

2022 Valley Fliers Annual General Meeting

March 24, 2022

Officers Present: Glassmyer, DeWitt, Botezatu, Walter, Vader

Members Present: 27

Meeting Commenced at: 6:34

Opening Remarks

President Glassmyer greeted members, and contrasted this year's meeting with last year's all-virtual meeting. He asked that members work to maintain decorum. He explained the delay in the meeting because we didn't have a full slate of officers nominated. He made brief reference to the loss of a club member and their wife, and of a club aircraft. He noted that we have received a legal notice to retain records and inquiries about the club's insurance coverage.

Treasurer's Report

See the slides. Alan says we had nine shares change hands last year (about average). Maintenance on the planes was high. 727 is requiring an elevated level of maintenance, but that is normal when we purchase a new plane. The payables are negative due to various pre-paid costs. Fuel costs are up fairly substantially over last year, as are insurance costs. The club will need to buy Quickbooks for 2022 which is a new expense, but not a large one. Concerning cash flow, the club went down about \$10000 over the year. We had fewer days out of service for our planes in 2021 than we did in 2020. Florin asked if the maintenance costs on the variable cost analysis includes the parts costs? Alan said yes. Alan says breaking the parts and labor out separately would be a good idea for the future. The effective hourly rates shown in the variable cost analysis includes the monthly dues to allow comparison to rental costs. Alan's reserves predictive analysis does not account for inflation, but he probably needs to account for it. Jon noted that parts costs have increased dramatically.

Alan proposed we limit upgrades for 2022 to \$10k-\$15k to help conserve reserves.

Alan proposed we institute a fuel surcharge because fuel prices have increased significantly above the approximately \$5 / gal baked into our current rates. See the slides for a description of how the fuel surcharges would work. Alan moved we institute a fuel surcharge (rather than raising rates). Question from the floor: could we base it on actual fuel burned? Answer: that relies on people all filling tanks to the same level. The motion was seconded and carried unanimously. Question from the floor: is the upgrades proposal per-airplane, or overall? Alan said the proposal is across all the planes.

Items up for Vote

Scott reviewed the election process. Tim noted the lack of candidates for Treasurer and then opened nominations.

Alan DeWitt was nominated for the role of Treasurer. Alan agreed to accept the nomination, but noted that he will likely be looking for a replacement. Question from the floor: could we hire an accountant to replace the treasurer. Answer: under the bylaws, we must still have a Treasurer.

Scott reviewed the current slate of candidates, then closed nominations.

Candidate statements:

Kelsey Wildstone wanted to be a pilot since she was 5 years old. Her priorities are communication, prioritization, and. The google groups, while they had difficult conversations they also had good useful communication. Kelsey graduated from UW with at degree in electrical engineering and now works with Microsoft on data centers. She discussed upgrading avionics, we might want to double steam-gauge avionics instead of purchasing G5s. Regarding the Treasurer, we could look at automating the billing.

Sean Morrow has been a member roughly the same amount of time as Kelsey. He says he isn't just about upgrading the avionics, but is also concerned about fuel prices and the potential lawsuit. He is

running because the position was open and he felt he could be useful to the club. He is an HR lead for a public entity. He has bachelors and masters degrees.

Scott Glassmyer noted that he joined the board initially as an appointee, but has been re-elected. He has received a lot of training and has a variety of flying experiences.

Florin Botezatu has served for several years. He feels that he has surfaced many messages that were not heard. He intends to continue to operate as maintenance officer in the same way as he has over the last few years. He apologized if he has attacked anyone. He will focus on keeping our airplanes as safe as they can be with cost as a secondary concern. The airplanes have very low numbers of squawks as a result of his work.

Mark Aroneck spoke for Jonathan Pebworth. Jonathon is a commercial pilot, a business owner, a team builder, and a team leader. He is running based on wanting to introduce more civility to the role. He noted that Florin has done a good job of keeping the planes maintained. Scott also spoke on Jonathan's behalf, hitting many of the same points.

Shawn Walter noted that he was appointed to the role, but has been re-elected. He works as a pharmacist, but his degree is in flight operations. Shawn would like to work with the rest of the board, and encourages members to reach out to him. He "doesn't do forums".

Dan Anderson noted that he is a three year member and a CFII. He is an accident survivor. He feels Shawn has done a good job, but people need to hear from him. He noted that we will not survive if we have a cavalier attitude toward safety. Dan feels we need to be talking about it safety more often. He feels harmony is important in an organization, but there are limits.

Alan DeWitt declined to comment beyond noting he has no ill-will toward Florin. Florin agrees that he can work together.

Tim declined to comment.

