

Valley Fliers October Board Meeting

Meeting Called to Order at: 6:30

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

Approval of September Meeting Minutes

Geoff moved to accept as written. Alan seconded. The motion passed unanimously.

Treasurer's Report

See Alan's handouts. Alan said it was not a bad month. Two shares sold. The month helped our finances recover a bit. The lower insurance costs starting in September should help the finances. Year to date we are near to break-even. On the balance sheet, the current assets are up over last year, even with a \$16k engine deposit paid. Alan has not yet paid out the share that sold last month. Our net cash is up over \$18k for this year.

Sean asked if the move of the annuals to the winter has been a good thing? Alan says yes.

Alan asked if Geoff has access to the Garmin account? He says yes, but he doesn't know if he can correct the payment method as it is in Alan's name. Chris said Alan should call Garmin and they can change the payment method. Chris has some receipts for database updates he needs to get to Alan. 727 has two databases. 63S has only one. Alan says we have a member who is chronically behind on payments and has not flown in years. Alan sent an email with his statement showing he is late and noted we would vote to take his share. The member did not respond. Alan moved to take that share and get us back down to 65 members. Kelsey seconded. The motion carried unanimously.

Maintenance Officer's Report

Chris said the big item over the last month was the incorrectly installed autopilot servo for **9MA**. The cable also had to be replaced. We have an oil change scheduled for Saturday.

117 The mags were well past 600 hours and needed to be replaced. It is missing a few cowl fasteners. We have to match the existing ones.

727 The avionics switch failed and it was before the breaker so the breaker did not trip. Kelsey was flying the plane when it happened and shared that she saw little wisps of smoke when she was shutting down to fuel the plane. It has now been replaced by a breaker switch. Chris said he thought it may also be happening with 117. The manifold pressure gauge is still having an issue. Nick is finding oil in the cowl, perhaps due to overfilling. It really should be filled to around 5.5-6 quarts.

63S Got an oil change. We're still working on avionics quotes. Chris is talking with a vendor about older generation engine monitors. We will use 3 275s in the plane. The panel has a GMA340. Its direct replacement is a 342 or a 345, but they will require rewiring. We may want to look for a good used 340. We could buy a new 342. The 345 has a charger and bluetooth. Kelsey asked if there was any advantage to a 342 if we could find a used 340? Answer: the 342 has a front panel audio jack. Rewiring labor would be 5-6 hours, maybe \$1k. Alan suggests a used 340 would be reasonable. Chris thinks we can get the avionics done as soon as we get an estimate. Nick suggested we have the new engine run on a dyno for longer. Alan will ask.

Chris also fixed the tug. He wonders if the club should maybe spend more on a better tug. We seem to have had some confusion with which oil to use in each plane. Cooler months should use the multigrade, warmer months should use the 100W. Chris thanked members for entering time using the QR code. It is helping allow things to be scheduled. Chris offered to do away with all the airplane books and record them in the spreadsheet instead. Alan is concerned about people not recording correctly, particularly when the tenth has started rolling over. Alan also noted that schedule master will do the recording, but in order to import the data into the accounting system he would need to upgrade the accounting system. Chris suggested we could test it out for a month. Kelsey asked what the spreadsheet would offer over what schedule master would do? Chris likes the alerting function that is already implemented in the spreadsheet.

Nick replaced the carbon monoxide sensors in each plane and added grip strip to 63Ss step. He asked if the mags could be overhauled while the airport is closed next week. He also wondered if we could have a work party while the airport is closed. The closure next week is for the AWOS. There will also be a taxiway closure the 20th-22nd. At that time we will have to back-taxi on the runway.

Safety Officer's Report

Geoff has no incidents for this month. He did share that the recent runway closure had no Xs on the runway. Recently he was with a student and he was on a mile and a half final for 35 and Rainier announced a takeoff on 17. Kelsey asked if we have a way to have a discussion with Rainier directly? Geoff said we can call them on the phone. Sean suggested if a member wants to do that, he would prefer it run through our safety officer. Geoff noted that many things work well with Rainier and we don't want to be bad neighbors. He also had a weird incident with CAP at Bremerton. He was on a quarter mile final in the Cardinal and CAP started to taxi onto the runway. Geoff noted that asked them to stop and they were past the line. Someone else advised them to take the runway as Geoff could go around. The CAP plane proceeded to take off right underneath our plane which was trying to establish a climb above them. Nick suggested members need to watch out for the birds. There are a lot of crows at the field now. Chris says it is peak bird season right now. Nick also warned people to watch out for hang gliders.

