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### TO WHOM IT MAY CONCERN:

This is a brief history of my involvement with the OSU Flying Club. In 1946 I entered OSC from 3 years in the Air Corps and Army during WWII. At that time, OSC had a course in Flight Training for \$80 per term with 2 hours academic credit, ground school and 10 hours of flight training in Piper J-3 Cubs and Aeronca Champions. I soloed on runway 27 during winter term 1946, but had to wait until 1948 to complete the required 4 terms to get my licence. This was because the G.I. Bill limited tuition and books to no more than \$500 per year.

In 1947 or 1948, I do not remember which, the head of the Engineering School Department of Aeronautics held several meetings to organize the OSC Flying Club. I attended the meetings but did not join as I was married and our first son was born in February 1948. All my funds were needed to continue in school and to support the family. As I recall the first airplane purchased by the OSC Flying Club was an Ercoupe or a Luscombe, or maybe both.

On graduation in March 1950, I joined the OSC Extension faculty as a County Extension Agent in Douglas County. I joined the Umpqua Flying Club which had 4 aircraft. In 1951-55, I farmed at Elkton, Oregon, where I had a Luscombe 8A and our own airstrip on the farm. In 1956 I went back to work for Extension Service in Curry County where I helped organize an Aeronca Chap flying club which later added a Piper PA-12, a Cessna 182, and a wood-wing Mooney. I spent several years for OSU as an Agricultural Advisor in developing countries and return to the campus in 1976.

At that time the OSU Flying Club had 10 aircraft and a waiting list to become a member. In 1978 I was able to purchase membership #190 and continued as a member until I purchased my PA 28 140 in 1992. I intended to remain a member of the OSU Flying Club as I enjoyed flying the Mooney for long distance flights, but the dues were raised to \$24 per month which was more than I could afford on my retirement income and maintain my Cherokee.

My experience in flying with the OSU Flying Club was excellent. The club has maintained a variety of aircraft to meet members requirements and has maintained the aircraft in excellent condition. There was only a few times when I was not able to get the plane of my choice on the days I needed it. The OSU Flying Club and the other flying clubs I have been a member has provided me an opportunity to fly when I otherwise could not afford to have my own aircraft. The concept of a Flying Club is great when operated in a business manner and with primary concern for the needs and enjoyment of the members. The OSU Flying Club has done that for me and for a great many other students and faculty. As I understand, the OSU Flying Club is the longest continuously operated flying club in the U.S. This I am sure is because of the leadership of the officers and the support of the Faculty Advisors.

HAPPY LANDINGS!

Andy Andersen

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