

August 8, 2018

Valley Fliers August Board Meeting

Meeting Called to Order at: 6:36

Present: Eyre, Glassmyer, DeWitt, Scott, Vader plus 5 members.

Excused Absent: Botezatu

Approval of July Meeting Minutes

Randy moved to approve as amended. Alan seconded. The motion carried unanimously.

Treasurer's Report

See Alan's handouts. Two memberships sold. It was a good month. Hours flown recovered pretty well. It was an expensive maintenance month. Alan did the taxes for second quarter, and he did get the refund from the Washington State Department of Revenue. They even paid us interest. The memberships sold will move down into the equity section of the balance sheet. The balances include \$2000 to be refunded to an outgoing member. Alan feels comfortable that we will have the cash we need when we need to fund two upcoming engine replacements. Question from the floor: how much does Alan feel we should have in the bank? Answer: about \$100000, \$40000 for 9MA engine replacement, \$30000 for 88L engine replacement, about \$10000 for the other two planes' engines (they don't need to be replaced for a while), and about \$20000 for ADS-B.

Maintenance Officer's Report

See Florin's handout. 88L's new EGT probe is not yet installed, but Jon has it and will do so at the next oil change. Question from the floor: what is the beeping sound that happens when you fly 88L? Answer: maybe it is a tone the board members cannot hear. Jon asks if it could be in the fuel flow indicator. The beep doesn't seem to be coming through the headset. Jon notes the fuel flow sensor will beep if it thinks you are out of fuel because it hasn't been told it was filled. The member will look at the book on the fuel flow sensor. Tom Patrick asked if we figured out why the carbon monoxide sensor was dark. Jon says it was the fuel leak. Alan notes that as owners we can tighten screws, air tires, and change bulbs. If we fix them ourselves, we can save a little money. Several folks discussed various tools to air up the tires.

Safety Officer's Report

Randy had nothing beyond the discussions of ADS-B and 9MA below.

Old Business

Insurance Review John sent everything to AOPA on the plane policies. Alan needs to add some information and then get the liability insurance quote.

ADS-B Randy says the pricing from the vendors he spoke to has not changed from 2017. He handed out two sheets summarizing quotes from 2017 & 2018. Randy winnowed an FAA list of certified ADS-B out equipment to things that will work with our aircraft. Randy then distributed information about a cheap solution offered by Bernie at Olympia Avionics. It describes something called a skyBeacon. It goes into a position light slot. Bernie says he can get them for us for \$1300 each (the vendor's site indicates a price of \$1800). skyBeacon only supports US frequencies, so it wouldn't work in Canada. Canada doesn't yet have a mandate, but will. Randy asked for which solutions the tail number can be reprogrammed, e.g. for AngelFlights or others that use different call signs. Question from the floor: what is the difference between the 335 and 345's in the quote. Several folks point out the 345 supports in and out, the 335 is out only. Randy asks if we want to wait a little bit? Commenter from the floor proposes we schedule the 345's for all planes and be done with it. Jon suggests Garmin has other solutions that do single band out with the transponder. Randy says he asked for solutions in 2017, but that may be before the unit was available. Alan asks if we could sell some of our replaced equipment? Randy says some vendors offered some trade-in, but there are a dizzying array of options. Alan asks if Olympia will stand behind the pricing? Randy says yes. John says he is most comfortable just doing all the same thing and going forward with

345s now. Alan moves that we authorize Randy to schedule all the planes to have 345GTXs installed over the winter. Glassmyer seconded the motion. John asked the members present how they felt about it. One member asked if we want to put that kind of money into 63S, our oldest plane? Answer: it has 4000 hours before we would think about it replacing it. The motion carried unanimously. Comment from the floor: let's thank Randy for all his work on this. Applause ensued.