Maintenance Report

See Florin's handouts. Florin distributed a list of all maintenance for each current plane over the last year. 117 sees a lot of maintenance and seems likely to continue. He notes that many of the repairs on our planes are avoidable provided members treat airplanes like they are owners (we are) instead of renters. Florin attempts to minimize the times he has to bump people to fix the planes.

63S had fewer repairs, but those we did were more major. We did a major wing repair. We did a lot of work on the landing gear and it should now be well sorted. The electric trim switch we replaced may be the last new switch of that type in the world. We still need to fix the windshield and glare shield.

727 Florin noted we did the work we needed to make it the plane we wanted. There was a lot of work on the interior trim panels. Scott suggested we move the meeting along.

Tim asked if we have any concerning safety squawks? Florin says no.

Safety Officer's Report

See Shawn's slides. He noted in addition to the loss of 88L, we have had several issues at the airport. We did have someone get on the runway with the DPE on the other end of the runway. Runway incursions can occur at non-towered airports in addition to towered airports. Shawn asked if members make taxi radio calls? Commenter from the floor asked if we should. Shawn says you should think about the relative importance of taxi calls versus the number of planes in the patterns. Most airplane accidents are on final.

Shawn is interested in having members have bi-monthly safety talks at the airport. Question from the floor: how are we going to prevent accidents? Answer: training. Follow up: how will training be made to occur. Comment from the floor: Someone dying probably warrants a special meeting.

Other Questions from the Floor

President Glassmyer noted we would like to open for questions from the floor for 15 minutes.

Kelsey Wildstone suggested the club might inspire members to learn more rather than pushing for more rules.

Dan Anderson noted that he provided a book to all members that shows a statistical approach shown to work to reduce risk. He noted that risk drops significantly after pilots have 350 hours. He noted that BEFA has a rule requiring flight reviews for low time pilots.

Mark Aroneck suggested members should have our own keys to the aircraft. He agrees the planes are not being treated like they being flown by their owners.

Jon says we put the keys in the binder to protect the club by making people look at the dispatch books.

Jerome Gagner wanted to express he understands the concern about documenting too much, but we lost a member and a plane. He believes most clubs have some mountain flying rules. He believes mountain flying requires the utmost respect. He appreciates the club's approachability, but feels that mountain checkouts are important.

Randy Scott has observed the heat between the maintenance officer and the treasurer. Florin recently put out an email that described things that do not work. Randy suggests the incoming board looks hard for things that will work with the bylaws. Randy noted he doesn't think that problem needs to be solved tonight.

Alan DeWitt noted that disregard for the bylaws was the primary driver for his initially declining to run.

Sean Morrow asked whether the board has spoken to an attorney regarding the potential lawsuit. Alan says no, not yet.

Election Results

2021 Annual Meeting Notes: approved

Grant of Hours to Maintenance Officer: approved

Grant of Hours to Treasurer: approved

President: Sean Morrow

Vice President: Scott Glassmyer

Treasurer: Alan DeWitt

Maintenance Officer: Jonathan Pebworth

Secretary: Tim Vader

Safety Officer: Shawn Walter

Door Prizes

1 Hour Flight Time: Mike Belknap

1 Hour Flight Time: Mark Aroneck

1 Hour Flight Time: Jason Crum

1 Hour Flight Time: Ed Bryce

1 Hour Flight Time: Kelsey Wildstone

Flight Review with Ed Bryce: Pete Roberts

Flight Review with Aroneck: Steve Koi

Flight Review with Shawn Walter: Brian Funk

Flight Review with Brian Hash: Scott Glassmyer

Flight Review with Jordon Triggs: Jon Gunnarsson

Meeting Adjourned at: 8:27

Valley Fliers

Annual Members Meeting

March 2022

Valley Fliers AGM
Held on March 24th, 2022



Greetings to all our members and associates
And welcome to our Annual General Meeting.

Agenda

- Opening Remarks 5 minutes
- Treasurer's Report 15 minutes
- Nominations & Candidate Statements 15 minutes
- Annual items for vote 3 minutes
- Maintenance Report 15 minutes
- Safety Officer's Report 10 minutes
- Open Discussion 10 minutes
- Door Prizes 5 minutes

Opening Remarks

Treasurer's Report

2021 Financial Activities:

- 9 shares traded hands contributing \$4,087.17 added cash (Hull replacements funds)
- Minimum flight time fees contributed \$29,561.26 (325.5hrs... over 27hrs/month!)
- Maintenance Costs remain High, pretty much even with 2020
- Costly maintenance on all aircraft:
 - N5163S – Wing repair, seat repair/replace, brake calipers & trim switch
 - N759MA – Elevator repairs, airbox & cowl repairs (Maint incl STC for Wt Incr)
 - N80117 – Shimmy damage repair, mag issue (in Forks...)
 - N2388L – Shimmy Damp, AP Servo, Seat adj parts/repair, Whelen Conversion
 - N34727 – Cowl Flaps, cowl mounts, G5 battery, AI, MP, & Tach (new)
- Tragic loss of N2388L – Legal ramifications are yet unknown, investigation ongoing
- Purchase of N34727, C-177B; result of the loss of N2388L
 - Net cash cost of a little over \$16,000 after Insurance & engine/stc refunds
- Fuel costs increased through the year...

