

December 14, 2015

Valley Fliers December Board Meeting

Meeting Commenced at: 6:32

Present: Botezatu, Lawton, DeWitt, Patrick, Vader, Bryce plus 7 members.

Approval of November Meeting Minutes

Florin moved for approval. Tom seconded. Minutes unanimously approved as written.

Treasurer's Report

Fairly standard month. See Alan's handout. Repairs and maintenance were pretty light. Florin's check for 34h will inflate our cash soon as he has purchased that plane, and the rent will go down as well. The month was a big positive because we didn't have any big expenses. Insurance bill will come next month. Cash level is recovering from the purchase of 117. The costs of annuals will almost certainly take us cash negative next month. Alan has asked Mike Boatz to provide bills monthly.

Maintenance Officer's Report

See Tom's handout.

9MA Pretty much everything got done during its annual except the passenger side window. All the recent washes and waxes have been internal and external and will be until we go through all the planes. All the washes and internal cleanings have been scheduled for 2016.

88L One cylinder is bad due to burnt valves, another is marginal due to bad compression. Mike suggested we replace the cylinders but not replace the rings to avoid having to break it in. Comment from the floor: the rule is when the cylinders come off, the rings should be re-done. That argues for doing all the cylinders. The burnt valves are due to over or under leaning. Tom will write something up and we will send it out. Jon Gunnarsson suggests it may have been due to running too rich, but the valve stems / guides may need to be checked to determine whether it is due to too rich or too lean. Florin suggests that it is hard to overlean if the engine is not running at high power settings. Tom notes education is the key. Tom asks whether we should rebuild or buy new cylinders. Tom notes they are Lycoming cylinders. Florin says we should rebuild them. Tom notes that might take a lot of time. Florin will talk with Troutdale about doing the work. Comment from the floor: rebuilding will allow the cylinders and the engine to be at TBO around the same time. Tom thinks the rebuild will cost about \$650 per cylinder. Alan thinks whether new or rebuilt cylinders, we can run the engine past TBO. Tom notes the question then is who can do the job quickly... Florin says he will call Troutdale tomorrow, and suggests we should have them all done. Tom says if they can be done in a week that would be good. Question from the floor: when is Mike planning to be done with the annual? Tom notes he has the plane off the schedule until the 9th, so we have time

to get the cylinders done and even the break-in. Florin notes he prefers Troutdale to Avion. He feels we had poor service and price previously. Tom adds they have poor customer service. Eric asks if we can just ship the cylinders or if we need to fly them down. Consensus seems to be that shipping them would not be too slow.

The ammeter discharge issue seems to be related to a low idle. Mike will turn up that during annual. No action on the KX155A.

117 Its issue with the KX155's display is fixable. Its nose strut is leaking. The gas steps have to come from Cessna and cost \$1000. Mike has a set and will likely sell them to us for less than \$1000. Question from the floor: What is the issue with the paint? Tom says it is losing a lot of paint on the leading edges. Primer is showing. Florin asks if we have any recourse? Alan says we might be able to ask the shop that did the paint, but they are in Texas. Florin notes that is an expensive repair. Tom notes the real question is whether or not it will need to be completely stripped to fix it. It is peeling off both the metal and fiberglass pieces. Comment from the floor: the passenger window came open during flight. Alan also notes the plane leaks like a sieve from the wing roots on both sides, but it is worse on the passenger side. It gets very cold in the plane as well. Question from the floor: is there an issue with one of the mags grounding? Tom says no, he did an ignition switch check today and found an issue. Tom mentioned it to Mike and it should be fixed as soon as he can get parts. Comment from the floor: the clock on the prop is not right. Florin thinks that is potentially a big deal. Tom's impression is that it is not something we need to do right away. Alan asks if, given all the work we need done, we need to look at having someone other than Mike do some of it. Florin notes he has a good impression of the guy at Centralia. Cornerstone is hard to work with. Alan notes Jon Gunnarsson could do some of that work (for pay). Jon notes he has a job. Jon says he could do something in a bind. Tom will keep that in mind. He will talk with Mike about it. Alan says the mechanic in Wenatchee would do an annual in 17 hours. Jon notes that includes a lot of paperwork that needs to be done extra if you don't see the plane regularly, for a regular customer it should take about 9 hours. Tom notes getting mags through Cornerstone takes several weeks. Jon notes perhaps he should start rebuilding mags... Comment from the floor: there is a guy up in Arlington that is pretty good, but he isn't a certified repair station. There are a couple of good mechanics up at Arlington. Florin likes to have multiple mechanics who could work on the planes. The number for Aircraft Inspection and Repair at Arlington is 360-435-4411. Tom notes there is a lot more logistics involved if we have to do work off field. Florin says it would be preferable to have Mike do the work, but he is looking to have an alternative if Mike gets backed up. Tom suggests we show Mike the list of things we need to get done. If he can't do it, we can look at alternatives. Alan notes we have had the 406 ELT for several months. Tom notes he has de-prioritized that. Jon notes that while annuals are generally a few days, doing a lot of repairs will extend that time no matter where it is being done. Alan notes he is just concerned about how much time Mike has given that he is doing this part-time. Jon notes he could do things to keep the planes flying if Mike is too busy. Tom notes that Mike drops everything he is doing to fix stuff when we have planes down. Alan agrees that he doesn't want to increase Tom's workload, he is trying to make his life easier. Tom notes that Cornerstone could help as another on-field resource. Comment from