New Business

9MA John said that during an oil change we discovered a small prop strike, nose wheel damage, and small fire-wall damage. There was no sudden prop stop. Jon says it happened during a hard landing in Yakima. The plane was flown two days before. He says it is hard to believe the issue happened then and it took a couple of days for the tire to go flat. As a result, we would like to convene a safety committee. Randy will be on the committee, but John asked for volunteers from the members. Question from the floor: What does the safety committee entail? Answer: talk to the pilots, understand the choices that were made and how things could be done differently, then develop and present suggestions about corrective actions. Comment from the floor: Yakima might have video. Jon says all the damage occurred at the same time as the flat tire. Florin asked the member who had the flat tire how his landing was. The member said he had a flat tire. John will provide Randy with the report produced by the last safety committee so he can use it as a template. Kelsey Wildstone and Scott Glassmyer volunteered to participate on the committee. Comment from the floor: should airplanes be taken out of service when things like this happen in the future? Jon agrees we should do more inspection when we have flat nose wheel. That happened reasonably recently on 117 as well. Alan says he found 88L with a flat tire probably during the period after it had its hard landing. John suggests the safety committee consider recommending inspections for all flat nose wheels. Question to Jon from the floor: Was the 9MA damage sufficient that the person might not have realized it was a hard landing? Jon says that is possible. John observes the prop damage should have been detected during pre-flights subsequent to the damage.

Free flight hour won by: Jon Gunnarsson

Meeting adjourned at:7:41

Next Meeting: Wednesday, September 12, 2018 @ 6:30 (Food and Social @6:00), Trotters

Subsequent to the main board meeting, Alan DeWitt, Randy Scott, and Tim Vader met informally. Alain raised an issue: maintenance performed on 117's nose gear was costly enough to require board approval. Tim moved to approve expenditure of approximately \$3700 for those repairs. Alan seconded the motion. The motion carried unanimously.

12:50 PM

08/08/18

Accrual Basis

Valley Fliers
Sales by Item Summary
July 2018

	Jul 18			
	Qty	Amount	% of Sales	Avg Price
Service				
117 (hrs - Flight time: C-172 N-80117)	46.2	3,634.08	17.0%	78.66
63S (hrs - Flight time: PA-28-180F N-5163S)	24.5	2,109.45	9.9%	86.10
88L (hrs - Flight time: C-172 N-2388L)	44.2	3,553.68	16.6%	80.40
9MA (hrs - Flight time: C-182 N-759MA)	53.4	5,013.27	23.5%	93.88
Dues - monthly (Membership monthly dues)	59	4,425.00	20.7%	75.00
Minimum flying fee (Minimum flight fee - assessed when no flights made during th...	21.3	1,712.52	8.0%	80.40
Total Service	248.60	20,448.00	95.7%	82.25
Other Charges				
Membership Purchase Hull Fund (Membership Purchase Hull Replacement Fund)	2	909.10	4.3%	454.55
Total Other Charges	2.00	909.10	4.3%	454.55
TOTAL	250.6	21,357.10	100.0%	85.22

Valley Fliers
Profit & Loss YTD Comparison
July 2018

	Jul 18	Jan - Jul 18
Ordinary Income/Expense		
Income		
Sales		
N-80117 Flight Time	3,634.08	23,372.28
N-759MA Flight Time	5,013.27	17,478.13
Aircraft Hull Replacement Func	909.10	4,090.95
Fees	1,712.52	14,162.55
Membership Monthly Dues	4,425.00	29,460.81
N-2388L Flight Time	3,553.68	12,590.64
N-5163S Flight Time	2,109.45	9,453.78
Sales - Other	-12.40	-12.40
Total Sales	21,344.70	110,596.74
Total Income	21,344.70	110,596.74
Gross Profit	21,344.70	110,596.74
Expense		
Re-Registration	0.00	265.00
Depreciation Expense	3,045.31	21,317.17
Meeting Expenses	146.60	1,253.28
G&A		
Mail Services and Supplies	0.00	125.25
Information Technology	73.99	1,230.93
Total G&A	73.99	1,356.18
Bank Service Charges	0.00	0.00
Dues and Subscriptions		
Data 117	0.00	440.00
Data 9MA	0.00	440.00
Total Dues and Subscriptions	0.00	880.00
Fuel		
117 Fuel	1,377.57	8,819.77
9MA Fuel	3,050.83	9,976.33
Fuel Rebate	-95.60	-290.59
88L Fuel	1,299.27	5,641.39
63S Fuel	1,081.35	4,501.52
Total Fuel	6,713.42	28,648.42
Insurance		
Aircraft Policy	1,413.00	9,891.00
Total Insurance	1,413.00	9,891.00
Miscellaneous	0.00	119.88
Rent		
N80117	248.25	1,737.75
N2388L	248.25	1,737.75
N759MA	248.25	1,737.75
Utilities	7.55	691.80
N5163S	248.25	1,737.75
Office Rent	163.61	1,145.27
Total Rent	1,164.16	8,788.07
Repairs & Maintenance		
117 Maintenance	3,716.04	5,031.68
9MA Maintenance	1,942.24	5,283.44
Aircraft oil	682.92	1,559.22
88L Maintenance	123.96	2,660.89
63S Maintenance	557.82	3,438.78
Equipment Repairs	0.00	350.00
Total Repairs & Maintenance	7,022.98	18,324.01
Taxes		