Balance Sheet Summary

Valley Fliers, Inc.

Balance Sheet Previous Year Comparison
As of December 31st

	<u>2021</u>	<u>2020</u>
ASSETS		
Current Assets		
Checking/Savings/CD	\$88,169.07	98,285.41
Accounts Receivable	16,900.85	15,244.74
Deposits - Fuel Purchases	-	-
Undeposited Funds	1,156.02	1,209.46
Total Current Assets	<u>106,225.94</u>	<u>114,739.61</u>
Fixed Assets - Net of Depreciation	284,770.24	238,280.07
TOTAL ASSETS	<u><u>\$390,996.18</u></u>	<u><u>353,019.68</u></u>
LIABILITIES & EQUITY		
Liabilities		
Accounts Payable	(\$2,347.54)	(3,667.75)
Sales Tax Payable	996.96	543.81
Total Liabilities	<u>(1,350.58)</u>	<u>(3,123.94)</u>
Equity		
Member Shares - Current Price	130,000.00	130,000.00
Member Equity Shares Traded	\$0.00	\$0.00
Retained Earnings	226,143.62	237,201.63
Net Income	36,203.14	(11,058.01)
Total Equity	<u>392,346.76</u>	<u>356,143.62</u>
TOTAL LIABILITIES & EQUITY	<u><u>\$390,996.18</u></u>	<u><u>353,019.68</u></u>

Income Statement Summary

Valley Fliers, Inc.

Summary Income Statement Previous Year Comparison

	<u>2021</u>	<u>2020</u>	<u>\$ Change</u>
INCOME			
Fees	\$29,561.26	\$26,384.16	\$3,177.10
Dues	54,055.00	53,025.00	1,030.00
Flight Time	129,741.00	114,545.46	15,195.54
Hull Replacement Fund	4,087.17	4,090.95	(3.78)
Interest Income	3.52	4.01	(0.49)
Total Income	<u>\$217,447.95</u>	<u>\$198,049.58</u>	<u>\$19,398.37</u>
EXPENSES			
Repairs & Maintenance (Includes GPS Data)	\$82,120.43	\$82,295.01	(\$174.58)
Fuel	53,706.71	45,783.15	7,923.56
Insurance	21,787.66	19,638.00	2,149.66
Rent - Hangar	12,511.68	12,511.68	-
Rent - Office & Utilities	2,058.24	2,058.24	-
General & Admin	3,375.12	3,500.14	(125.02)
Licensing	280.00	265.00	15.00
Bad Debt	\$0.00	\$0.00	\$0.00
Meeting Expense	1,918.05	1,020.30	897.75
Taxes - Business & Occupation	990.08	808.22	181.86
Other/Misc (B&O tax penalty, Landing Fees)	250.01	203.56	46.45
Depreciation	39,764.30	41,024.29	(1,259.99)
Total Expenses	<u>218,762.28</u>	<u>209,107.59</u>	<u>9,654.69</u>
Other - Gain (Book) on Disposition of 2388L	37,217.47		
Other - Bequest on behalf of Former member	300.00		
Net Income	<u>\$36,203.14</u>	<u>(\$11,058.01)</u>	<u>\$47,261.15</u>

Statement of Cash Flows

Valley Fliers, Inc.

January through December 2021

	<u>Jan - Dec 21</u>
OPERATING ACTIVITIES	
Net Income	36,203.14
Adjustments to reconcile Net Income to net cash provided by operations:	
Accounts Receivable	-1,656.11
Accounts Payable	1,320.21
Sales Tax Payable	61.79
Sales Tax Payable:Sales Tax Paid - Maint	378.65
Sales Tax Payable:Taxes Paid - Fuel	12.71
Net cash provided by Operating Activities	<u>36,320.39</u>
INVESTING ACTIVITIES	
Operating Equipment (SIM) Depreciation	186.47
In-process (88L Engine & 180hp STC)	7,500.00
N-34727 Accumulated Deprec.	2,166.67
N-34727 Cessna Cardinal	-130,840.00
N-80117 Accumulated Deprec.	12,457.01
N-759MA Accumulated Deprec.	16,685.08
N-2388L Cessna 172	152,672.29
N-2388L Accumulated Deprec.	-114,829.57
N-5163S Accumulated Deprec.	7,511.88
Net cash provided by Investing Activities	<u>-46,490.17</u>
FINANCING ACTIVITIES	
	0.00
Net cash provided by Financing Activities	<u>0.00</u>
Net cash increase for period	-10,169.78
Cash at beginning of period	99,494.87
Cash at end of period	<u><u>89,325.09</u></u>