Sean said Tim the airport manager will be at our meeting in December.

Free flight hour won by: Brian Funk

Meeting adjourned at: 7:32

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

Valley Fliers
Sales by Item Summary
September 2025

4:29 PM
10/08/25
Accrual Basis

	Qty	Amount	Sep 25 % of Sales	Avg Price
Service				
117 (hrs - Flight time: C-172 N-80117)	46	4,829.00	18.3%	104.98
63S (hrs - Flight time: PA-28-180F N-5163S)	27.7	2,387.00	9.0%	86.17
727 (hrs - Flight time: C-177 N-34727)	28.7	2,948.00	11.2%	102.72
9MA (hrs - Flight time: C-182 N-759MA)	36	4,712.50	17.9%	130.90
Dues - monthly (Memberships monthly dues)	59.5	6,000.00	22.7%	100.84
F117 (N80117 Fuel Surcharge)	46	307.30	1.2%	6.68
F63S (N5163S Fuel Surcharge)	27.7	173.60	0.7%	6.27
F727 (N34727 Fuel Surcharge)	28.7	214.40	0.8%	7.47
F9MA (N759MA Fuel Surcharge)	36	357.50	1.4%	9.93
Minimum flying fee (Minimum flight fee - assessed when no flights made during the...)	31.4	3,454.00	13.1%	110.00
Total Service	367.70	25,383.30	96.2%	69.03
Other Charges				
Membership Purchase Hull Fund (Membership Purchase Hull Replacement Fund)	2	1,000.00	3.8%	500.00
Total Other Charges	2.00	1,000.00	3.8%	500.00
TOTAL	369.7	26,383.30	100.0%	71.36

Valley Fliers
Profit & Loss YTD Comparison
September 2025

	Sep 25	Sep 24	Jan - Sep 25
Ordinary Income/Expense			
Income			
Sales			
Instructor SM Account	0.00	0.00	480.00
N-34727 Flight Time	3,162.40	5,333.60	33,239.40
N-80117 Flight Time	5,136.30	6,598.80	48,290.38
N-759MA Flight Time	5,070.00	2,199.60	40,140.59
Aircraft Hull Replacement Fund	1,000.00	0.00	4,000.00
Fees	3,454.00	3,465.00	27,280.00
Membership Monthly Dues	6,000.00	5,900.00	53,200.00
N-5163S Flight Time	2,560.60	5,593.20	20,394.60
Total Sales	26,383.30	29,090.20	227,024.97
Total Income	26,383.30	29,090.20	227,024.97
Gross Profit	26,383.30	29,090.20	227,024.97
Expense			
Re-Registration	0.00	0.00	260.00
Depreciation Expense	3,131.38	4,313.41	32,520.94
Meeting Expenses	296.84	344.40	2,777.22
G&A			
Mail Services and Supplies	0.00	0.00	168.00
Office Supplies	16.22	12.97	82.24
Information Technology	90.00	90.00	1,758.56
Total G&A	106.22	102.97	2,008.80
Bank Service Charges	30.00	0.00	55.00
Dues and Subscriptions			
Data 727	299.00	648.90	632.81
Data 9MA	0.00	224.00	0.00
Data 63S	299.00	299.00	299.00
Total Dues and Subscriptions	598.00	1,171.90	931.81
Fuel			
727 Fuel	1,370.23	2,351.53	13,934.14
117 Fuel	1,486.54	2,208.35	16,192.45
9MA Fuel	1,651.41	1,246.18	15,962.87
63S Fuel	1,162.79	2,006.38	8,328.31
Total Fuel	5,670.97	7,812.44	54,417.77
Insurance			
Aircraft Policy	2,952.92	3,684.58	32,376.25
Total Insurance	2,952.92	3,684.58	32,376.25
Interest Expense			
Finance Charge	0.00	0.00	8.16
Total Interest Expense	0.00	0.00	8.16
Licenses and Permits			
63S Reg and Lic	35.98	0.00	35.98
Total Licenses and Permits	35.98	0.00	35.98
Professional Fees			
Accounting	0.00	0.00	41.00
Total Professional Fees	0.00	0.00	41.00
Rent			
N34727	590.15	569.84	5,311.35
N80117	590.15	569.84	5,311.35
N759MA	590.15	569.84	5,311.35
N5163S	590.15	569.84	5,311.35
Office Rent	205.37	198.60	1,848.33
Total Rent	2,565.97	2,477.96	23,093.73

