

October 11, 2023

## Valley Fliers October Board Meeting

### **Meeting Called to Order at: 6:31**

**Present:** Wildstone, DeWitt (late), Pebworth, Hewitt, Vader, plus 11 members and one prospective member.

**Excused Absent:** Morrow

### **Approval of September Minutes**

Chris moved to approve as corrected. Jonathan seconded. The minutes were approved as written.

### **Safety Officer's Report**

Chris thanked members for continuing to fly safely and pointed out that it is moving to icing season. Chris attended the recent pattern safety presentation. Chris has some small concerns with that presentation. The presenter did not understand May, Must, and Shall. Chris noted that standard approaches and departures have inherent conflicts with other airports' approaches and departures. Overall though, he thought it was a good presentation. Kelsey is working on a video recording of the presentation, and that will likely spur further discussion. Chris suggests pilots need to envision their pattern entries and exits and adjust them continuously as conditions change.

### **Maintenance Officer's Report**

Jonathan says we are getting ready for 117's engine change. He has two choices of interior the club might be interested in. He has both a cloth and a leather interior seat option. He actually has both, but he rejected them. We also need to figure out the front and rear panels and carpet. The board will need to discuss further later. 9MA had an alternator issue that we are monitoring. It got squawked, but it seemed to be working well when both Jon and Jonathan checked it out. It sounds like it has been periodically indicating over voltage. Jon will order a part. Question from the floor: do we have a schedule for the engine swap? Answer: we will talk more about that later. 727 door repair will likely wait until annual. It will require the interior be opened up. Jonathan offers to show any member who is interested in helping with that interior work to participate as a valuable learning experience. Comment from the floor: the ADS-B stopped updating outside Arlington. It required a reboot to make it work. Jonathan says there is something odd with that plane's ADS-B. Chris notes other planes are experiencing issues around Whidbey Island. Kelsey asked whether 117's interior is in bad shape? Jonathan says yes and notes the board has already approved spending money to improve it.

### **Treasurer's Report**

See Alan's handout. It was another busy month. 727 was really popular. Alan may have missed a bank charge on the Profit and Loss report (about \$300). Insurance went up about 9%. Maintenance was pretty light. Without depreciation we were up about \$9000 on the month. Revenue is up over last year due to higher dues and the fuel surcharge. We are also flying more. Our maintenance is down from last year, though we will have a charge coming for oil, but we need to deal with a lost receipt issue. Accounting for those things we are about \$39000 ahead this year compared to where we were last year. 9MA is up substantially from last year, but it was down for maintenance part of last year. Around the end of the year we will have a significant increase in hangar expense to nearly double, but that is already baked into the dues. Kelsey notes we might need to have a discussion of how we want members to manage the hangar doors. The asset acquisition in progress on the balance sheet is both due to the new engine and the new IFD440. The IFD will likely capitalize effective last month and the engine will be capitalized when it is installed. Alan will do the state revenue report either this week or early next week after he reviews the bank statements. Alan thinks we are in decent shape to fund our plans. Kelsey asked how we are doing on collecting the assessments? Alan says we have received about half of the total assessment.

## **Old Business**

### **Panel Upgrades**

Jonathan researched several people to do the avionics work. Most of the board met with one of them at the airport. In looking at possibly deferring some pieces, Jonathan discovered that those deferred items will cost a lot more. As an example, adding the autopilot later would cost almost as much in labor then as the whole labor cost for the avionics project now. Alan asked how much this adds. Jonathan says it is \$4800 for the autopilot hardware. Alan notes there would also be a labor component. Jonathan says we need to discuss as a club either what we want it to cost or exactly what pieces we want. He argues that we are competing between doing the cheapest thing we can, or doing something good. Alan feels that is not an accurate characterization. Kelsey says we could still try to do it all and potentially use some of the other funding options we previously discussed. Chris asked how much the autopilot control box would be? Jonathan says it has to be purchased as a package. Alan's recollection is that we started with an estimate of about \$30k per plane, then we thought it was \$85k. Then we heard it was too much more. Alan is happy with the current \$60000 option we have a bid for. Jonathan said we could do that by keeping old radios, and making other compromises. Jonathan feels he got shot down by Alan. Alan says we started talking about a couple of G5s and new radios. Kelsey disagrees on that as a starting position. He says we will need another assessment to buy all the things we are now discussing. Kelsey notes Alan doesn't have unilateral authority to determine how much we spend. Alan agrees. Kelsey would be willing to pre-pay some flight hours to try to get better things. Kelsey says we shouldn't impose arbitrary dollar limits. Jonathan says we're just kicking the can down the road. Chris asks what is missing from the \$61k estimate we've been kicking around. It doesn't include the panel and the autopilots. Jonathan doesn't want to keep going back and forth on bids. Chris wonders what would be wrong with just doing the \$63000 bid. Jonathan's concern is that we will be keeping the old Garmin radio and when it dies it will cost a lot to replace. Jonathan thinks we should keep the King radio instead, or upgrade to the Dynon radio. He'd also like to do the same with the autopilot. He'd like the club to say how much we would be willing to pay for each of those and then ask the supplier if they can get the work done for those prices. Kelsey feels like we should just proceed and figure out how to pay if it ends up more than we expected. Jonathan is now good friends with Dynon and asked them who the best vendors are. Jonathan used one of them for the IFD440 we already did and that vendor gave us stellar service. Commenter from the floor suggests we use another vendor. Jonathan notes the guy he is suggesting will do the work in our shop. Chris moved we accept the \$63k quote, with the proviso that we can get the autopilot in 9MA and new backup radios for \$75k we would buy it. Alan seconded the motion. The motion carried. Kelsey says the risk is that we have an engine issue after we spend this money. Alan says that is true, but some things will likely be discovered during the work to drive up the cost. We also don't know what the annuals will cost. Kelsey notes that we should acknowledge we have accepted some risk by doing more avionics work now and that if things go badly we might have to do other things like assessments if / when those occur. We then discussed the engine replacement. Jon and Jonathan think it could be pushed out until January (though Penn Yann really wants the core). Jon says it is running clean and has good compression. Jonathan says the quote is predicated on the idea that we will do the majority of the removal of old avionics ourselves. Kelsey says she feels good about where the board ended up. Alan is also happy with the approach. Question from the floor: does the \$75k include an autopilot for 117? Answer: no. Chris asked when we will do 9MA? Answer: We will likely do it in around its next annual. Jonathan says the quote is not contingent on doing both planes at once. Kelsey would prefer we do the annual and avionics at the same time. Given the annual schedules it may make sense to do 9MA first.

### **Insurance**

Kelsey reminded the board that our coverage limit was too low on 727. She asked if anyone has contacted the insurance company to get the limit raised. Kelsey suggests Sean should call them.

## **New Business**

### **Potential New Member**

**Joe Gagner** Has always wanted to be part of a flying club. He has been an Air Force C-17 pilot. He learned to fly up in Minnesota flying little airplanes. Jonathan moved to accept Joe, Chris seconded. The motion passed unanimously.

**Free flight hour won by:** Nick Meyer

**Meeting adjourned at:** 8:01

**Next Meeting:** The next board meeting will be held Wednesday, November 8, with food available at 6:00 pm and business beginning at 6:30 at Trotters Restaurant.