

June 14, 2023

Valley Fliers June Board Meeting

Meeting Called to Order at: 6:30

Present: Morrow, Wildstone, DeWitt, Pebworth,, Hewitt, Vader, plus 12 members and two potential members.

Approval of May Minutes

Kelsey moved to approve. Jonathan seconded. Motion approved unanimously

Treasurer's Report

See Alan's handouts. It was a fairly busy month. Minimum flying hours were down. Bottom line, we are down \$480 on the month which is pretty good. Maintenance is down year over year, though 117's annual will likely make us about even with last year's costs. We still will get \$12000 back when we return the engine core. We are still oversold by one share, but will get that sorted as shares turn over. The "asset acquisition in progress" also relates to that replacement engine. Once the undeposited funds are deposited, the cash will likely be the same as last year. Sean asks if we would consider investing some of the club funds in CDs? Alan says he has been considering it. The question is how much of our funds we will need when for avionics and the like. We will likely open some CDs.

Maintenance Officer's Report

See Jonathan's handouts.

117 Its annual was quick and relatively issue free. We are stretching the mags until we install the new engine. Jonathan has pricing for the IFD, which the board has voted via email to approve. Alan asks what the estimate is? Jonathan said one vendor has proposed \$10500. One vendor is proposing an AM-800 which is a rebranded version of the same unit. Sean moves we move forward on it. Alan seconds. Chris clarifies we are approving the purchase of one unit. The motion carried unanimously. Question from the floor: will there be training on the new unit? Answer: yes, and there is a simulator members can download. Jonathan is finishing getting together all the options on the 117 interior. He also says the engine has arrived. During annual we will repair both the wings, do the interior, the engine replacement, and all the squawks. Jonathan hopes we can also do the avionics as the same time. Jonathan will do the interior for 117.

727 needs a transponder certification by the end of the month.

9MA we replaced the air box.

Safety Officer's Report

Chris noted we had a runway excursion at Auburn in 727, due to a flat tire. The plane was well inspected prior to flight. Jon has dubbed the issue "just one of those things". Chris would like the club to install harnesses in all the Cessnas. They have hard points that would support the installation. Chris will research the costs associated with the STC. Chris donated new gas jars for two of the planes and suggests the club should buy two more. Kelsey will donate one and another member previously bought one for 63S so apparently we don't need to buy any. Chris is having difficulty loading data into 117 and 9MA. Jonathan will help. Chris says 727's subscription was renewed in April. Jonathan noted there are five different checklists in 727. Chris asked whether or not we should have a standard checklist for the club? Jonathan and several others suggest Ed's checklist is really good. Chris says he is swamped at the moment but might be able to do something next month at the earliest. Kelsey notes we will not likely get one master checklist to rule them all. Jonathan asked about CO detectors: who should keep good ones into the planes? Sean asks how long they last? Jonathan says the length varies. Chris notes there are electronic ones that can be hard mounted for about \$600 each. Commenter from the floor notes that Garmin makes an electronic one that flashes on the Dynon panel. Sean suggests we buy some of the disposable ones, and Kelsey suggests it is a maintenance issue. Jonathan also asked for the ELT registration number. Who has it? Commenter from the floor notes the hex number is on the FAA registration. Jonathan needs the registration number. Alan says John Eyre took care of all that. Kelsey suggests we create a generic email for the club that officers could receive, and maybe generic addresses per board role.

Old Business

Bylaws Changes and Assessment Sean asked if there were questions or comments about the upcoming assessment and bylaw changes? Commenter from the floor asked what the number will be? Jonathan asked if the second screen should be included. The answer was no. Jonathan asked about the autopilot? The general answer was yes. Jonathan says the quotes received did not include panels, but he has someone in Florida to produce it. He also asked if we wanted to update the switches on the lower half of the panel. Jonathan says including the switches he believes it would be about \$50000 per plane without the autopilot, \$55000 with the autopilot. Commenter from the floor suggests we add a "control panel". Jonathan says one of those was in the number he gave. Kelsey suggests we might need to finance some of the difference, but asks how much we could take out of the general fund. Alan notes \$50k is higher than the \$32k we were expecting. Jonathan suggests we may be able to get a better price from other people than he has been quoted. Jonathan thinks with the economy where it is we may be able to get more competitive pricing. Kelsey notes with money in hand we may also be able to get better pricing. Alan was expecting concrete numbers before we do an assessment, at least a real quote. Sean suggests the \$1000 assessment seems best. Chris says the numbers he had were \$48000 without the autopilot. Commenter from the floor noted John Eyre suggested we may be able to internally finance the purchase by having members exchange cash for flying hour credit. Alan likes that idea, but notes it will be a revenue hit for the first year or so. Alan suggests we assess \$1000, get some from operating funds, and internally finance the rest it would be workable. Alan noted the assessment would likely be \$500 up front and the rest could be paid over some time period like six months. New members would pay the new share price right away. Commenter from the floor suggests we could have to increase our insured value for our planes. Alan agrees, but we are at the value Avemco wants. Question from the floor: how is internal financing different from just paying the difference out the club general funds? Alan says it really isn't different, but having the money up front makes it easier to do. Several others note that having the funds up front lowers the club's risk. Sean sums up by saying we will be proposing a \$1000 assessment, and he will send that message to the club. Alan asks the members present whether or not the communications have been clear? Commenter from the floor asks for a list of the complete avionics upgrades under discussion. Kelsey suggests she will send out a mock-up she created. Jonathan notes we will retain the audio panel and he gave a rough description of the new panel. Alan asks if we can sell our 345 transponders after installation. Jonathan says yes. Question from the floor: does the autopilot come with the external autopilot control system? Answer: yes, there is a separate panel, but the three knobs allow altitude and heading adjustments for the autopilot. Jonathan will get a panel layout with the quote and will have that ready for the next meeting. Alan suggests we might commit to two airplanes in order to get better pricing.

Avionics Updates See the discussion above.

Hangar Work / Runway Closure Electrical work will commence on Friday. The planes need to be taken out to the Southeast corner or by the office Friday morning and can go back on Friday night. The same is true on Monday. A member volunteered to move them. Kelsey asked whether or not we could leave the planes down in the South lot for the whole weekend? Answer: we could, but that may not be a good idea. Sean has moved some file cabinets and asks members to leave them where they are. The runway move may push out. Sean asked whether we would like to just reserve spaces at Thun for the planes. Commenter from the floor offered a tie down at Paine for one plane. Alan moves that we reserve for August and September right now. Commenter from the floor asked whether we have a plan for the plane keys? Answer the keys could go in a small key box chain locked to a tie down. Alan believes our cards will work for fuel at Thun.

New Business

Tie Downs A member asked if we have some mobile tie-downs for use? Sean will check the locker.

Potential New Members

Stacia Brunner is interested in a membership and is visiting the meeting. She lives in Enumclaw and is a dental hygienist.

Brian Johnson is currently working on his CFI and wants to go to the airlines, but is interested in long term club membership. He is next in line for a share. Sean moves to accept Brian. Jonathan seconded. The motion carried unanimously.

Free flight hour won by: David Eidsaune

Meeting adjourned at: 7:54

Next Meeting: The club will hold a special meeting of members on July 12th at Trotters Restaurant to consider an avionics assessment and a bylaws change to raise the value of a share,. Food will be available at 6:00 pm and business will begin at 6:30.