Valley Fliers
Profit & Loss YTD Comparison
July 2018

	Jul 18	Jan - Jul 18
State	252.97	375.39
Total Taxes	252.97	375.39
Total Expense	19,832.43	91,218.40
Net Ordinary Income	1,512.27	19,378.34
Other Income/Expense		
Other Income		
Interest Income	21.82	22.27
Total Other Income	21.82	22.27
Net Other Income	21.82	22.27
Net Income	<u>1,534.09</u>	<u>19,400.61</u>

Valley Fliers
Balance Sheet
 As of July 31, 2018

	Jul 31, 18
ASSETS	
Current Assets	
Checking/Savings	
Escrow savings account	39,717.80
Checking - Columbia State Bank	34,366.91
Total Checking/Savings	74,084.71
Accounts Receivable	
Accounts Receivable	23,720.31
Total Accounts Receivable	23,720.31
Other Current Assets	
Deposits - Fuel Purchases	7,500.00
Undeposited Funds	24,659.41
Total Other Current Assets	32,159.41
Total Current Assets	129,964.43
Fixed Assets	
N-80117 Accumulated Deprec	-22,096.15
N-80117 Cessna 172M	110,451.95
N-759MA Accumulated Deprec	-33,964.09
N-759MA Cessna C-182Q	98,946.08
Operating Equipment	17,525.58
Accumulated Depreciation	-13,299.93
N-2388L Cessna 172	147,244.29
N-2388L Accumulated Deprec	-98,626.12
N-5163S Piper PA-28-180F	147,491.94
N-5163S Accumulated Deprec.	-102,611.29
Total Fixed Assets	251,062.26
TOTAL ASSETS	381,026.69
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	14,592.13
Total Accounts Payable	14,592.13
Other Current Liabilities	
Membership Equity Shares Tradec	10,000.00
Sales Tax Payable	
Sales Tax Paid - Maintenance	-690.25
Taxes Paid - Fuel	-561.92
Sales Tax Payable - Other	-1,137.31
Total Sales Tax Payable	-2,389.48
Total Other Current Liabilities	7,610.52
Total Current Liabilities	22,202.65
Total Liabilities	22,202.65
Equity	
Member Shares - Current Price	120,000.00
Retained Earnings	219,423.43
Net Income	19,400.61
Total Equity	358,824.04
TOTAL LIABILITIES & EQUITY	381,026.69

Valley Fliers
Statement of Cash Flows
July 2018

	Jul 18
OPERATING ACTIVITIES	
Net Income	1,534.09
Adjustments to reconcile Net Income to net cash provided by operations	
Accounts Receivable	-1,007.20
Accounts Payable	12,503.66
Membership Equity Shares Traded	4,000.00
Sales Tax Payable	-3,256.69
Sales Tax Payable:Sales Tax Paid - Maintenance	133.51
Sales Tax Payable:Taxes Paid - Fue	816.16
	14,723.53
INVESTING ACTIVITIES	
N-80117 Accumulated Deprec	916.42
N-759MA Accumulated Deprec	558.65
Accumulated Depreciation	254.67
N-2388L Accumulated Deprec	717.59
N-5163S Accumulated Deprec	597.98
	3,045.31
Net cash provided by Investing Activities	3,045.31
Net cash increase for period	17,768.84
Cash at beginning of period	80,975.28
Cash at end of period	98,744.12