Fixed Cost Breakdown

	<u>2021</u>	<u>2020</u>
Dues & Fees	\$87,703.43	\$83,500.11
Fixed Costs:		
Hangar Rent	12,511.68	12,511.68
Office Rent	2,058.24	2,058.24
Utilities	-	-
Insurance	21,787.66	19,638.00
General & Admin **	4,873.12	5,300.14
Bad Debts	-	-
Licenses & Permits	280.00	265.00
Meeting Expenses	1,918.05	1,020.30
Taxes (Business & Occupation tax)	990.08	808.22
Other (Includes GPS Data for All Aircraft)	1,498.00	1,800.00
Total Fixed Cost	<u>45,916.83</u>	<u>43,401.58</u>
Net Contribution	<u>\$41,786.60</u>	<u>\$40,098.53</u>
** General & Admin included the following:		
Tax preparation	750.00	750.00
Legal fees	-	-
Repairs - Other than Aircraft	-	-
General Office - Postage, printing, PO Box, Internet, ScheduleMaster, Website, bank fees	4,123.12	4,550.14
Total G&A	<u>\$4,873.12</u>	<u>\$5,300.14</u>

Variable (Hourly) Cost By Aircraft

	<u>N759MA</u>	<u>N5163S</u>	<u>N80117</u>	<u>N2388L</u>	<u>N34727</u>
Tach Hours	250.4	219.1	445.5	209.2 *	37.8
Hours Billed	232.3	242.1	531.9	249.8	36.5
Maintenance/Prize Hours	23.1	5.5	10.0	3.8	1.3
Revenue:	\$30,291.23	\$23,213.59	\$48,390.26	\$23,830.92	\$4,015.00
Repairs & Maintenance Hours	98.8	45.5	173.0	51.0	35.0
** Not Including 9MA Elevator re-skinning, annual inspection, 63S wing repair & annual inspection; 117 annual inspection					
Days Out Of Service for Maintenance	84.50	61.50	38.50	N/A	22.50
Variable Costs:					
Fuel	14,417.36	9,851.76	17,779.36	9,571.98	2,086.25
Maintenance Cost	19,338.93	18,030.63	20,945.55	12,058.08	4,949.40
Apportioned Maintenance Supplies	1,142.15	999.26	2,031.82	954.22	172.40
Engine Reserve	5,008.60	3,286.50	5,791.50	-	567.00
Total Variable Cost:	<u>39,907.04</u>	<u>32,168.15</u>	<u>46,548.23</u>	<u>22,584.28</u>	<u>7,775.05</u>
Net Contribution (Subsidy)	<u>(\$9,615.81)</u>	<u>(\$8,954.56)</u>	<u>\$1,842.03</u>	<u>\$1,246.64</u>	<u>(\$3,760.05)</u>
Specific Cost Per Hour Billed 2021	\$171.79	\$132.87	\$87.51	\$90.41	\$213.01
Pre-Tax Billing Rate Per Hour 2021	\$130.10	\$97.90	\$92.90	\$95.40	\$110.00
Total Cost Per Hour Billed 2021	\$207.31	\$168.39	\$123.04	\$125.93	\$248.54
Effective Rate Per Hour Billed 2021	\$171.92	\$139.72	\$134.72	\$137.22	\$151.82
2021 Cost Per Billed Hour	\$171.79	\$132.87	\$87.51	\$90.41	\$213.01
2020 Cost Per Billed Hour	\$229.61	\$83.47	\$88.49	\$96.05	
2019 Cost Per Billed Hour	\$133.07	\$142.29	\$76.10	\$88.10	
2018 Cost Per Billed Hour	\$153.24	\$86.14	\$59.68	\$115.21	
2017 Cost Per Billed Hour	\$119.40	\$128.75	\$137.36	\$142.89	
2016 Cost Per Billed Hour	\$93.60	\$76.18	\$66.78	\$83.69	
2015 Cost Per Billed Hour	\$107.92	\$61.08	\$58.23	\$71.40	

