

May 9, 2016

Valley Fliers May Board Meeting

Meeting Commenced at: 6:30

Present: Lawton, DeWitt, Patrick, Vader plus 6 members.

Absent: Botezatu, Chumbley

Approval of April Meeting Minutes

Eric moved for approval. Alan seconded. Minutes were unanimously approved as written.

Treasurer's Report

See Alan's handout. His report was abbreviated because he does not have bills from Mike Boatz and as a result our financials would be misleading. We need to get and pay his bills to give a clear picture of the club's financials. The January on the last line of the Enter/pay Bills section is incorrect. It should say April=\$4,056.12 paid in May. Question from the floor: what if we don't get a receipt? Alan can figure it out, but prefers you put a slip of paper into the hour log noting how much you paid.

There are no members locked out due to unpaid bills. Not including the missing maintenance, we netted about \$5,700 on the month. Mike Boatz has promised to keep his billing more current after he retires at the end of May. Alan noted our cash in various accounts is about \$91,000. We will need to pay out to replenish our fuel account. We had receivables of about \$17,000 at the end of the month. Bills went out today, and Alan will work to get them out in a timely way. Question from the floor: do we still feel like we have extra cash? Answer: yes, and it will be discussed later in this meeting.

Maintenance Officer's Report

See Tom's handout. Tom noted only 88L has a fire extinguisher. Mike weighs it during annual inspection. Tom will get extinguishers for each of the other planes and Mike will redo the weight and balance as he installs those extinguishers. Eric asked if the extinguisher in 88L had been recently been inspected. Tom says halon extinguishers may not require inspections. Eric suggests we buy four and replace the one we have. Tom and the rest of the board agree.

9MA needs a seat track inspection. Mike Boatz swapped around temperature sensors on the cylinders, and Tom took an lengthy flight. During that flight, the cylinder temperatures seemed stable. Several folks speculated the issue might've been a bad connection that was fixed when the sensors were swapped. The registration has been renewed.

88L Mike couldn't find the source for intermittent breaker popping problem on the alternator, so Tom him change out the voltage regulator. It doesn't seem to have happened since.

117 Needs and oil change. The copilot's door won't close with the seat forward because the non-standard arm rest is too big. Comment from the floor: the pilot's door has the same problem. The seat and the arm rest are too solid to let this work well. Tom used a hammer to adjust the box section inside the arm rest, and it seemed to work well. Comment from the floor: it may need further adjustment. Tom's take is the pilot side is better than the copilot side. Tom suggests folks lean away from the door when they close it. Comment from the floor: If the seat is all the way back, the door will close, but otherwise it can be a problem. Once it is latched, the seat can be pushed forward again. Regarding tail damage. It looks like a wing just grazed the rudder and vertical stabilizer. It is about the height of a high wing airplane. It is difficult to see. Tom doesn't know how long it has been there. Mike Boatz will check it first thing in the morning to evaluate airworthiness. Tom thinks it is airworthy, but Mike will validate that.

63S Mike tried to have the alternator repaired, but that didn't work out. We've ordered a replacement and it should be back online soon. Tom checked the intercom. It doesn't seem to be the isolation setting for the back seats. Tom took both sides apart and checked the wires and reassembled it. Tom could hear radio communications just fine, on both sides, just not the pilot. Tom is guessing there is an issue in the panel. Alan asked if the intercom runs through the GMA340? Tom says he thinks so. Tom noted it would be nice to do it some time like an annual when the plane will be offline. Comment from the floor: A member will have a rear passenger the week and will report back. Tom thinks the panel slides out easily. Alan says a Garmin shop could check that panel pretty quickly and definitively. Alan notes there may be a place in Arlington where it could be checked. Alan may fly up there to have it checked. Tom notes American Avionics is at Boeing field, but he has had some bad experiences with them.

Safety Officer's Report

Hunter was absent, but provided some information to Eric. There is a NOTAM about unmanned vehicles being tested near the Strait of Juan de Fuca from May 9-29th. If members are flying near the Strait they should more carefully check NOTAMs. The other is that Auburn airport will be closed for runway and taxiway striping all day Wednesday.

Old Business

Camera System will be ordered.

VF Rules tabled until next month because Hunter has some thoughts.

Uses for Extra Money Question from the floor: Are we still thinking about doing ADS-B, or lowering rates for the summer? Alan said yes. Would that require a vote of the membership? Answer: lowering dues would require that vote because the dues are in the by-laws. The hourly rates can be changed without member vote. Alan noted we originally bumped dues and added the hull replacement fee to gener-

ate revenue to replace the airplanes, and we don't expect to need to replace one soon. Alan suggests we may want to put Gamijectors on 9MA when we need to replace the cylinders. Eric noted we may want to do power flow mufflers on the 172s and even on the Cherokee. Comment from the floor: wouldn't we need an engine for 9MA by the end of the summer? Answer: we will likely run it past TBO as long as it is running well and has good compression. Alan says we do need to decide what we will do when we need to replace the engine. Alan says we might explore the Texas Skyways 250. That engine has a 2500 hour TBO and 25 extra horsepower. Eric says we've kicked this around for a couple of meetings now, and he will push for decisions soon. Eric suggested to members that they research options and come prepared to discuss things they'd like us to do. He and Alan also noted we think next year is a better time for ADS-B. Eric asked if any members had suggestions. Comment from the floor: there is a STC attitude indicator for Cessnas. Eric also brought up a GPS upgrade Hunter mentioned that drops into the 430 slot and has better resolution and better features. Eric notes we could change out the 430s and get some money for them while they still have value. Another comment: could we get a vertical card mag compass in 88L? The board thinks that is a no-brainer. Eric asked Brian to research it and bring that to next meeting. Comment from the floor: they cost \$315 to \$329 from Aircraft Spruce and Specialty. Alan moves we buy and install. Eric seconded it. Alan modifies his motion to spend up to \$700 to buy and install it. Approved unanimously. Brian also suggests we do the same thing for 63S. Eric moves for approval as well. Alan seconds. Approved unanimously. Comment from the floor: if we upgrade the engine on 9MA would we also go to a three blade propeller? Alan says maybe. Several members looked up the engine upgrade options. Eric tabled further discussion on the topic until next month.

New Business

There are changes coming to how we can use the BATD for flight training. Eric doesn't know what the new regs will be, but will try to have a view to the new rules by next month. The FAA may do away with the LOA blanket approvals.

Free flight hour won by: Brian Funk

General meeting adjourned at: 7:36