Valley Fliers
Statement of Cash Flows
 January through July 2018

	Jan - Jul 18
OPERATING ACTIVITIES	
Net Income	19,400.61
Adjustments to reconcile Net Income to net cash provided by operations	
Accounts Receivable	-9,492.18
Accounts Payable	-6,004.68
Membership Equity Shares Traded	10,000.00
Sales Tax Payable	-4,873.02
Sales Tax Payable:Sales Tax Paid - Maintenance	5,119.72
Sales Tax Payable:Taxes Paid - Fue	203.04
Net cash provided by Operating Activities	14,353.49
INVESTING ACTIVITIES	
N-80117 Accumulated Deprec	6,414.94
N-759MA Accumulated Deprec	3,910.55
Accumulated Depreciation	1,782.69
N-2388L Accumulated Deprec	5,023.13
N-5163S Accumulated Deprec	4,185.86
Net cash provided by Investing Activities	21,317.17
Net cash increase for period	35,670.66
Cash at beginning of period	63,073.46
Cash at end of period	98,744.12

Tacometer Readings

(add 3,452.3)

Date	C-182		C-172		C-172		PA-28	
	N759MA	Hours	N2388L	Hours	N80117	Hours	N5163S	Hours
7/11/17	3,990.4	39.5	4,010.1	0.0	3,936.9	0.0	2,369.9	0.0
7/23/17	4,011.2	20.8	4,010.1	0.0	3,936.9	0.0	2,397.3	27.4
8/5/17	4,011.2	0.0	4,010.1	0.0	3,947.1	10.2	2,409.0	11.7
8/11/17	4,052.4	41.2	4,010.1	0.0	3,956.8	9.7	2,409.0	0.0
8/15/17	4,052.4	0.0	4,010.1	0.0	3,956.8	0.0	2,411.0	2.0
8/26/17	4,072.2	19.8	4,010.1	0.0	3,974.6	17.8	2,427.3	16.3
8/26/17	4,080.9	8.7	4,010.1	0.0	3,974.6	0.0	2,427.3	0.0
9/13/17	4,088.6	7.7	4,010.1	0.0	3,985.7	11.1	2,443.3	16.0
9/20/17	4,094.4	6.3	4,010.1	0.0	3,992.2	6.5	2,448.2	4.9
9/29/17	4,094.4	0.0	4,010.1	0.0	3,998.4	6.2	2,448.2	0.0
10/4/17	4,094.4	0.0	4,010.1	0.0	3,998.4	0.0	2,454.2	6.0
10/10/17	4,094.4	0.0	4,010.1	0.0	4,020.4	22.0	2,458.6	4.4
10/26/17	4,111.9	17.5	4,010.1	0.0	4,041.8	21.4	2,468.4	9.8
11/7/17	4,121.5	9.6	4,010.1	0.0	4,057.5	15.7	2,475.9	7.5
11/15/17	4,121.5	0.0	4,010.1	0.0	4,064.2	6.7	2,475.9	0.0
12/6/17	4,133.6	12.2	4,014.1	4.0	4,064.2	0.0	2,486.2	10.3
12/12/17	4,137.8	4.2	4,020.2	6.1	4,064.2	0.0	2,487.6	1.4
1/1/18	4,137.8	0.0	4,020.2	0.0	4,080.8	16.6	2,487.6	0.0
1/7/18	4,151.2	13.4	4,034.2	14.0	4,082.4	1.6	2,496.2	8.6
1/28/18	4,160.7	9.5	4,044.4	10.2	4,085.9	3.5	2,496.2	0.0
1/31/18	4,160.7	9.5	4,044.4	10.2	4,085.9	0.0	2,504.9	8.7
2/10/18	4,163.8	3.1	4,047.0	2.6	4,089.9	4.0	2,508.4	3.5
3/1/18	4,179.6	15.8	4,050.2	3.2	4,099.9	10.0	2,511.9	3.5
4/4/18	4,205.6	26.1	4,053.3	3.1	4,116.7	16.8	2,523.6	11.7
3/22/18	4,205.6	0.0	4,058.3	0.0	4,129.7	13.0	2,523.6	11.7
4/7/18	4,205.6	0.0	4,058.3	0.0	4,132.5	2.8	2,523.6	11.7
4/12/18	4,205.6	0.0	4,063.3	5.0	4,132.5	0.0	2,523.6	0.0
5/5/18	4,205.6	0.0	4,063.3	5.0	4,181.0	48.5	2,538.1	14.5
5/9/18	4,231.7	26.1	4,081.1	17.8	4,192.0	11.0	2,538.3	0.2
5/29/18	4,249.5	17.8	4,097.8	16.7	4,241.0	49.0	2,538.3	0.0
6/5/18	4,249.5	0.0	4,097.8	0.0	4,241.0	0.0	2,554.5	16.2
6/13/18	4,249.5	0.0	4,097.8	0.0	4,255.9	14.9	2,558.0	3.5
6/16/18	4,257.0	7.6	4,097.8	0.0	4,255.9	0.0	2,558.0	0.0
6/27/18	4,282.2	25.2	4,125.4	27.6	4,279.0	23.1	2,573.0	15.0
7/11/18	4,290.8	8.6	4,125.4	0.0	4,294.4	15.4	2,577.6	4.6
7/21/18	4,314.1	23.3	4,155.8	30.4	4,308.7	14.3	2,588.2	10.6
7/27/18	4,319.7	5.6	4,157.7	1.9	4,313.9	5.2	2,593.1	4.9
8/2/18	4,319.7	5.6	4,157.7	1.9	4,313.9	5.2	2,596.7	3.6
8/7/18	4,356.4	36.7	4,173.7	16.0	4,333.6	19.7	2,599.1	2.4