Upgrade/Replace Contribution Analysis

	<u>2021</u>	<u>2020</u>	
Contribution - Fixed	\$41,786.60	\$40,098.53	
Contribution - Variable	(\$19,241.74)	(\$30,553.00)	
Total Upgrade/Replace Contribution	<u>\$22,544.86</u>	<u>\$9,545.53</u>	
Upgrades: (Engines Not Included)			
2021 - C-177B (N34727) Purchase less 88L Insurance	(55,000.00)		
2021 - N2388L Reserve / N34727 Reserve Swap	17,400.00		
2020 - 117 PowerFlow, 9MA Cleaveland Brakes		(6,705.00)	
Net Contribution	<u>(\$15,055.14)</u>	<u>\$2,840.53</u>	
Contribution History	Contribution	Net Contribution	Hours Flown
2021 - Purchase N34727 to replace N2388L	22,544.86	(\$15,055.14)	1,292.60
2020 - 9MA Cleaveland Brakes & 117 Power Flow	\$9,545.53	\$2,840.53	1,332.80
2019 - 9MA Engine, Prop, EDM & PowerFlow Deposit	\$24,322.01	(\$20,591.18)	1,245.60
2018 ADSB - All Aircraft	\$29,372.88	\$8,160.88	1,230.70
2017 N5163S Interior	(\$23,494.80)	(\$34,717.62)	977.50
2016 88L Card Compass; N80117 Paint Repair, ELT, Steps; N5	14,532.89	\$7,657.45	1,339.50
2015 (N80117 Purch replace 34H)	15,195.32	(\$41,677.63)	1,495.70
2014 (Sim, 9MA ELT, 63S WAAS Upgrd)	33,704.02	13,617.32	1,588.80
2013 (Purchase 9MA, 34H Transponder)	19,236.28	(70,167.36)	1,301.70
Last 9 Years	\$144,958.99	(\$149,932.75)	

2021 RESERVES Predictive ANALYSIS

<u>Engine Reserves - Estimated</u>	<u>Hrs Total</u>	<u>Rate</u>	<u>Reserve</u>
N759MA - Based on 2000 from NEW Engine - \$40k	464.27	20.00	9,285.40
N34727 - Based on 2000 from OH	840.00	15.00	12,600.00
N80117 - Based on 2000 from OH Engine 08/2017	1,784.80	13.00	23,202.40
N5163S - Based on 2000 from - 2017 rebuild	906.50	15.00	13,597.50
Total Reserve Estimated at Year End 2022			\$ 58,685.30
Cash & Receivables Available at Year End (adjusted for Payables Outstanding)			\$ 107,576.52
Less Upgrades & Lg Repairs In-Process:			
N34727 Repairs - Dec/Jan - Includes Interior Upgrades, Visors, Eng Heater, Alt & MP rebuild, new tach, G5 Batt, & various	17,000.00		
Total In-Process			17,000.00
Net Available for Upgrade / Contingency			\$ 31,891.22
2022 Committed Upgrades or Reserve Use:			
Nothing Specifically Committed for 2022			
Possibly - Horizontal Stabilizer repair 9MA; Cost Unknown			
N34727 Install Whelen Strobe Kit (Kit owned) - Cost unknown			

Treasurers Proposals:

2022 Proposals:

Upgrades to the aircraft totaling \$10k-\$15k should be safe in 2022. We should continue to be vigilant particularly in light of the possibility that VF could be party to a wrongful death lawsuit and could be in need of counsel in addition to that provided by Avemco.

Proposal for fuel surcharge to insure our financial health:

- Fuel Surcharge to prevent the constant need for pricing adjustment in a very volatile fuel market – To start at \$1.00/gal per hour ex. 117 burns 8gal/hr = \$8.00 per hour surcharge. The basis would be Fuel at \$5.00 per gallon as our aircraft pricing is based on fuel between \$4.50 and \$5.00/gal, currently fuel is \$6.26/gal at \$50. As in the past we would adjust the price at \$0.50/gal increments ex. If Fuel goes above \$6.50 (average for the month) another \$.50 would be added and if it falls below the change point say to \$5.85/gal (average) it would be reduced to \$0.50 from \$1.00

* This is pretty much how we administered fuel surcharges in the past.

