

# 2026 Valley Fliers Annual General Meeting

March 11, 2026

**Officers Present:** Morrow, Wildstone, DeWitt, Smith, Hewitt, Vader

**Members Present:** 20, plus 8 by proxy and one potential member

**Meeting Commenced at: 6:30**

## Opening Remarks

Sean called the meeting to order and reviewed the agenda. He noted this is his last meeting as president and thanked the members and fellow board members for their support.

## Treasurer's Report

See the slides. The minimum flying hours were down from last year. Maintenance costs were down slightly. Insurance peaked last year and has started moving down. Last September our rates went down significantly. Fuel costs were very stable last year. The avionics upgrades from last year drove up our costs last year as we re-worked the installations. Last year our income was up and we flew more hours. The costs were pretty even with the previous year. General and Administrative costs were down a little. On the Balance Sheet, current assets increased even though we put down deposits on a new engine and avionics for 63S. On the statement of cash flows, we had a reasonable net increase. Alan reminded members that the planes' hourly rates should cover the club's variable costs. He then reviewed the fixed cost breakdown. He said we had an anomalous bill from Schedulemaster in 2024 which explained some of the changes in General and Administrative costs. Alan noted he will likely have to purchase Quickbooks, but he may be able to get a non-profit rate. Alan thinks one of the airplane's data updates are likely in maintenance rather than in other. He will track it down. There was a discussion of the fuel surcharge. Alan proceeded to talk about the variable costs by aircraft. All the planes are subsidized because their hourly rate does not cover their variable costs. Alan felt we have done a decent job of holding hourly rates and dues over the last few years. He then discussed the club's reserves. The reserves he predicts are required for engines total almost \$132000. Our expenditures over the next few months will eat into the reserves. Alan says 9MA's engine will likely need to be replaced in the next couple of years. 727's engine is still strong but in two or three years also will likely need to be replaced. Alan wants to manage the reserves to avoid assessments. Based on his analysis, Alan recommended we raise the aircraft rates by \$10 per hour. That will not completely close the variable cost gap, but will help. He also proposed a small dues increase, say of \$5 or \$10 per month to help address the fixed costs. Comment from the floor: when the hangars got enclosed Federal money was used. Who got the increased rent? Answer: the City of Auburn. The airport has a lengthy waiting list for hangars so we have no leverage on hangar rates. Alan noted we might be able to get nicer stuff if we sell off the avionics we have pulled out. Alan also noted several folks have expressed an interest in a power flow exhaust for 727. Alan asks members to take it easy on the planes to help us manage costs. Question from the floor: does the \$10 increase in hourly rate assume the \$5/gallon baseline for fuel? Answer: yes, the surcharge would remain.

Sean asked for a motion to increase the dues: Nick moved that we raise dues \$10/hour. The motion was seconded. Nick noted the dues increase might help support a new tug. Kelsey noted it could also support a replacement simulator. Question from the floor: will there also be a motion to raise rates? Alan says he expects one. Question from the floor: if the dues have been subsidizing the hourly rates, why don't we raise the hourly rate more and the dues less? Alan said that was an option the club could reasonably take. He noted if we raised rates by \$15/hour it would work on its own. Question from the floor: is there a tax difference between dues and hourly rates? Alan said no. Question from the floor: did the fixed costs go up last year, justifying the rate increase instead of an hourly increase? Alan said not really, in fact the insurance costs will be lower this year. Nick noted that because extended downtime for an airplane would mess up a plan to cover it all via hourly rates, so both an update to fixed and hourly rates may be necessary. Question from the floor: what is the total amount we need to cover? Alan said the net contribution was \$7200 last year and it should have been \$15-20k. The motion died because the second was retracted. Kelsey then moved we raise dues and hourly rates by \$10 each and we buy a new tug. She then reset it to the board strongly considers buying a tug. That was moved, seconded and approved.

## **Items up for Vote**

Alan moved to accept the minutes as corrected. That motion was accepted and approved on voice vote.

Grant of hours to maintenance officer, and treasurer were moved added and seconded. The motion was unanimously approved.

Sean solicited nominations from the floor for each office. No further nominations were received.

The following were elected via voice vote as all were the sole candidates for their respective roles:

President: Andy Clapp

Vice-President: Jake Steinman

Treasurer: Alan DeWitt

Maintenance Officer: Nick Meyer

Secretary: Tim Vader

Safety Officer: Geoff Smith

## **Maintenance Report**

See Nick's slides and handout.

9MA has a cracked oil cooler. The replacement showed up today. There is a pre-heater that can be used for it as its block heater is broken. He recently had the prop rebalanced. It needed it badly perhaps due to changes in the engine. It has recently be washed and Nick polished the spinner. Please clean the spinner after your flight.

117 is good.

727 is still in annual. The quote for the annual was \$37k, we pushed it down to \$17k. Nick thinks we should wait for the new engine before switching to a power flow.

63S will get dropped off for its annual around the 20th. Its new engine did run tests today in New York. Nick noted several challenges. There are only two A&Ps on the field. The Google sheets are difficult to help schedule maintenance. Squawks often do not have enough information to figure out how to deal with them. He also reviewed ways to help. Ensure passengers take care of the planes. He walked us through his process for understanding and resolving a squawk. They take a lot of his time to resolve. Comment from the floor: members should help each other to get the planes back into the hangar, which will help prevent damage. Finally he presented an outlook for upcoming maintenance activities this year.

## **Safety Officer's Report**

See Geoff's slides. Post-flight inspections are important. He remains confused about Bylaw Article 18. He has not accomplished everything he has wanted to as he is really busy. He is taking vacation every time he attends a board meeting. He reviewed sections of Article 10 of the bylaws and explained he needs to have more info from members to do his work under that section. Also under that section, he is supposed to oversee all club flight training operations and has seen that most of the listed instructors don't seem to do a lot of instruction. He hasn't had to do anything under Article 13. He's still figuring out how to handle his duties under Article 18. He would like to hear how that article was implemented if it ever was implemented. He is concerned about creating a burdensome program. Commenter from the floor noted the language is fairly boilerplate. That commenter further noted that we may need take some action on this item to avoid incurring club liability.

## **Potential New Member**

Sean introduced Nestor as a new potential member. He is a law enforcement officer. He has about 22 hours and is getting ready to solo. He wants to switch from Alternate Air. Alan moved to accept Nestor, Geoff seconded, Nestor was accepted unanimously by the board.

## **Door Prizes**

1 Hour Flight Time: Ed Bryce

1 Hour Flight Time: Doug Stolz

1 Hour Flight Time: Scott Glassmyer

Flight Review with Bobby Bonjukian: Pete Roberts

Flight Review with Bobby Bonjukian: Ankur Verma

Flight Review with Bobby Bonjukian: Steve Bryce

Flight Review with Jake Steinman: Bobby Bonjukian

Flight Review with Jake Steinman: Sean Morrow

Flight Review with Ian Philips: Jake Steinman

Meeting Adjourned at: 8:13