

2025 Valley Fliers Annual General Meeting

March 12, 2025

Officers Present: Morrow, Wildstone, DeWitt, Smith, Hewitt, Vader

Members Present: 23, plus 7 by proxy

Meeting Commenced at: 6:30

Opening Remarks

Sean called the meeting to order and reviewed the agenda. The club is flying more and seems to be doing well. He introduced Ted Boe, a new member. He also introduced the current board.

Treasurer's Report

See the slides. Ten shares traded. Minimum flying fees are up. Maintenance costs pushed up our rates. The avionics upgrades ran about 25% higher than we expected. The increased hangar costs did drive up our dues. Sean asked why the minimum flight hour is taxed. Alan says he still does not agree with the state on that point, but the state is requiring us to do it. We don't have money and time to fight with them on the question.

Total current assets are down a little from 2023, but held up okay given what we went through. Income was down because we had planes down for big chunks of the year. Flight time revenue was also down. Insurance went up about 35%. Alan hopes that doesn't happen again this year. Sean noted that Skand has been researching other insurance options. Hangar rent is up about 80%. General and Administrative costs went up, in part due to Schedulmaster price increases. Depreciation is a non-cash item. The Other item at the bottom of the Income Statement is actually due to sales of avionics we took out. Landing Fees are generally zero because Alan charges them back to the members that incur them. Question from the floor: the insurance costs on the slides are at last year's rate? Answer: it is. The costs will be higher in 2025. Question from the floor: when some of the insurance claims get old will our rates come back down? Answer: We hope they won't go up so quickly. The net income of about -\$20000 is a good recovery in the latter part of the year.

The goal for is to match the hourly rates for our planes to their hourly costs. 117 and 9MA's rates did not come close to covering their annual costs. The effective rates shown on his hourly cost analysis slide include the average hourly costs of dues in order to allow better comparison to renting.

Alan's analysis says we needed about \$108000 at the end of the year to cover our reserves, we had about \$144000 in cash and receivables at the end of the year. 63S's annual looks to be more expensive than Alan's analysis included. Question from the floor: why was 9MA February 2025 maintenance so expensive? Chris will check. The annuals in 2025 are eating into our reserves a bit, but they'll likely bounce back. Question from the floor: would the board be interested in owner-assisted annuals?

Answer: Sean noted that we already have trouble getting help with simple maintenance so it doesn't seem like a good fit. Alan suggested we will likely need a small dues increase in 2025. We also should be able to do some small upgrades. Question from the floor: are we done with 88L? Answer: we believe so. Question from the floor: were the planes' insured values low? Answer: we have attempted to insure them for bigger amounts. Kelsey used sale listing to try to push the insured values up. Alan noted our insurance company won't consider deductibles. Commenter from the floor said Avemco (our insurer) is the best insurance he could find.

Items up for Vote

Kelsey moved to accept the 2024 AGM minutes as recorded.] Scott Glassmyer seconded, the motion passed unanimously.

Geoff moved to approve the grant of 2 hours per month to the Maintenance officer. Kelsey seconded. The motion passed unanimously.

Geoff moved to approve the grant of 2 hours per month to the Treasurer. Kelsey seconded. The motion passed unanimously.

Will Cole spoke to his proposed bylaws addition, even though there were not sufficient members for consideration of a bylaws change. Will felt that the training requirement imposed by the board via email

should have been discussed in a public meeting of the membership. Kelsey noted the board only acted when we had a couple of issues associated with those avionics and felt it needed to act in the interests of safety. Kelsey proposed we write up a handbook for the club to try to have something lighter than the bylaws to try to address the concern Will raised. Alan asked if this was a communication issue that Will was trying to address? Will says yes. Will felt that a special meeting of the board should have been called. Sean agreed that would have been appropriate. Alan said we should have had a better plan around the rollout of the avionics. Will said his intent was to ensure members would have been able to be present for the board's discussion. Sean says the board will be more transparent in the future.

Sean solicited nominations from the floor for each office. No further nominations were received. Kelsey Wildstone then introduced herself and reviewed her activities on the board. She's been part of the club since 2015. She's very receptive to feedback from members. Will Cole moved to accept the uncontested positions. Scott Glassmyer seconded. The following were elected via voice vote:

President: Sean Morrow
Treasurer: Alan DeWitt
Maintenance Officer: Chris Hewitt
Secretary: Tim Vader
Safety Officer: Geoff Smith

Maintenance Report

See Chris's handouts. Maintenance has been a burden because we haven't had any on-field maintenance. We now have someone on the field to help, though she is booked out quite a ways. Being gentle to the planes has been helpful. Vertex in Arlington has been doing our annuals and we are pretty happy with them. Chris has a group chat of people willing to help with ferry flights. In general he feels good about the health of the fleet. He expects 727 to be a little expensive. Members can do simple maintenance. Chris has a lot on his plate. 727 needs new screws in the wheel pants. We will need to work on the dampener to address the wobble. 9MA: many of nut plates from annual have broken off from annual. 9MA's annual was expensive in part due to a need to replace the engine mounts. Alan noted those mounts were new when 9MA got its new engine.

