

Valley Fliers May Board Meeting

Meeting Called to Order at: 6:3

Present: Morrow, Wildstone, DeWitt (late), Pebworth,, Hewitt, Vader, plus 6 members.

Approval of April Minutes

Kelsey moved to approve. Chris seconded. Motion approved unanimously

Maintenance Officer's Report

See Jonathan's handouts.

63S is well sorted.

117 Question from the floor: can we get a larger mic switch on the yoke? Jonathan says he will check. Jonathan asked the board when we would like to have the engine installed. Options include at the annual in June, during the airport closure, or in the Fall. Sean says the annual is not the time. Question from the floor: when will it go into annual? Jonathan says likely June 1st. Over time, Jonathan would like to get on a schedule where it would go into annual during October. Jonathan has a flooring sample, but to actually do the work it would run a fair amount of money. Kelsey notes we might be able to do multiple carpet changes for less. Comment from the floor: could we do the interior in diamond-plate? Answer: stuff is likely to work its way down under the floor and get into the cables. Jonathan recommends we do the interior at the same time as we do the engine. Comment from the floor: The plane's floor often is not a focus for our pilots. It should be a lower priority. Sean notes we are responding to members' expression the plane is looking a little ratty. Interior with carpet would be about \$3200-\$3500. Sean moved to approve up to \$4000 to redo the interior. Kelsey seconded. The motion carried unanimously.

727 Its window will be reinstalled this weekend. Jonathan asked about the hangar rash, should we just touch it up? The consensus was yes, just touch it up. We'll wait until the annual to do the wingtip strobes. He would also like to wait until the annual to fix the door latch. Evergreen repaired the seat pins, but messed them up twice. Jon figured out what the issue was and fixed it well. We are now a little leery of Evergreen. Question from the floor: are there ever problems with the rails? Answer: we inspect it in accordance with the AD at every oil change.

Question from the floor: does the club have a bin of misc. fasteners? Jonathan said he has considered it, but he would like to deal with missing fasteners so we can make sure to get the right one.

Safety Officer's Report

Chris noted we have had a couple of minor issues of hangar rash. Summer flying is here, make sure you get your weather briefings. Kelsey asked if there was anything we could do to address the hangar rash issues. Chris was previously in a club that winches in each hangar and required planes to be winched in via their tail hooks. It was a pain, but may be necessary. Kelsey asked if we could paint the lines and was reminded the airport doesn't want us to do that. Sean asked if we could improve signage? Kelsey asked if there was anything else we could do to address it? Members were reminded that there is a tug they can use to help park the planes. It requires an attachment to work with the Cherokee. The tug was purchased when we had a small-statured person flying our planes regularly. Several folks suggested we take a closer look at using winches.

Treasurer's Report

See Alan's handouts. 63S flew the most in April. 727 spent most of its time waiting for seat repairs. The fuel surcharge just went up again. The minimum flying fees listed are one too high because we have a member on inactive status. Avemco sent Alan the annual questionnaire. We may need to ask the members for info to complete it. Kelsey asked whether we still should have Dan Anderson take a look at the policy? Alan says it wouldn't hurt. It is a pretty large expense for the club. Question from the floor: if we have to tell them about unclaimed incidents, why wouldn't we always make a claim? We think it helps keep our rates low anyway. The month was positive, though we are still negative income year-to-date. We are starting to dig out financially. Jonathan asked how our maintenance costs compare to last years? Alan doesn't know off the top of his head but is interested and will

check. The engine is paid for and we still will get money back for the core. The club's cash is down over \$17000 on the year, but we paid out \$35000 for the engine so we are doing okay.

Old Business

Aging Avionics and Assessment Kelsey has been pinging Alan about the last time we had done a share price increase. It seems to her that the share price should be related to the value of the club assets divided by the number of shares. Apparently it has been about 15 years. Alan notes that the dues and aircraft rates adjust for the costs of inflation. Alan understands Kelsey's point, but as a non-profit the share values are generally fixed. Alan notes the share prices have risen in conjunction with an assessment. Kelsey wondered if we could assess \$500 now, but defer a portion of the share increase until a share changes hands. Tim pointed out that doesn't get the club money in the short term. The last assessment was to allow the purchase of 63S and the share price raised accordingly. Jonathan notes it would be difficult from a bookkeeping perspective to track deferred assessments. Jonathan talked about the club borrowing to support the costs of that upgrade. The assessment would then be essentially made each month to service the debt. Sean likes a one-time assessment. Alan suggests we offer options to the members, particularly since we need a bylaws change to move forward. Alan notes getting the loan may be harder than it appears. Kelsey notes that might be worth considering. Sean doesn't believe the assessment will be hard to get the members to approve. Sean and Alan are both concerned about the possibility of putting the club into debt. Kelsey agrees that if the members will pay an assessment that is better than taking on debt. Sean thinks people who do not fly might leave if we have an assessment, maybe 10% of the club. Sean says we have at least that many people on the waiting list. Alan asked how much other clubs' initiation fee is? Commenter from the floor says Evergreen is \$3500 or \$4000. The same commenter notes all Evergreen's airplanes all have identical avionics. Alan asks the members present how they would feel about a \$1000 assessment? Others asked if it could be \$500 a year for two years? Alan notes we could possibly do it with an initial \$500 (or the full amount) and get any remaining amount paid over the next year. Jonathan noted the worst case would be if many of the non-flyers would sell and we would need to find buyers. Sean says that might not be a bad thing. Sean says the next thing would be to have a vote. Comment from the floor: how about we do it outside flying season. Comment from the floor: a \$1000 assessment is 3 hours of Galvin flight time. It is cheap. Kelsey expresses support for Alan's suggestion that we have a \$1000 assessment with \$500 in September and the rest paid over the next year.

Sean suggests the board draft a proposal and schedule the meeting for June / July. Question from the floor: would share values increase by the assessed amount? Answer: yes. Jonathan noted it would be great to get this done at the same time as the engine. Question from the floor: why not 63S? Answer: because it was the lowest priority in the club survey results. The thinking is we would retain the 430s as spares for it. Kelsey notes she is also in favor of eventually upgrading 63S. Sean suggests we schedule the vote for July to give people time to prepare. Jonathan suggests we put out a detailed timeline to vendors to get solid costs for next month.

New Business

The airport manager says we can have a door from the office into the hangars once they enclose them.

Sean asked if the cameras still worked? Yes. There is one in the office. Kelsey installed it after an iPad went missing. Several folks suggested that is illegal to have one there. Sean says we need to have a sign warning folks if we will keep the camera there. Kelsey will let members know how to access the cameras. Sean will buy a sign

Free flight hour won by: Erica Juberg

Meeting adjourned at: 8:04

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