

Valley Fliers June Board Meeting

Meeting Called to Order at: 6:30

Present: Clapp, Steinman, DeWitt, Meyer, Smith, Vader, and 9 members.

Approval of April & May Meeting Minutes

Alan moved to accept April as written and May as corrected. Geoff seconded. The motion passed unanimously.

Treasurer's Report

Alan reviewed both April and May. In April we had three airplanes flying. April had no membership turnovers. April maintenance for 63S included annual repairs. April ended with a small loss which is near normal levels. Our current assets were down year over year due to the engine and avionics for 63S. Question from the floor: how does the club deal with depreciation? Alan said we depreciate engines and avionics over five years and planes over 20 years with a small residual. He noted the values we carry for our planes are significantly less than the market value of those planes. He also described the way he accrues asset values until those assets are put into service. When an engine is replaced, he writes off any residual value remaining for that engine. Alan still needs to decrease the residual value in 63S's engine. The depreciation does not effect our taxes as we are a non-profit. Our cash was significantly down year to date as of the end of April. Alan pointed out current asset value is the measure he watches. Current assets generally contain some undeposited funds.

For May. All four planes were flying. 63S flew a lot, but much of that was unchargeable break-in time. Revenue year-to-date is up over last year. Fuel is up fairly substantially. Our surcharge was at \$2.50/gallon in May. Alan reminded members to try to buy fuel at cheaper locations. Nick asked if some people might've fueled to avoid ramp fees? Alan thinks they may have happened. Question from the floor: did the 63S break-in push up fuel costs? Alan thinks it may have a little bit. Gas is our biggest expense. Maintenance was still up a bit over last year. Maintenance rates are 30% higher than last year. Nick asked how much the engine reserve is per hour? Alan said about \$20 an hour for everything but the 182 which is \$25 or so an hour. On the balance sheet, he had \$21000 in undeposited funds which have now been deposited. We were still down about \$60k in cash on the year, but we will get back \$16k for the 63S engine deposit. Alan will do the sales tax at the end of this month, but our purchases will likely give us credits nearly the same amount as our liability. Alan started a discussion of 727's engine. He asked the people from Penn Yann if we could use 63S's engine as a core for 727. Penn Yan does not have an engine core that is compatible and 63S's engine would not work as a core for 727. Penn Yan estimates 20 weeks for a replacement for 727 without a core. Nick mentioned another potential supplier, but Alan is pretty happy with Penn Yan due to long experience with them. We made up a little of the net negative cash flow in May and should start building it back up over the next few months. Alan would hope to get back \$30-40K more by the end of the year. That would help us recover our reserves.

Maintenance Officer's Report

727 Nick noted we generally do overhaul exchanges of our engines to minimize downtime. The engine is unique to Cardinals. Only one company will overhaul the mags used in that plane. We are getting close to need to have the mags rebuilt. Nick says we are looking for STC engine alternatives. It is getting a lot of oil inside the airplane. Nick spent a while cleaning it out. Andy and Geoff cleaned the hangar today. The hobbs is broken again, Nick attempted a fix by changing a fuse, but did not test it.

9MA Nick flew it today. While it flew okay, but the audio warnings were not talking. He asked users to pay extra attention while using the autopilot. It may not even have given traffic warnings and may need to go to the avionics shop. It is getting close to needing brake pad replacement. Evergreen will look at the fuel system to troubleshoot the uneven fuel tank usage. Nick asked people to go easy on the seat rails.

117 There is a small flat spot on the left main tire. There is some tread left. The oil pressure will be corrected soon. EGT probe is inoperable. Dynon will warranty their probes but would like us to wait for a new supplier.

63S Just had a squawk for high CO. Nick will check it, but it may be due to slow-flight. Nick will be respectfully deleting a squawk for chipped paint as we don't have money for that. It had a small ding in the trailing edge, but it has been fixed. Alan asked whether we could block off more of the oil cooler to help increase cooling of the #3 cylinder? Nick said we could try. He asked members to keep watching the cylinder temps.

Nick also suggested members sign up for airport emails. He noted the AWOS is now active. The airport will have food trucks this Friday.

Safety Officer's Report

Geoff also mentioned 63S's hangar rash. He was in the office when it happened, but didn't hear anything. What really bothers him is the fact that it was unreported. Geoff is considering adding consequences for unreported damages into the bylaw changes he has been discussing. He continues to work on the flight instruction policy. He did have two flight instructors drop off the instructor list. Several people commented that the bylaws prohibit primary instruction without using a club instructor, but all other instruction is allowed. Geoff raised a concern about a situation when an instructor is acting as PIC but is not a club member, e.g. if a non-club instructor is giving an instrument lesson in clouds. Geoff will keep working on the question. Nick asked if we have any idea how many people use non-club member instructors? Alan thinks it is pretty rare. There is significant discussion about the policy's limitations. One commenter suggests we contact Avemco for clarification of the policy. Geoff is concerned the club may lose control in its operation by allowing non-club members to fly the plane. Commenter from the floor suggests the bylaws don't clearly state that only members should fly our planes. Jake suggest a statement that members must the PIC when flying our planes would deal with all cases except instrument instruction. Alan thinks we can get clarification of that case from Avemco.

Nick also noted that 63S has new wooden stops. The stripes need to be hammered down with a rubber hammer which takes a lot of time. Geoff says the new blocks are very long and have reflective red stripes. He suggests members use the light strip, then the (long) lines on the pavement and lastly the reflective stripes.

New Business

Care of our Aircraft Andy said he gave the member who pushed 63S into the pillar a very strong warning. We need to report it when we damage the planes. The member was receptive and understood. Nick reminded members to take a post-flight walk around inspection. Question from the floor: is there guidance on use of the new tug? Nick said he has guidance for some planes and is working on the rest. The tug tends to try to turn when pulling the Skylane. Members will need to verify the pins are correct for the plane they are trying to tug. He says members should try it first outside the hangar. A commenter from the floor suggests members should volunteer to help with pushbacks and members should ask for help when someone is available. Nick suggested if a member can't get a plane put away, they should put it in temporary parking and let a board member know.

Potential New Member Nimish Agarwal. Nimish was sponsored by Ankur. He got his license two years ago and has had a one year break. He learned at Rainier. He primarily flew 172s previously. Jake moved to accept Nimish, Nick seconded. The motion carried unanimously.

Andy also introduced Hanan, another potential member. He worked with him previously. Hanan wants to go to the airlines eventually, but would just like to explore for now.

Commenter from the floor noted that Nick has been using his own tools to do oil changes, but the club should have a set. Several people spoke in favor of buying them. Nick said he is fine using his own tools, but he isn't always around. Andy suggested Nick draw up a list and an estimate. Another commenter suggested plane-specific tools be segregated and stored near the plane. Another suggested we engrave those tools.

Free flight hour won by: Doug Stolz

Meeting adjourned at: 7:59

Next Meetings: The next board meeting will be held Wednesday, July 8 at the airport with food at 6:00 PM and business beginning at 6:30.