

Valley Fliers February Board Meeting

Meeting Called to Order at: 6:30

Present: Morrow, Glassmyer, DeWitt, Pebworth, Hewitt, Vader, plus 10 members and two potential members.

Approval of January Minutes

Alan moved to approve as amended. Scott seconded. Motion approved unanimously

Treasurer's Report

See Alan's handouts. Alan said it was a decent month for a January with airplanes out. The fuel surcharge was down because fuel costs were down. The surcharge went down by \$1. The hangar rent went up. Maintenance was enormous. Alan hopes maintenance will settle down. While we are ahead on current assets as compared to last year, we have about \$20 thousand in unpaid bills. Sean asked if we have a deadline on the core charge? Jonathan says we have to send it back within a year. Accounts Payable is high, especially in view of the fact that fuel and other charges are prepaid and show as negative payables. Alan won't be here next month. We will try to arrange for Zoom or some other electronic conferencing option so he can present at the annual meeting. Question from the floor: why does depreciation show as positive on the cash flow? Alan says because depreciation does not cost cash, he has to show an offset to reconcile

Maintenance Officer's Report

See Jonathan's handouts.

63S almost all squawks have been fixed. After it was all re-assembled we had the carburetor fail and the throttle cable too. The pitot-static tube is full of leaks. The plane is not able to be flown IFR right now. They will keep going bad and costing us money. Even if we move to G5s, we still have to have an altimeter as the primary instrument. The oil filter door needs adjustments (it is popping open) and we need a new pitot cover. We replaced the strobes with LED strobes. The annual and squawks took 116 hours. Comment from the floor: the pitot cover is back. Question from the floor: is it ok for VFR? Answer: yes. Question from Sean: Is the altimeter off by a set amount? Answer: no, it just is out of spec for IFR. Question from Scott: is the glare shield fixed? Answer: yes. Question from Sean: how did the club decide to sell our old 172s? Answer from Alan: when the 172s needed significant panel upgrades and were over 10000 hours we were unwilling to make the investment in airframes with that many hours. Comment from the floor: we should consider replacing 63S with another 172 when we decide to get rid of it. There was a significant discussion of which planes fly least. Alan says 9MA is the least flown.

117 The JPI still needs to be configured. There is junk around a wheel bearing. There is a fuel sump leaking. Look at his handout for a list of open squawks.

9MA The squawk of autopilot inop listed on Jonathan's handout was actually a pilot training issue.

727 has a few squawks. The brake-rubbing squawk is just new pads that need to wear in.

Comment from the floor: registration has been extended to seven years, so the dates in the tracking spreadsheet are off. Scott congratulated Jonathan on passing a Citation check ride.

Safety Officer's Report

Chris: regarding 727's hangar rash, would the board like him to try to ascertain when the plane was damaged? Sean says maybe not in this case. At this point, it might be more appropriate to email the club. Comment from the floor: it seems like an investigation might be appropriate. Sean suggests even if we investigate, we still need to send a message to the whole club. Scott asked if we investigate, who will pay for the damage? He reviewed a couple of earlier issues the club had with our planes. Alan highlighted a bent firewall on one of our 172s that limited aileron control. Comment from the floor: we want to foster a culture of reporting incidents / issues so we can keep the planes safe. The next Bremerton IMC club is coming up in March. He will also send out information on an upcoming seminar on helicopter wake turbulence.

New Business

August Airport Shutdown Sean reached out to Crest and they have availability. He is trying to figure out if we need to do something to lock down space for this summer. He notes that might be the time to change out 117's engine.

Agging Avionics Jonathan says the only way to get away from old primary instruments is to go all glass. The two major players are Garmin and Dynon. Dynon has a more complete solution. It would be a huge investment for the club. It might be possible to find a plane with the avionics we want and buy that. The downside is we wouldn't know the history of a plane we did that with. Our planes are low hours relative to their lifetimes. Jonathan asks what the club would like to spend to upgrade? Garmin has to be serviced by Garmin folks. Dynon can be worked on by any A&P. Jonathan says his mission is to keep it cheap and keep them flying. Question from the floor: would \$40000 buy the Skyview? Jonathan says yes. Question from the floor: a G5 won't replace the altimeter? Jonathan says that's right. The G5 can only replace part of the panel. Alan notes there would still be a pitot-static system with the Dynon. Sean suggests we will be forced to move to glass at some point. Jonathan says no, but the price will likely go up and it will have more down time due to lack of people to fix it. Jonathan says he believes we should go to a Dynon system. Sean asks Alan whether he could provide a budget for avionics upgrade(s)? Chris says Dynon pushes a lot of data at pilots who barely maintain currency, let alone proficiency. He suggests we need to standardize across the fleet. Alan says it would almost certainly require an assessment, and suggests we need to poll the members. Alan notes we would also need a significant assessment or increase in rates to finance upgrades to glass. Sean tables the topic to be discussed at the annual meeting. Sean noted the members have clearly indicated we should start with 117 if we upgrade. Scott notes we need to prep well for any discussion at the AGM. Jonathan notes we should talk to the members about what features (autopilot, etc.) they want.

Number of Shares Tim suggested we may want to back down on the number of members to the original 60 members to minimize dilution of ownership and manage contention for the planes during flying season.

Potential New Members

Khalid Fakhri works as a pilot for United and learned to fly at Crest. He is interested in getting back to GA. Alan asked if he just wants to go pleasure flying? Khalid says yes. Scott notes Khalid is unlikely to be putting a lot of wear and tear on our planes to build time to move to the airlines. Scott moved to accept Khalid. It was seconded and accepted unanimously.

Gwen was previously approved by the club as a member several years ago. She had to step back due to her husband's health. She is next in line.

Ed Bryce introduced a friend **David Kantor** who is interested in the club. He is looking to fly for leisure. Sean asked him to send information and he will put him on the waiting list.

When the waiting list gets short, Sean will let members know and allow them to suggest new people for the waiting lists. He also explained the multiple membership offer situation that caused the board to increase the member count to 66.

Geoff Smith is interested in becoming a club instructor. Chris says he saw Geoff's resume. Sean asked Chris to work to clean up the list of instructors. Sean moved to accept Geoff as an instructor. Alan seconded. The motion carried unanimously.

Free flight hour won by: Nick Webb

Meeting adjourned at: 7:47

Next Meeting: The Annual General Meeting will be held at Trotters Restaurant on Wednesday, March 8th. The next board meeting will be held Wednesday, April 12, with food available at 6:00 pm and business beginning at 6:30 at Trotters Restaurant.