

June 13, 2018

Valley Fliers June Board Meeting

Meeting Called to Order at: 6:31

Present: Eyre, Glassmyer, DeWitt, Botezatu, Vader plus 5 members and 3 potential members.

Excused Absent: Scott

Approval of May Meeting Minutes

John moved to approve as amended. Florin seconded. The motion carried unanimously.

Treasurer's Report

See Alan's handouts. It was a big month, which we needed. 63S's annual was a "nice" number. We are in total about \$30k to the good on the year (adding back depreciation). We are still down about \$37k from where we were last year, but improving. Alan is still trying to figure out how to account for the new member equity. Regarding sales and use tax: late last year we had more deductions than costs. Alan provided documentation of that situation to the Department of Revenue (including all of our fuel receipts, maintenance receipts, etc). He still needs to provide copies of some cancelled checks to them, but that should be the last piece of documentation. They should owe us about \$3500. Our cash is building back up, which is good because our engine reserves should be about \$60000. We are on the road to recover by the end of the year. Question from the floor: How much have reserves fluctuated historically? Answer: Alan doesn't know. It fluctuates based on where we are in the engine cycles. Last year, the reserves probably went about \$40k below where they'd been previously. If we take out the one member who flew about half of 117's hours, our flying hours are still down.

Maintenance Officer's Report

See Florin's handout.

9MA Is undergoing a 100 hour inspection. Jon discovered two cylinders that are below 20 lbs compression. One of those cylinders was recently replaced. Jon says it is due to a lack of leaning causing deposits of carbon and or lead. Jon did a procedure (lapped the valves, which does not require cylinder removal) to remove deposits and #4 and #3 and both improved recently. Jon said it should've been noticed during run-up as the engine was pretty rough. Ed noted he flew it four hours on the first and it was just fine; it is odd that it went bad so quickly. Another commenter from the floor agreed it was ok a month ago. Jon also discovered several screws missing from one of the baffles. Florin notes his handout is incorrect, the right hand cowl flap was poorly maintained and is very loose. Jon is still working on repainting the wheel pant. Alan asks if the plane will be ready tomorrow? Florin says no, sorry.

63S was reported as giving off a fuel smell from the gascolator. Jon says if is pressed too hard, fuel can be released from a rubber gasket inside. Other than that, he hasn't found an issue. Scott noted he has also smelled it. Florin says we will continue to monitor. Commenter from the floor indicated he had this problem some months ago, and it was actually a problem with the gasket. That may be reoccurring. Florin explained that the sample valve is attached to the gascolator and if pushed too hard it may damage the gasket.

117 Jon is still investigating the ELT issues prior to proceeding with a replacement of the ELT. John says the manufacturer won't sell a replacement harness.

Question from the floor: what was up with the 88L possible oil leak? Florin says the issue was probably someone adding oil who missed.

Alan asked whether 117 would get a second annual? Florin answers that we will do the 100 hour inspection just like we do with 9MA.

Question from the floor: how are we fixing the compression issue without removing the cylinder? Florin says it involves applying rubbing compound to the valve and using a drill to spin the valve and polish away the deposits.

Safety Officer's Report

Randy was not present, so there was no report.

Old Business

Insurance Review John is still missing one member's information, but will submit paperwork to AOPA very soon.

Plane Captains Florin doesn't know how to get the idea started. Only one person has expressed interest. Florin is still concerned about whether or not it would decrease his workload. He is basing his thinking on Evergreen Soaring club which does have plane captains. Evergreen has a mini report for each club asset. He feels that would be nice. Florin reminded us that the plane captains essentially should do a logged preflight and run-up, and asked how frequently that should be done. Alan suggested that the original idea was that the captain would log when they fly in order to establish trends, not necessarily on a regular schedule. The identification of the captain just ensured consistency in the way those checks were performed. If the captain found an issue they would report it to Florin, but as a normal squawk. Florin asked how often this would be done between 50 hour inspections? John answered that no frequency was planned. Commenter from the floor notes he doesn't fly any given airplane consistently enough to be a good captain on those terms, but he might be willing to do a pre-flight and run-up with some consistency. Florin notes short starts are not good for the planes, so it probably should be done in conjunction with a flight. We have a volunteer to try it on 88L, Karl Rufener. He is also willing to learn some basic maintenance as well. Alan says there is a pile of forms by the computer in the office. Florin also suggests the plane captain should also check the sheet in the dispatch book. Question from Karl: if there are dates past, should the plane be down? Answer: no. The ones that cannot be exceeded should be marked with an asterisk, though they may not yet be marked. He will try the plane captain role starting this month. The board will revisit this in September.

