

January 11, 2017

## Valley Fliers January Board Meeting

**Meeting Commenced at:** 6:32

**Present:** Lawton, DeWitt, Patrick, Vader, plus 15 members.

**Absent:** Botezatu (excused), Chumbley (excused)

### Approval of November and December Meeting Minutes

November Alan moved for approval. Eric seconded. Minutes unanimously approved as written. December Eric moved for approval. Tom seconded. Minutes unanimously approved as written.

### Treasurer's Report

See Alan's handout. It was a really light month (though December 2015 was as well). Fuel was really low due to low flight hours. Expenses were high due to insurance payment. Most of the maintenance was for the annual. Preliminary view for the year was that revenue was flat, and maintenance was way up. Alan will do the sales tax report before the end of January. Our current assets are up year over year by about the amount the engine reserves grew. All the annual numbers in his handout are preliminary. Alan will provide more details and definitive data at the annual meeting. He expects that all the airplanes will have cost the club more than their hourly rates over 2016, mostly due to the increased maintenance costs. Tom points out the new cylinders' cost may more appropriately be paid from the engine reserves as it likely extended that engine's life. Alan re-registered the planes with the state just this week and the paperwork should be in the planes within the week.

### Maintenance Officer's Report

See Tom's handout. Tom pointed out 9MA is past TBO, but since it had new cylinders we will continue to fly it for a while, perhaps through next season. Tom has new carbon monoxide detectors, so the report is out of date. All three of the flying planes are nearly due for an oil change.

**88L** The big news is 88L, which had a hard landing. He suggests the costs will be \$20000-28000 and will require a lot of down time. The good news is the radio and directional gyro issues are fixed. We will discuss 88L later under new business.

**117** The cabin heater issue cannot be verified. The low oil temperature issue has been fixed. The temperature issue was due to an oil valve issue. Tom hasn't been able to reproduce the reported fuel flow issue. Comment from the floor: The heater issue may in part because the lever sticks partway out. Jon Gunnarsson noted he checked for that and was unable to find any sticking.

**63S** The electric trim issue may require some lubrication, and may in part be due to the low temperature.

**Engine Heater** Eric asked if anyone had figured out what the issue is with the large engine heater. Tom says he has not. Tom suggests we try plugging that heater in without an extension cord to see if it keeps running. Eric asked whether the in-plane engine heaters can be used without the external heater. Jon says he checked the temperature before a flight today and it was good, so the external heater should not be required.

## Safety Officer's Report

Hunter was absent.

Eric notes we will be convening a safety board to investigate the damage to 88L, and that we will need member volunteers to participate on that board.

## Old Business

**Maintenance Officer** Eric asked Tom for an update on his status. Tom noted he would still like to step down as soon as possible, but would like to make sure we have a smooth transition. Eric notes the board could appoint a replacement at any point. Tom suggests he would be willing to stay on until the annual meeting. Tom suggests the board should solicit candidates from the members as potential appointees. Eric agrees we can solicit for interested parties, but notes the board would appoint someone to fill the vacancy until the annual meeting. The ideal would be to appoint someone right now who would be a likely successful candidate at the next election. Comment from the floor: didn't we settle this in November? Answer: concerns were raised in the December meeting about a conflict of interest with Jon Gunnarsson. Jon agrees it would be simpler if he was the mechanic, not both the mechanic and the maintenance officer. Eric says the folks who have expressed an interest in the job are not ready to commit to do the job. Tom notes we need to find the person, train the person, and transition to the person who replaces him. Comment from the floor: if we ask the members for candidates, we need to make sure they understand the time commitment required. Eric requested Tom to stay on until the annual meeting, with increased assistance from Florin. Eric asked Tom for a list of the duties so he can solicit for candidates as soon as possible. If the board can identify a recommended candidate to present at the meeting. That would not preclude other candidates from running. Eric notes we cannot extend the requirements for that position beyond those stated in the bylaws. Tom suggests we encourage interested candidates to come to a board meeting to talk with the board about their qualifications. Eric asks how that changes what would happen at the annual meeting, the candidates would need to still present their case for the job to the members. Tom asks why we wouldn't have them present their case to the board at the next board meeting. The board might then even appoint the person, Tom would train them, and the board would recommend them at the annual meeting. Comment from the floor: should we create a nominating committee? Alan notes we should already be soliciting nominations for all officers anyway. Tim found and read the bylaws section describing the responsibilities of the maintenance officer.

