

October 10, 2016

## Valley Fliers October Board Meeting

**Meeting Commenced at:** 6:30

**Present:** Lawton, DeWitt, Patrick, Chumbley, Vader, plus 10 members and 2 prospective members.

**Absent:** Botezatu

### Approval of September Meeting Minutes

Alan moved for approval as corrected. Eric seconded. The minutes were approved unanimously.

### Treasurer's Report

See Alan's Handout. Insurance went up about \$960/year. Fuel check won't be written until later this week. 9MA usage was particularly low due to the annual. 9MA income was low because most of the usage was non-billable break in time. Hangar utilities will go up as the temperature dropped. Alan notes the \$650 expense for 88L maintenance was actually for 9MA, and he will make that correction. This has been a huge maintenance cost year. Alan will pay out the \$2294 in sales tax this month. Question from Eric: did we buy back Tony's share? Answer: not yet, he will do that and if further fuel receipts come in we can refund them. Question: did we hear what happened to Tony? Answer: no. Eric notes we would like to re-sell that share. Alan agrees we can do that, we've let his widow know we would be buying that share. Question from the floor: are there other shares we need to buy back soon? Alan answers: no, there are a couple that are behind, but they generally catch up.

### Maintenance Officer's Report

See Tom's Handout.

**9MA** is in the second-stage of break-in. There is a placard about how to break it in in the airplane. Alan asks if the new fine wire plugs are better (they were very expensive). Comment from the floor is the performance is not noticeably different. **88L** We initially changed the pilot door hinge pin, then changed more of the door internals. It looks like the door is fixed now. The charging issue seems to be fixed, though Alan noted they had to reset the alternator on the master switch after that due to low voltage, but it behaved well after that reset. Alan noted the area around the radios got really hot. Tom suggests it might be a broken fan. Jon Gunnarsson will take a look as it sounds like it was too hot. Question from the floor: have there been any squawks on shutdown time? Answer: Tom suggests revving to 1300-1400 RPM before going to full lean.

**117** Tom suggests we monitor the battery health, but that battery is only about a year old. The 250 hour "annual" is due and we will run it past since that is just club

policy. Question from the floor regarding the VernierTherm, have we looked at it? Answer: When this was first reported, there wasn't a VernierTherm, so we put one in. Comment from the floor: watch for carb ice in this plane.

**63S** Brakes were down to the rivets and were replaced. Jon Gunnarsson was unable to reproduce the co-pilot mike issue. Tom speculates it might have been a squelch issue. Question from the floor: can we get brakes added to the copilot side? Answer: they don't make Cherokees that way. Squawk on turn coordinator. Members are requested to continue to report any observed issues.

## Safety Officer's Report

No report.

## Old Business

**VF Rules** Hunter has typed the rules but did not bring them with him.

**ADS-B** We probably are not eligible for the rebate. Hunter and others suggest we just start doing them. We haven't really explored our options. Eric notes even though it is not required until 2020, it is still useful now. Reminder from the floor: it does not relieve us of our responsibility to see and avoid. Tom asks if there is someone from the floor who would research our options. Comment from the floor: avoid the avionics shop at Paine. Jon Gunnarsson will make a few calls to look at our options. Tom notes we also would like to know what is in the future. Jon suggests it is not going to change much. Alan agrees a lot of new stuff has come on the market and it is not that likely to change. Hunter notes a lot of flight schools have purchased a Lynx. Eric tables the topic for discussion in a future meeting.

## New Business

**Club Insurance** We just renewed the policy. The underwriters clarified that the policy has not changed, though some wording changes have been made. Eric noted that an *insured person* is a club member or someone using the plane with permission. *Approved pilot* is any flying club member that has a current medical, meets flight review requirements, and has an instructor check-out in the same make and model aircraft. That means that if a club member is flying with an instructor they are covered. If a member without a medical is flying with another club member (who has a medical), that member with a medical is PIC and would be liable. Eric will call the insurance company tomorrow to understand why the premium just went up. Since we just renewed, he would like to confirm we didn't inadvertently make a policy change. Comment from the floor: also ask if we are covered for off-airport landings. Eric agrees to ask.

**Prospective Members** Eric allowed Bobby and Randy.

Bobby Bonjukian was introduced to aviation by his father. He got his private four years ago and hopes to finish his instrument rating in the next month. He is a 911 call receiver. He studied criminal justice at WSU and wants to fly the Cherokee. He is really excited to join.

Randy Stein works for 100.7 the Wolf is 37 years old. He knows Hunter well. He has 155 hours and should have his instrument rating in about a month. He flies out of Renton with Rainier.

Eric asks what their ambitions are: both want to go to the airlines. Eric asks if there are questions from the board. Eric moves to accept both members. Tom seconds. The motion carried.

**Facebook** Jerome pointed out that he has created a public Facebook group for Valley Fliers.

**New Engine** Alan looked up info on Penn Yan Aviation's web site for the equivalent to what we have now. The basic cost is about \$30500. Options would add on to that.

**Free flight hour won by:** Mark Kornei (again)

**General meeting adjourned at:** 7:33