

## 2019 Valley Fliers Annual General Meeting March 20, 2019

**Officers Present:** Glassmyer, DeWitt, Botezatu, Neville, Vader

**Officers Absent:** Eyre (due to personal emergency)

**Members Present:** 18, and 12 by proxy.

Meeting Commenced at: 6:31

### **Opening Remarks**

Scott called the meeting to order. He thanked members for attending.

### **Approval of 2019 Meeting Minutes**

Alan moved to accept as written. Florin seconded. Motion carried on voice vote.

### **Treasurer's Report**

See the slides. Alan noted that the number of shares traded in the club last year was the highest in his experience. Our cash balances are down, but our fixed assets were up year over year. Dues are up from 2018 due to the increase in members from 60 to 65. Alan made an accounting change in 2018 which made 2018 insurance costs low and 2019 costs show high. The change was to the way we accrue those costs. The B&O tax penalty is because Alan now has to report monthly, and he missed it once last year (he has also missed it once this year, but has a new system to decrease the likelihood it will happen again). Scott pointed out to members that insurance covered \$21000 of the new engine cost. Alan noted the Repairs - Other than Aircraft item was due to costs associated with the club simulator. Alan noted fixed expenses are those other than those related to flight of our aircraft. He went on to review the Variable Costs. He noted despite the long down time, 9MA still flew a reasonable number of hours largely due to a long trip taken by one of our members. Variable Costs do not include upgrades and engines. He also reviewed the per-hour cost for each of our planes and compared that cost to those aircraft's hourly rates. Question from the floor: Given that the 182 doesn't cover its own cost and hasn't done so historically, do its rates need to go up? Answer: the prior 182 never covered its expense either. Its rate probably won't go up a lot. Alan then reviewed an analysis of his allocation of engine reserves per year and overall reserves. Alan pointed out there was a large unknown upcoming cost for 63S engine repair. Alan proposed not upgrading the planes this year, and raising 9MA's rates by \$10/hour. There was general discussion of also raising rates on some of the other aircraft. He asked those present who fly the 182 (or would if we had it flyable) whether they object to the proposed increase. No one present objected. Scott asked how much we thought the cool factor would drive usage of 9MA. Alan noted our previous 182 flew a lot after a significant upgrade. There was general discussion that the club continues to be a good deal for members. Alan moved that we increase the rates on 9MA by \$10 / hour. Kelsey seconded. The motion passed unanimously.

### **Annual Items**

#### **Election of Officers**

Scott opened the floor for new nominations / self nominations. He talked a bit about the current board, all of whom are running for re-election. Having no nominees, members moved and seconded an election vote by acclamation. The motion passed, re-electing all members.

#### **Grant of Flight Hours to Officers**

Alan moved to add a third stipulation requiring annual renewal of the grants. There was some discussion of whether the requirement to use the hours monthly was appropriate. Alan noted he would prefer not to have to track it. A member seconded the motion. The motion to add a third stipulation passed. A member then moved to approve the grants as amended. Another member seconded. The motion carried unanimously.

## **Proposed Bylaw Changes**

Scott and Alan reviewed the reasons for the proposed bylaw changes. Scott reminded members that we are owners and we need to be responsible for the planes. There was also some discussion of insurance policies. Several members objected to the board's draft change to Article 3. They value the club's current laid-back approach to rules. Scott pointed out the change isn't intended to persecute members, but rather to ensure member accountability. Richard suggested if the club doesn't have rules it could potentially create liability for the board members. Several members suggested if the club were to adopt club rules, they should be voted on by the membership. Scott tabled the item due to lack of quorum.

## **Maintenance Report**

See the slides and Florin's handouts.

Florin noted there was a lot of work on the airplanes. Florin suggested the planes used to carry large backlogs of deferred maintenance. Since Jon became our mechanic we have tried to keep up with maintenance better, but we still defer some items. Florin believes we must continue to keep up on the maintenance.

Florin notes that once we discover issues with one of our planes, we watch for similar issues on our other planes. Question from the floor regarding 117 seat rails: Are we running risks by deferring maintenance on them? Answer: No, our inspector has approved it as is. Alan noted we only deferred that work due to lack of parts. Some of the repairs on 88L were performed outside of the annual.

Regarding 63S: the wing walkway repair will be very expensive. Florin discussed the trim cable repair as an example of an expensive repair that was absolutely required. Regarding the gascolator repair, Florin and Jon worked hard to avoid it, but we ended up with a good solution.

Regarding 9MA: the annual was heroic. The new engine and propeller were installed and annual was performed on field at Woodland. The plane now has a lot of beautiful things. Florin will download the engine data at every oil change. Florin will send an article to help the members understand cylinder head and carb heat temperatures. Question from the floor: can the JPI show a flashing warning?

Answer: yes, both flashing and a noise in your headset as well. Jon isn't sure the noise in the headset is set up in 9MA. Question from the floor: can we put the manual on the website? Answer: it is easy to find on the JPI web site and we can probably post it. Alan asks whether the web site has usage tutorials? Jon says yes. Alan suggests John could post a link on the club web site to those tutorials.

## **Safety Officer's Report**

See the slides. Richard gave a review of the local airspace, with a particular eye to places where jets may be below the class B airspace. Richard talked to local controllers about this and the situation has been true for some time, but is worsening. He also reviewed the need to have ADS-B above and below class B and C airspace. He shared an experience he had where even though he had ADS-B, he had an airplane cross near him from behind and above. He noted that the screen was very cluttered and he missed seeing the plane on it though the ADS-B did provide an audio warning. He shared another experience where he heard a plane that sounded like it was near him, but couldn't see it on ADS-B. It turned out the range was set down to 2 miles and the plane was outside that range.

Richard also mentioned he has reviewed the squawks for potential safety issues. He hasn't seen big issues. He also looks for upgrades for safety, and notes we may want to look at getting off of vacuum pump instruments. Comment from the floor: we should have CO detectors in the planes.

Richard also warned members that the airport will only be open limited hours while they extend the runway. It will be open only from 10 am to 5 or 6 in the afternoon weekdays. The lighting system will also be out for months. Finally, he reviewed the 9MA prop strike safety report for the incident which occurred in mid-2019. He shared information about his own risk management practices, particularly as it relates to primitive airports. Comment from the floor: The member flew to Friday Harbor last week. The grass had many ruts to watch out for it. He suggests members should not taxi through grass to avoid using the tow bar.

Richard added that the 9MA safety report noted the pilot had been to that airport 4-5 times per year and was familiar with it.

## **Door Prizes**

1 Hour Flight Time: Kelsey

BFR with Brian Hash: Logan

1 Hour Flight Time: Brian Funk

BFR with Jordan Triggs: Scott Glassmyer

1 Hour Flight Time: Nick Webb

BFR with Shawn Walter: Tim Vader

1 Free Flight Time: Nirav

BFR with Ed Bryce: Alan DeWitt

1 Free Flight Hour: Will Cole

Scott moved to adjourn, Kelsey seconded. Motion carried on voice vote.

Meeting Adjourned at: 8:44