

June 13, 2016

## Valley Fliers June Board Meeting

**Meeting Commenced at:** 6:31, Vice-President Botezatu presiding.

**Present:** Botezatu, DeWitt, Patrick, Chumbley, Vader plus 12 members and one guest.

**Absent:** Lawton

### Approval of May Meeting Minutes

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

### Treasurer's Report

See Alan's handout. 63S was down for a lot of the month, so it was down on hours. P&L still not in good shape because we still lack key bills (including 63S's annual) from Mike Boatz. Alan will cut him slack for another month because he is newly retired. The 117 maintenance line item includes essentially all work done on that plane this year. The maintenance supplies item includes the halon fire extinguishers for all the planes. In essence we are in good shape, but how good is hard to determine until we get Mike's bills.

### Maintenance Officer's Report

See Tom's handout. Two planes are flying enough they are coming due for annuals. Tom will schedule 88L soon. That is not well-timed, but shouldn't be too bad. Hunter notes he has a student whose annual with Mike has taken a month and asks if we should consider doing annuals with someone else, but leave general maintenance with Mike. Tom is hesitant to do that. The logistics of doing the annuals off-field are more complex. Tom says we will monitor and revisit the question as necessary. Tom continues to repair club headsets. He suggests we should buy some and make them ugly. Hunter suggests we could get headsets from CraigsList. **9MA** needs an oil change, but is gone. Tony is scheduling large blocks with holes. The board will talk with him. Tom has not been able to reproduce the static interference on the radio and suspects it might've been from an outside source. Several commenters suggest the issue might've been with the squelch. Mike will check the EGT fluctuation squawk. Alan suggested the problem likely moved when Mike moved the probe.

**88L** The charging circuit breaker issue seems to have been fixed by the new alternator.

**117** Mike will test the oil temperature probe. The aileron was damaged and no member took accountability. Question from the floor: who fixed that damage? Answer: Mike Boatz fixed it. Tom got a call from a member who flat spotted one of the tires and offered to pay to fix it.

**635** The alternator failed again, but was replaced under warranty. We also had to replace the voltage regulator. Google showed Tom how to pull out a console knob and adjust the rear intercom, so that is fixed.

## Safety Officer's Report

Hunter says he has had no reports of safety issues. He notes that untowered airports, like S50, only have entry on the 45. He also noted we should be reporting unmanned aircraft in the vicinity of the airport. Comment from the floor: don't land with the brakes on; preflight better. Put your hands on the airplane during preflight. Comment from the floor: A helicopter flight school is moving to the airport. Hunter notes the coyote is very active, particularly at night.

## Old Business

**Camera System** Hunter installed the camera system, including making ethernet cables. If a member sees the airplane is still in the hangar 30 minutes after the schedule, they should contact a board member to clear the scheduled member off the schedule, then put themselves on it before taking the plane. Tom also notes the internet cable is in bad shape and he will be drilling a new hole and rerouting the cable.

**VF Rules "Guidelines"** Hunter is thinking about fueling guidance, and cleanup of the planes. Florin suggests we shame members who leave the plane dirty by leaving a note on the white board. Another rule to list is the rule that only Valley Fliers instructors should check out members in the club planes. Hunter got Eric's permission to use a non-Valley Fliers instructor for his 182 checkout. Alan suggests Hunter write up the rules and we approve them for next meeting. Florin showed a copy of the old rules (including some that were thrown out). Florin allowed Hunter to take pictures of the old rules so he can look them over.

