

February 8, 2016

Valley Fliers February Board Meeting

Meeting Commenced at: 6:30.

Present: Botezatu, Lawton, DeWitt, Patrick, Vader, Bryce and plus 7 members and 2 prospective members.

Approval of January Meeting Minutes

Alan noted the word damage was missing from the first sentence of the maintenance officer's report. Tim added that word. Florin moved for approval. Unanimously approved as amended.

Treasurer's Report

See Alan's handout. Alan's report is **preliminary**. It was a quiet winter month. In addition to those items listed, Alan paid for 9MA's annual. Alan is still working on year-end and taxes, but those should be done for the annual meeting. 88L's annual was very extensive (and expensive). There may still be charges coming in for that annual. Alan will be recalculating depreciation for the new year and the new airplane prior to the annual meeting. Tom asked if we are still getting along well with the WA department of revenue. Alan said yes.

Maintenance Officer's Report

See Tom's handout. The wheel pants are off all the airplanes.

88L - The hot start issue seems to be a function of technique, but was written in the log as a warning. The recommended technique is to run it up to about 1300RPM at shutdown, and leave everything as it is for restart. Tom notes the new starter is placarded not to run for more than 10 seconds continuously. One member reported the radios felt hot to the touch. Tom hasn't checked them to see if they are hotter than the other planes' radios. Jameson notes the Rs have horrible air circulation behind the panel. Jameson will check it the next time he is in the plane.

117 - Mike will look at the copilot's door and leaky wing root during annual. Ed also pointed out there is no floor heat on the copilot's side. Question from the floor: Have we done anything about the oil running way way too cold, too cold to burn off the water? Tom will bring that up during the annual too and have the vernitherm checked.

63S - is slightly delayed coming out of annual due to a crack discovered in its muffler.

Eric notes that 88L's front strut is flat or almost flat.

Safety Officer's Report

Ed asks what folks would like to hear about during the annual meeting. He will be covering the new ICAO flight plan form, an airspace review, and the club safety form.

Old Business

Wheel Pants Removed - Alan thought the removal was an overreaction. He notes that it is a good idea on the planes that fly a lot so we can keep an eye on the brakes and tires, but across the whole fleet may have been over much. Tom indicates he feel it is a safety issue because the tires' state cannot be as easily determined. The brake failure we experience might not have occurred if we could more easily have seen the brakes. Commenter from the floor notes he really wants to be able to see the tires. The removal probably costs 2-5 kts. Eric believes the pros of removal are stronger than the cons. Alan notes that we now check the breaks every time we update the GPS data, so we are less likely to have the brakes get bad without noticing it. Florin asks whether it would be worth putting the pants back on the Cherokee and the 182? Alan says that would make sense because they fly less and are used for longer trips. Eric suggests we put in to a vote at the annual meeting. Alan suggests a survey. Tom agrees the Cherokee looks bad without the front wheel pants. John Eyre agrees to publish the survey.

Do-not-Fly Placard - Alan was expecting someone to send him something. He will put something on orange or red paper.

117 Paint - Florin notes the paint is peeling, and asks what we can do about it. Several members suggest we can contact the shop that did the paint job. Florin asks whether or not there is a warranty with it. Eric notes he doesn't have a lot of experience with aircraft paint, but he will call the paint shop if Florin sends him info on who did it.

117 Gas Steps - Tom confirms they will be done at annual.

117 Prop Stopping Vertical - Tom notes it will be done at annual. It is bolted on wrong and will be fixed at annual. Florin notes that is a bigger deal than might be expected as improper installation can have bad harmonics and induce vibrations.

88L Ammeter Discharge Issue - Tom says the squawk was cleared. The issue only happened at very low RPM and is fine.

Avemco Insurance for Instructors - Florin clarified prior to this meeting. That issue is resolved.

New Business

Annual Meeting - Several dates discussed. Florin is out for much of March. Monday, March 7 would work for many of the board members. Thursday, March 24th Florin should be able to be back. Alan moves for the 24th, Eric seconded. The board agreed unanimously. The board will meet the 14th to prepare for the annual meeting. There won't be an open board meeting in March.

Reinstating Former Members - Florin notes we have two members who want to rejoin the club. Florin notes we had them queuing up like the other people who want to join the club. He feels that rejoining members are known quantities and perhaps should be allowed to go to the front of the line. Eric notes we need to change our selection or vetting process because we've never turned anyone down. Florin notes we shouldn't move people to the front indiscriminately. Eric notes the folks on the waiting list have varying levels of skills, but include very experience

folks. Florin notes the board would consider it case-by-case. Eric would prefer to improve the vetting process. Eric notes that the list can be bypassed via a person-to-person sale. Tim agrees the list should be the list. Florin asks when we will start vetting. Alan notes he has prepared a list of criteria: credit, personal and flying references, etc. Florin agrees that is a good list. Eric notes the difficulty is vetting doesn't give us personality which is what we want. Credit checks wouldn't have weeded out several of our problem members. Florin notes we rarely see new members after their initial visit. Eric points out that some folks are just here for cheap flying. Comment from the floor: The issue is that as the economy improved we got a number of folks who just view us as a cheap rental. Florin asks what the steps are we need to take toward vetting. Eric notes the safety boards may help members focus on their role as owners. Comment from the floor: do we have a probationary period for new members? It would be hard to administer. Question from the floor: could we get a record of violations? Not directly, but pilots can request their own records and we could require them to provide those records to us. Florin tables this item.

Mike Boatz Billing - Florin asks if we got any more detail with the bills? Alan says we've talked with him, but we are fairly sure he is behind again in the billing.

Bills to Members for Damage - Alan reports that is done.

Safety Officer's Job - There are some folks who are interested in that position.

Nominations - Tim to send a solicitation to the members.

Simulator - Eric says the sim has an issue. We've called the manufacturer. It is six months out of warranty. The manufacturer says it should run off two computers, not one. We need to figure out our level of commitment to keeping the sim. The other computer would cost \$5000. We've dropped the resolution and it is functioning, but it may no longer meet the letter of authorization. The manufacturer must do all the work given that it is FAA approved. Eric notes we have to decide if we want to keep it FAA approved, or keep it as an expensive toy. Ed and others note the failure does not look like a video card failure but the vendor suspects that is the issue. All comments support continuing to keep the Sim approved. Eric will send the tower in for diagnosis.

Private Sales - Alan notes we need a process for private sales. Eric thinks that has been resolved. Eric says prospective buyers would need to go through the same vetting process. Tabled for a future meeting.

Prospective Members - Mark Corni is a student of Jameson's and local business owner. Started working on his private last year. Would like to fly for both business and pleasure. Mark suggests a fee on the waiting list to have a CFI vet them for an hour. Florin thinks that is a good idea. Eric notes having folks pay to be on a list for 2-3 years seems hard or inappropriate. Ed asks if we charge a fee, would we give it back if they drop off the list? The second prospect is Larry Freer. Learned on an Apple IIe. Has a bachelor's in aviation. He flies for Horizon and owned a Mooney at one point. Was a CFI at a couple of local FBOs. Eric moves for approval of both, Florin seconded, board approved unanimously.

Free flight hour won by: John Eyre

General meeting adjourned at: 8:00