

April 12, 2023

## Valley Fliers April Board Meeting

**Meeting Called to Order at:** 6:31

**Present:** Morrow, Wildstone, DeWitt,, Hewitt, Vader, plus members and potential members.

**Excused Absent:** Pebworth

### Approval of February Minutes

Kelsey moved to approve. Chris seconded. Motion approved unanimously

### Treasurer's Report

See Alan's handouts for both February and March.

February was high for a February. Two shares changed hands. Jonathan paid himself for some things during that month and the club will be paying him back. We are ahead of last year overall. The cash flow was down \$9000. March was a decent month. No shares traded. All planes fell reasonable numbers of hours. There was some catch up on maintenance, both for oil and 63S instrumentation work. 63S has used more than its share of maintenance dollars this year. We are digging our way out of the hole we dug in January. Cash flow for March was negative because we paid ahead on fuel. Alan says we will need to increase our dues soon because of increasing costs. He will do a deeper analysis and propose a new level soon. It appears we may need to raise dues to about \$100 per month. Sean says he is okay with an increase in that range, but notes we might have members present with a different view. Alan says the last increase in dues was 18-24 months ago. A commenter from the floor suggested we raise rates to \$100 per month now and then evaluate whether we need to go higher. Sean will call Tim, the airport manager, to try to get an estimate of cost and timing. Another commenter suggested \$100/month was reasonable. Alan then moved we raise dues to \$100/month May 1. Kelsey seconded. The motion carried unanimously.

### Maintenance Officer's Report

Jonathan was not present and provided no report. Sean noted that 727 has a broken seat (again). Sean asked what the status is on 117's new engine. Alan says he needs to send a wire transfer and will try to do it on Monday. We would prefer to hold the engine swap until after flying season, but we expected the engine to be ready much later. Sean also noted that 117 is looking pretty rough. Kelsey asked what could be done? Sean says the carpets are in bad shape and the skin shows signs of old hangar rash. Alan asked if anyone would develop some options. Alan suggests we might go a little more utilitarian with the interior. Sean recalled that 88L was simple inside. Question from the floor: do we plan anything to improve the leading edge on 117? Answer: it isn't clear what we could do. Sean says we may have to see about repainting the wing and that would be the time to re-do the sheet metal. Sean will talk with Jonathan about options. Sean also noted he has space arranged in Puyallup to use when Auburn is closed. It will be four sites together.

### Safety Officer's Report

Chris had no report, but asked whether the safety officer did the data updates, historically? Answer: Shawn did them previously. Chris did them last week.

### Old Business

**Ageing Avionics** Sean noted that at the annual meeting we discussed an assessment and share value increase to fund avionics. Sean has received zero negative feedback to his surveys. Sean asked if the members present have any questions? Question from the floor: will \$500 be enough? Answer: we don't think so. The board has discussed possibly having an assessment this year and one next year. Alan noted that the book value of the shares is higher than the current price per share. Sean asked hypothetically what would happen to the funds above share value if we liquidated the club? Alan isn't sure, but he thinks the funds would have to go to another non-profit. Kelsey noted that she, Chris, and Jonathan have developed a spreadsheet to help with decision making. They've obtained a few quotes but have been sensitive to fatiguing the vendors. She noted they evaluated Garmin solutions, but the Dynon seemed to provide better value for our dollars. She noted they have received a question

about the age of the system, but that several of the Garmin options have been released for more than a decade. The Dynon was also released in 2016, but Jonathan said that release was a very experimental unit. On that basis, the committee believes there is a lot of life left in that unit.

Alan noted that some of the units (the 440s) can be just dropped into the existing holes.

Kelsey says Jonathan thinks if we wait to replace the Garmin gear it will have much lower resale value. Jonathan thinks we should use the Dynon Skyview with the Dynon autopilots. Mixing them may have repercussions. Chris suggests doing the Navigator now will allow members to get used to it before later moves toward more glass in the cockpit. Some of the gear may have waits, particularly for lower-cost remanufactured systems.