Elections

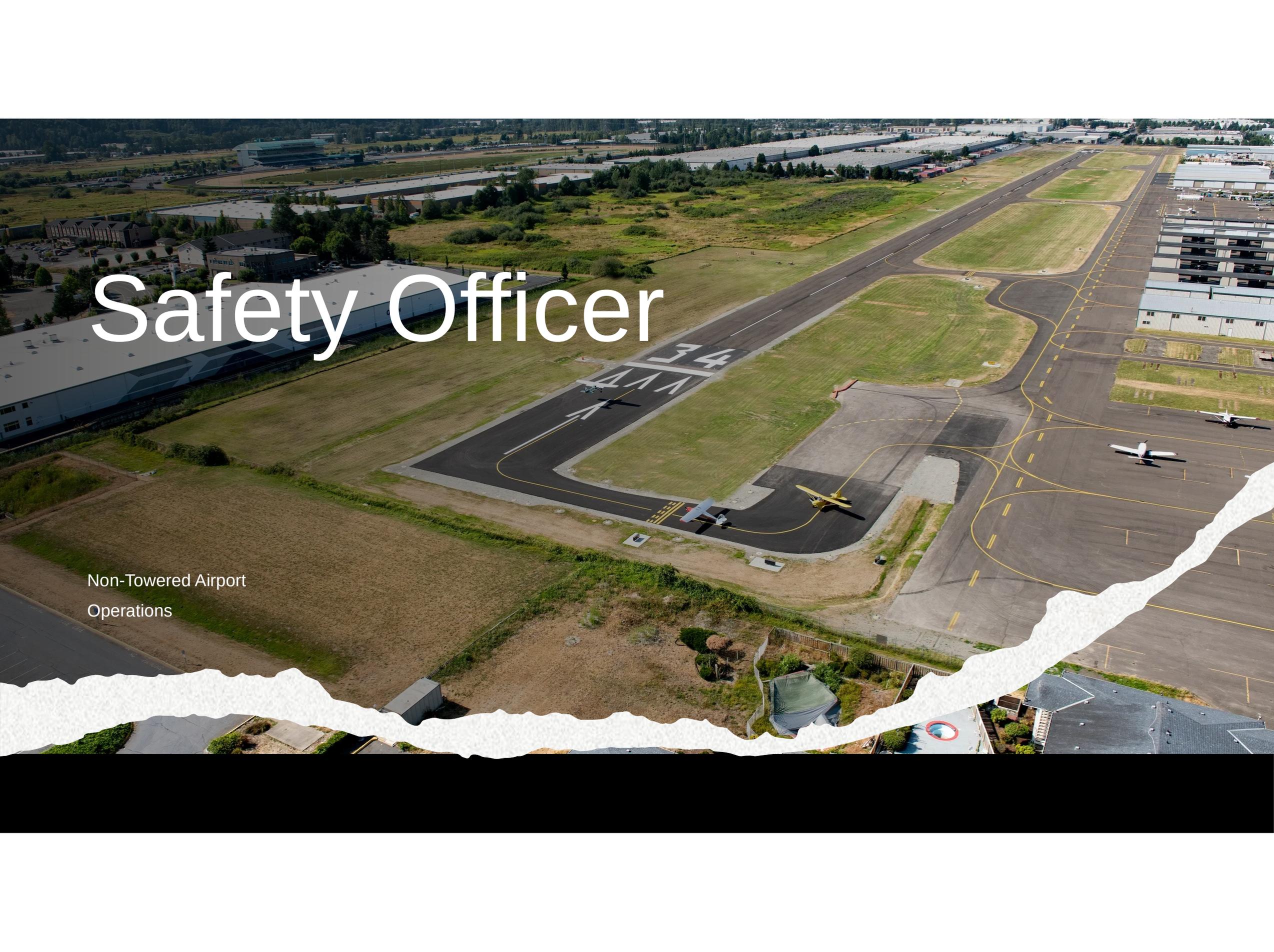
- Open Nominations
- Candidate Statements (max 3 mins each)
- Voting
- Results when they are available later in this meeting

Annual Items for Vote

- Approval of 2021 Annual Meeting Minutes
- Offered flight hours
 - 2 hours per month for Treasurer and Maintenance officer
 - Stipulations
 1. Offered flight hours must be used in month offered
 2. Offered flight hours cannot be used in lieu of safety hour
- Election of Officers
 - President
Sean Morrow
Kelsey Wildstone
 - Vice President
Scott Glassmyer
 - Treasurer
Eric Dobson
 - Secretary
Tim Vader
 - Maintenance Officer
Florin Botezatu (incumbent)
Jonathan Pebworth
 - Safety Officer
Dan Anderson
Shawn Walter (incumbent)

