balance. John suggests we may need to send a survey to the members to help the board make decisions about ADS-B. Alan then reviewed his proposal to increase members. Question from the floor: do we still have a waiting list? Answer: yes. Alan noted only two memberships turned over last year. Comment from the floor: could we allow memberships to change hands at market rates and give the club a cut of the increased value? Answer: that would require many changes to bylaws and perhaps would jeopardize our nonprofit status. Question from the floor: could the minimum flying fees be increased? Answer: only with a bylaws change. Comment from the floor: we also need to avoid pushing people to fly who shouldn't be flying. Question from the floor: would the bylaws stay the same but the number of members change? Answer: no, we have to change the bylaws. Question: could we make the number of members change be temporary? Answer: that isn't the proposed bylaw change, but it is our intent for the increase to be temporary. Question from the floor: with the increased members, will the board limit people's ability to book the airplanes for long periods in the name of the ensuring availability? Answer: we don't think we will have to change the way we operate. It has not been a problem recently, but the board has dealt with it in the past. Proposal from the floor: sell 88L and replace it with something else in a few months. We would save costs for the months until we got a replacement. Answer: we don't think that will make sense. Question from the floor: could we charge for the simulator? Alan answers: we don't want to track it, it would be an administrative nightmare. Spanaflight had some interest in hosting our simulator, but has lost interest. Question from the floor: will our insurance costs

change as a result of the membership changes? Answer: we don't anticipate it would change much. Question from the floor: is 2018 looking like we are recovering? Answer: Yes, so far. We will watch the first annual's cost. Scott noted the increased number of members will likely increase our available instructors.

## **Items Up for Vote**

John opened the business portion of the meeting.

### **Approval of Prior Annual Meeting Minutes**

Alan noted a correction in the Treasurer's Report. Sean Morrow moved for approval as amended. Scott seconded. The motion carried by show of hands.

### **Election of Officers**

John opened the floor for new nominations / self nominations. Sean Morrow moved the current board be voted on by acclamation. The motion was seconded and the slate of officers was re-elected as follows: President: John Eyre, Vice President: Scott Glassmyer, Treasurer: Alan DeWitt, Maintenance Officer: Florin Botezatu, Safety Officer: Randy Scott, Secretary: Tim Vader.

### **Proposed Bylaw Changes**

John reviewed the proposed bylaw changes.

**Proposed change to Article 15, Section 1.1** Comment from the floor: the club has been below sixty members previously, during economic downturns. Question from the floor: what is an inactive member? Alan answers: members can request inactive status, and the member can be exempt from minimum flying fees for us to 12 months with board approval. Question from the floor: if we go to seventy members, could we get a fifth plane? Answer: yes, though that may not be a good idea. Question from the floor: how will availability be effected? Answer: we don't know, but we think it won't be bad.

**Proposed change to Article 15, Section 1.2** The change is just to clean up the language. The board does not intend to add new associate members. Question from the floor: do instructors need to be on a list? Only for primary instruction and checkouts.

**Proposed change to Article 16, Section 1.2** The board currently cannot adjust dues in response to insurance / hangar / other fee changes.

**Results:** All bylaw changes were approved as written.

**Board vote on membership numbers:** Alan moved to increase the membership to 65 on a temporary basis. John seconded it. The motion carried the board.

### **Maintenance Report**

See the slides. Alan reviewed Florin's slides in his absence. Please ensure squawks are entered into Schedulmaster. Jon was given the opportunity to comment and declined.

### **Plane Captains**

The board has been developing a checklist of things to be regularly checked on each airplane, at least prior to each oil change. The results will be charted so trends can be evaluated. Jon will also teach interested members how to change the oil. John reviewed the current draft of the checklist. John asked for volunteers. Florin has also had conversations with some members who have shown interest.

### **Safety Officer's Report**

Ed Bryce filled in for Randy. He reviewed the club safety form and reminded members that it should be used to report damage other than really tiny squawks. The form is a fillable PDF. Question: is this just for incidents, or for accidents as well? Answer: it should be used for both. He noted that the east side of Vashon Island is in SeaTac's class D airspace (below the class B). Ed noted the SeaTac transition has now been re-opened. Ed also reminded us there are two stadiums with stadium TFRs. You will need to talk with the tower and they will give you a squawk code and you can fly through. He reminded members

that <http://skyvector.com> is a good resource for determining whether or not a TFR is active. They are not listed on NOTAMS. Ed mentioned that many VFR reporting points now have GPS identifiers associated with them and identified on the charts. Question from the floor: will Paine airspace change when they open commercial operations? Answer: not as far as Ed knows. Ed also said domestic ICAO flight plans have been indefinitely delayed. He reviewed the hurdles to implementation, and gave a brief overview of what the form looks like.

### **New Business**

None raised.

**Meeting Adjourned at: 8:30**

### **Door Prizes**

BFR with Jerome Gagner: Richard Neville

Free Flight Hour: Don McCall

BFR with Ed Bryce: Mike Belknap

Free Flight Hour: Greg Smith

BFR with Steve Fribley: Jason Crum

Free Flight Hour: Pete Roberts.