**Canada Entry Permits** Question from the floor: Where did we end up regarding the required permits for flights to Canada? Answer: the board has agreed to reimburse members who purchase those permits.

**Insurance Update** Question from the floor: how is that process going? Eric says we have had good response, but it may be moot given the damage to 88L.

## New Business

**88L Damage** Jon Gunnarsson says the firewall is buckled and will need to be replaced, the belly skin will need to be replaced, the motor mount is out to be straightened. Though the damage is extensive, it is now obvious on inspection. This was discovered while Jon discussed the aileron situation with the Cessna rep who indicated he should check for firewall damage. Question from the floor: would the aileron issue have been visible in a preflight? Alan said no, the ailerons behaved correctly when he preflighted the airplane. The issue showed in flight. Jerome noted he watched someone do a thorough pre-flight immediately before Alan flew it and everything looked good. Only when Alan tried to fight the autopilot was the issue obvious. Eric asks Jon to confirm: was the nose wheel pushed back, or just up? Jon says it was almost entirely pushed down. Question from the floor: when was the last flat nose wheel? Answer: we will have to look it up. Alan saw one some time in November.

Eric suggests we figure out how to move forward. We were looking for a new insurance company. We currently receive a "no recent claims" discount. Given the costs, it doesn't seem like we should pay out of pocket. The FAA is involved and the insurance company will likely adjust rates anyway because of that. Question from the floor: how long have we been with this insurance company? Answer: a long time. Eric suggests if we are going to file a claim we might as well suspend the search for a new company. Alan notes it may not hurt to ask the potential insurers what the impact of the new claim would be. Eric notes we still are missing many insurance forms. Question from the floor: what questions will the insurance company have? Answer: we do not know. Comment from the floor: claims adjusters are sharks. Don't try to mess with them, we need to be honest. Comment from the floor: while we are talking with the insurance company we should ask them what will change with the policy when third class medicals are not required. Comment from the floor: The fact the issue was not reported is the issue of greatest concern. Eric asks: do we have any students signed off solo now? Jerome says he doesn't have any, and says students are generally better landers than pros. Comment from the floor: could we use this opportunity to put a 180 HP prop on the plane. Eric moves that we file an insurance claim. Alan seconded. The board approved unanimously. Question from the floor: will Avemco tell us who needs to do the work? Answer: we don't know. Eric will email the board in the next week to set up the safety board. Alan asks whether any members present would like to volunteer. Jon Gunnarsson, John Eyre and Roman Underwood volunteer for the safety board, and Hunter will also participate. Comment from the floor: The board should be composed only of folks who have not flown 88L in the time period when the damage occurred. CFIs with students who flew during that time should also be off the board. Eric asks the volunteers whether they've flown 88L since late August. Eric says the purpose of the safety board to determine how and or why the issue occurred and

how it could have been prevented, and thus any member should be able to be on the safety board. Question from the floor: could this have been a result of multiple hard landings? Jon Gunnarsson says it could, but it wasn't bent at the annual so that is unlikely. Eric suggests we move forward with a safety board composed of the original volunteers regardless of whether or not they flew the plane during the time the damage occurred. Comment from the floor: it still presents the appearance of a conflict of interest. Comment from the floor: perhaps we should send another communication to the members asking them to save the club time and trouble by coming forward. Eric says he thinks it would be unlikely that someone would come forward after this much time. Ken Walters will participate because Jon Gunnarsson flew the plane. Either Tim or Florin will participate from the board.

**Free flight hour won by:** Ed Bryce

**General meeting adjourned at:** 8:13