

Valley Fliers September Board Meeting

Meeting Called to Order at: 6:31

Present: Morrow, Glassmyer, DeWitt, Pebworth, Walter, Vader, plus 7 members and one prospective member.

Approval of July Minutes

Alan moved to accept as written, Scott seconded. Motion approved unanimously

Treasurer's Report

See Alan's handouts. Alan distributed both July and August financial reports. July was a fairly heavy maintenance month. 727's annual was the biggest cost. Alan hopes it is now done sucking money for a while. Question from Sean about the airplane values shown on the balance sheet.: why does 63S show so large a value. Alan notes the book value shown contains all the engines and other capital costs associated with the aircraft. Overall, we are holding fairly steady, but not gaining a lot. In August fuel prices started to come down. Alan thinks in September the fuel surcharge will drop a bit. Maintenance for August includes 63S's annual. For August we had a net loss of \$2000 or so. The August accounts payable were negative due to prepayments for fuel and hangar rent. August is off by a little because one of Jon's bills came late (not Jon's fault).

Maintenance Officer's Report

9MA We have parts and a plan of action and will get it back on line at the end of the month.

117 Needs a replacement center top vent. We are still working on the JPI. The instrument that was reading 180 degrees off has been fixed.

63S We need to get a number of things dealt with. The strobes continue to be an issue. The 430 is in and programmed.

727 We hope it is in good shape for a while.

Jonathan is working with mechanics in a couple of other locations trying to augment Jon's good work so we can get 9MA up and keep the other planes flying.

Jonathan is still working on the engine options.

Jonathan continues to have to buy oil at a high rate and asks members to record their oil additions to help us plan. It also appears some planes are getting overfilled and we are potentially blowing out that excess oil.

Sean asked if there are concerns about 63S? Jonathan says there are squawks, but some of them are minor. The strobes is a high priority. Sean asked if the stabilator bearing play got fixed? Jonathan says all three A&Ps have said it isn't a problem, so it hasn't yet been fixed. Shawn asked if 63S has a reachable fire extinguisher? Answer: Jonathan will look in to it.

Safety Officer's Report

The traffic pattern in Auburn is getting wild. He was recently waiting to take off runway 34, and someone landed 16 without making a single radio call. There is some discussion that a teardrop arrivals overflying the airport may not be recommended. Shawn is looking to get clarification on the question. Shawn also reminded members to check the oil when they take long flights. Shawn noted the new GPS has no terrain and obstacle data and asked if we want to purchase it at least once to have some terrain data in it. We generally only buy terrain and obstacle data every few years.

Shawn discussed the safety committee report for the 9MA incident. Mike Tsang and Andrea Stenberg participated on the committee. The committee concluded the pilot lost situational awareness while taxiing. The pilot did tape over the hole in the wing when he flew back. The board concluded that the club should establish a checklist of people to call in the event of an accident or incident. Shawn suggests it should be put in the plane binder. The committee still felt the club should consider special checkouts for some airports. They also feel we should have a private, members-only area on the web site. The committee felt we should consider having checkout flights prior to accepting a member. Shawn stressed that the pilot in question was very cooperative with the committee and the club. Sean asked Ed Bryce whether some specialized training might be a good idea. Ed began by noting that

people are on good behavior during checklists. He thinks some extra checkouts might be of some use, but checkouts are not the same as real-world conditions. Ed noted Langley on Whidbey Island is a good close field to practice grass landings and takeoffs. Ed thinks training is a good idea, but probably shouldn't be a requirement. Sean asked if we could push members to practice short field, grass, etc. during biannuals. Scott suggested Bandera might be a good place to practice. Shawn has the airport conference room scheduled to have safety oriented talks and will be notifying members about schedule and topic.

Old Business

9MA Status Covered in the maintenance report above.

Engine Core Covered in the maintenance report above.

New Business

Avionics

Our plane's avionics are aging and various members of the board have been discussing potential options. Sean suggested 117 is the plane to begin upgrades with. Jonathon discussed FlyQ, which he has installed in his personal aircraft. He offered to allow members to fly his plane with Ed Bryce to see what new avionics are like. Ed noted there is a certain level of complexity just to get new systems powered on and working effectively. Sean asked if there are resources that we can use to educate members about the options. Shawn noted we need to remind members that it is getting increasingly difficult to maintain steam gauges. Jonathan related that he was initially interested in Aspens, but discovered that they have reliability issues. Alan notes incremental approaches like G5s are more affordable for the club than wholesale migration to new panels. Jonathan suggests we survey the club to get a sense of what people want. Comment from the floor: limit the options in the survey so we can get to consensus. Sean notes the goal is not to get all-glass cockpits, but to get maintainable instruments. Ed pointed out that Jonathan's plane counts as technically advanced for members seeking commercial ratings.

CO Sensor

Nick Webb noted that he was considering purchase of an electronic CO sensor and wondered if the club would be interested in purchasing them. Nick found a Honeywell device that is electronic, but is always powered on, lasts two years, and is disposable. The Honeywell unit is around \$200. Jonathan and others express support for the idea. Another member noted the indicator cards only cost about \$3 and last a year. Nick suggests when there is an issue pilots might not be in a frame of mind to notice the dot. The audible alarm might be more effective.

Potential New Member

Ian Phillips is a student pilot, training with Shawn at an FBO. Ian soloed this afternoon and is 20 hours in. He does want to go to the airlines, but is very interested in flying for fun. Alan asked what he does now? Ian says he is a flight attendant. Shawn moved to accept Ian as a member, Alan seconded. The motion carried unanimously.

Free flight hour won by: Ian Phillips

Meeting adjourned at: 7:44

Next Meeting: The next board meeting will be held Wednesday, October 12, with food available at 6:00 pm and business beginning at 6:30 at Trotters Restaurant.