

November 14, 2016

Valley Fliers November Board Meeting

Meeting Commenced at: 6:32

Present: Lawton, Botezatu, DeWitt, Patrick, Chumbley, Vader, plus 11 members and 1 prospective member.

Approval of October Meeting Minutes

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

Treasurer's Report

See Alan's handout. Two memberships turned over in October. It was a very slow flying month. There was a lot of maintenance cost again, including the cylinder-repair annual for 9MA. Expenses exceeded revenue, but if depreciation is added back we were in the black. Question from the floor: do we still have a lot of maintenance yet to be billed for? Alan says no, Mike is mostly caught up.

Maintenance Officer's Report

See Tom's handout. 117 is in annual.

9MA There is a squawk on the autopilot, Tom would like reports if members experience issues with it.

88L The hot radio was due to the cooling duct not being connected. We may be able to replace the KX155A display for approximately \$1500. Alan asks how much a replacement comm would be. Jon Gunnarsson indicates around \$4000 for a replacement. Tom notes we have an old radio from which we can swap the display. The play in the right rudder is due to wear (elongation of the hole). It is still safe for now, but will need to be monitored.

117 We've located some paint that is a great match for 117's paint. During the annual, Mike will use that paint to cover chips. We are awaiting return of the mags from rebuild.

63S After consulting with Mike Boatz we were monitoring the oil leak. After a squawk for high oil pressure and a strong fuel odor, Tom and Mike did an extensive search for a fuel leak and an hour's flight Tom couldn't notice any fuel odor and couldn't find any high oil pressure. Further reports of a fuel smell will be matters for concern. Hunter noted the airspeed indicator was also indicating 15 miles per hour while stopped. 63S dipstick threads were trashed by over tightening and was replaced. Mike put some oil-leak detection powder on the engine and it did not indicate major oil leaks. Comment from Jon Gunnarsson says it appears the oil leak is coming from the front seal and suggests we put a pressure gauge on it and fly it.

Question from the floor: 88L is missing its fuel dipstick. Can we get another one?

Tom says yes, but sometimes they magically reappear.

Tom announced he will be resigning due to other priorities, but will hang around to train a replacement. Florin proposes Jon Gunnarsson as the maintenance officer and invited Jon to assert his interest in the position. Jon said he was interested. Eric and Alan noted we will need to find ways to delineate Jon's maintenance officer duties from his mechanic duties. Tom notes if other members are interested that would be ok too. Tom and Jon will discuss this offline and select a transition date.

Comment from the floor: compasses sometimes leak kerosene, particularly at altitude, and that could be the cause of the fuel smell.

Safety Officer's Report

No safety reports or complaints.

Old Business

ADS-B Jon Gunnarsson put out several requests for upgrades. The estimates ranged from \$6200-\$7300. Most of the estimates were for Garmin 345s which have bluetooth and can display traffic and weather. Jon requested a quote for Lynx from Tacoma Narrows, but got no response. Eric notes the board agrees we should have both in and out. Question from the floor: would we spread the expense out over time? Alan says yes, we would only do one plane at a time. He would be happy to help negotiate a discount for a four plane commitment.

VF Rules Hunter discussed the current DRAFT rules. His intent was to make an orientation document for new members. Hunter solicited feedback from the members present. Hunter would like to have feedback from the board and the membership emailed to him before the next meeting so he can produce an updated draft. Comment from the floor: Folks won't like rule 14, dealing with maintenance approval of extended trips. Alan notes it might solve a problem. He says we had a member fly to Florida and use 55 hours on that flight.

Rule 1: Hunter suggests we combine rule 12 with 1.

Rule 2: Hunter asserts the rule as written reflects his understanding of our insurance situation. That isn't necessarily the view of the entire board. Eric notes the insurance says members without medicals are not approved pilots and are not covered (though the club would be). Hunter says we have a member without a medical who flies with a non-member instructor, wouldn't they be covered? Answer: no. The club would be covered, but the member (and or instructor) would be liable. Hunter asks for suggested language. One suggestion is to limit pilots of the club to approved pilots as defined by the insurance company. Another suggestion is to turn the rule into an advisory statement about insurance coverage. Comment from the floor: we may also need to establish a release for non-members in our planes. Hunter asks to table the topic at this point. He will divide them into the rules, standard operating procedures, and advisories.

New Business

Simulator is broken. Eric notes the manufacturer will charge \$200-500 to diagnose the system. Eric moves we send it back and authorize up to \$700 to diagnose and possibly correct the problem. Alan seconded that motion. Eric asks whether it is important that it be approved to log time? Several members say yes.

Keycards The airport is replacing all the key cards. To get the new card each member will need to fill out a form and turn in their old key card. (No charge). The form is not yet posted, and the date old cards will stop working has not yet been announced, but all old cards will cease functioning.

Airport Address The airport address has changed and the hangar numbers will also change.

63S Interior Hunter moves we replace the 63S interior so it comes up to the comfort level of the other aircraft. Comment from the floor: we should wait until we know how much have to spend on avionics. Eric asks how many board members feel the interior should be updated. Two indicate they agree. Tom suggests we should wait for the avionics bill. Hunter agrees to research alternatives and costs. Eric tables the topic.

Share Price Question from the floor: has the share price changed in the last decade? Answer: yes, we added \$500. Follow up question: shouldn't we adjust that upward? Answer: the share price is not related to the book value of the club assets. Suggestion from the questioner: should we consider indexing the share price so it can grow over time? Answer: We could consider it, but it would require a bylaws change. We have the money to do the things the club has historically wanted to do.

New Member Ken Walter was previously a member and is looking to rejoin the club. He got his instrument rating while in the club, but was living out of state, then out of country. He has been on the waiting list since 2014. He needs a biannual and medical, and also to resharpen his skills. He is a mechanical engineer for Boeing and will retire in February after 33 years. He has 410 hours. He has been discussing the timing of restarting instruction. Eric moves to accept Ken, Tom seconds him. The board approves his membership unanimously.

Free flight hour won by: Sean Morrow

General meeting adjourned at: 8:11