

February 8, 2017

Valley Fliers February Board Meeting

Meeting Commenced at: 6:30

Present: Lawton, DeWitt, Chumbley, Vader, plus 9 members.

Absent: Botezatu (excused), Patrick (late)

Approval of January Meeting Minutes

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

Treasurer's Report

See Alan's handout. Fairly standard month, but as a quarter-end, we paid the sales tax. We also had a double-bill for utilities because the airport has been behind on its billing. Three members are inactive, three are locked out. Rents did go up a little bit; they do every year. Question from the floor: will we be forced into enclosed hangars? Alan says not for the immediate future. Comment from the floor: 23 hangars had rotted glulam beams, and the city discovered several more when they inspected. Note: Alan is calling the data in his handout preliminary because he will make adjustments pushing some expenses back into last year etc. Alan will need to do a catch up entry on depreciation as it is not correctly reflected in the handout. Question from the floor: how did January compare to January 2016? Answer: Alan hasn't yet had a chance to do that comparison. Question from the floor: the 63S interior, do we have money set aside for that? Answer: we have money, but it is not set aside specifically. We will be discussing that later in this meeting. Alan asks Tom how his engine reserve number (~\$74k) is calculated. Tom notes it is automatically calculated based on the tach hours and time to TBO, as well as his guess about engine costs. Alan will do more analysis before the annual meeting to be able to explain how much we have over and above the funds required for the engines. Alan reiterates that we have enough money for the interior. Comment from the floor: we could replace two engines right now. Alan answers that we easily could do so.

Maintenance Officer's Report

See Tom's handout.

9MA is past TBO, but we intend to do that because of the extensive cylinder work we have done. 9MA had a prop strike, but it is fully repaired and back on the engine. If it had been a Lycoming, we would have had to tear down the engine, but because it is a Continental we had the option. If we were not owners we would have had to tear down the engine. If the engine fails in the next ten hours it would look bad, but we are probably ok. The prop was only statically balanced. If it has a problem we can have it dynamically balanced. The prop did have to be reshaped. Jon did put a

dial indicator on the engine and it checked out ok. The prop strike occurred when the plane went into some mud. We will talk about the incident later in this meeting.

88L The insurance company has approved Jon's \$38k estimate for the repair. Jon says it will be about 270 hours work to repair. It is unlikely to be repaired during the cold part of the year. The note on the handout about PTT switch is only related to 117.

117 the windshield scratches are unfortunate. Members should be more careful.

Heater one of the cords for the engine heaters is lighter weight, and use of that cord may be the issue with the external heater.

63S the electric trim issue may be temperature related. The attitude indicator squawk is still open as Tom hasn't been able to verify whether or not it is working. Comment from the floor: member watched it fairly closely and it appeared to be working fine. Tom always tries to verify member squawks. Intermittent issues are difficult. Hunter asked if it is time to have the instrument serviced. Jon says there is no requirement to do that. Eric asks how long it should take to get them serviced during the annual? Jon says if we pull them out at the beginning it shouldn't extend the time. 63S is coming up on annual the end of the month. Comment from the floor: the primer line got changed due to fuel smell and it is better. Jon noted the line was cracked and it was a significant effort to change it. Comment from the floor: member thanked Tom for assistance starting the plane when he was at another airport. Tom reminded us that he will not be running for re-election and will need to be replaced at the annual meeting next month. Eric asked Jon if we needed to worry about a yoke failure reported on older Cherokees. Jon, Alan, and others indicated the airplanes in question had long hard usage.

Safety Officer's Report

Hunter notes members should report issues without fear. He asks Mark Kornei to discuss the issue he had with 9MA on Vashon. Mark said he was flying to a number of area airports. He was trying to land 17. We had the yoke back the whole landing and sensed a hard surface, but he hit a soft spot, the nose wheel sunk, and it had a prop strike. The motor did continue to run. He shut off the engine immediately, then pulled it out and called the officers. No one was hurt except for a severely bruised ego. Mark has helped Jon remove and replace the prop and get it back up. Hunter notes grass or no grass, you need to preflight the airport where you are landing. Mark paid for the whole prop replacement, and helped to get the plane back on line. Alan will get a copy of the bill for the prop so we can keep complete records. Hunter reminds members we are owners and we should treat the planes like they are ours. 9MA has had a ground run up and will be test flown this weekend. Eric noted that the online incident form needs to be completed for this issue. Mark agrees to do that. Alan notes he will also complete the form for the incident where he discovered the damage to 88L.

Safety Board Update John Eyre reported. See the team's handout. The safety board quickly concluded it was not reasonable to find out who did the damage. He notes the pictures do not do the damage justice. The plane is extensively damaged. The safety board determined either it was a nosewheel landing or the plane was

porpoising and stalled. The board was not able to confirm how much force is required to have bottomed out the strut. The prop did not strike the ground. The main gear was not spread. The safety board's primary recommendation is that members must report hard landings. Jon says the insurance adjuster's paperwork indicated the policy was zero-deductible, but Eric says we clearly have \$2500 deductible. Comment from the floor: we need to point out the cost of the incident is not just the repair cost, but is also the opportunity cost of the downtime, and that the total cost is near the cost of the plan itself. Question from the floor: while the plane is down (88L) should we do the annual inspection? Answer: no, it should be only a couple of days for the annual inspection, though Tom says we will consider it. The second recommendation is that we should require another checkout for all members in 88L when it returns to service as it lands very differently than does 117 due to the vortex generators. Question: is it a pass/fail sort of thing? Hunter says it should be at the instructor's discretion. Question: will the instructors need to be checked out too? Answer: I guess they should. Eric notes the additional checkout will be a cost to the members. Hunter notes it could be done as part of a biennial flight review or other instruction. Eric asks if the checkout has infinite life, should we need periodic checkouts? Hunter notes most rental places require flight in the same time in the last 90 days, you would need a new instructor checkout. Comment from the floor: that is a lot to track. The final recommendation is a change in the checklist.