the floor: If you put all the planes in the shop, you better not charge a minimum flight hour.

63S Question from the floor: what did the visor repair cost? Tom says he doesn't know yet. Eric asks if it has an oil heater yet? Tom says not yet. Mike will put it on when it is in annual next month.

34H SOLD!

Eric notes we need to send out something telling folks we need to start plugging the airplanes in. Question from the floor: How long do they take to heat the engine? Tom says probably several hours. Alan says we now have extension cords for the heaters. They don't need to be plugged in every night. Eric asks whether there is any harm in plugging them in every night? Jon Gunnarsson says they can be plugged in all the time because they aren't really high heat. Comment from the floor: battery maintainers are helpful too. Answer from the floor: our planes fly too much to need it. Alan suggests we just have folks plug them in when they put the planes away. Comment from the floor: there are temperature controlled plugins available cheaply online. Tom mentions the fact that we are paying more for our electrical usage. The member is requested to purchase the temp controlled plugins.

Safety Officer's Report

Ed moves that we use the new damage form for all incidents and damage from here on. Eric seconds the motion. Florin asks whether or not we are charging for the cowling? The plan is yes. The motion carries unanimously.

Ed also asks about CFI insurance? Eric notes he will discuss this later. Ed says he is covered at another club Alternate Air. Eric called Avemco today and they confirmed the instructors are not covered under our policy when they are instructing. Ed notes Alternate Air has him as a named instructor and he is covered.

Old Business

Incident/Accident Questionnaire See above.

Incident/Accident Investigation Board Florin asks whether the questionnaire forces a board? Eric and Ed agree the board will review the questionnaire and make a decision. Tom asks if Ed has and will dispense the forms. Ed suggests that Tom will get the call and perhaps should pass out the form, or ask folks contacting him to fill out the form on the web site. Eric notes we also need to establish a timeframe for completion of the form. The form is not yet posted on the web site. Tim will send it to Roland. Tim moves the form to be due one week from the incident or accident. Tom seconded the motion. Motion carried.

88L KX155A failing screen - See above.

Do-not-Fly placard for Use During Maintenance Eric looked for something complicated, but he thinks a simple laminated sheet to place on the seats. Alan is to make them for us.

117 Paint on Nose Wheel See above.

34H Sale See above.

New Business

CFI Insurance Avemco provided two options: include the instructors to the club policy for \$3679 per year, or instructors would get their own policy that would cover them in any aircraft they instruct in. That second option would cost the instructor \$1251/yr for \$100K of hull coverage, \$869 for \$50k, and \$617 for \$20K. Florin suggests we should go insurance shopping. Eric says anyone else will require getting pilot profiles for all members, which is a hassle. He also says we get good customer service and a decent discount. Eric suggests we stay with the coverage we have, and suggest instructors purchase their own policies.

88L Burned Valves Discussed above.

117 Broken Center Console Plastic Ed bumped the plastic and it shattered. Tom has ordered a replacement.

Eric notes the simulator is missing one knob. He will talk to the vendor about replacing it. Question from the floor: has the simulator been registered with the FAA. Eric says Seattle FSDO says it has no jurisdiction over non-Part 141 simulators. Jon Gunnarsson says if it is not registered, time cannot be logged. Eric says that is not applicable for BATDs. Their process is different.

Free flight hour won by: Brian Funk
General meeting adjourned at: 8:08