

**VALLEY PILOTS, Inc.**

**Minutes**

Wednesday, July 21, 2010, 7:30 P.M.

MDPA Clubhouse, CCR.

Members Present: Steve Kennedy, John Summers, Carol Early, Ed Adasiak, Mike Voie, Jean-Piere Poulleau

Recording Secretary: Cheryl Summers

- I. CALL TO ORDER: 7:42 P.M.
- II. APPROVAL OF AGENDA: Unanimous
- III. APPROVAL OF MINUTES: Unanimous
- IV. ACTION ITEMS

REPORTS

Treasurer: Steve Kennedy distributed and reviewed the following reports:

- Sales by Item Summary (May-June, 2010). Total revenue: \$2,890.
- Transaction Detail by Account (May-June, 2010). Report reflects total of transactions, checks and deposits, not what is in the bank.
- Fiscal YTD Trial Balance (As of June 30, 2010). Total: \$175,569.95 net worth.
- Profit & Loss. The net income of \$3,238.45 is for April-June, 2010. The end of the fiscal year is March 31, 2010.

Annual Report.

Steve reviewed the fixed costs and fixed revenue for the period of June 2009 through May 2010. Total fixed costs which include taxes, tie downs, insurance, accounting, postage, office supplies, schedule master and web site were \$12,966.27. The total fixed revenue is \$12,000 which represents 10 members at \$100 dues (for 12 months). This shortage of \$966 indicates once again the need for new members to cover our fixed costs. Even with more hours flown, at least 15 new members are needed to avoid looking at other options. With the current financial status, if membership doesn't increase, within three-four years the club will need to look at other options. A brief discussion occurred on the possibility of leasing out Valley Pilots' planes for traffic watch or even considering leasing back to flight schools. Other alternatives will be discussed in the future. Ben Shreve will be giving lessons to a potential new club member. Steve's narrative within the Annual Report addresses the seriousness of adding new members.

Statement of Income and Expenses. Gross income for April 1, 2009-March 31 was \$18,368. Operating Expenses for the same period was \$22,896. This leaves the club with a shortfall of \$4,528. The biggest expenses were for 5205R repairs which came as a result of the annual inspection. Insurance for both planes (\$8,200) is another large expense.

Statement of Assets and Liabilities. Net worth is \$134,702.

Flight Time Totals by Year. 5205R – 47.7 hours; 7255E – 52.1 hours. The cost per hour for 5205R is \$88 and the cost per hour for 7255E is \$105. Noting that we only charge \$45 and \$65 per hour respectively, shows the need for increased revenues by more members and more hours on the planes.

John Summers moved and Carol Early seconded that the Annual Report be approved. Motion passed unanimously.

### Membership

Carol reported that she was able to distribute over 100 flyers at the Airport Open House on May 20, 2010. Unfortunately the airport staff is not sufficient to maintain updated bulletin boards and website information on various flying clubs. Mike Voie suggested consideration be given to advertising on Craig's List which currently includes an active flying community. Jean-Piere also suggested that we contact Livermore Airport for placement of flyers.

### Maintenance

- John Summers reported that Lisa has checked the tires on 7255E and couldn't find any leaks even after submerging the tires. She will replace the valve core and reversed the tires to wear on the other side. He indicated we are fortunate to have Lisa as our mechanic as on several occasions she has not charged the club when she troubleshoots a problem. She was also able to supply a new battery at half price. Steve indicated it was a great idea to have Sears check out the battery.
- John and Steve took a couple flights to add hours to 7255E so Lisa could do the final checks.
- It was noted that we need to know the cranking amp hours for each aircraft's battery. Information might be available through the manufacturer's website with the correct model number.
- Compression is 78 pounds on all cylinders on 55E.
- 05R circuit breaker for landing light was found to be popped again. After being reset, the light was inoperable. We suspected the light itself was causing the circuit breaker to pop.
- After engine start, lean mixture until run-up and take off. John will add a label that reads "lean  $\frac{3}{4}$ " on taxi.
- Priming engine after recent shut-down (one shot when warm), makes engine start easier. This will extend life of starter and battery.
- Overall the airplanes are in good condition and running smoothly.

- Pilots were reminded to clean bugs from windows and leading edges after flying planes. Cleaning rags and Pledge are available. Mike has a supply of shop towels he will donate.
- John reminded pilots to contact him directly regarding maintenance issues instead of sending them to Steve. [jsummers@astound.net](mailto:jsummers@astound.net)

V. OLD BUSINESS.

VI. NEW BUSINESS.

Election of Officers .

President. Steve Kennedy nominated and Carol Early seconded the motion that Ed Adasiak be selected as President . Motion passed unanimously.

Treasurer. Carol Early nominated and John Summers seconded the motion that Steve Kennedy continue as Treasurer. Motion passed unanimously.

Safety Officer. Steve announced that Herbert Cole has agreed to continue as Safety Officer. In his absence, John Summers nominated and Carol Early seconded that Herbert Cole continue as Safety Officer. Motion passed unanimously. Mike Voie volunteered to help if needed.

The following officers agreed to continue in their current roles. Members expressed appreciation and unanimously approved:

Secretary, Cheryl Summers  
Membership Chairman, Carol Early  
Maintenance Officer, John Summers.

Steve indicated that two Board Member positions were open, but according to the Valley Pilot Club rules dual participation by other Club officers was acceptable.

Selected Topics and Discussion. Jean-Piere suggested that consideration be given to having presentations at the club meetings on various safety issues or other ground school information. John Summers indicated he has an excellent DVD series for ground school. Further discussion will occur on this topic.

**(STEVE – Please edit or delete items below which you may or may not want included in minutes – THANKS, Cheryl**

Current Issues

ELT - The FCC proposed a ban on 121.5mhz ELT's and mandate all ELT's be 408mz. The FAA pushed back to the FCC on this topic. The club will need to follow this closely to insure we are in compliance with whatever the eventual outcome is.

New FAA regulations require registration of aircraft every three years. Cost is only \$5 but more paperwork for Steve.

ADSB - This is a replacement for both ATC Radar and the aircraft Transponder. It uses GPS technology to transmit location, and altitude. These data can be read by ground based units, and other airborne units making situational awareness much easier. The problem is that it is very expensive. The FAA is going to mandate that aircraft be equipped with this equipment some time in the future. They are estimating 10 years. We will need to monitor the situation.

State of California licensing. If new ruling is passed, Mike indicated he would be willing to help certify club members. CFI's would be required to pay large fees to instruct unless they were doing it as part of a club. The state is reviewing this requirement and will make a ruling in the next 18 months. We will watch what happens.

IX ADJOURNMENT- 8:32 p.m.