

Oregon State Flying Club  
PO Box 1372  
Corvallis, OR 97339



August 3<sup>rd</sup>, 2009

## **Oregon State Flying Club Member Meeting Notes**

Ron Anderson called the member meeting to order. Twelve (12) members were present.

Reason for meeting: To authorize or not authorize the sale of Cessna 172RG, N16ED, "ED".

Discussion opened.

Alternatives to the sale of 16ED that the Board considered: Upgrading 16ED with GPS, paint, etc. However, it was pointed out that 16ED has approximately 10,000 airframe hours and is a high cost aircraft for the club. Actual costs to the club for the last two years have been about \$120 per hour (\$52.00/hr +/- plus insurance. Engine reserves \$10.00/hr. Fuel costs +\$5.00/hr.). Director of Maintenance indicated costs for 16ED are greater than income. ED requires greater proficient requirements and this is impediment to members flying the aircraft. Any complex aircraft requires additional insurance proficiency requirements for members.

Commercial requirements were discussed: If no ED, then Corvallis Aero could be used for commercial license requirements. Much of the commercial requirements can be accomplished in one of the clubs 172s (10 hours of complex time is required). It was suggested that the Club contact Corvallis Aero Service and negotiate a member price for complex rental. Aero at club rate could be discussed with John Larson.

The question was raised: If the sale of 16ED is approved how do the members know that the proceeds will be used for improving the fleet? It was pointed out that the motion was only authorizing the sale of 16ED and did not contain any conditions regarding the proceeds. However, discussions at the Board meetings have been focused on how to upgrade the fleet.

The Director of Flight Operations discussed the option of purchasing a newer 172 with good avionics and autopilot. A GPS and Autopilot will add to safety. It's currently a buyer's market and, for example, a 1998 Cessna 17SP ~\$85,000 to \$105,000.

Another option mentioned was adding a Light Sport aircraft. Considering the cost range of these aircraft, the club could purchase a new aircraft. It was noted that the Board will be looking at several options and input from members is encouraged.

A 30-year club member commented that the club has always had a complex aircraft during his membership and that this is a change of direction for the club. Follow-up comments noted that current economic times have changed and this has motivated the sale of ED. In addition, very few single engine complex aircraft are being manufactured and availability of used aircraft is shrinking.

Although the club has not in recent years financed a purchase, such financing is an option. Other items mentioned: Search for a grant. No tax deduction available.

The President called for any further discussion. Hearing no further discussion, ballots were distributed and voting on the measure commenced. Following collection of the ballots, the votes were counted. President Ron Anderson announced the results: 10 yes votes to sell and 2 no votes not to sell. Motion passed to sell ED. Meeting was adjourned.

Notes by:  
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Secretary  
Oregon State Flying Club