Valley Fliers Aircraft Maintenance Summary

Date of Report: 8/7/2018

Total Airframe Hours:		4,356	4,174	4,334	6,051
Aircraft	N759MA	N2388L	N80117	N5163S	
Next Oil Change (50 hrs)	8.1	1.7	10.8	47.6	
Hours Before TBO (2,000 hrs)	(543.6)	(34.3)	1,603.3	770.7	
Hours Since Top Overhaul	1,901.3	489.2	396.7	229.2	
Prop Hours (Since OH)	1,999.6	2,034.3	396.7	1,229.3	
Next Annual Inspection Date	10/30/18	11/30/18	1/31/19	5/30/19	
Hours to Next 250 hr Inspection	5.5	86.4	(2.8)	189.0	
Magneto OH Due (Rec. - 500 hrs)	255.5	10.8	103.3	224.9	
Vacuum Pump Due (Rec. - 500 hrs)	(114.6)	10.8	247.2	9.1	
Pitot-Static/Altimeter Insp Due	4/30/20	4/30/20	4/30/19	1/31/20	
Transponder Inspection Due	4/30/20	4/30/20	4/30/19	1/31/20	
ELT Battery Due (5yrs)	4/30/21	1/31/22	11/30/21	4/30/21	
ELT Registration Expires (2yrs)	2/18/20	2/18/20	2/18/20	2/18/20	
Fin & Rudder AD Due (1,000 hrs)	755.5				
Fuel Cap Placard AD Due (Annl)	10/30/18				
Seat Tracks AD & Seats (100 hrs)	58.1		45.4		
Rear Seat AD Due (Annl Insp)				Annual	
Induction Paper Filter AD (500 hrs)		451.70			
Bendix Ignition AD Due(2000 hrs)	1,875.3		1,747.2		
Fuel Inj. Insp. AD Due (100 hrs)		51.70			
FAA Reg Exp (App 3-5 mo prior)	7/31/19	1/31/21	11/30/18	1/31/21	
Carbon Monoxide Indicator Due	11/17/19	7/19/19	11/17/19	11/17/19	
Oil Hoses Replaced at TAC				2,409.0	

N759MA

Replaced Voltage Regulator
Oil Change

N80117

100 Hour Inspection
Rebuilt nose strut
Repaired Wing root vent
Repaired cowling fastner
Rebuilt shimi Dampner
Balanced nose wheel
Repaired ELT
Repl. R/wing Gren light bulb