Valley Fliers
Profit & Loss YTD Comparison
September 2025

	Sep 25	Sep 24	Jan - Sep 25
Repairs & Maintenance			
727 Maintenance	663.31	75.00	16,823.71
117 Maintenance	705.96	885.00	22,082.70
9MA Maintenance	0.00	320.00	19,892.98
Aircraft oil	131.96	0.00	1,612.12
Maintenance Supplies	30.33	51.55	492.30
63S Maintenance	1,495.00	320.00	18,963.01
Total Repairs & Maintenance	3,026.56	1,651.55	79,866.82
Taxes			
State	93.61	137.23	964.78
Total Taxes	93.61	137.23	964.78
Total Expense	18,508.45	21,696.44	229,358.26
Net Ordinary Income	7,874.85	7,393.76	-2,333.29
Other Income/Expense			
Other Income			
Interest Income	0.00	0.62	601.61
Total Other Income	0.00	0.62	601.61
Other Expense			
Tax Penalty	0.00	0.00	150.69
Total Other Expense	0.00	0.00	150.69
Net Other Income	0.00	0.62	450.92
Net Income	<u>7,874.85</u>	<u>7,394.38</u>	<u>-1,882.37</u>

Valley Fliers Profit & Loss Prev Year Comparison January through September 2025

	Jan - Sep 25	Jan - Sep 24	\$ Change	% Change
Ordinary Income/Expense				
Income				
Sales				
Instructor SM Account	480.00	0.00	480.00	100.0%
N-34727 Flight Time	33,239.40	36,843.58	-3,604.18	-9.8%
N-80117 Flight Time	48,290.38	32,666.73	15,623.65	47.8%
N-759MA Flight Time	40,140.59	29,254.05	10,886.54	37.2%
Aircraft Hull Replacement Fund	4,000.00	3,500.00	500.00	14.3%
Fees	27,280.00	28,346.29	-1,066.29	-3.8%
Membership Monthly Dues	53,200.00	53,100.00	100.00	0.2%
N-5163S Flight Time	20,394.60	26,613.07	-8,218.47	-28.7%
Total Sales	<u>227,024.97</u>	<u>212,323.72</u>	<u>14,701.25</u>	<u>6.9%</u>
Total Income	<u>227,024.97</u>	<u>212,323.72</u>	<u>14,701.25</u>	<u>6.9%</u>
Gross Profit	<u>227,024.97</u>	<u>212,323.72</u>	<u>14,701.25</u>	<u>6.9%</u>
Expense				
Landing Fees	0.00	0.00	0.00	0.0%
Re-Registration	260.00	260.00	0.00	0.0%
Depreciation Expense	32,520.94	27,870.69	4,650.25	16.7%
Meeting Expenses	2,777.22	2,711.01	66.21	2.4%
G&A				
Mail Services and Supplies	168.00	168.25	-0.25	-0.2%
Office Supplies	82.24	324.94	-242.70	-74.7%
Information Technology	1,758.56	2,337.43	-578.87	-24.8%
Total G&A	<u>2,008.80</u>	<u>2,830.62</u>	<u>-821.82</u>	<u>-29.0%</u>
Bank Service Charges	<u>55.00</u>	<u>0.00</u>	<u>55.00</u>	<u>100.0%</u>
Dues and Subscriptions				
Data 727	632.81	758.89	-126.08	-16.6%
Data 9MA	0.00	224.00	-224.00	-100.0%
Data 63S	299.00	299.00	0.00	0.0%
Total Dues and Subscriptions	<u>931.81</u>	<u>1,281.89</u>	<u>-350.08</u>	<u>-27.3%</u>
Fuel				
727 Fuel	13,934.14	17,824.12	-3,889.98	-21.8%
117 Fuel	16,192.45	13,798.19	2,394.26	17.4%
9MA Fuel	15,962.87	14,753.01	1,209.86	8.2%
63S Fuel	8,328.31	11,799.89	-3,471.58	-29.4%
Total Fuel	<u>54,417.77</u>	<u>58,175.21</u>	<u>-3,757.44</u>	<u>-6.5%</u>
Insurance				
Aircraft Policy	32,376.25	25,307.25	7,069.00	27.9%
Total Insurance	<u>32,376.25</u>	<u>25,307.25</u>	<u>7,069.00</u>	<u>27.9%</u>
Interest Expense				
Finance Charge	8.16	0.00	8.16	100.0%
Total Interest Expense	<u>8.16</u>	<u>0.00</u>	<u>8.16</u>	<u>100.0%</u>
Licenses and Permits				
63S Reg and Lic	35.98	0.00	35.98	100.0%
Licenses and Permits - Other	0.00	20.00	-20.00	-100.0%
Total Licenses and Permits	<u>35.98</u>	<u>20.00</u>	<u>15.98</u>	<u>79.9%</u>
Professional Fees				
Accounting	41.00	41.00	0.00	0.0%
Total Professional Fees	<u>41.00</u>	<u>41.00</u>	<u>0.00</u>	<u>0.0%</u>
Rent				
N34727	5,311.35	3,753.56	1,557.79	41.5%
N80117	5,311.35	3,753.56	1,557.79	41.5%
N759MA	5,311.35	3,753.56	1,557.79	41.5%
N5163S	5,311.35	3,753.56	1,557.79	41.5%
Office Rent	1,848.33	1,787.40	60.93	3.4%

