

Valley Fliers June Board Meeting

Meeting Called to Order at: 6:30

Present: Morrow, Wildstone, DeWitt (excused late), Hewitt, Smith, Vader plus 11 members and one potential member.

Approval of May Minutes and Executive Session Minutes

Kelsey moved to approve as written. Tim seconded. The motion passed unanimously.

Maintenance Officer's Report

See Chris' handouts. All four planes are in good shape, though the turn coordinator in 63S has likely failed and will be swapped out (we have a spare). 117 got an oil change after he prepared the handout. It now has enough hours that it is released for general use. The new engine isn't using oil. 727 strobes problem is more than just wiring. We plan to pick up 9MA up tomorrow and get a new weight and balance done on 117 at that time. 9MA will need to get a VFR & IFR cert next Tuesday. We plan to have all four planes up and running by next Tuesday or Wednesday. Chris has updated the maintenance spreadsheet, but cells with red backgrounds he is still figuring out. We may have missed magneto inspections. Jonathan says Jon has stickers showing those inspections were done. Chris is looking for members to be part of the maintenance crew or maintenance buddies. Kelsey mentioned the board discussed potentially providing some flight time to folks who do maintenance tasks. Sean noted we likely will need planes ferried and that would be free flight time. Question from the floor: What is Chris' email? Christopher.Hewitt@comcast.com

Safety Officer's Report

Geoff noted it has been a quiet few weeks since he took over the role. He will be working with Chris to take over more activities. He noted several folks have been looking for safe ways to get the planes into the hangars without damage. He is working on a track system to try. He is also looking at refreshing the painted alignment lines. He asked members with ideas to let him know. He brought in a good book on learning the new Avidyne system "Flying with the Avidyne IFD440". Question from the floor: did the new avionics come with a manual? Answer: no, but there is information online. The book is scenario-driven so is a fairly easy read and isn't too dry. He also brought in the iPad trainer app. He noted there is another app "the IFD 100" app, but that is not for training it is for connecting to the avionics in the plane. Question from the floor: will we hold a class? Answer: Chris said he did two days, but only had four people show up. Chris said the first hour was overwhelming, but he quickly got used to it. Chris says there is a quirk connecting ForeFlight to the new system where it sometimes doesn't connect. Jonathan told Chris how to get the VFR database loaded into the Dynon gear. Question from the floor: what is the ADS-B error message that shows when you turn it on? Answer: that is probably because ADS-B is not good on the ground. Chris says 117's Weight and Balance should be updated tomorrow and has been updated for 9MA which gained 312 lbs of useful load. Several members suggested that big a change in weight is suspicious. Chris noted that if 117 sees a similar change he will be very suspicious of the scale.

Board Vote on Appointments

Kelsey moved to accept the appointments of Chris and Geoff. Alan seconded. The motion passed unanimously.

Treasurer's Report

See Alan's handouts. May was possibly a new record on minimum flight fees. Fuel was down a little bit because the flying was down. 117's case failed rebuild and there were missing parts on the return, so we got less deposit back than expected. We sold one of our ADS-B transponders. Alan asked where the other parts are? Jonathan says they should still be in Vancouver. Chris said they might be in the back seat of 117. Alan hopes to regain \$10000 or so from the removed parts. He noted we will likely retain old vacuum instruments as spares for the other aircraft. Revenue is down about 14% this year from last. Insurance is up 12.5%. Our rent went up June 1 and will now be about \$2400 per month (almost double what we have been paying). Alan needs to have a conversation with Puyallup because they billed us for June which we already paid for but will not use. Maintenance is a little more than double last year's cost. Kelsey asked if we really hadn't bought any tires last year? Answer: we buy in bulk so we were using from what we have. Year to date we are down more than \$50000. Alan said we are done paying the avionics guy, or mostly done. There will be a few small items. Alan prepaid for bulk fuel again last night. We did get \$3300 back on the engine core. Our cash situation is dicey. Our engine reserves should be at \$81000 and we have about \$50000 in cash. We will need to raise rates. Sean asked about insurance. Question from the floor: our fuel card works in other locations, can we use it outside Auburn? Alan says it is ok to do that. Comment from the floor: we have to use the broken fuel card for 63S. Another member commented that they found the good one and put it back into the zippered pouch. The fact that the old engine case failed was a big blow. Question from the floor: the fuel surcharge is based on a price we won't ever see again in Auburn, can we reset it? Answer: we could raise the planes' rates more and get rid of the fuel surcharge on top of the hourly rate, but we have to cover the fuel costs somehow.