New Business

Potential Members John introduced Russ Meyers. He has about 300 hours, got his license in 1984. He moved back from California 13-14 years ago but stopped flying around that time. He has been flying with Spanaflight. Alan asked Russ what he does? He works for Pacific Office Automation. He is on the board of Twin Lakes Golf Course. He has 3 kids and 6 grandkids. He did a lot of research and found us on the web. Scott asked if he did most of his flying in California. Answer was Oxnard and Camarillo. He has only been flying a few months and is VFR only but would like to get his IFR. Florin asked if he had been on the waiting list. Answer, no. John notes the waiting list is now exhausted. John will not maintain a waiting list now, just advertise on the site when we have memberships for sale. We are now up to 64 members. John also notes Hunter Chumbley is interested in rejoining the club and may be member number 65. John moved for approval, Florin seconded. The motion carried unanimously.

Gwen Ford then introduced herself. She got her license in 1993, but has only about 300 hours. She stopped flying while she cared for a sick husband. Florin asked if she has more time to fly now? Answer: yes, she has more time now. Her husband has passed away and she'd like to spend more time flying. She is not now current. She worked for Kenmore Air for four years. She has taken a lot of training and passed written exams, but not taken the practical exams to obtain the ratings. She did all her training locally. At Kenmore Air she got to fly the Beaver. She now drives a bus for Sound Transit. Scott asked if she has a current medical? Gwen says yes, though she has glaucoma, but she has a current medical. Scott moved to accept Gwen, Alan seconded. Gwen was approved unanimously.

Mitchell Ditty introduced himself. He is a student pilot. He works for Costco's corporate and would like to get his license. Alan asked whether he is a primary student? Answer: yes. His Dad, Jay would be his instructor. Jay would need to be club-approved as an instructor. He graduated from Central with a degree in Law and Justice, and French. Alan moved to approve Mitchell, John seconded it, and the motion was approved unanimously. Jay needs to go through an orientation to be a club instructor. Ed reminds Jay that when he is instructing he is not covered by the club insurance. Tim moved to appoint Jay as a club-approved instructor pending completion of an orientation with Ed. Alan seconded that motion. The motion carried unanimously. Florin asks Mitchell and Jay to take good care of the planes during training. We've previously had issues with primary training. Alan notes

since Jay is not charging his son, it may be covered by Avemco and that might be worth a call to Avemco to confirm. John will call them and ask.

John also notes Hunter Chumbley is interested in returning. John asks if we'd like to allow Hunter to rejoin the club. General comments seem to be positive. Ed notes he is now a first officer for SkyWest and is no longer doing paramedic work. John moved to accept him, Florin seconded the motion. The motion carried unanimously.

John asked if we are still having the planes washed? Florin says no, he let it lapse during our financial crisis. Alan and John ask him to see if we can restart it. Question from the floor: can anyone wash the planes? Florin notes it takes a lot of time. Florin asks John if he will help with the scheduling of the washes. John agrees to help. Alan will give Florin what our costs used to be. The folks who did it before did a good job and were easy to work with.

Free flight hour won by: Mitchell Ditty

John moved to adjourn, Scott seconded. Motion carried unanimously.

Meeting adjourned at: 8:01

Next Meeting: Wednesday, July 11, 2018 @ 6:30 (Food and Social @6:00), Trotters

2:32 PM

06/13/18

Accrual Basis

Valley Fliers
Sales by Item Summary
May 2018

	May 18			
	Qty	Amount	% of Sales	Avg Price
Service				
117 (hrs - Flight time: C-172 N-80117)	92.9	7,227.96	34.8%	77.80
63S (hrs - Flight time: PA-28-180F N-5163S)	18.2	1,567.02	7.6%	86.10
88L (hrs - Flight time: C-172 N-2388L)	39.9	3,207.96	15.5%	80.40
9MA (hrs - Flight time: C-182 N-759MA)	21	2,207.10	10.6%	105.10
Dues - monthly (Membership monthly dues)	57	4,250.81	20.5%	74.58
Minimum flying fee (Minimum flight fee - assessed when no flights made during th...	22.9	1,834.32	8.8%	80.10
Total Service	251.90	20,295.17	97.8%	80.57
Other Charges				
Membership Purchase Hull Fund (Membership Purchase Hull Replacement Fund)	1	454.55	2.2%	454.55
Total Other Charges	1.00	454.55	2.2%	454.55
TOTAL	252.9	20,749.72	100.0%	82.05