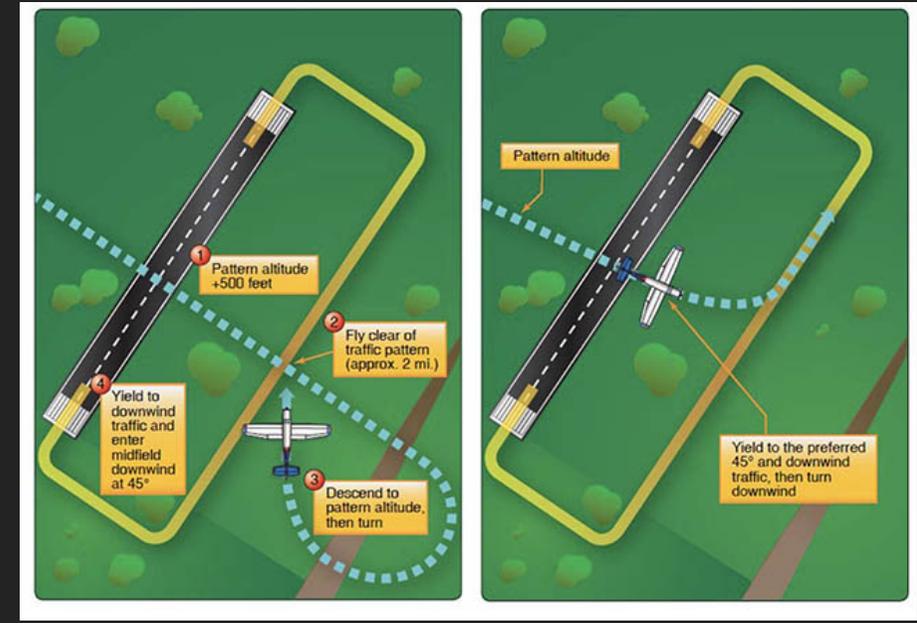


MAINTENANCE OFFICER



Safety Officer

Non-Towered Airport
Operations



Non-Towered Airports

- Runway Incursions
- Pattern Procedures

Things To Consider

What makes an incursion?

The FAA formally defines an incursion as “any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.”

Do runway incursion only happen at towered airports?

Distractions

Passengers

Vehicles

Animals

Other Aircraft

Instruments – Head Down

Taxi

Environment - Sun

Ways To Mitigate Incursions & Distractions

Sterile Cockpit

Communication

Taxi Diagrams

Right of Way

Open Discussion

Door Prizes

80117:

Maintenance and repairs performed since Mar. '21

Repaired R/H Mag. (R&R Coil)
Repl. both nose wheel steering rod ends (one was broken)
Repl. Shimmy damper Sheared roll pin
L/H Mag 500 H mag Insp. - Repl. Coil
Repl. Bushing in nose torque link
Repaired stuck pilot side air vent
Repl. Steering rod ends
Addressed low brake pedals (low on fluid)
Repl. damaged baggage compartment panels
Repaired ELT. Broken wire
Repair dent outer fuselage skin (baggage compartment)
Repl. pilot side "U" joint
Repl. 1 seat roller housing
Repl. vacuum filter
Repl. Pilot side, bottom hinge broken pin
Repl. 2 leaky Intake Gaskets (Cyl. 1 & 3)
Repaired stiff primer
Repaired short circuit between spark plug cable and distributor cap
Inst. O/H-ed R/H Mag
Inst. New Vac. Gauge
Cleaned primer nozzle
Inst. new landing light
Inst. new white position light on vertical stabilizer
Inst. New R/H door bottom Hinge Pin.
Repaired inop. PTT switch
Repaired X-ponder wires & repl. Circuit Breaker
Inst loaner shimmy dampener
Tightened leaky R/H Wing Fuel Line fitting
Repl. Carb Heat Cable
Refilled nose strut w. Nitrogen
Inst. O/H Carburetor

Performed numerous oil changes, Seat Track AD's and tire replacements

Currently Pending Squawks:

Passenger seat rollers replacement
Repair/Replace shattered glove box
R&R Flap Switch
Diagnose static on radio or intercom
Repl. Cracked fairing between R/H gear leg and wheel pant
Replace or Repair JPI display missing numbers

5163S:

Maintenance and repairs performed since Mar. '21

R/H Wing walk Panels replaced at RobAir
Repl. magnetic compass w new
Repl. ELT Battery
Repl. Calipers w New
Repl. Pilot Seat w. used (in good condition)
Repl. L/H & R/H Brake rotors
Repl. L/H & R/H tires & tubes
Repl. Brake pads
Aligned R/H Wheel
New Cabin Heat Scat Tube
O/H Attitude indicator
O/H Heading Indicator
Repl. the elevator trim switch w. new
Repl. Vacuum pump seal
Inst. New Bypass vacuum filter
Removed and greased Seat Rollers
Glued yoke centerpiece
Inst. New bolt on the seat lifting mechanism
O/H Turn coordinator
Repl. both Rosen Visors w. new
Repaired Door opening Piston

Performed numerous oil changes

Currently Pending Squawks

Rear seat starboard side mike plug not working
R/H Flap has loose rivets
Stabilator bearing play

759MA:

Maintenance and repairs performed since Mar. '21

Rebuilt elevators
O/H-ed nose gear torque link
Repl. Fuel primer gasket
Repaired carb heat sleeve
Repl. EGT probe #3
Repl. ELT Battery
Repaired Oil Cooler Leak
Inst. New Brake Pads
Re-shimmed Torque link
Repl. nose tire
Repaired L/H window bracket springs - Installed new springs and hardware.
Repl. Landing Light
Repaired Cowling Air Intake - new rubber bellow
Replaced cracked plastic cap - starboard side elevator
Repl. L/H Brake Master Cylinder attachment bracket