Safety Officer's Report

Geoff noted the 172 recently had the yoke pad fall off. He is going to get it reattached. On the 182 the other day the aileron was bent up. He bent it back. He reminded members to let him or Chris know if they bend something or notice something bent.

Geoff said he is getting tired of all the Rainier Aviation planes in the flow. He has been looking for good times to fly and avoid them. He displayed a map Rainier had produced and distributed. Geoff shared that a recent day he and a student got squeezed between two Rainier planes. There are a lot of planes in a small area. Kelsey asked how many landings would qualify Auburn for a tower? Answer: it could happen quickly if Auburn paid to put up a tower. Commenter from the floor noted that a recent lap of the pattern had ten airplanes communicate. Geoff reviewed pattern entry guidance from the PHAK. The diagram includes an alternate entry with cross-over into the downwind without a teardrop, but Geoff doesn't recommend it. Geoff really wanted all the hangar stripes to be laid down by now, but he still plans to address it. He has improved the process of loading the databases into the avionics. The accounts are now on a set-it and forget-it process. He says 63S is the easiest. The Dynon is easy when it accepts the USB, but it doesn't always. He asks the if a member needs to fly IFR and the database is out of date, ping him and he will try to quickly update it. Question from the floor: which is easier, the wood blocks or the metal track bridges? Sean says the wood is better. The plates are still there. Commenter asked if we were going to wood for all? Sean says he thinks they hope to get wood for all. Geoff intends to put ropes on the metal bridges.

CO2 Monitors Kelsey distributed a spreadsheet with options for CO2 monitoring hardware. She does not feel the placards are reliable. Kelsey highlighted two of those options, one panel mount and one portable. Sean suggested they be added as an item for next month's board meeting.

Election Results

Vice President: Kelsey Wildstone

Sean thanked Nick for running.

Door Prizes

1 Hour Flight Time: Andrew Clapp

1 Hour Flight Time: Ted Boe

1 Hour Flight Time: Geoff Snith

1 Hour Flight Time: Ed Bryce

1 Hour Flight Time: Will Cole

Flight Review with Ed Bryce: Sydney Hoover

Flight Review with Jake Steinman: Scott Glassmyer

Flight Review with Jake Steinman: Ankur Verma


Meeting Adjourned at: 8:16


Valley Fliers Aircraft Maintenance Summary

Date of Report: 1/30/2024

Date	N759MA		N80117		N34727		N5163S	
	Tach	Hobbs	Tach	Hobbs	Tach	Hobbs	Tach	Hobbs
3/12/2025	5887.6	3188.7	404	498.1	1110	1205.7	4104.6	5074.4
3/2/2025	5863.2	3160.9	392.5	483.5	1089	1182.3	4104.6	5074.4
2/14/2025	5838.9	3133.3	382.3	469.6	1069.1	1160.8	4104.6	5074.4
1/30/2024	5838.2	3132.5	368.3	451.8	1052.3	1142.6	4102.1	5071.6
1/25/2025			343.8	421				
1/8/2025	5834.9	3127.8			1031.6	1119.6	4085.1	5051.6
12/11/2024	5812	3101.9	340.4	415.4	1014.2	1099.7	4078.5	5043.6
11/1/2024	5793.2	3079.1	303	368.3	996.1	1079.4	4065.8	5028.7
10/5/2024	5775.1	3057.9	282.6	342.8	971.3	1051.9	4056.7	5012.1
9/27/2024	5770.5	3052.5	265	321	957.8	1037.8		
9/22/2024					953.8	1033.3	4030.9	4990
9/2/2024	5755	3034.9	226.5	272.4	921.5	999.8	4004	4960.1
8/25/2024	5750.1	3028.7	210	253.4	902.1	978.7	3995	4950.2
8/23/2024	5750.1	3028.6	209.6	252.8	902.1	978.7	3995	4950.2
8/19/2024	5744.3	3021.9	193.2	234.4	896.7	972.9	3994.5	4949.6
8/4/2024	5744.3	3021.9	159.7	194.2	881.8	956.9	3975	4928.5
7/24/2024	5723.3	3000.2	146.9	178.5	873	946.6	3975	4928.5
7/12/2024	5707.6	2982.2	107.5	130.1	865	938.2	3961.8	4914.1
7/9/2024	5702.7	2976.5	96	115.6	864.9	938.1	3961.8	4914
7/1/2024	5690.7	2962.8	86.2	103.4	831.1	903.8	3953.9	4905.9
6/25/2024	5687	2958.4	80.8	96.5	823.6	896	3947	4898.1
6/19/2024	5672.3	2941.2	60.4	72.3	812.7	884.3	3946.2	4897.3
6/12/2024	5,669.5	2,937.7	47.9	56.8	803.4	874.3	3,940.4	4,890.9
6/8/2024	5,652.9		35.8	42.7	785.3	845.8	3,932.7	4,882.0
5/25/2024	5,652.9		20.5	25.4	762.1	829.8	3,923.0	4,810.8

