

## MINUTES OF MEETING OF THE BOARD OF DIRECTORS

NAME OF CORPORATION: Oregon State Flying Club

Date: June 6, 2006

Time: 5:30 pm

Place: Hawley Hall, OSU Campus

Directors Attending: McMurphy, Brattain, Anderson, Wesley, Jahn, Cintron, Nicholson

Visitors: Steve Rupp, Peter Smith, Rajeev Pandey

Directors Absent: White

Notice Given (if any): Family affairs

A sufficient number of Directors were present to constitute a quorum.

### **Agenda Item: Approval of minutes**

**Discussion:** Minutes approved.

**Decision:** Approved

### **Agenda Item: Agenda Revisions**

**Discussion:** Rules Change

**Discussion:** New Instructor

**Discussion:** Rate Change

### **Agenda Item: New Instructor Approval**

**Discussion:** Everyone introduced themselves to the prospective instructor. The instructor lives in Springfield. He attended LCC for the flight school program and finished in January of 2006. The instructor plans to be here for a long time. A motion was made to approve the instructor. 1 abstained, 6 approved, 1 opposed

**Decision:** Approved

## **Routine Reports**

### **Agenda Item: New Member application**

**Discussion:** A motion was made to reject his application. It was seconded. The motion was passed.

**Decision:** The member was not accepted

### **Agenda Item: Maintenance**

**Discussion:** The finances reflected the recent accidents. There were major repairs on N80773. Last month the airplanes did not fly very much. The Schedule Pointe squawks have been successful so far. N73146 is done and is waiting to be picked up. N16ED needs a two hour burn-in flight. A recommendation was made to let CAS mechanics fly those hours. A board member mentioned that it is not necessary to have a mechanic do an engine break in. The main problem is in case there is an accident and the airplane gets totaled. A motion was made to accept the mechanics to allow them to fly the airplanes.

**Decision:** Motion passed. The mechanics will be allowed to do the break-in.

### **Agenda Item: Flight Operations**

**Discussion:** The rules changes are going to be deferred. A record holder for N73146 needs to be installed. The window shades in N5704 need to be replaced. Schedule Pointe seems to be working. Replacement documents are needed for 46439, 89439. An e-mail will be sent to the club members to clarify the N16ED accident. For the first 15 hours of the new engine, no touch and goes and no stalls in 16ED. E-mails going out to all members need to be approved by the board.

**Decision:** Information only.

### **Agenda Item: Treasury**

**Discussion:** The time was passed.

**Decision:** Information only

### **Agenda Item: Web and Database**

**Discussion:** The new rates for the airplanes will be posted on the website.

**Decision:** Information only

### **Agenda Item: Student Club**

**Discussion:** A meeting will be held to re-elect the student officials.

**Decision:** Information only.

## **Old Business**

### **Agenda Item: President's Report**

**Discussion:** There have been some complaints about the conditions of the aircraft. One of the fuel testers was missing but it was replaced. A way to ensure that the airplane's interiors are kept well is by having a plane captains. One of the members suggested holding the Board meetings at the airport during the summer. Fuel cards were discussed. Cards could be issued that only work at the self-serve pump at CVO.

A plane cleaner was shown to the board that was donated by one of the instructors. A discussion was made on the motion of charging the member that geared up the member. The motion of not charging the member was retracted. A clarification to the instructors on how to instruct in N16ED will be made. A motion was made to charge the pilot that made the gear up \$500 deductible. It was seconded.

**Decision:** 1 abstained, 7 approved. The motion was approved.

## **New Business**

### **Agenda Item: Rate change**

**Discussion:** It appears that there are not enough reserves set aside. A 10% rate increase was discussed. Fuel cost seemed to be increasing and should be reflected on the airplane rental. A flat rate for rental was also discussed. The insurance rates were discussed. All the C-152's do not have hull coverage. A rate increase for N73146 was discussed. A motion was made to increase the rates as follows: for the C-152s \$42.00, for N80773 \$64.00, for N75704 and N73146 \$69.00, N16ED \$80.00. It was seconded. There was no discussion or other proposals.

**Decision:** Approved effective July 1, 2006.

### **Agenda Item: Fuel cards**

**Discussion:** Discussion of possibly getting multi-serve cards instead of having multiple cards for each ship in the fleet. However board was uncertain whether or not these would work with the card lock system. For now the Exxon cards will be applied for and added to the existing, BP Air and Chevron.

**Decision:** Use Exxon cards.

### **Agenda Item: Insurance values**

**Discussion:** The insurance value on 16ED is rather low (\$60,000) which could be a concern with accident purposes. As a board, we should consider raising this and also looking into raising the values for the 172s.

**Decision:** Information only.

Meeting ended at 8:15pm.