Valley Fliers
Profit & Loss YTD Comparison
May 2018

	May 18	Jan - May 18
Ordinary Income/Expense		
Income		
Sales		
N-80117 Flight Time	7,227.96	15,838.80
N-759MA Flight Time	2,207.10	9,963.48
Aircraft Hull Replacement Fund	454.55	2,272.75
Fees	1,834.32	10,793.79
Membership Monthly Dues	4,250.81	20,675.81
N-2388L Flight Time	3,207.96	6,592.80
N-5163S Flight Time	1,567.02	5,579.28
Total Sales	20,749.72	71,716.71
Total Income	20,749.72	71,716.71
Gross Profit	20,749.72	71,716.71
Expense		
Re-Registration	0.00	265.00
Depreciation Expense	3,045.31	15,226.55
Meeting Expenses	141.38	954.46
G&A		
Mail Services and Supplies	0.00	125.25
Information Technology	73.99	387.95
Total G&A	73.99	513.20
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	2,558.45	5,880.57
9MA Fuel	971.57	5,506.07
Fuel Rebate	-99.43	-157.00
88L Fuel	1,507.56	3,117.32
63S Fuel	777.79	2,628.57
Total Fuel	5,715.94	16,975.53
Insurance		
Aircraft Policy	1,413.00	7,065.00
Total Insurance	1,413.00	7,065.00
Miscellaneous	119.88	119.88
Rent		
N80117	248.25	1,241.25
N2388L	248.25	1,241.25
N759MA	248.25	1,241.25
Utilities	55.87	684.25
N5163S	248.25	1,241.25
Office Rent	163.61	818.05
Total Rent	1,212.48	6,467.30
Repairs & Maintenance		
117 Maintenance	120.74	685.64
9MA Maintenance	0.00	490.00
Aircraft oil	0.00	876.30
88L Maintenance	215.20	2,220.18
63S Maintenance	1,910.96	2,640.96
Equipment Repairs	0.00	350.00
Total Repairs & Maintenance	2,246.90	7,263.08

Valley Fliers
Profit & Loss YTD Comparison
May 2018

	<u>May 18</u>	<u>Jan - May 18</u>
Taxes		
State	0.00	122.42
Total Taxes	0.00	122.42
Total Expense	13,968.88	55,852.42
Net Ordinary Income	6,780.84	15,864.29
Other Income/Expense		
Other Income		
Interest Income	0.00	0.16
Total Other Income	0.00	0.16
Net Other Income	0.00	0.16
Net Income	<u><u>6,780.84</u></u>	<u><u>15,864.45</u></u>

Valley Fliers
Balance Sheet
As of May 31, 2018

	May 31, 18	May 31, 17
ASSETS		
Current Assets		
Checking/Savings		
Reserve fund	0.00	24,356.88
Escrow savings account	39,717.80	25,353.36
Checking - Columbia State Bank	24,223.82	70,706.56
Total Checking/Savings	63,941.62	120,416.80
Accounts Receivable		
Accounts Receivable	22,941.13	17,157.74
Total Accounts Receivable	22,941.13	17,157.74
Other Current Assets		
Deposits - Fuel Purchases	7,500.00	7,500.00
Undeposited Funds	15,297.86	1,713.73
Total Other Current Assets	22,797.86	9,213.73
Total Current Assets	109,680.61	146,788.27
Fixed Assets		
N-80117 Accumulated Deprec	-20,263.31	-10,106.78
N-80117 Cessna 172M	110,451.95	85,237.95
N-759MA Accumulated Deprec.	-32,846.79	-26,142.98
N-759MA Cessna C-182Q	98,946.08	98,946.08
Asset Aquisition in Process	0.00	-38,744.21
Operating Equipment	17,525.58	17,525.58
Accumulated Depreciation	-12,790.59	-9,734.55
N-2388L Cessna 172	147,244.29	147,244.29
N-2388L Accumulated Deprec.	-97,190.94	-88,409.52
N-5163S Piper PA-28-180F	147,491.94	132,394.41
N-5163S Accumulated Deprec.	-101,415.33	-94,113.34
Total Fixed Assets	257,152.88	214,096.93
TOTAL ASSETS	366,833.49	360,885.20
LIABILITIES & EQUITY		
Liabilities		
Current Liabilities		
Accounts Payable		
Accounts Payable	8,105.21	-12,969.59
Total Accounts Payable	8,105.21	-12,969.59
Other Current Liabilities		
Membership Equity Shares Traded	4,000.00	0.00
Sales Tax Payable		
Sales Tax Paid - Maintenance	-443.96	-2,328.49
Taxes Paid - Fuel	-893.44	-797.54
Sales Tax Payable - Other	777.80	2,708.06
Total Sales Tax Payable	-559.60	-417.97
Total Other Current Liabilities	3,440.40	-417.97
Total Current Liabilities	11,545.61	-13,387.56
Total Liabilities	11,545.61	-13,387.56
Equity		
Retained Earnings	339,423.43	380,335.80
Net Income	15,864.45	-6,063.04
Total Equity	355,287.88	374,272.76
TOTAL LIABILITIES & EQUITY	366,833.49	360,885.20

