

Valley Fliers July Board Meeting

Meeting Called to Order at: 6:30

Present: Morrow, Glassmyer, DeWitt, Pebworth, Walter, Vader, plus 8 members and one prospective member.

Approval of June Minutes

Alan moved to accept as written, Shawn seconded. Motion approved unanimously

Treasurer's Report

See Alan's handouts. The insurance increase is just over 10%. The fuel surcharge is up to \$3 per gallon. Half the club did not fly last month. Alan is now buying fuel ahead in \$5000 increments to avoid depleting it fully. Maintenance is already over \$50,000 for the year. 63S is coming up for annual on 7/24. The Cardinal should be back before 63S's annual. Question from the floor: have we considered moving the annuals to the winter? Answer: we'll discuss that in the Maintenance Officer's report, but we had to do these when they came up. Accounts Payable shows a big negative because we prepay for fuel. YTD, our cash is down \$11000, primarily due to fuel costs. The fuel surcharge should help with the cash position. Alan just got back into town and has a large number of checks to deposit.

Maintenance Officer's Report

See Jonathan's handout.

117 The oil change will be completed on the 19th. Jonathan has researched a source to get a rebuilt Garmin 430. It would cost about \$1800. Sean is in favor of getting the 430 rebuilt. The DG is failing. Jonathan also has pricing for a whole new panel, but it is pricey. Sean asked whether if we pulled the gauges out of 9MA we could have them rebuilt and load them into another plane? Answer: that would work. 117 will need a new engine soon. The fastest way to get an engine rebuilt would be to buy an old core and have it rebuilt, then swap and sell the engine we pull out or keep it as a core for future use. Alan notes engine costs have gone up substantially since we bought our last motor. Jonathan says factory new engines are on the shelf, but they are \$60,000 even if we return a core. Question from the floor: would there be benefit in retaining the core? Jonathan says yes, it would allow us to have one rebuilt in the future without a lengthy plane downtime. Alan notes the cost if we retained the core would really be difficult. Question from the floor: what would the time be to get a factory new engine? Anywhere from right away to 12 weeks. Sean noted if we wait for the engine to go bad, we might have to wait a year to get a replacement. Jonathan has been waiting for 9 months for a motor for his own plane. Jonathan asked if we should remove the wheel pants on 117? Sean and Shawn are in favor of removing them. The benefits of keeping the wheel pants are aesthetics and a small speed improvement. The consensus is that the wheel pants should be removed. Jonathan bought a good number of spares for the planes. He would like to purchase a couple of rims so we could pre-mount some of those tires. He is requesting we buy two or three rims, maybe one for each plane. All three Cessnas use the same rims. The Piper is smaller. If we bought rims, members could take a spare in the plane. Alan says it is worth considering.

727 is done except for the seat belts. The earliest they could be installed is the 18th, more likely the 19th. Sean asked if we should get a small ladder to carry since 727 doesn't have steps. There is general agreement that would be useful. Question: is the upholstery being redone during the annual? Answer: no. The part does not fit and we will need to do a compromise.

63S Alan asked whether Jonathan discussed the field rebuild Jon did on 63S? Jonathan says yes. 63S was nearly completely rebuilt several years ago. 63S doesn't seem to be consuming a lot of oil and seems to be running strongly now. 63S got an oil change today. Jonathan noted the muffler is in poor shape. Question from the floor: why do we think the carb might have a vacuum leak? Answer: the idle is rough and that may indicate a carb leak. Jonathan noted that if we want to move the annual to winter, we would need to pay for two in a year to put it in the right sequence. Comment from the floor: it might pay to annual at the same time every year. Doing so would give us effectively one less month of utility per annual, but would keep them in a better timeframe for the club. Several commenters agree that would be a good idea. The commenter continued that it might be better to do an extra annual so it could go through a regular annual at a more advantageous time. That second annual may be

cheaper because so much got done in the first annual that year. Jonathan suggests that we can't really predict or control when the annuals will actually get in and done. The A&Ps get a lot of people wanting to do annuals at the same time. Jonathan is looking for a reliable mechanic that will deliver when they say they will. Sean suggests with the quantity of planes we have that might help give us leverage. Jonathan says that doesn't seem to help. Sean suggests we need to make every effort to not need annuals between the end of June and the beginning of October. Jonathan notes that we get new lists of issues at every oil change. Alan noted we used to not have inspections during oil changes, but we did annuals every 250 hours.

9MA We are contacting Cessna to see if we can do a splice rather than changing the whole leading edge. The member is paying the entire cost of the repair. Question from the floor: has the wing been detached to look for internal damage? Answer: Jon says there is no indication of damage at the root of the wing. Jon will do the repair.

Jonathan asked for a decision on how to proceed on the engine for 117. Alan says he is not opposed to getting a core now, but it is premature to get the rebuild started. Sean asks what would happen if the core turns out not to be rebuildable if or when we send it in a few months from now. Sean moved we buy the core, Scott seconded it. Jonathan will get choices from reputable suppliers. The motion carried unanimously.

Safety Officer's Report

Shawn wanted to discuss the wheel pants for 117. He is happy with the decision to take them off. Regarding 9MA, he wonders how the board feels about the plane being flown back with that level of damage? Question: had the FAA blessed the flight back before he made it? Answer: he sent the pictures to the FSDO and they didn't object, but they didn't approve it. (Approval would have been in the form of a ferry permit.) The FAA and NTSB both got involved and both termed it an incident. Sean moves we start a board to investigate this incident. Alan seconded. The board voted unanimously to convene a safety board. Shawn will convene that board. Scott mentioned the prop strike we had in Woodland where Seattle FSDO would have given us a ferry permit, but the Portland would not. Question: has the insurance company been informed? Answer: we are paying for it on our own, but they'll probably become aware of it. The matter is a public record.

New Business

Engine Replacements

Dealt with above.

9MA Incident

Dealt with above.

August Meeting

Sean moved to cancel the August meeting because three members will not be available. Scott seconded. The motion carried unanimously.

Potential New Member Geoff learned to fly out of Salt Lake City a long time ago. Is a CFI, CFII, MEI. He now works in airport administration (at SEA). He got busy with life and stopped flying. He tried to restart a couple of years ago, but COVID interfered. Sean noted we have a share for sale right now. It may be spoken for, but he will try to figure out if there is anyone on the waiting list who wants to buy that share.

Comment from the floor: Tom Posey, former member, died in a crash at Pearson Airpark a couple of weeks ago.

Free flight hour won by: Adam Milazzo

Meeting adjourned at: 7:51

Next Meeting: The next board meeting will be held Wednesday, September 14, with food available at 6:00 pm and business beginning at 6:30 at Trotters Restaurant.