

## Valley Fliers Special Board Meeting

**Meeting Called to Order at:** 7:00

**Present:** Morrow, Wildstone, DeWitt, Hewitt, Smith, Vader, plus 8 members.

### 63S Decision

Sean reviewed the meeting purpose, namely to decide whether or not to sell 63S. He noted all of the board was present.

Kelsey then reviewed the survey results (from memory). The survey allowed multiple choices for several of the questions. It asked whether or not we should sell 63S and what we should buy. It appeared there was a strong trend toward selling the plane and buying a 172. About 70% of respondents were in favor of a \$500 assessment, about 40% in favor of a \$1000 assessment. Sean asked if the board wanted to hear from members before declaring their preference. Kelsey asked Alan to review a financial analysis. Alan put together a 1, 3, and 5 year overview of 63S's financials. Over the last year 63S has cost about \$8500 more than it brought in. He then showed the three year analysis. Over the last three years, 63S cost \$31000 more than it brought in, but 117 cost \$24000 more than it brought in. Over the last five years, 63S cost almost \$43000 more than it earned, but all four planes cost more than they earned. 727 and 9MA both cost between \$38k and \$39k more than they earned over that time. Kelsey suggested it was not fair to compare 9MA because it has a higher gross weight. Kelsey stated the position that the objective should be to allocate the hours flown somewhat evenly across the fleet and 63S flies somewhat less than the other planes. Alan agreed we would likely not increase the overall hours flown by switching to a 172, but would likely spread those hours better. Sean noted 63S has the second highest useful load in the fleet. Sean asked whether there are many members who rarely fly the planes? Alan said about 20-25% don't fly. Kelsey says she understands why 9MA is subsidized, but she isn't sure that is justified for 63S. Alan noted that all the planes but 117 are subsidized to some degree. Alan noted 9MA, and 043 before that have been subsidized.

Chris noted the club makeup is now somewhat different than it was five years ago, so the older financial analyses are not relevant. Alan notes that about a third of the club has turned over in that period, but there are a number of memberships that rarely turn over. Chris then reviewed average duration per booking (in hours) for our airplanes, and then who booked the planes over the last two years and for how long. Alan noted there are some anomalous entries in those data. Chris said he felt those data indicated how desirable each plane is, and 63S is lower than the others. Alan noted 63S has not been IFR capable for most of 2025. He also noted the oil usage of 63S is keeping some members from flying it. Chris felt only a small portion of the club flies IFR. Chris says 117's high use is driving a huge amount of maintenance and takes a huge amount of his time and is driving up maintenance costs. Chris also feels we might see increased use overall with another 172, because 117 is fully booked all the time during the summer.

Andy Clapp said Chris summarized all the points he wanted to make. The members have spoken clearly in the survey. It would be much more beneficial to the club to get another 172.

Bobby Bonjukian says a two seater would give more diversity to the club over and above keeping 63S. If we don't get a two-seater he would support a 172.

Brian Funk said 172s are really expensive and he found a nice Sundowner in Arizona for \$140K. It has more room than the Cherokee. He would fly it because it has two doors. It looks like a comfortable plane.

Jason Crum has historically liked the Cherokee the best, but when we had two 172s he flew them more. He supports the purchase of a 172.

Nick Meyer noted Alan's data clearly shows the 172 is the most cost effective, but he thinks there are a lot of unknowns and potential large costs to buy something other than the Cherokee. He'd like to really understand the assessment.

Nick Webb doesn't have strong opinions, but the purchase of a new plane does have a lot of unknowns. From a usage standpoint another 172 would get a lot of use.

Rick Wallace really enjoys the Cherokee. If it had a decent engine and avionics and good headset jacks in the back it would be his first choice. It could be fixed and provides a nice addition to a training fleet. He'd like to see it repaired.

Skand was initially uncomfortable in 63S, but likes it now. If it was fixed it would be his first choice and he feels having different types of planes in the fleet is good.

Sydney prefers the Cherokee and likes the variety. She pointed out not having the seat rail AD is nice to not have to worry about.

Geoff noted that we spent a lot of money on new things for 63S recently. He asks how much we've spent recently. Alan says he doesn't know.

Sean asked if an informal vote is okay. The board agreed that is reasonable.

Alan noted the cost to sell 63S and purchase a reasonable 172 it probably would require an assessment of at least \$1000 per member.

Commenter from the floor asked how much of the survey respondents indicated they would accept a \$1000 assessment. Kelsey says 52%.

Sean voted to keep because it is the devil we know.

Geoff asked if the electrical issue with 63S's beacon is solved? Answer: Chris says no. Geoff also asked if we know what is wrong with the turn coordinator? Chris says it is either something in the plane or inconsistent power. It probably needs to go to Vertex or someone more experienced. If we keep 63S, Chris would really like to have a ring-wash on it. He hasn't been able to find anyone who knows how to do one. Geoff voted to keep the plane.

Chris voted to sell.

Kelsey believes Chris and Alan's data and they indicate the plane should be sold. She felt diversity of aircraft is not of benefit to the club.

Tim voted to keep the plane.

Alan noted he would love to have a 172R, but the financials are really uncertain. He struggles to justify selling and voted to keep the plane.

Sean noted the vote is 4-2 to keep the plane. He noted that Chris has asked for help and members need to help him. Kelsey suggested we need to change the bylaws to allow a maintenance officer per plane. Sean noted we will discuss bylaw changes in the future. Alan noted we could add an assistant maintenance officer without changing the bylaws. Chris noted being the maintenance officer has been a full-time job recently. Kelsey wonders if we could adjust the share price upwards to help raise cash for a replacement plane. Alan agreed that would be worth looking at, but he doesn't want to price folks out. He estimated share price based on the plane values would be about \$8k. He doesn't think having members buy back the airplane's appreciation is a good idea.

Chris moved to purchase a new/rebuilt engine for 63S. Alan seconded. The motion passed unanimously. Alan offered to work with Penn Yann. Chris also may find a reputable mechanic to potentially rebuild the engine.

**Meeting adjourned at: 8:18**