

Valley Fliers April Board Meeting

Meeting Called to Order at: 6:30

Present: Wildstone, Hewitt, Smith, Vader and 10 members.

Excused Absent: Morrow, DeWitt

Approval of February Minutes

Geoff moved to accept as written. Chris seconded. The motion passed unanimously

Maintenance Officer's Report

See Chris' handouts. He noted that as we move into summer flying season the times for maintenance will come up quickly. He asked that members let him know of approaching dates as soon as possible. The fleet seems to be in good shape. 117 will go down April 23rd to fix a flap bearing. 9MA will go down tomorrow for seat rails and a rough idle issue. Chris thinks we will need to replace one of its EGT sensors. 63S: the turn coordinator was fixed previously, then failed, was sent back again worked again, and failed again. He doesn't have a theory except bad power. He declined to fix the wig-wag controller as it was ~\$3500. The beacon is similarly intermittently bad. If members have an issue with it, he has a procedure that seems to make it work. Call him for details. 727 is down from a \$36000 potential bill for annual to ~\$14000 because Chris noted the wing mount pins are not seeing movement. The mechanic will monitor it. There is still a potential issue with wing bolts. If the wing fails an upcoming test, the bolt repair will cost about \$9000. Gabrielle looked at the brakes on 117 yesterday. It is already at half wear (since the end of January). He suggested owners should not try to stop at early taxiways. Geoff asked whether riding the brakes during taxi is a bigger wear?

Treasurer's Report

Alan was not present, so Alan will present March financials in an upcoming meeting. Kelsey asked if anyone had pressing questions about the club's finances. Question from the floor: without paying ahead, might the fuel cards bounce? Answer from Chris: he doesn't think so.

Safety Officer's Report

Geoff noted the 182 took a little damage this month. It was pulled out of the hangar with the engine block heater still plugged in. That bent the cowl door and popped loose a rivet. Geoff suggests members walk around the plane and take a look before moving it. Kelsey suggests members preflight in the hangar. Question from the floor: was the damage just cosmetic? Answer: the mechanic is looking at it tomorrow.

Geoff went on to note traffic in the pattern continues to be a problem. Question from the floor: why is 17 right traffic? Answer: noise abatement. Comment from the floor: Rainier is suggesting their students go to other airports for some of their practice. Perhaps the club should do the same. Kelsey asked if there is a point where the FAA would provide updated pattern guidance? Chris says not at non-towered airports. Chris suggests someone should call the FSDO.

New Business

Extended Trip Kelsey noted a member had requested permission for a long trip (11 days) during August. The board has had some discussion on that topic (and a little dissension). She suggested we discuss it here. If maintenance runs long, we might effectively be down two planes as a result of the trip. It might also be relevant to understand how much flying is planned. Comment from the floor: our lax policy has been abused occasionally, but has also allowed members to make extended flights, e.g. to Sun N Fun. Kelsey suggests we put a form on the web page to gather information about possible flights. The board could then evaluate it and other members could see it. Commenter from the floor added that the beyond gathering more information it would still remain a board decision. Another commenter suggested less information would be required and the board would manage abuse. Geoff asked how long is long duration? Kelsey tabled that for a moment. Geoff discussed a scenario where the Cardinal requires a lot of maintenance and is down for a long time. Tim noted the Schedulmaster schedule limits generally enforce the policy. Chris noted he feels that if you get a long trip you shouldn't get the full allocation of other hours. Kelsey noted she has drafted a section in the club handbook trying to clarify the club's stance on

long-duration trips. Kelsey noted she thinks the fundamental problem is whether there is abuse. Question from the floor: Does the board monitor Schedulmaster for long-duration reservations? Answer: no, we don't. Kelsey asked the board if they are still okay with the requested trip? All heads nodded. Tim noted members who feel like there is abuse going on should bring it to the board so we can try to work the issue. Kelsey noted the club handbook (still in draft) has notes about how to fuel the planes, fuel receipts and reimbursement, and other topics. Member inactive status is also discussed in that handbook. Commenter from the floor noted he likes the fact that if someone has a long duration flight coming up we allow them to schedule short flights in the run up to that long trip. Commenter from the floor asked if long-duration trips have been a problem for the club in the past? Answer: no, not long trips. We did have a situation years ago where someone was taking the plane for many long weekends and only flying a couple of hours. The board had a discussion with that member and the issue stopped.

Old Business

Insurance Coverage Kelsey said Sean has been playing phone tag with the insurance broker, but Jonathan has another lead for us that he is working. Commenter from the floor suggested any new quotes should be based on higher airplane values.

Free flight hour won by: Ed Bryce

Meeting adjourned at: 7:25

Next Meetings: The next board meeting will be held Wednesday, May 14th, with food available at 6:00 pm and business beginning at 6:30 also at Trotters.

