

## **Valley Fliers Meeting Notes**

**Wednesday, April 8th, 2026**

Meeting called to order at 6:30.

### **Approval of February meeting minutes:**

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

### **Treasurer's report:**

Review of both February and March due to annual meeting.

#### **February:**

Not a particularly busy month with 727 in annual. No shares traded in February. 9MA annual billing was recorded in the month, it was the largest expense. Monthly loss was noted and compared to prior year, revenue is slightly down but net is better. Balance sheet is in good shape considering current activities (63S engine and avionics deposits). Payables were up due to prepaids. Cash flows were negative YTD, not unusual for February.

#### **March:**

All 4 airplanes were up momentarily, then 63S went in for upgrade. Revenue down ~\$4k for the month. Maintenance costs were high due to 727, 9MA oil cooler, and 63S strut. YTD repairs and maintenance are up about \$10k YoY. A member asked if these higher costs are due to increased cost or more maintenance. Alan said it is a mix of both, Vertex's rates are up and we've had more maintenance activity. Other than high maintenance costs nothing unusual was noted. Insurance is down ~\$700 YoY, depreciation is also down

but losses are up overall. Alan is hopeful it will even out after annual season. Balance sheet affected by payment for engine \$36k, core deposit of \$16k can be expected to be returned. Process for returning core was discussed, mechanic and engine manufacturer take care of it with Nick coordinating. 1 membership share traded and will be paid to the departing member this week. March had a higher tax credit than the amount due, leftover credit will be recognized in April. Fuel pricing at Auburn was discussed, price was \$7.40 this week and up to \$7.60 yesterday, likely due to fuel delivery schedules. Price is well above nearby airports. A member asked about cost of the 63S engine, \$52,900 has been paid minus the \$16,000 deposit puts the cost at approximately \$36k.

### **Maintenance officer report:**

**9MA** received a new oil cooler. Sump heater is inoperative and will remain that way through the summer.

**117** had an electrical issue of a circuit breaker not resetting, later flights reported it functional. Mechanic broke new elevator tip during install, she ordered a new one and will install next Friday.

**727**, She will also install the new Hobbs meter in 727 on Friday. 727 logbooks were picked up from vertex today. Still working to find the oil leak, all engine vitals are good. Members were cautioned to not overfill oil. The prop governor was last overhauled in 1996. Replacement would be \$3,100.

**63S**, seat belt has been sent out for refurbishment. Wig-wag lights are fixed. Replaced brake disks and pads. Rudder bar support inspected. Happy with maintenance provider so far, they take care of simple things on their own rather than billing for them.

Discussed retaining the mechanic for scheduled AD inspections. Maybe we need her for 4 hours every 2 weeks for the fleet. Should we do periodic prop balancing on 9MA to see if we will continue to break oil coolers, etc. Greg fixed the sim power button. Resetting 117 alternator circuit breaker was discussed.

### **Safety officer report:**

Not made aware of any incidents this month. No questions.

### **New business:**

Proposed bylaw change - Geoff Smith:

Geoff distributed a proposed change to the bylaws. It proposes removal of requirement of board to establish a flight proficiency program. Reason is that we have no current or proposed program. A full vote of members would be required to institute a program. Compliance with a program would be burdensome on the members, instructors, and the board. The program or lack thereof may make the board liable. Minor grammatical changes were discussed by members and board members. A member mentioned this may be an insurance requirement, Alan and Sean confirmed it is not. Discussion of best safety practices and how those are defined was discussed as it was relevant to the proposed bylaw change. Discussion was had regarding arbitrary rules and how we can prevent future adoption of them under these changed rules. What happens if a member violates these rules? For removal of a member, 2/3 of the membership has to vote to remove.

Discussed how to have the special meeting to vote on these changes. Plan to do in conjunction with future board meeting.

Need to fully develop the rules so that existing practices (checkouts, minimum flight fee, etc.) are not accidentally removed by changing the bylaws.

Andy requested Geoff present a review of the flight instruction policy and bylaw change for next meeting.

Tug:

A member previously mentioned difficulty flying due to trouble moving the planes because the tug isn't reliable. A used tug is available that Nick is

considering looking at for \$3k (BestTug Alpha). The board should seriously consider a tug so that members can use the airplanes. Pins can be purchased to use on the Piper. Alan says we have the money for this, though we are currently using engine reserves for operations but can expect to recover over the summer if no major maintenance issues.

How much tug do we need? Should we pre-approve a budget for purchase?

Alan motioned to pre-authorize Nick to acquire a tug for \$3,000 or less without consultation. Andy seconded. The motion was approved unanimously.

This budget would allow for a used tug. Nick will look for the next month and see what is available. May need to go with a new unit if none available.

Annuals at Vertex:

Little issues on airplanes after returning from annual at Vertex. The shop keeps raising rates. Last 2 annuals on each airplane have been done with Vertex. Next year we should have more options locally (\$50, PLU). 727 sat outside for a few weeks waiting to go in despite it being scheduled. Andy wants good safe service and value for the members. Nick notes communication is excellent at both Vertex and Evergreen.

Shawn Walter won the free hour.

Insurance question from a member:

Should we shop for insurance again? What information is necessary from the membership? Bylaws, roster, information on losses. Alan noted Avemco is the easiest, a member stated other brokers are competitive. The member will investigate.

Meeting adjourned at 7:48