

## **Chief Joseph Flyers**

Meeting Notes July 7, 2020 - submitted by Teresa Smergut

Members Present - Doug Hellinger, Andy McKee, Michael Fleming, Tim Locke, Josh Kissinger, Stratton Sinclair, Brett Hayes, Ken Good, Cynthia Armentrout, Dan Niezen, Teresa Smergut.

Doug called the meeting to order at 1800. Social distancing outdoors was maintained.

### **Flying Topic - Safety Culture**

There was discussion about the recent accident at Memaloose and also the mid-air over Lake Coeur d' Alene that gets us all to thinking about what might have been done to prevent or how we would have reacted in a similar situation. Thinking through contingencies before they happen will give you options when it's time to react quickly. Michael brought up that often what you do to react to a situation or mistake may be worse than what you did in the first place. Take the time to evaluate your mistake before reacting.

The discussion transitioned to the "Impossible turn"—low altitude engine failure and the decision to turn back to the runway to land. In general, have a cut-off altitude in mind below which you are committed to landing straight ahead. Techniques discussed ranged from no lower than 700-1000' AGL to turn back, but there are many variables such as wind, temp, topography, experience. At a safe altitude, try some idle power, best glide speed, 270 degree turns after a 3-5 second delay (reaction time) to get an idea for how much altitude you could lose in a turn back.

Finally, the discussion turned to the safety culture inherent in aviation and what to do if/when you witness an unsafe or questionable act. You should care enough to approach fellow aviators if there is something you deem unsafe and attempt to have a respectful conversation about your concerns. Conversely, be humble enough to listen and learn if someone confronts you. By setting pride aside, you just might save someone's life...or your own.

**President report** - Thanks to all who helped with the barbecue at the June 4 meeting. For new members, Doug has 5 sets of airplane keys and one set of hangar keys. Need to try to remember to recover keys when a membership is sold.

**VP report** – None.

**Sec report** - Received 2 new membership applications. Josh Kissinger and Stratton Sinclair. Updated roster spreadsheet and will mail out.

**Treas report** - Balance \$19,230. Paid for the 100 hour on airplane. Insurance is paid up. Yet to pay on hangar lease.

**Mtc report** - As per FAA requirements, the club will be buying and installing a secondary seat stop in the plane. Wrinkle cracks on bottom of elevator should be fixed before too long—currently holding up well with no noticeable deterioration. Engine doing well, cylinders good. Ken emphasized what FAR's say with regards to overflying 100-hr inspection—can only be overflown if required to get aircraft to location where maintenance will be accomplished. Cannot be a "preplanned" overfly for convenience.

#### **Discussion- Prior Meeting**

- Fed Tax exemption research - Amanda still providing details to Mike Becker for guidance on how to proceed. If no answer soon, will need detailed current and historical accounting information to fill out 503c(7) application for exemption (social/hobby club).

#### **Discussion - New**

- FAA registration due in September. If no renewal notice in mail by Aug, will need to proactively contact FAA since it's a nightmare of paperwork if it expires.
- The club voted in new member Josh Kissinger. Welcome Josh!!! Also voted in J.D. Clay from Boise FSDO pending a completed application and his probable purchase of Toby Koehn's membership.
- Need to research the weed treatment for the airport as we sat in knapweed during our outdoor meeting. Teresa is following up on this.
- Discussion buying bigger tires to improve landing performance/prop clearance at backcountry airstrips. Some, such as Peavine and Dug Bar would be good training for upcoming pilots. This would come at an expense for all members. Would this be prudent move and worth the \$? Mike stated that first we need to know to more detail the club's finances and have a working budget—first priority is engine maintenance with the cylinder AD, etc. and we shouldn't jeopardize that with miscellaneous purchases until we know with more certainty our financial outlook. It was discussed that we need to identify what the main interest for use of the club airplane is. Getting more folks to come to meetings and more folks flying is part of this. What do majority of members want out of this airplane and club membership? This will be on our agenda for discussion at the next meeting which will be a **Potluck BBQ at the Joseph Airport on August 4<sup>th</sup> from 1800-2000**. Details to follow.
- Checking to update bylaws to include email voting and possibly obtaining some guidance from Ponderosa Flying club in Boise.
- Lease on building at Joseph. What are maintenance responsibilities and by whom? Tim and Ken will follow up on this at the ODA meeting July 21<sup>st</sup> (Airport Master Plan update). Andy pays lease agreement. It is assumed that there are maintenance funds available through the state, but currently appears as if not a whole lot is being done. Doesn't make a very good impression on folks flying in. More to come on this topic.
- There are several members interested in selling their membership. Contact Doug or any board member if interested in buying or selling membership.
- BOD discussed some outstanding debts.

**Next Meeting planned for August 4th at Joseph airport with a barbecue/potluck. More details to follow.**