Valley Fliers
Profit & Loss Prev Year Comparison
January through September 2025

	Jan - Sep 25	Jan - Sep 24	\$ Change	% Change
Total Rent	23,093.73	16,801.64	6,292.09	37.5%
Repairs & Maintenance				
727 Maintenance	16,823.71	17,063.51	-239.80	-1.4%
Tires and tubes	0.00	2,024.86	-2,024.86	-100.0%
117 Maintenance	22,082.70	48,553.32	-26,470.62	-54.5%
9MA Maintenance	19,892.98	30,725.85	-10,832.88	-35.3%
Aircraft oil	1,612.12	2,599.29	-987.17	-38.0%
Maintenance Supplies	492.30	418.33	73.97	17.7%
63S Maintenance	18,983.01	11,852.67	7,110.34	60.0%
Total Repairs & Maintenance	79,866.82	113,237.84	-33,371.02	-29.5%
Taxes				
State	964.78	793.09	171.69	21.7%
Total Taxes	964.78	793.09	171.69	21.7%
Total Expense	229,358.26	249,330.24	-19,971.98	-8.0%
Net Ordinary Income	-2,333.29	-37,006.52	34,673.23	93.7%
Other Income/Expense				
Other Income				
Gain on Sale/Disposal of Assets	0.00	2,600.00	-2,600.00	-100.0%
Interest Income	601.61	1.86	599.75	32,244.6%
Total Other Income	601.61	2,601.86	-2,000.25	-76.9%
Other Expense				
Tax Penalty	150.69	1,059.70	-909.01	-85.8%
Total Other Expense	150.69	1,059.70	-909.01	-85.8%
Net Other Income	450.92	1,542.16	-1,091.24	-70.8%
Net Income	-1,882.37	-35,464.36	33,581.99	94.7%