**Vetting Process for New Members** Florin describes this as a way to counteract the renter mentality that seems to have taken over the club. Eric currently shows prospective members the planes and may explain the rules, but it doesn't seem to be instilling a sense of ownership. Years ago, John Gallo would meet potential members at the airport and if he liked them, he would arrange for a membership to be offered to them. Florin notes we don't need to do that, but we need to do something else. Alan notes that in a previous club, the club did background checks at the prospective member's cost. Comment from the floor: I suspect "runs planes into hangars" will not appear in that check. Question from the floor: should we have a minimum credit score? Answer: possibly. Another comment from the floor: at another club, prospective members must fly with the president for an hour before being allowed into that club. Florin notes Gerry Coon used to explain the rules and guidelines in detail as part of the checklist. Hunter feels we should do a background check. Florin suggests we should have a probationary period. Question from the floor: would any of the suggestions so far have stopped any of the problems we've had? Answer: probably not. Tim notes a bylaws change may be required to support a probationary period. Commenter from the floor notes that neither a probationary period nor a background check would have caught the problem members we have.

Several folks suggest we should have prospective members fly with someone. Florin tables the topic until next meeting when Eric can participate in the discussion.

**9MA Engine Options Member** from the floor provided information from Texas Skyways and passed it around. Options of 235, 250, and 280 hp were discussed, all with 2500 TBO. Local option would be P Ponk which would get us to 2000 hour TBO. Tom reminded members we don't fill any of our planes' oil to capacity. Alan notes we are looking for options now so we don't have to rush through a decision later. The 280 hp is \$45865. The propeller would be additional. The 250 hp is \$40789. To have factory new, add \$7000. A three bladed prop would be \$10000. All those prices are with a trade-in of the old engine. Member from the floor claims the 280 hp motor would burn 13 gph at 65% power. The member also suggests we should buy a better engine monitor when we replace the engine.

## New Business

**Aeronca Champ Proposal** John Pearsall has suggested the club get an Aeronca as a cheap plane that would be a good stick and rudder plane for the club. John looked at the insurance, maintenance, etc. and believes it could rent for \$57-68 per hour and not raise dues. That exercise assumed the plane would fly 250 hours a year, and Alan doesn't believe that is correct. One of the club instructors that is a tailwheel instructor says he won't do check outs in it as it is a tandem. Question from the floor: is this a real plane that is ready to go? Answer from John: it is just a proposal. Comment from the floor: can we get rid of 63S and replace it with something more capable than the 182, like a 206 or 210? Alan's answer: look at the insurance costs alone for a six seater. That is not appropriate for this club. Several folks observe several other clubs have pulled out two seats to bring down the insurance costs. Alan notes that whatever hours go onto a fifth airplane will come out of the other four. Alan did an analysis, and our hours over the last three years are the same or less. Based on those data, it does not argue we could support another plane. Comment from the floor: that may depend on the airplanes we have in the fleet. Different planes might be flown more. To test out the hypothesis, we might lease back another 172 over the summer to see what usage it gets. Comment from the floor: Cessna 140s, 170s, etc. are available and are not tandems. Tim reminded folks Tom has said the club will need a new maintenance officer if we get a fifth airplane. Florin asked for a show of hands for who would be interested in a tail dragger. About five members raised their hands. When the question was just how many would like a fifth airplane, eight raised their hands. Comment from the floor: we should focus on a lease if we want to explore a fifth airplane. Tom suggests a lease has been considered in the past, but it seemed the lease might not be compatible with the non-profit nature of the club. Comment from the floor: leased planes are more expensive to insure. Alan notes we would have to look at the fixed costs of a fifth plane and consider whether we need to change the dues. Question from the floor: should we look at selling 63S and bringing on a plane likely to fly more hours. Ed asks if we might consider replacing 63S with an Arrow (retractable). Several other options are suggested for a fifth airplane. Alan notes a retractable would be something that needs to be carefully considered. Florin tabled discussion.

**ADS-B** Alan found an article that indicates the FAA is offering a \$500 rebate for adding ADS-B. Jon Gunnarsson indicates that rebate is for one-owner and one plane and is limited to 20000 rebates. Alan suggests we should be among the first to get that rebate if the club planes qualify as one-owner planes. Alan will look into whether or not we can qualify for the rebate.

**Free flight hour won by:** Jon Gunnarsson  
**General meeting adjourned at:** 8:04