Commenter from the floor suggests we retain the Garmin 430s as spares rather than re-selling them. Alan noted there will likely be other maintainers for those 430s.

Kelsey noted standardization means different things to different members. For some it is just matching brands. For others the models must match. Kelsey asserts that putting the same stuff in two planes is a significant standardization. Alan notes we could do something with 63S at a later date. Kelsey agrees. Question from the floor: do we get a volume discount if we purchase for many planes at once? Answer: Jonathan has been discussing that. Question from the floor: is Jonathan a dealer for Dynon? Answer: no, but he is working with one. He genuinely likes the Dynon gear. Ed Bryce says Garmin and Dynon are similar enough that it is not important. Kelsey noted the Dynon gear seems like more bang for the buck. Question from the floor: will the new gear be on the simulator? Answer: Kelsey said they've discussed it and we can get a training class for members and instructors. They have talked with Jon about putting ground power into the planes so we could run the gear all day for training. Another commenter noted there is an iPad application that simulates the gear. Sean asks what the realistic price is for two airplanes? Chris says about \$45000 to \$50000 per airplane. Alan asked how we got that high? Chris says the screen and navigator are about \$20000. The STC is \$2000 per plane. The remaining \$25000 is installation cost. Kelsey notes those numbers are not based on a quote, but extrapolated from other peoples' experiences. Alan notes 117 needs a new panel. Chris says 117 is not a new panel. Jonathan said the actual plastic insert for his plane was about \$800. Chris suggests we would need to get bids from several shops.

Alan notes with \$20000 per plane above the assessment, we would have to raise hourly rates. That \$20000 would eat into engine reserves. Kelsey asked whether we could do the new navigators out of club funds, and then add the screens in after the assessment. Question from the floor: this was pushed for based on lowering maintenance costs; how many years' costs is this going to take? Alan notes that avionics costs haven't been a big components of our maintenance costs. Sean and Kelsey note many of our members are going to the airlines and will be used to glass cockpits. Kelsey notes it is getting harder to get these things serviced. She also noted that the new system are really nice. Alan and Sean note that getting the vacuum pump out of the loop will be nice. Alan says this won't pay for itself. It will help with downtime, but not with other things. Alan says the biggest factor is that we haven't gotten push back from the members. Sean says we really need to figure out the finances before we really take this to a vote. Kelsey says we should set this as a direction and then understand the real likely costs and needs for an assessment. Commenter from the floor suggests that \$100000 for two planes is not out of line. Comment from the floor: if we are worried about the costs, we shouldn't go with IFD 440s as an interim measure. Kelsey says she is advocating for getting a real quote. Tim reminded folks that the bylaws specifies the purpose of the club is to allow flying at the "most economical rates." Alan suggested we poll members whether they are willing to accept a \$1500 assessment to get the latest and greatest stuff. Sean suggests we get firm quotes in parallel with any survey. Several members suggested we might advertise Dynon in exchange for a lower cost. Sean tabled the topic until next meeting. Kelsey asked when we would likely have a special meeting of the members? June or July is most likely.

### **Potential New Members**

**Gwen Ford** Was previously accepted as a member of the club. Her husband had Alzheimers and she decided to focus on caring for him. She last flew in 2011. She has almost 400 hours. She previously worked for Kenmore Air and was working toward being a captain. Her husband was a retired police officer. She has seven grandchildren and hopes to become an instructor. She passed her instrument and commercial check rides at Clover Park, but never got the hours. She drives for Sound Transit. Alan moved to accept Gwen as a member. Chris seconded. The motion carried unanimously.

**Free flight hour won by:** Neel Smith

**Meeting adjourned at:** 8:04

**Next Meeting:** The next board meeting will be held Wednesday, May 10, with food available at 6:00 pm and business beginning at 6:30 at Trotters Restaurant.