Valley Fliers

Balance Sheet Prev Year Comparison

As of September 30, 2025

	Sep 30, 25	Sep 30, 24	\$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
Money Market - Umpqua	90,331.68	0.00	90,331.68	100.0%
Escrow savings account	-0.42	24,732.15	-24,732.57	-100.0%
Checking - Umpqua	33,667.81	46,886.46	-13,218.65	-28.2%
Total Checking/Savings	123,999.07	71,618.61	52,380.46	73.1%
Accounts Receivable				
Accounts Receivable	32,275.69	35,024.11	-2,748.42	-7.9%
Total Accounts Receivable	32,275.69	35,024.11	-2,748.42	-7.9%
Other Current Assets				
Undeposited Funds	4,409.76	691.83	3,717.93	537.4%
Total Other Current Assets	4,409.76	691.83	3,717.93	537.4%
Total Current Assets	160,684.52	107,334.55	53,349.97	49.7%
Fixed Assets				
N-34727 Accumulated Depr	-34,666.60	-25,999.99	-8,666.61	-33.3%
N-34727 Cessna Cardinal	130,840.00	130,840.00	0.00	0.0%
N-80117 Accumulated Deprec	-92,515.06	-67,833.46	-24,681.60	-36.4%
N-80117 Cessna 172M	182,554.05	182,554.05	0.00	0.0%
N-759MA Accumulated Deprec.	-132,082.09	-118,240.67	-13,841.42	-11.7%
N-759MA Cessna C-182Q	208,153.96	208,153.96	0.00	0.0%
Asset Aquisition in Process	16,000.00	0.00	16,000.00	100.0%
Operating Equipment	18,125.58	18,125.58	0.00	0.0%
Accumulated Depreciation	-16,367.78	-16,343.03	-24.75	-0.2%
N-5163S Piper PA-28-180F	112,440.37	112,440.37	0.00	0.0%
N-5163S Accumulated Deprec.	-93,199.71	-93,199.71	0.00	0.0%
Total Fixed Assets	299,282.72	330,497.10	-31,214.38	-9.4%
TOTAL ASSETS	459,967.24	437,831.65	22,135.59	5.1%
LIABILITIES & EQUITY				
Liabilities				
Current Liabilities				
Accounts Payable				
Accounts Payable	-6,498.44	-10,499.60	4,001.16	38.1%
Total Accounts Payable	-6,498.44	-10,499.60	4,001.16	38.1%
Other Current Liabilities				
Membership Equity Shares Traded	6,000.00	0.00	6,000.00	100.0%
Sales Tax Payable				
Sales Tax Paid - Maintenance	-187.15	-511.90	324.75	63.4%
Taxes Paid - Fuel	-698.24	-816.83	118.59	14.5%
Sales Tax Payable - Other	2,688.35	2,967.16	-278.81	-9.4%
Total Sales Tax Payable	1,802.96	1,638.43	164.53	10.0%
Total Other Current Liabilities	7,802.96	1,638.43	6,164.53	376.3%
Total Current Liabilities	1,304.52	-8,861.17	10,165.69	114.7%
Total Liabilities	1,304.52	-8,861.17	10,165.69	114.7%
Equity				
Member Shares - Current Price	195,000.00	195,000.00	0.00	0.0%
Retained Earnings	265,545.09	287,157.18	-21,612.09	-7.5%
Net Income	-1,882.37	-35,464.36	33,581.99	94.7%
Total Equity	458,662.72	446,692.82	11,969.90	2.7%
TOTAL LIABILITIES & EQUITY	459,967.24	437,831.65	22,135.59	5.1%

Valley Fliers
Statement of Cash Flows
 January through September 2025

	Jan - Sep 25
OPERATING ACTIVITIES	
Net Income	-1,882.37
Adjustments to reconcile Net Income to net cash provided by operations:	
Accounts Receivable	-9,965.04
Accounts Payable	7,299.70
Membership Equity Shares Traded	6,000.00
Sales Tax Payable	863.90
Sales Tax Payable:Sales Tax Paid - Maintenance	52.90
Sales Tax Payable:Taxes Paid - Fuel	-304.90
	<hr/>
Net cash provided by Operating Activities	2,064.19
INVESTING ACTIVITIES	
N-34727 Accumulated Depr	6,499.98
N-80117 Accumulated Deprec	17,333.97
N-759MA Accumulated Deprec.	8,686.99
Asset Aquisition in Process	-16,000.00
	<hr/>
Net cash provided by Investing Activities	16,520.94
Net cash increase for period	18,585.13
Cash at beginning of period	<hr/> 109,823.70
Cash at end of period	<hr/> <u>128,408.83</u>