Aircraft	N759MA	N80117	N34727	N5163S
Next Oil Change (50/75 hrs)	75.0	47.1	(33.1)	21.8
Hours Before TBO (2,000 hrs)	743.4	1,596.0	890.0	(734.8)
Hours Since Top Overhaul	1,256.6	404.0	1,110.0	1,369.8
Prop Hours (Since OH)	1,256.6	404.0	1,110.0	2,734.8
Next Annual Inspection Date	1/31/26	1/31/26	4/30/25	2/28/25
Magneto OH Due (Rec. - 500 hrs)	163.8	96.0	(81.0)	(606.9)
Vacuum Pump - Rec. - 1000 hrs			(110.0)	(996.4)
Pitot-Static/Altimeter Insp Due	6/18/2028	5/28/2026	7/13/2025	3/24/2025
Transponder Inspection Due	6/18/2028	5/9/2026	7/12/2025	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)	1/31/26			
Door Post	236.5			
Wing Attach Point	236.5			
Seat Tracks AD & Seats (100 hrs)	50.6	36.0	80.5	2/28/2025
Rear Seat AD Due (Annl Insp)				
Bendix Ignition AD Due(2000 hrs)		1,588.1		
FAA Reg Exp (App 3-5 mo prior)	7/31/29	11/30/28	6/30/29	4/30/28
Stab Control				1785.8
SEB94-8 Horiz Stab Spar		36.0		

CO Monitor Model Name	Aircraft certified?	Price	Sensor life	Warranty	battery / Power Life	Sensitivity	Built-in display?	Built in Audible alert?	Photo	Notes:	Web Link
Panel Mount											
Shield eDot 5.0 CO Detector - FAA Part 23 Approved - Panel LED indicator - w/ iOS App	Yes	\$ 495	10 years	10 years	N/A	0-255ppm, 1ppm resolution, under 30sec response	No - panel mounted indicator light. Pairs with apple iphones (apparently not android), and not clear if it would pair with.	No - audible alerts through iphone		<ul style="list-style-type: none"> NORMAL/BLUE = 0-9 CO ppm CAUTION/AMBER = 10-49 CO ppm WARNING/RED = 50-255 CO ppm 	https://airtravnaviation.com/products/airtre-shield-edot-5-0-behind-panel-carbon-monoxide-detector-co-panel-led-indicator-switch-os-app
Guardian Avionics - AERO 551-101-002 Panel Mount Digital CO Detector	Yes	\$ 549	5-7 years	1 year	N/A	50-99PPM over 3-5 minute span, alarm immediately	Yes- dot matrix LCD	?	#UNKNOWN!		

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Portable' Mount											
Travel CO DETECTOR by FORENSICS	No	\$ 99	3 years	1 year	1 year all battery	9ppm @ 60secs, then 25ppm	Yes- LCD	Yes- 70db	#UNKNOWN!		https://www.amazon.com/DETECTOR-FORENSICS-Low-Level-One-button-operation/dp/B07FYVBB9?linkId=beb20080f019fa
Sensorcon AV8 Inspector AV8-CO-01 Carbon Monoxide Monitor	No (but designed for aviation)	\$ 164		2 Years	>2 years battery	0-500ppm Pre-set low alarm 35ppm Pre set high alarm 200ppm					
Honeywell BW Solo Wireless Bluetooth CO	No	\$ 464	3 years warranty on sensor (doesn't say about life though).		12 month battery	0-2000ppm with resolution of 1ppm	Yes - LCD	Yes (95db)			
Radiant Technology CO PRO™ Carbon Monoxide Monitor + Digital G-Meter	No (but designed for aviation)	\$ 257	10 years	USB Rechargeable 5 hours per charge	Lithium battery USB Power	0-100ppm (Red alert @41ppm)	Yes - color graph shows running average	Yes	#UNKNOWN! 		https://www.radiantinstruments.com/product-page/co-pro-co-detector-g-meter