

December 13, 2023

Valley Fliers December Board Meeting

Meeting Called to Order at: 6:31

Present: Morrow,, DeWitt, Vader, plus 13 members and two prospective members.

Excused Absent: Wildstone, Hewitt, Pebworth

Approval of November Minutes

Alan moved to approve as corrected. Sean seconded. The motion passed unanimously.

Treasurer's Report

See Alan's handout. It was a light maintenance month. Alan expects more of a bill next month for the work still ongoing on 9MA.

November was a pretty good month as Novembers go. We are well ahead this year of where we were last year. Our maintenance is currently down \$14000 from last year (though we have annuals coming up). The asset acquisition in progress on the balance sheet includes the engine core. We have a net cash increase year to date of about \$10500. In a nutshell, we are in good shape.

Maintenance Officer's Report

Jon talked in Jonathan's place as Jonathan was not available. He has a new oil cooler for 9MA. That is the second cooler we've put onto the plane since the new engine. The cracks seem to be due to a poorly balanced engine. We will balance the prop to try to minimize the vibration. Sean asked if the engine's internal balance is off whether Continental would pay to fix the engine. Jon doubts it. Sean asks how hard it would be to look at the engine's internal balance. Jon says the whole engine would need to be torn apart. Jon is also rebuilding the air box and is checking the alternator and voltage regulator because there has been a squawk on it. Sean asked what would be required to fix the leaking front windshield? Jon says he can do it in a few weeks. Question from the floor: when would 9MA be available? Without balancing the prop, he can have it available next week. The prop can't be balanced until January 18th. Sean and Alan suggest the plane should be kept down until the prop can be balanced. Question from the floor about 727's attitude indicator? Jon says he has one. Question from the floor: could we put a power flow muffler on it? Alan says he has checked and we can get one for 727 and it will help both power and cooling. Alan thinks it would be one of the next upgrades we should look at after we get avionics taken care of. Member noted that he scratched the plastic on the side of the elevator 117. The plastic is not broken. Jon and the board think it is unlikely to be a big problem. The member had to push hard and didn't see a box behind the elevator. The member suggests he should have used the tug instead.

Safety Officer's Report

Chris was not present as he had to work. Sean asked for safety info. Steve Tanner shared an issue that occurred at another club he is a member of in Southern California. A member left wheel chocks in a space when they left. When the plane was put back (under power), the prop picked up the chocks and ruined the prop.

Old Business

Avionics Upgrade The board has approved the panel layouts. They are going to be cut and pre-wired, then brought up for installation. Sean will send out drawings to the members so they can see what the panels will look like. Sean asked whether or not we can get a similar set of avionics in the simulator. No one present is clear on the answer.

Question from the floor: What is the final avionics solution? Answer: We have the sky view 1100, then the G30, the IFD 440, and the Garmin transponder or a Dynon transponder.

Question from the floor: will there be in-person classroom training? Answer: Alan said Jonathan is working on it. Sean has also posted some videos to help people understand the new gear.

Several commenters suggest the new avionics will take some getting used to and members shouldn't fly IFR without building competence and experience with the new system.

New Business

Airport Update Tim Mensonides, the airport manager, was at the meeting.

There is a new, straight in approach in progress. It will make decision height 401'. It would be based on Dick Scobee, so the fixes will be space shuttle references. It should be published either May 16 or July 11. Tim is working to deal with obstructions that would limit the approach acceptable hours.

Regarding the runway project. Funding was received literally two hours late. They have re-bid the job. It looks like it will basically take the whole month of May. They will rebuild the runway and the number will change to 35 and 17. The whole south end will be regraded to current runway safety standards. The VASI will become a PAPI. In 2025 the airport will get emergency power, raise the beacon, and will get an AWOS. That work is still going through environmental review. Sean asked if we are safe arranging alternate parking for April, May, and June. Tim says yes.

Tim says the primary way the airport communicates is via an email list.

Regarding hangars, Tim says the work will proceed in sections, one side of each hangar at a time. The current work is on hangar J, the club is in hangar G. The pavement will be cut and hangars will be accessible via ramps while preparations for concrete are made, then there is a time when airplanes cannot move in or out at all because the concrete needs to cure. Tim confirmed our hangar areas will remain open, and we will get a door out of the office directly into the office area. The hangar doors will include some transparent plastic windows to allow in natural light. Alan asked when the new rate would be effective? Tim guesses it would likely be March or April, depending on the construction.

A member asked whether we can put some stripes on the taxiway outside our hangar to better align the planes? Tim said that was fine.

Another member asked if the new CTAF will now activate on the new frequency? Answer: yes. The weather is still on 122.8 and will stay there.

Tim says the mural on the end of our hangars will have a 172 on it and that plane will be painted as 117. There will also be benches at the end as well. Tim is working with Erica Juberg on what to be put on one of those benches.

Tim noted we are the home of the airport passport program. There are 113 public airports participating in the passport program. The passport program is completely free (except the costs to fly to all those airports). When a participant has visited 90% of the airports can get a jacket.

Commenter from the floor thanked Tim for the quality of the office staff. Tim thanked them for the comment, and noted that the airport really values feedback.

Sean thanked Tim for coming to speak with us.

Potential New Member -

Ed Yoshida Tim Vader introduced Ed. Ed heard about the club from Tim and Meg. Alan asked whether he is interested just in recreational flying? Answer yes. He has only had one lesson long ago. Alan moved to accept Ed as a member. Sean seconded. The motion carried unanimously. Ed would a student pilot.

Jake is recommended by Jordon Triggs. He had his own 172 and is looking for some middle ground between owning and renting.

Commenter from the floor proposed that we get rid of the old ladders and replace them with a new one. Alan and Sean said we can do that. Sean will buy one and submit a receipt.

Free flight hour won by: Ed Bryce

Meeting adjourned at: 7:40

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