Note: despite what last month's notes indicated, Hunter did not participate on the safety board because he had flown the plane in the time period during which the damage occurred. The safety board stressed that their most important conclusion is the fact the issue was not reported could have **cost lives**. The safety of flight issue should have prompted the pilot to come forward. Eric thanked John and the safety board on behalf of the club and the club board.

Eric noted he did report the accident to the NTSB, and that report was very late. NTSB did not assign an investigator. Eric will invite the FSDO inspector to the club's annual general meeting.

Old Business

Insurance Search Eric has received about 35 of the forms. Alan notes he has some more. Eric will not be submitting them to any insurance firm for a while due to our claim, but will keep them for later submission.

Maintenance Officer We still have one member who has expressed interest in becoming the maintenance officer. That candidate (Randy) is in Hawaii at the moment.

88L Damage discussed above in the safety officer and maintenance sections.

New Business

63S Interior Hunter notes the seats are rough and hard. He passed around pictures of a plane recently done at Auburn. He passed around an estimate from that firm. They will do the seats off-site, but will come to the airport to fit the interior panels. The work could be done when the annual is done. Tom notes the current

interior is not damaged and could be cleaned up and padding added for less than \$10k. Hunter notes 117 has a failing leather seat. This firm is local and guarantees its work. Alan asks if they would paint the interior? Hunter confirms they will. Jon asks if the glare shield will also be re-done. Hunter believes it is included, but will confirm. This work would bring 63S's interior up to the level of the other planes. Hunter noted we looked at other alternatives, but they would require we fit the interior pieces. Alan believes we have the funds to do this, the ADS-B, and the engine replacements that are coming up. Hunter says if we act this month, it could be done during annual. Alan suggests the durability of leather is worth its increased cost. Comment from the floor: Delta and Southwest now use leather throughout their cabin for its durability. Eric asks if the leather included any protection? Tom asked if burn certificates are included. Hunter says yes. Eric suggests we put it to the members at the annual meeting next month. Question from the floor: how long are we going to keep the plane? Answer: we've no plans to replace it. We probably have ten years left on it. The annual is this month, so to do it after that, we would have to take additional downtime. Alan notes he is in favor of it. Tom is on the fence. Eric moves we approve the leather interior. Hunter seconds. Comment from the floor: the leather color should not show dirt. The board approved the motion without dissent.

50 hour inspection Comment from the floor: there are a lot of little things on our planes that we haven't been keeping up with. Could we bump the rates a little to check the little things? Examples: 9MA's cowl flap closes the breather tube and has been causing oil leaks. 117 had a knob rolling on the floor of the plane. Suggestion is a \$2/hour bump to support the cost of 50 hour inspection. Question from the floor: would the plane need to go out of service for the 50 hour inspection? Answer: only about three hours. We already take them out of service for oil changes. Tom notes he and Florin do oil changes and receive a free hour of flying for those changes. Would we pay Jon for all of those changes? Jon says members could do the 50 hour inspections, they wouldn't require a mechanic. Eric asks if the 50 hour is just to fix squawks? Jon says there is a checklist for a 50 hour inspection. Eric asks if Jon has time to do those inspections? Jon says yes, but Tom, Florin, or the new maintenance officer could do them. Alan asks if we would have to do the same annuals? Answer: yes, though we might be able to relax the club's 250 inspection guideline. Tom notes the 250 hour "annual" is a full annual. Jon notes we are really discussing a more extensive inspection at each oil change. Jon notes things like the brake failure we had on 9MA might've been caught by a 50 hour inspection. Question from the floor: would the primer line issue have been found by a 50 hour inspection? Jon says maybe, but that should've been caught a long time ago. Eric asks if there are any other negatives than the cost and downtime associate with the 50 hour inspections? Answer: no. Eric notes the benefit is that we would catch little things and fix them sooner. Alan asks if we will be paying the maintenance officer for these inspections, or paying Jon? If they are 3 hours each at \$60/hour, that is more than a couple of bucks an hour. Alan asks Jon if he will do them at a flat rate? Jon says yes, but if something comes up that would obviously be more. Alan notes if we have some decrease in the annual cost too, it starts making sense though it will be an additional cost. Question from the floor: does this amount to a progressive inspection?

Answer: no, that involves more paperwork. Eric thinks it makes financial sense. Alan notes it works out to 5-8 hours a year in increased mechanic time, but that may be worthwhile. Eric moves we go to 50 hour inspections. Alan notes we will need to evaluate the hourly rate impact, and his financial assumption is the inspection is done at the same time as the oil change. Hunter seconded. The motion carried on voice vote of the board. Alan will do the financial analysis. Tom clarifies: we are eliminating the 250 hour inspection? Alan says we need to discuss that. Tom notes there is a lot done during an annual that will not happen during the 50 hour inspections. Eric notes he wasn't intending to stop doing 250 hour annuals. Jon and Eric both suggest the 250 hour annuals would likely be less work. Eric clarified his motion did not include eliminating the 250 hour annuals. Alan says he will need to work on the analysis of the cost impact.

Question from the floor: is my bill correct, the club is charging out at \$63/hour? Answer: yes. Follow up comment: That rate is very low compared to the \$60 it charged out at when I joined. The board is doing well.

Free flight hour won by: Brian Funk
General meeting adjourned at: 8:26