N5163S

Inst. new EGT probe
Inst. new CO2 sensor
Oil Change

N2388L

Inst. new EGT probe
New paper induction air filter

Valley Fliers- 2017 ADS-B Vendor Quotes

Avionics Shop	Quote Options	Pricing	Details
1 Cannon Avionics			
Arlington, WA			
Cessna 172's	1A	\$ 4,306.00	Installation of a GTX-335 with ADS-B Out
	1B	\$ 6,294.00	Installation of a GTX-345 ADS-B In/Out, Weather and Traffic Displayed on 430W with Bluetooth for Ipad
	1C	\$ 5,015.00	Appareo ESGi ADS-B In/Out Transponder, WIFI for IPAD
Cessna 182 and PA28	2A	\$ 4,496.00	Installation of a GTX-335 with ADS-B Out
	2B	\$ 6,484.00	Installation of a GTX-345 ADS-B In/Out, Weather and Traffic Displayed on 430W with Bluetooth for Ipad
	2C	\$ 5,205.00	Appareo ESGi ADS-B In/Out Transponder, WIFI for IPAD
2 Olympia Avionics			
Olympia, WA	1	\$ 5,201.00	Installation of a GTX-345 ADS-B In/Out, Weather and Traffic Displayed on 430W with Bluetooth for Ipad
	2	\$ 4,500.00	Installation of Freeflight FDL-978-XVR (978 Only)
	3	\$ 3,855.00	Installation of a Sandia STX 360
3 Spencer Aircraft			
	1	\$ 4,315.83	Installation of a Stratus ESG 1090 ES Transponder. Spencer notes that they have installed a lot of these solutions and that they work great. Unfortunately, they did not do as I asked and detail each airplane.
4 Pacific Coast Avionics			
Aurora, OR			
N80117	1	\$ 6,114.00	Installation of a GTX-345 ADS-B In/Out, Weather and Traffic Displayed on 430W with Bluetooth for Ipad
N2388L	2	\$ 6,214.00	Installation of a GTX-345 ADS-B In/Out, Weather and Traffic Displayed on 430W with Bluetooth for Ipad (\$100 less for rebate on the KT76T)
N759MA	3	\$ 6,114.00	Installation of a GTX-345 ADS-B In/Out, Weather and Traffic Displayed on 430W with Bluetooth for Ipad
N5163S	4	\$ 6,114.00	Installation of a GTX-345 ADS-B In/Out, Weather and Traffic Displayed on 430W with Bluetooth for Ipad
5 Soloy Aviation Solutions			
Olympia, WA	1	\$ 4,575.00	Installation of a GTX-335 Transponder with ADS-B Out Only (per aircraft price, all aircraft)
	2	\$ 6,575.00	Installation of a GTX-345 ADS-B In/Out, Weather and Traffic Displayed on 430W with Bluetooth for Ipad
	3	\$ 4,955.00	Installation of Stratus ESG with ADS-B In only. Also quoted an add of \$899.00 per unit for a Stratus 2 unit to enable ADS-B In and Wifi to IPAD or Android This installation requires another antenna.

ADSB- OUT FAA Approved		June 1, 2018			
Manufacturer	Model#	Approved Position Source	Aircraft	Approval Date	
1	Appareo	Stratus ESG	Internal	Fixed Wing	STC July 2016
2	Aspen Avionics	ATX100/100G	Internal or Interfaced to Garmin GNS 430W/530W	Fixed Wing	STC March 2015
3	Avidyne	AXP340	Garmin GNS 430W/530W	Fixed Wing	STC April 2014
4	BendixKing	KT74	Garmin 400W/500W Series	Fixed Wing	STC February 2014
		KGX 130T	FreeFlight WAAS 1201, Garmin GNS 430W/530W	Fixed Wing	STC February 2014
5	Dynon	SV-XPDR-261	Dynon SV-GPS-2020	Fixed Wing	STC March 2018
6	FreeFlight	FDL-978-TX	Freeflight WAAS 1201	Fixed Wing	STC June 2012
		FDL-978-XVR	Freeflight WAAS 1201, Garmin GNS 430W/530W	Fixed Wing	STC February 2014
7	Garmin	GDL-88, GTX-23, GTX-33x w/ES, GTX-330x, GTX-3000 (GTX Models require appropriate S/W Rev.)	GNS 430W (and a large group of other Garmin Models)	Fixed Wing	STC December 2014
		GDL-84, GDL-88H	Internal	Fixed Wing	STC December 2014
		GTX-335, GTX-335R, GTX-345, GTX-345R	Internal or Interfaced with 430W	Fixed Wing	STC February 2016
8	L-3 Aviation Products	NGT-2000/2500	Internal	Fixed Wing	STC January 2015
		NGT-9000	Internal	Fixed Wing	STC March 2015
		NGT-1000	Internal	Fixed Wing	STC April 2015
9	Navworx	ADS600-B, Part Numbers 200-0013	Garmin GNS 430W (and others)	Fixed Wing	FAA Global AMOC August 2017
		ADS600-B, Part Numbers 200-0113	Internal or Interfaced to Aspen NexNav Mini	Fixed Wing	STC June 2014
		ADS600-B, Part Numbers 200-0013	Aspen NexNav Mini	Fixed Wing	FAA AD July 2017
10	Trig- Avionics	TT-32	Freeflight WAAS 1201, Aspen Nex Nav Mini, Garmin GNS 400W/500W Series, Garmin GTN 650/750, Trig TN70	Fixed Wing	STC May 2012
		TT-22	Avidyne IFD 5xx/4xx, Freeflight WAAS 1201, Aspen NexNav Mini, Garmin GNS 4xxW/5xxW, Garmin GTN 6xx/7xx, Trig TN70	Fixed Wing	STC November 2012
ADSB-B IN FAA Approved		June 1, 2018			
1	Aspen Avionics	ATX100G		Fixed Wing	STC March 2015
2	Avidyne	MLB 100		Fixed Wing	STC June 2015
3	Bendix/King	KGX-130, KGX 150		Fixed Wing	STC February 2014
4	FreeFlight	FDL-978-XVR, FDL-978-RX		Fixed Wing	STC February 2014
5	Garmin	GDL-88		Fixed Wing	STC December 2012
		GTX-345		Fixed Wing	STC March 2016
6	L-3 Aviation Products	NGT-2000/2500		Fixed Wing	STC January 2015
		NGT-9000		Fixed Wing	STC March 2015