New Business

Rate Increase

Based on our deficit, the planes' costs would need to go up by about \$31 per hour to get the reserves back up where they should be. Alan feels that is too aggressive. He thinks we should start with \$10 per hour on everything but the 182 and \$15 per hour on the 182. Question from the floor: Is this because we haven't been flying the planes? Answer: not really. That is some of it, but mostly we aren't covering the hourly cost. Question from the floor: how does that cost break down? Answer: the hourly rates cover the fuel, maintenance, and engine reserves. The dues cover the fixed costs. He reminded members that we raised the dues to help cover higher hangar rent. Question from the floor: is the fuel burn near the handbook rate? Alan bases it on the historic burn rates. Commenter from the floor suggested \$12 / hour additional would cover the higher costs. Alan says probably, but we need to rebuild reserves. Kelsey noted the hourly prices on the web site include sales tax. She suggests we make everything except the 182 \$120 / hour including tax. Alan noted that would add \$10.89 per hour, probably not enough. Chris suggested we just raise dues and leave rates as they are. Sean and Kelsey feel the costs should be in the hourly rates. Alan noted everything that goes into the variable costs has gone up. Alan asked if we wanted to adjust the ratio between the hourly rates of the various aircraft as we raise rates. Alan noted the 172 actually costs less to run. Commenter from the floor suggested the new avionics raise the value of the 172. Alan notes that if the members are okay charging more for the 172, he is happy to charge more. Commenter from the floor notes that 63S may

need some engine work sooner rather than later. Kelsey suggests we should raise rates higher sooner to rebuild reserves. Jonathan says the vibration issues with 9MA might also indicate we may have shorter life on that engine. He let Chris know that Northwest Propeller has records of the balancing work that has been done on that engine. Question from the floor: if the camshaft loses its pin while the plane is flying what will happen? Answer: the engine will fail. Follow-on comment: if members understood that, they might not fly it. Answer: we don't really know what is wrong, that is why the manufacturer won't fix it under warranty. Kelsey summed up that the real message is the cash situation is serious. if an engine fails now we would need to do an assessment. Kelsey suggests tax-included rates of \$120 for the 172, \$125 for the other two non-182s. Another commenter suggested we should work on the non-tax included rates. Alan suggested \$15 per hour on all but the 182 and \$20 on the 182. Question from the floor: do we need to set this rate tonight. Answer: Alan says we do. The decision is the board's, but Alan wants to hear from members. The fuel surcharge is still an addition on those. Sean calls for a motion. Alan asked if we want to raise 117's rate more? That sounded reasonable. Alan moved to raise the non-182s to \$110 per hour and the 182 to \$145 per hour. Geoff seconded. The motion passed unanimously. The rate change will be effective on July 1.

Potential New Member: Dr. Doug Stolz

Sean introduced Doug. He works with Nick and Chris preparing the weather for the FAA. He has been doing the weather for a long time, flying for less time. He has a private and will likely get his instrument rating. Kelsey suggested he might give a presentation at the annual meeting. He says he had given a number of similar presentation. Kelsey moved to accept Dr. Stolz, Chris seconded. The motion carried unanimously.

Airport Events

Kelsey reminded members about upcoming events at the airport. Check your email for details.

Free flight hour won by: Brian Funk

Meeting adjourned at: 7:58

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