Valley Fliers Aircraft Maintenance Summary

Date of Report: 4/9/2025

Date	N759MA			N80117			N34727			N5163S		
	Tach	Hobbs	Tach	Hobbs	Tach	Hobbs	Tach	Hobbs	Tach	Hobbs	Tach	Hobbs
4/9/2025	5933.5	3240.4	442	546.4	1110	1205.7	4126.2	5099.6				
3/29/2025	5910.9	3215.3	423.8	523.3	1110	1205.7	4106	5076.2				
3/21/2025	5899.4	3202.2	410.2	506.4	1110	1205.7	4106	5076.2				
3/12/2025	5887.6	3188.7	404	498.1	1110	1205.7	4104.6	5074.4				
3/2/2025	5863.2	3160.9	392.5	483.5	1089	1182.3	4104.6	5074.4				
2/14/2025	5838.9	3133.3	382.3	469.6	1069.1	1160.8	4104.6	5074.4				
1/30/2024	5838.2	3132.5	368.3	451.8	1052.3	1142.6	4102.1	5071.6				
1/25/2025			343.8	421								
1/8/2025	5834.9	3127.8			1031.6	1119.6	4085.1	5051.6				
12/11/2024	5812	3101.9	340.4	415.4	1014.2	1099.7	4078.5	5043.6				
11/1/2024	5793.2	3079.1	303	368.3	996.1	1079.4	4065.8	5028.7				
10/5/2024	5775.1	3057.9	282.6	342.8	971.3	1051.9	4056.7	5012.1				
9/27/2024	5770.5	3052.5	265	321	957.8	1037.8						
9/22/2024					953.8	1033.3	4030.9	4990				
9/2/2024	5755	3034.9	226.5	272.4	921.5	999.8	4004	4960.1				
8/25/2024	5750.1	3028.7	210	253.4	902.1	978.7	3995	4950.2				
8/23/2024	5750.1	3028.6	209.6	252.8	902.1	978.7	3995	4950.2				
8/19/2024	5744.3	3021.9	193.2	234.4	896.7	972.9	3994.5	4949.6				
8/4/2024	5744.3	3021.9	159.7	194.2	881.8	956.9	3975	4928.5				
7/24/2024	5723.3	3000.2	146.9	178.5	873	946.6	3975	4928.5				
7/12/2024	5707.6	2982.2	107.5	130.1	865	938.2	3961.8	4914.1				
7/9/2024	5702.7	2976.5	96	115.6	864.9	938.1	3961.8	4914				
7/1/2024	5690.7	2962.8	86.2	103.4	831.1	903.8	3953.9	4905.9				
6/25/2024	5687	2958.4	80.8	96.5	823.6	896	3947	4898.1				
6/19/2024	5672.3	2941.2	60.4	72.3	812.7	884.3	3946.2	4897.3				
6/12/2024	5,669.5	2,937.7	47.9	56.8	803.4	874.3	3,940.4	4,890.9				
6/8/2024	5,652.9		35.8	42.7	785.3	845.8	3,932.7	4,882.0				
5/25/2024	5,652.9		20.5	25.4	762.1	829.8	3,923.0	4,810.8				

Aircraft		N759MA	N80117	N34727	N5163S
Next Oil Change (50/75 hrs)		(20.3)	9.1	(33.1)	29.8
Hours Before TBO (2,000 hrs)		697.5	1,558.0	890.0	(756.4)
Hours Since Top Overhaul		1,302.5	442.0	1,110.0	1,369.8
Prop Hours (Since OH)		1,302.5	442.0	1,110.0	2,756.4
Next Annual Inspection Date		1/31/26	1/31/26	4/30/25	3/31/26
Magneto OH Due (Rec. - 500 hrs)		117.9	58.0	(81.0)	(650.1)
Vacuum Pump - Rec. - 1000 hrs				(110.0)	(1,018.0)
Pitot-Static/Altimeter Insp Due		6/18/2028	5/28/2026	7/13/2025	4/8/2027
Transponder Inspection Due		6/18/2028	5/9/2026	7/12/2025	1/29/2027
ELT Battery Due (5yrs)		12/24/25	10/1/2027	12/27/2028	4/30/2028
ELT Registration Expires (2yrs)		12/24/25			12/24/25
Fuel Cap Placard AD Due (Annl)		1/31/26			
Door Post		190.6			
Wing Attach Point		190.6			
Seat Tracks AD & Seats (100 hrs)		4.7	97.9	80.5	
Rear Seat AD Due (Annl Insp)			1,550.1		3/21/2026
Bendix Ignition AD Due(2000 hrs)					
FAA Reg Exp (App 3-5 mo prior)		7/31/29	11/30/28	6/30/29	4/30/28
Stab Control					1764.2
SEB94-8 Horiz Stab Spar					

117

Flap operation is rough
Nose Wheel Stiff

9MA

EGT / CHT
Rough Idle

63S

Turn Coord

727

Annual