Performed numerous oil changes, Seat Track AD's and tire replacements

Currently Pending Squawks:

Rear bench back panel cracked
L/H Horiz. Stab. Inboard has collapsed rib and skin

Valley Fliers Aircraft Maintenance Summary

Date of Report: 2/23/2022

Date	C-182	Hours	C-172	Hours	PA-28	Hours	C-177	Hours
	N759MA		N80117		N5163S		N34727	
3/3/21	4,845.3	0.0	5,337.5	58.7	3,080.7	9.7		
4/15/21	4,872.5	27.3	5,366.6	29.1	3,115.7	35.0		
4/28/21	4,872.5	0.0	5,366.6	0.0	3,140.5	24.8		
5/15/21	4,907.7	35.2	5,413.6	47.0	3,160.7	20.2		
6/23/21	4,907.7	0.0	5,467.6	54.0	3,160.7	0.0		
7/14/21	4,960.1	108.8	5,503.7	36.1	3,196.2	35.5		
7/30/21	4,979.2	0.0	5,503.7	0.0	3,196.2	0.0		
8/11/21	4,979.2	0.0	5,554.8	51.1	3,196.2	0.0		
8/17/21	5,006.4	27.2	5,554.8	0.0	3,196.2	0.0		
9/2/21	5,031.6	25.2	5,554.8	0.0	3,196.2	0.0	1,854.0	0.0
10/13/21	5,063.2	31.6	5,641.4	86.6	3,250.0	53.8	1,875.4	21.4
10/13/21	5,063.2	31.6	5,641.4	86.6	3,250.0	53.8	1,875.4	21.4
12/10/21	5,076.9	13.7	5,674.9	33.5	3,264.3	14.3	1,895.1	19.7
12/11/21	5,086.5	9.6	5,674.9	0.0	3,264.3	0.0	1,895.1	0.0
1/4/22	5,095.5	9.0	5,722.9	48.0	3,281.3	17.0	1,908.7	13.6
2/4/22	5,116.2	20.8	5,796.4	73.5	3,304.9	23.6	1,938.7	43.6
2/23/22	5,136.5	20.3	5,797.8	1.4	3,305.7	0.8	1,941.9	3.2

Aircraft	N759MA	N80117	N5163S	N34727
Total Airframe Hours:	5,136	5,798	6,758	
Next Oil Change (50 hrs)	0.0	48.6	49.2	16.8
Hours Before TBO (2,000 hrs)	1,483.2	139.1	64.1	1,168.0
Hours Since Top Overhaul	516.8	1,860.9	935.8	832.0
Prop Hours (Since OH)	516.8	1,860.9	1,935.9	651.4
Next Annual Inspection Date	3/31/22	4/30/22	8/1/22	5/31/22
Hours to Next 250 hr Inspection	(41.2)	(181.2)	140.5	162.3
Magneto OH Due (Rec. - 500 hrs)	(16.8)	24.0	100.4	100.4
Vacuum Pump - Rec. - 1000 hrs	483.2	378.0	(197.5)	575.9
Pitot-Static/Altimeter Insp Due	10/31/22	11/24/22	1/22/23	6/31/23
Transponder Inspection Due	10/31/22	11/30/22	1/22/23	6/31/23
ELT Battery Due (5yrs)	3/30/28	11/30/27	4/30/26	12/31/24
ELT Registration Expires (2yrs)	2/18/22	2/18/22	2/18/22	??
Fin & Rudder AD Due (1,000 hrs)	708.8			
Fuel Cap Placard AD Due (Annl)	3/31/22			
Seat Tracks AD & Seats (100 hrs)	66.3	64.1	Annual	29.6
Rear Seat AD Due (Annl Insp)				
Induction Paper Filter AD (500 hrs)				
Bendix Ignition AD Due(2000 hrs)	1,095.2	283.0		
Fuel Inj. Insp. AD Due (100 hrs)				
FAA Reg Exp (App 3-5 mo prior)	7/31/22	11/30/23	1/31/24	
Oil Hoses Replaced at TAC			2,409.0	

N759MA
Repl. Brake master cylinder bracket

N34727
Refilled nose strut w. Nitrogen
G5s and GPS have updated, matching software
Instl New GPS antennas

N5163S
O/H Attitude & Heading indicator

N80117
Repl. Carb Heat Cable

O/H Turn coordinator
Tightened R/H Head set jack
Repl. elevator trim switch

Repl. #1 & #3 Cylinder intake manifold leaking gaske
Instl missing intake manifold bolt on Cyl. #3

Oil Changed
New bolt on the seat lifting mechanism
Glued yoke centerpiece
Repl. vacuum pump seal
New Bypass vacuum filter
Removed and greased Seat Rollers