

September 12, 2016

Valley Fliers September Board Meeting

Meeting Commenced at: 6:31

Present: Lawton, Botezatu, DeWitt, Patrick, Chumbley, Vader, plus 7 members.

Approval of August Meeting Minutes

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

Correction and Approval of July Meeting Minutes

Alan moved for approval as corrected. Hunter seconded. Minutes approved unanimously as corrected to show the suspension and resumption of the July meeting.

Treasurer's Report

See Alan's handout. Alan finally received the latest bills for work on the planes, so the report should be up to date other than the current annual. The tax return now has been filed. 88L was a little low because it was out for annual part of the month. Question from the floor: why only 54 members paying dues? Answer: the board does not pay dues. It has been a really maintenance-intensive year. 88L had a huge annual (78 hours). For the year, we are about \$24k to the good, less depreciation. Sales tax will be paid in October, as will insurance. Question from the floor: When do we start to burn rather than build cash? Do we need to build cash to get through the winter? Answer: we are building a little slower than we have been. We will burn some over the winter. Alan is still interested in lowering dues, but that will require a change to the bylaws. 117 came with a new top end, and we have been running past TBO, both of which help conserve our cash. Do fuel prices go down over the winter? Answer: no, but it has been stable recently.

Maintenance Officer's Report

88L fuel burn indicator squawked, but Tom is unable to verify. He asks members to report if it seems off.

117 Low voltage light confirmed bad, looks easy to replace.

63S Copilot mic intermittent seems not to be headsets, may be related to a bad ground. Tom still looking to confirm increased oil consumption. Alan and others indicate it is not burning quickly.

9MA bad cylinder. A bad valve with a visible hole in it was passed around. Mike also confirmed a bad temperature sensor on one cylinder. The engine is 71 hours from TBO. Mike suggests it is likely we could do a replacement of just the one cylinder and we could run it another year. Jon Gunnarsson agrees. Hunter asks if we put one cylinder on, how likely is it another will fail soon? The cylinder replacement

would be about \$500. If we overhaul the engine, we are considering an upgrade and might upgrade the prop. We are potentially looking at \$35k.

Eric moves to rebuild the one cylinder. Tom seconds. Motion carries unanimously. Jon can do the cylinder rebuild, so we can do that quickly. The cylinder will require an initial 8-10 hour break in, followed by open membership use with some guidelines for the following 40 hours. Comment from the floor: what about the compass cards? Alan asked Tom to re-send the info. Question from the floor: what is our trigger to replace tires? Tom suggests flat-spotted tires are evaluated, if they don't look too scary we keep them on the plane. Comment from the floor: 117 has a flat spot on the nose wheel. Alan asks: will 9MA get a new nose wheel tube? It has a slow leak. Tom will mention it to Mike. Question from the floor: is there an issue letting ADs run long? Tom says yes. He just didn't notice it until the latest tach times. It is in annual now, so it will be dealt with.

Safety Officer's Report

Reminder to do BFRs and IPCs. Hunter says the helicopter issues seem to have moderated. No reported hangar rash. Also: the unmanned aircraft license is easy to get. Beware of more drones in air. Question from the floor: what should we do if we get a laser strike? Answer: call Seattle Center and be prepared to provide a lot of information. They will take it very seriously. Hunter notes the ForeFlight has a new update with useful new features. Comment from the floor: the airport would like time and location reports if you see the coyote. It apparently has started chasing planes. Watch out for non-standard pattern entries, and only use standard pattern entries yourself.

Old Business

VF Rules

Proposed rule requiring all PICs to be members Ed summarized the question to bring Eric up to speed. Eric notes the planes are always covered by our policy, but non-owner pilots may not be. Eric's concern with non-club instructors is that they may not be covered. Question: if a member doesn't have a medical, is flying with a non-club instructor and has an issue, are they covered? Answer: yes, the member is an owner and is covered. Eric notes the plane is always covered unless we are running drugs or something. Comment: the proposed rule both solves and creates problems. Eric suggests we might require non-covered folks to sign an acknowledgement that they aren't covered. Ed notes he doesn't believe instructors would generally not understand that. Eric notes he doesn't have to ask members anymore whether or not they have current medical, have had DUIs, etc., but he intends to notify the members that they need to notify a board member if those things apply. Question from the floor: what is the goal of the rules? We've discussed a variety of unwritten rules and procedures. Several folks describe the effort for Hunter and others to write down a new set of rules. Question from the floor: what if Jerome starts instructing people in our planes? Answer: that isn't allowed. Response: that isn't written down in the

rules anymore. Hunter is trying to get a definition of PIC so we can correctly write the new rules. Ed suggests that for the new rules: checkouts and primary instruction require Valley Fliers instructors. All other ratings and checkouts can be done by any instructor. Hunter suggests we have a form for non-club instructors to acknowledge they are not insured. Hunter was under the impression that instructors had to be vetted by the board. Hunter has what he needs to restart the rules effort. Eric could ask for clarification from the insurance company, but is not likely to get an authoritative response. Ed suggests his proposal would address the issues described.

Other rules Tabled until next meeting

New Business

Extension of Minutes and Reservation Limits some members have requested the limits be raised. The board reviewed the abuses that brought on the current limits. The current limit is about 8 days total time. Comment from a member: I could use as much as I can get. Question from the floor: is this a big problem? Board answers: not really. Eric says we could bump the time up, but how much would be reasonable? Eric suggests we could streamline the board process. Tom thinks it should not be too easy. Alan notes three board members approval would be sufficient. Alan notes he blocks for people while waiting for approval. Eric likes that approach.

Charged Hours Florin reported Mike did an annual in Florin's hangar. Mike spent less hours in the hangar than he charged for. Florin detailed other issues as well. He suggests we out source mechanical work on the airplane. He suggests we use Jon Gunnarsson for some work. We are likely to get better invoices and quality of work. Tom asks if Jon is an IA? Not yet, but he works with several IAs, and he is working on getting his IA. Tom asks if airplanes are Jon's primary business. Jon answers that he also makes ice machines, but he is approaching half and half. Tom notes he does not get the bills, but the concerns about Mike seem a little vague. Alan notes that with the late and un-itemized bills it is hard to know if they are correct. Tom notes Mike has been the best option for a long time. He also has been up close to Mike's work. Eric suggests Mike is a better mechanic than businessman. Suggestion from the floor: we are just making Mike secondary and Jon primary. Eric asks how we move forward. How should we allocate the work? Comment from floor: as a business owner, one of my suppliers suggested we open other accounts. That seems like a good business practice. Jon notes he does not want to step on Mike's toes or make enemies. Eric asks Tom if he can make 50-50 work? Hunter suggests Tom spread the work. Eric suggests we let Mike know we would like to throw some business to one of our members. Question from the floor: Tom, are you comfortable with this? Tom trusts Mike, but will have a tactful conversation with him.

Hunter moves to look into selling 63S and purchasing another 182. A member suggests we could offer a 182S for ~\$140/month. Alan suggests it would fly about 10-15 hours a month at that rate. Eric asks how much 63S is flying? 20-40 hours a month based on season. Eric notes the 182 is not covering its costs, and Alan agrees. Hunter asks if we should at least evaluate another plane that might get flown more. Several other airplane options come up, including a G1000 equipped 172.

New Member we have a membership for sale. We are suggesting the member show up to the meeting.

Free flight hour won by: Mark Kornei
General meeting adjourned at: 8:29