Valley Fliers Aircraft Maintenance Summary

N759MA		N680117		N34727		N51635		Hobbs			
Date	Tach	Hobbs	Date	Tach	Hobbs	Date	Tach	Hobbs	Date	Tach	Hobbs
2025-10-06	8088.8	3419.4	2025-10-05	897.6	865.9	2025-10-07	1320.2	1434.1	2025-10-04	4249.4	5238.5
10/4/2025	8080.2	3409.8	10/4/2025	895.6	863.5	10/4/2025	1316.3	1430.1	10/4/2025	4249.4	5238.5
9/27/2025	8078.6	3505.5	10/3/2025	895.6	863.5	10/2/2025	1316.3	1430.1	9/27/2025	4249.3	5238.4
9/27/2025	8076.6	3405.5	10/2/2025	894.5	861.9	9/30/2025	1311.1	1424.6	9/25/2025	4264.4	5235
9/29/2025	8080.2	3409.8	10/2/2025	894.2	861.3	9/17/2025	1311	1424.4	9/24/2025	4241.5	5229.6
9/27/2025	8078	3407.2	10/1/2025	891.7	858.5	9/14/2025	1309.5	1422.7	9/23/2025	4239.6	4227.5
9/27/2025	8075.5	3404.4	9/29/2025	891.8	858.3	9/2/2025	1295.8	1397.1	9/21/2025	4238.6	4226.1
9/27/2025	8074	3402.6	9/27/2025	887.6	853.5	8/19/2025	1265.7	1375.5	9/17/2025	4237.6	4224.8
9/25/2025	8071.2	3399.7	9/26/2025	885.1	850.7	8/12/2025	1244.3	1352.5	9/14/2025	4230.6	4217.1
9/23/2025	8067.2	3395.3	9/23/2025	880.5	846	7/9/2025	1196.8	1301.8	9/2/2025	4225.9	4211.4
9/23/2025	8063.7	3391.4	9/23/2025	878.9	843	8/22/2025	1168.8	1270.3	8/19/2025	4224.1	4208.3
9/29/2025	8060.8	3388.3	9/23/2025	878.2	842	6/3/2025	1168.7		8/1/2025	4217.1	4200.9
9/20/2025	8058.2	3385.4	9/20/2025	870.1	832	5/27/2025	1133.1	1269.9	7/9/2025	4206.5	4188.8
9/17/2025	8054.7	3381.4	9/17/2025	862.7	823.1	5/3/2025	1117.3	1231.7	6/22/2025	4184.8	4165.5
9/14/2025			9/14/2025	860.1	819.6	4/28/2025	1110	1214.5	6/3/2025	4168.4	4138.6
9/2/2025	8051.4	3377.6	9/2/2025	858.2	817.4	4/9/2025	1110	1205.7	5/27/2025	4161.4	4139.6
8/19/2025	8031.5	3654	8/19/2025	815.1	763.4	3/29/2025	1110	1205.7	5/3/2025	4145	4121.2
8/1/2025	8031.5	3654	8/1/2025	815.1	763.4	3/21/2025	1110	1205.7	4/26/2025	4141.9	4117.8
7/9/2025	8016.2	3335.6	7/9/2025	813.1	760.9	3/12/2025	1110	1205.7	4/9/2025	4126.2	4099.6
6/22/2025	5990.6	3307.1	6/22/2025	594.1	737.2	3/2/2025	1089	1182.3	3/29/2025	4106	4076.2
6/3/2025	5960.9	3272.5	6/3/2025	546.3		2/14/2025	1089.1	1160.8	3/21/2025	4108	4076.2
5/27/2025	5960.9	3272.5	5/27/2025	536.7	666.1	1/30/2024	1052.3	1142.6	3/12/2025	4104.6	4074.4
5/3/2025	5941.3	3251	5/3/2025	505.1	624.1	1/8/2025	1031.6	1119.6	3/2/2025	4104.6	4074.4
4/26/2025	5941.3	3251	4/26/2025	489	604.1	12/11/2024	1014.2	1099.7	2/14/2025	4104.6	4074.4
4/9/2025	5933.5	3240.4	4/9/2025	442	546.4	11/1/2024	996.1	1079.4	1/30/2024	4102.1	4071.6
3/29/2025	5910.9	3215.3	3/29/2025	423.8	523.3	10/5/2024	971.3	1051.9	1/9/2025	4085.1	4051.6
3/21/2025	5899.4	3202.2	3/21/2025	410.2	506.4	9/27/2024	967.9	1037.8	12/11/2024	4078.5	4043.6
3/12/2025	5887.6	3188.7	3/12/2025	404	498.1	9/2/2024	921.5	999.8	11/1/2024	4065.8	4028.7
3/2/2025	5863.2	3180.9	3/2/2025	392.5	483.5	8/25/2024	902.1	978.7	10/5/2024	4056.7	4012.1
2/14/2025	5838.9	3133.3	2/14/2025	382.3	469.6	8/23/2024	902.1	978.7	9/27/2024	4030.9	4990
1/30/2024	5838.2	3132.5	1/30/2024	368.3	451.8	8/19/2024	896.7	972.9	9/2/2024	4004	4690.1
1/9/2025	5,934.90	3,127.90	1/9/2025			8/4/2024	881.8	956.9	8/25/2024	3985	4650.2
12/11/2024	5,812.0	3,101.9	12/11/2024	340.4	415.4	7/24/2024	873	946.6	8/23/2024	3995	4650.2
11/1/2024	5,793.2	3,079.1	11/1/2024	303	368.3	7/12/2024	865	938.2	8/19/2024	3,994.50	4,949.60
10/5/2024	5,775.1	3,057.9	10/5/2024	282.6	342.8	7/9/2024	864.9	938.1	8/4/2024	3,975.0	4,928.5
			9/27/2024	266.0	321.0	7/1/2024	831.1	903.8	7/24/2024	3,975.0	4,928.5
			9/2/2024	226.5	272.4	6/25/2024	823.6	896.0	7/12/2024	3,961.8	4,914.1