Valley Fliers
Statement of Cash Flows
May 2018

	May 18
OPERATING ACTIVITIES	
Net Income	6,780.84
Adjustments to reconcile Net Income to net cash provided by operations:	
Accounts Receivable	-9,023.86
Accounts Payable	3,028.74
Membership Equity Shares Traded	2,000.00
Sales Tax Payable	2,074.94
Sales Tax Payable:Sales Tax Paid - Maintenance	-189.64
Sales Tax Payable:Taxes Paid - Fuel	-546.59
	4,124.43
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	7,169.74
Cash at beginning of period	72,069.74
Cash at end of period	79,239.48

Valley Fliers
Statement of Cash Flows
 January through May 2018

	Jan - May 18
OPERATING ACTIVITIES	
Net Income	15,864.45
Adjustments to reconcile Net Income to net cash provided by operations:	
Accounts Receivable	-8,713.00
Accounts Payable	-12,491.60
Membership Equity Shares Traded	4,000.00
Sales Tax Payable	-2,957.91
Sales Tax Payable:Sales Tax Paid - Maintenance	5,366.01
Sales Tax Payable:Taxes Paid - Fuel	-128.48
Net cash provided by Operating Activities	939.47
INVESTING ACTIVITIES	
N-80117 Accumulated Deprec	4,582.10
N-759MA Accumulated Deprec.	2,793.25
Accumulated Depreciation	1,273.35
N-2388L Accumulated Deprec.	3,587.95
N-5163S Accumulated Deprec.	2,989.90
Net cash provided by Investing Activities	15,226.55
Net cash increase for period	16,166.02
Cash at beginning of period	63,073.46
Cash at end of period	79,239.48

Tacometer Readings

(add 3,452.3)

Date	C-182		C-172		C-172		PA-28	
	N759MA	Hours	N2388L	Hours	N80117	Hours	N5163S	Hours
3/22/17	3,855.3	17.9	4,010.1	0.0	3,844.4	47.1	2,324.0	5.9
3/29/17	3,860.6	5.3	4,010.1	0.0	3,855.0	10.6	2,324.0	0.0
3/30/17	3,867.2	6.5	4,010.1	0.0	3,855.0	0.0	2,329.0	5.0
4/26/17	3,894.5	27.3	4,010.1	0.0	3,891.2	36.2	2,342.7	13.7
5/3/17	3,903.9	9.4	4,010.1	0.0	3,904.8	13.6	2,348.1	5.4
5/18/17	3,905.3	1.4	4,010.1	0.0	3,920.4	15.6	2,352.6	4.5
6/12/17	3,942.0	36.7	4,010.1	0.0	3,920.4	0.0	2,352.6	4.5
6/17/17	3,950.9	8.9	4,010.1	0.0	3,936.9	16.5	2,369.9	17.3
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

Valley Fliers Aircraft Maintenance Summary

Date of Report: 6/13/2018

Aircraft	Total Airframe Hours:			
	N759MA	N2388L	N80117	N5163S
Next Oil Change (50 hrs)	6.2	15.5	35.1	30.1
Hours Before TBO (2,000 hrs)	(436.7)	41.6	1,681.0	811.8
Hours Since Top Overhaul	1,794.4	413.3	319.0	188.1
Prop Hours (Since OH)	1,892.7	1,958.4	319.0	1,188.2
Next Annual Inspection Date	10/30/18	11/30/18	1/31/19	5/30/19
Hours to Next 250 hr Inspection	112.4	162.3	74.9	230.1
Magneto OH Due (Rec. - 500 hrs)	362.4	86.7	181.0	266.0
Vacuum Pump Due (Rec. - 500 hrs)	(7.6)	86.7	324.9	50.2
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)	862.4			
Fuel Cap Placard AD Due (Annl)	10/30/18			
Seat Tracks AD Due (100 hrs)	82.3		25.1	
Rear Seat AD Due (Annl Insp)				Annual
Induction Paper Filter AD		86.70		
Bendix Ignition AD Due(100 hrs)	82.3		1,824.9	
Fuel Inj. Insp. AD Due (100 hrs)		12.30		
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

N759MA

Undergoing 100 h. Insp.
2 clys. Under 20
Baffle missing screws
L.H. Cowl flap very loose.

N5163S

Replaced OBS knob
Wig-Wag Light unit will not be repolaced

N80117

Bad ELT or, switch & harness

N2388L

Replaired Horiz. Stab. to Elevator Static Cable