

## He MINUTES OF MEETING OF THE BOARD OF DIRECTORS

NAME OF CORPORATION: Oregon State Flying Club

Date: April 29th, 2004

Time: 11:30 a.m.

Adjourned 12:45 p.m.

Place: Bombs Away, Monroe Street, Corvallis

Directors Attending: Hamby, Remcho, White, Harlan, Warr\*, Kibby, Molskness

\* Warr had to leave for a class before any vote was taken

Legal Counsel: Forrest Reid (present)

Directors Absent: Bosnjak, Wesley

Notice Given (if any): email from President David Hamby on 4/27/04

### **Agenda Item: Routine 100 Hour Inspections**

**Discussion:** Corvallis Aero Service has been inspecting all club aircraft after 50 and 100 hours of service. Legal Counsel (Forrest Reid) has been researching the question as to whether or not the aircraft are required by FAA regulations to receive a 100-hr inspection as provided by FAR 91.409(b). In the past we have assumed that the individual members of the club own the airplanes, but this is not true. Forrest stated the corporation owns the planes, not the individual members. Chris pointed out that members were not renting planes from the corporation, but rather that they are paying their share of the cost of actually operating the planes. He went on to say that the club used to do 100-hr inspections as required by FAR, but based on a verbal opinion from the FAA that the only FAA requirement was for an annual inspection. Vince explained that the current inspection schedule looked at most, but not all of the items required by FAR 91.409(b). Vince did not know the exact cost of starting 100-hr inspections as opposed to doing inspections after 50 and 100 hours, but he does know that we will incur increased costs.

David proposed three options, which were then discussed:

- 1) maintain the status quo;
- 2) begin doing 100-hour inspections immediately and contact the FAA in writing asking for a ruling; or
- 3) maintain the status quo and contact the FAA in writing asking for a ruling.

Forrest stated that if we follow option 3 the FAA could still cite the club for non compliance. He highly recommended that we adopt option 2 not only so that we could demonstrate to the FAA that we currently in compliance, but also for liability reasons. Hence, **Vince moved and Dan seconded that we implement a policy of conducting 100-hr inspections as required by FAR 91.409(b) and the planes that are currently outside the 100-hr requirement be grounded immediately, except that they may be flown by a board member for the express purpose of delivery for a 100-hour inspection at an authorized facility.** Board members Hamby, Kibby, Harlan, and Remcho voted in favor of the motion. Board members White and Molskness abstained. The motion carried.