Aircraft	N759MA	N80117	N34727	N5163S
Next Oil Change (5075 hrs)	2.4	44.1	40.8	50.0
Hours Before TBO (2,000 hrs)	542.2	1,302.4	679.8	(879.6)
Hours Since Top Overhaul	1,457.8	697.6	1,320.2	1,879.5
Prop Hours (Since OH)	1,457.8	697.6	1,320.2	2,879.6
Next Annual Inspection Date	1/31/26	1/31/26	4/30/26	3/31/26
Magneto OH Due (Rec. - 500 hrs)	(37.4)	(197.5)	348.5	363.4
Vacuum Pump - Rec. - 1000 hrs			(320.2)	(1,141.2)
Pitot-Static/Altimeter Insp Due	6/18/2026	5/28/2026	7/8/2027	4/8/2027
Transponder Inspection Due	6/18/2026	5/9/2026	7/8/2027	1/29/2027
ELT Battery Due (5yrs)	1/31/2028	10/1/2027	12/27/2028	4/30/2028
ELT Registration Expires (2yrs)	12/24/25	12/24/25		12/24/25
Fuel Cap Placard AD Due (Annl)	2/28/26			
Door Post	35.3			
Wing Attach Point	35.3			
Seat Tracks AD & Seats Remaining	27.4	50.9	42.7	
Rear Seat AD Due (Annl Insp)				3/21/2026
Bendix Ignition AD Due (2000 hrs)		705.5		
FAA Reg Exp (App 3-6 mo prior)	7/31/29	11/30/28	6/30/29	4/30/28
Stab Control				1641.0
SEB94-8 Horiz Stab Spar		50.9		

9MA

- Oil change/seat rail scheduled for 10/11
- 9/2 - 9/16: incorrectly installed pitch servo

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- Comm Panel (probable avionics switch)
- Cowl fasteners
- Oil Change on 10/1
- 9/3 - 9/16: plugs were all fouled

727

- JPI MAP sensor
- PTT
- Engine oil
- Window Crank
- Missing Seat Track Cotter Pin
- 9/13 - 9/25 Outage: avionics switch

635

- Waiting on revised quote from CWA
 - GMA340 ~\$850-1000 used
 - GMA342 requires rewiring
- Brakes
- Oil change 10/4

Other: Tug fixed