

## MINUTES OF MEETING OF THE BOARD OF DIRECTORS

NAME OF CORPORATION: Oregon State Flying Club

Date: December 9, 2008

Time: 5:40 pm

Place: MU 207

Directors Attending: Anderson, Cintron, Foster, McMurphy, Root, Danforth, Lindner

Visitors: Bill Barlow

Directors Absent: Zhang

Notice Given (if any):

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

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

**Decision:** A motion was made to approve the minutes after adding the names of the people that were in the election. Approved with 6 in favor and 1 abstained.

### **Agenda Item: Visitor**

**Discussion:** An instructor recently passed both the advanced ground and instrument ground ratings through the FAA. He put together a registration form that will attract students, and produced a ground certificate for both private and instrument courses. Questions were raised about length of potential courses and cost of courses as well. There was a discussion on how the money was collected and whether or not it should go through the club or not. It was suggested that it might be better if the instructor sets up his own ground school and then proceeds from there. The concluding discussion was that this was a student club involvement and that the corporate club was not a part of it. The instructor will communicate with the student officers about the logistics of setting up the class and paying for those services.

**Decision:** Discussion only.

## **Routine Reports**

### **Agenda Item: Maintenance**

**Discussion:** Engine change in 46439

It turns out the plane has to complete an annual inspection before 12/31. Since the engine is already 300+ hours over TBO, I have asked CAS to look for an engine now. If we get it in time we can do the engine in early January, if not we'll just ground the plane until it can get done.

**Decision:** Discussion Only

**Discussion:** Engine change in 75704 coming up

We have 83 hours to TBO. The prices for new engines will go up by 10% on Jan 1st, according to CAS. My proposal is to order the engine just before the new

year, we'll have 90 days to return the core. We'll ask the members to fly 75704 preferentially, we'll end up pretty much at TBO. Alternative: we can try and overfly TBO by 10%, accrue more money in the reserves, but then we'll spend it on the price hike. I'd go with the safer option.

**Decision:** Discussion only.

**Discussion:** The fuels sticks and GATS jar are disappearing on a regular basis and we need to send a memo to the members to remind them to keep those in the airplanes.

**Decision:** Discussion only

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

**Discussion:** Nothing to report from the Director of Flight Operations. Questions about members overflying their proficiency checks and how to we check this were discussed. It was highlighted that there is a visual, manual check that needs to be done. Schedule point and the member database need to be matched. A discussion ensued about whether there was updating happening.

**Decision:** Discussion only.

#### **Agenda Item: Treasury**

**Discussion/Decisions:** The PNL was presented to the Board.

Motion to credit Ron Anderson for food in \$95.24, *6 approved and 1 abstained.*

Motion to credit Parrish Danforth \$151.00, *6 approved and 1 abstained.*

Motion to increase the bookkeeper's salary from \$25/hr to \$30/hr and to initiate a new contract with the new rate, they have been working 6 years and they will continue to work no greater than 20 hours per month, *7 approved.*

There was a discussion of financial no-fly list, and there is no current great concern

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

**Discussion:** Nothing was reported

**Decision:** Discussion only

#### **Agenda Item: Promotional Activities**

**Discussion:** Nothing was reported or discussed

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

**Discussion:** Nothing to report

**Decision:** Discussion only.

#### **Agenda Item: Secretary Report**

**Discussion:** Nothing to report

**Decision:** Discussion only.

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

**Discussion:** The numbers were strange on 16ED, it was chugging down 13 gallons an hour and so journal entries were visited and fixed and now the fuel flows are looking better again. All planes except ED are showing a profit for the year.

A summary of aircraft times was then discussed. The pages displayed three things: total aircraft times, aircraft hours from 06-07, 07-08, and 08-09, and finally fiscal year to date. 75704 showed a lower tach/hobbs ratio, and there was a potential explanation in that pilots were firewalling the aircraft on cross countries and that would naturally bring the number closer to 1.

**Decision:** Discussion only.

### **Old Business**

#### **Agenda Item: Cirrus discussion**

**Discussion:** We briefly discussed this and decided that we were through with our discussion about bringing the Cirrus onto the fleet.

**Decision:** Discussion only

### **New Business**

#### **Agenda Item: Rate Increases**

**Discussion:** A discussion began about the rate potentially increasing, and the history of the past 2 years was highlighted. We talked about pre-buying fuel in the spring, maintenance percentage increases, and fuel increases. Overall we are concerned with the steady increases in everything. What do we think about 16ED and upgrading ED? Questions were asked about maintenance of ED, sure cosmetics would be easy to improve, but ED is difficult to maintain. Some of the thoughts are that Cessna supports its fleet very well, which is important to realize. Thoughts were debated about raising rates to \$70 for 152, \$90 for 172, and \$120 for 172RG, there was a consensus that those might be too high.

It was then proposed \$65/hr for the 152s, \$85/hr for the 172s, \$110/hr for the 172RG. A question session occurred to discern what we need to do here. In order to improve the fleet we need more money in reserves.

**Decision:** A motion was raised to raise the rates on January 1st, 2008 in the order of \$65/hr for the 152s, \$85/hr for the 172s, \$110/hr for the 172RG. 4 approved, 3 abstained. The motion carried, and the rates will be raised on January 1st, 2008.

#### **Agenda Item: Member Surveys**

**Discussion:** A brief discussion about future surveys finished up the discussion

**Decision:** Discussion only

Meeting Adjourned at 7:50 p.m.