

# 2024 Valley Fliers Annual General Meeting

## March 13, 2024

**Officers Present:** Morrow, Wildstone, DeWitt, Pebworth, Hewitt

**Excused absent:** Vader

**Members Present:** 20, plus 2 by proxy

**Meeting Commenced at:** 6:31

### Opening Remarks

Sean: Sean opened the meeting. Review last year's meeting notes in the packet. Tim Vader excused, we're seeing how valuable he is. Alan has notations on last year's notes that he will give to Tim. Alan moves to accept the minutes with 3 corrections (door prizes name correction, delete 's' under nomination, refer to Chris as 'he' not 'this'). Chris seconds passing the notes, notes were passed. A lot of our finances were heavy on maintenance this year.

### Treasurer's Report

See slides. 9 shares traded this year. Good number of flight hours last year. 63S was the costly maintenance. Fuel surcharge, fuel keeps creeping up. Avionics approved; most of the assessment has been received.

Income slide is incomplete and isn't showing everything – but income is in the statement of cash flows slide. Repairs and maintenance down. Fuel is up, esp with flight time. Rent was up slightly. Insurance up about 10%. Fixed assets increased substantially. Members shares outstanding has increased

Fixed costs: G&A (general & admin) always pretty stable. Taxes was from a filing mistake. Question: a slide before had GPS also under maintenance. GPS is shown on both the total income slide and the maintenance breakdown.

Question: what does the general & admin fixed costs cover. Alan went through the items listed on both lines of the general office.

Question about cost breakdown- looking for monthly treasurer reports on the website.

Going over engine reserve, cost per hour billed, and the effective rate per hour.

Pebworth points out that taking care of the planes just a little more, even 10%, can really help drive down maintenance.

Statement of cash flows; net cash increase was about \$1k. Cleaned up a lot of stuff in the books with old engines, etc- that is what the asset adjustments for "remove old data" are.

Upgrade/ replace analysis- always trying to operate as a non-profit with a 'break even' stance. 'Contribution' is what we get in, and 'Net contribution' is including after we spend it.

Reserves; assuming a \$50k replacement value for rebuilding an engine. We're probably currently eating about \$12k into our engine reserves- just something to be aware of. Sale of avionics is unknown, could help cover the \$12k, and Pebworth says he's already sold \$2,600.

Proposals- we have a lot going on! We may be the thinnest we've been in some time by the end of April; so we should try not to break anything! We may have rate increases, but Alan is waiting to see. Question: is there any metric we can look at for watching average maintenance costs YoY? Not that we know of.

Question: What are insurance costs doing? They went up about 10%- This year will be about \$32k. Should we be looking at other insurance policies? Pebworth volunteered to look into it (he loves insurance!) We should probably wait on the 727 Powerflow exhaust. Powerflow would give about 10-15% more power. More efficiency as it's more power for the same fuel flow.

Pebworth: couple cost savings ideas: oil consumption, sometimes people overfill. Having people properly leaning the aircraft would save us a lot of money. Less fuel, less maintenance. Ed is a good resource for learning how to lean the aircraft. Comment: need to watch EGT when adjusting leaning.

### **Annual Items up for Vote**

Sean asks if we should do a voice vote or ballot. Motion carried to do a voice vote. Sean proceeds to do a voice vote for the elections. Sean asks if there are any nominations for any open position- there are none. Scott makes a motion to accept and re-elected all officers on the ballot. Motion is seconded and passes unanimously.

### **Maintenance Report**

Pebworth: lots of good stuff going on, 117 avionics going along. Repaired wing tip, everything will be squawk free, need to do engine break-in. First 10, and first 40 hours are critical for break-in. Members or instructors can do ride-alongs. Hit a bit of a wall on 117 because 63S has been having issues that are time consuming (carb or vacuum leak)- we replaced the carb about a year ago. 727 needs the wing tips, strobes, door lock, and oil filter in the engine. The eddy currents test passed

well. 9MA, Pebworth went forward with the panel (there was a mistake with 117, but should have it right with the 9MA). Panel should be here in 3 weeks. 117 will start break in, then we can start the avionics on 9MA. 40hours for panel install, and 40 hours for the auto-pilot. Sean: with the runway closure, are we going to keep an eye on that. If we start the avionics at our hanger when the runway closes, then it would not be able to fly for 6 weeks. Interior for 117 will be here in a week or two. Runway should close the last Monday of April until June 6<sup>th</sup>. Can't block off the schedule right now since we're not sure of all of the dates yet.

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

See slides. Chris is recommending Neil Smith as a club flight instructor. We're volunteering him to donate an hour for the club. Discussion about the numbers of instructors listed on the website and how much it costs us.

Chris presents on runway incursions. Many examples of runway incursions. Just saw a major one in Houston. What can we do as pilots to avoid these? Runway markers are at 1000ft, so if you aim for them with a stable approach you'll probably land at 1500ft. Other factors can add more distance. Every knot of tailwind adds 25% to your landing distance.

Surface operations: how do you identify which runway you want to land on? You can turn on the lights even during the day. What airport has notoriously close parallel taxiways? Boeing has very close parallel runways. North Las Vegas Malibu accident. Turn on the lights, use your PAPIs and VASIs, use them to see if you are offset. On ForeFlight you can turn on extended centerlines, and you can also turn on airport procedures to show entry patterns. On the IFD you can load a visual approach. As we get nicer avionics these tools will improve. FAA "from the flight deck" series.

Continental service bulletin - don't operate the engine at lower than 2300rpm. You can put the performance profiles in ForeFlight. Use the document tab to keep all of the POHs- Chris puts a block over the ones in the POH less than 2300. Trainers for the avionics for ipad- there are 2 apps. The IFD100 app can be used as a remote control- but it requires the Jeppesen database. If you want to do training, you want the IFD trainer, version 0.3; available from the app store. You can use ForeFlight to send plans to the IFD. Not aware of a trainer for the Dynon. Be aware of the videos for the Dynon, a lot of them are older so some of it may be out of date.

### **Election Results**

2023 Annual Meeting Notes: approved

Grant of Hours to Maintenance Officer: approved

Grant of Hours to Treasurer: approved

President: Sean Morrow  
Vice President: Kelsey Wildstone  
Treasurer: Alan DeWitt  
Maintenance Officer: Jonathan Pebworth  
Secretary: Tim Vader  
Safety Officer: Chris Hewitt

**Board vote for new member:**

Jenna Breen is selling her share- considering new member Theo Warden; also paraglider pilot – Sean makes a motion, Chris seconds, members accept Theo as a member.

**Updates:**

S50 runway closures – Sean will keep an eye on the schedule.  
Hangers – they will put walls between our bays for seismic reasons.

**Door Prizes**

1 Hour Flight Time: Scott Glassmyer  
1 Hour Flight Time: Pete Roberts  
1 Hour Flight Time: Adam Milazzo  
1 Hour Flight Time: Jon Gunnarsson  
1 Hour Flight Time: Tanner McBride  
Flight Review with Ed Bryce: Stacia Scharff  
Flight Review with Danny Anderson: Mikhail Skobov  
Flight Review with Neel Alexander: Chris Hewitt  
Meeting Adjourned at: 8:30pm