Notes: Fixed Wing indicates an AML STC that applies to many fixed-wing GA Models- see manufacturer for models covered

Submit

When will skyBeacon be available?

skyBeacon is now available for Experimental and Light Sport Aircraft. It will subsequently be available to a large number of certified aircraft after TSO approval Q2 2018. We expect the product to begin shipping August 2018.

Will skyBeacon meet the U.S. ADS-B 2020 mandate?

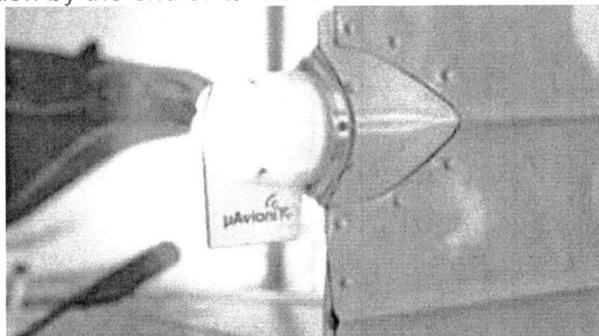
Yes, skyBeacon will meet the 2020 ADS-B requirements when paired with an operational Mode C or Mode S transponder. skyBeacon meets or exceeds all required performance and environmental standards for use in the national airspace. The certified skyBeacon will ship with 4 separate TSO certifications.

UAT Transmitter: TSO-C154c Class B1S
WAAS GPS: TSO-C145d Class Beta I
Position Light: TSO-C30
Anti-Collision: TSO-C96a

Will it be available for my aircraft?

Will it be available for my aircraft?

We recognize the ease (and low cost) of installation is a key differentiator, and will do everything possible to make installations on certified aircraft as simple as possible. At release, an STC will be available for several of the most popular aircraft models. We'll work to quickly expand the Approved Model List, and expect that skyBeacon installations on non-STC'd models will be a minor alteration which can be signed off on by an A&P holding an IA or a Part 145 repair station. Finally, we've been working on a solution in a slightly different form factor for those who cannot fit SkyBeacon onto the wing. We'll be introducing tailBeacon, an ADS-B out solution designed as an LED tail position light replacement. We expect tailBeacon to be available for the experimental market in early Q3 with certification by the end of Q4 2018.



Will skyBeacon work outside the U.S.?

No, skyBeacon transmits on UAT (978MHz). The UAT (978MHz) frequency is only approved for use in the United States below FL180 (18,000'). For international travel or flight above FL180, a 1090ES transponder is required.

Will there be a version with strobes?

There is a version of SkyBeacon with anti-collision lights (strobes) under development.

What about a matching version for the starboard (right) wing?

A matching starboard LED light assembly will be available as an option. The starboard assembly is under development and is expected to launch in 2018.

Will there be a version with aft (rear) position lights?

At this time there is not a wingtip mounted version with integrated rear position lights in development.

There is a replacement rear position light without strobe in development under the working name tailBeacon.