

Oregon State Flying Club  
Board of Directors Special Meeting Agenda/Minutes  
Aug 24, 2025

Board of Directors

Position	Name	Present
President	Bob Parrott	X
Secretary	Andrew Dassonville	X
Treasurer	Brandon Drivon	
Director of Flight Ops	Ryan Van Why	X
Director of Information Services	Chris White	
Director of Maintenance	Ryan Hansen	X
Director of Promotional Activities	Bethany Gilbert	
Faculty Advisor	John Schlipf	
Student Club President	Devin Rounseville	
Student Club Vice-President	Sean Spoerhase	X
Student Club Secretary	Noah Simonich	
Student Club Treasurer	Shale Sabee-Paulson	

Other attendees: Erich Merrill

**Location and time:** N73063's hangar and Google Meet

**Meeting called to order:** Aug 24, 2025 1:14 PM

**New Items**

1. Current club problems. 5 whys.
  - a. Club has been losing money. Why?
    - i. Rates have been constant and external costs have gone up.
    - ii. Fixed costs have been half of operating costs, fixed costs have not been diffused across members. Why?
      1. Not enough hours on the planes. No big changes to address that. Why?
        - a. Previously only one trainer airplane. Now we have two.  
(Bob thinks 146 is still going to acquire most of the hours).

- b. Corvallis Flight Training seems to have been putting up significantly better hours than the Flying Club.
      - c. We do not have many active members. Why?
        - i. Initiation fees + monthly dues.
    - iii. Club has not been doing a good job of accounting for money. More accessible budget reports. Why?
      - 1. Issues with accounting in the past.
      - 2. Should make our numbers more accessible for the club.
      - 3. Bob will make a monthly Quickbooks report.
    - b. Understaffed/overcommitted board. Why?
      - i. Bring back plane captains?
    - c. Not enough flight instructors. Why?
      - i. Not aware club is an option.
      - ii. Think they have to pay initiation fees + dues.
        - 1. Update website to make it more clear that active instructors do not pay initiation fees/dues.
- 2. Marketing and outreach ideas:
  - a. Website updates
  - b. Monthly email blasts
  - c. Social media
  - d. Monthly safety/informational meetings, seminar
    - i. Foreflight, G3X
  - e. We have only TAA at Corvallis
- 3. Discuss sources of income: initiation fees, dues, rates.
  - a. Historically initiation fees and dues are for new aircraft and administrative fees.
  - b. Initiation fees are a big hurdle for some people. Why do we have them?
    - i. Don't acquire a ton of money for the club. 20 students = ~\$5,000
    - ii. Initiation fee allows for membership stability, "exclusivity".
    - iii. Sean has seen at least 3 people who were turned away because \$500 was a lot of money upfront.
    - iv. Goal should be the lowest that we can set in order to accomplish the goal of membership stability.
      - 1. **Student initiation fee: \$150**
      - 2. **Other-than-student fee: \$300**
      - 3. Make it obvious that CFIs do not pay initiation fees or dues.
  - c. Dues (\$44/mo, \$20/mo, last updated in 2019).
    - i. Why do we have active members dues?
      - 1. Financial source for administrative fees, fixed costs, costs to keep club running.
      - 2. Things that should probably be covered in:
        - a. Hangars
        - b. Insurance
        - c. Accountant fees
        - d. Board insurance

- e. Cleaning supplies
    - ii. Should we charge baseline flight hour per month (or partial flight hour)? Instead of dues?
      - 1. Charge \$50/mo and credit \$50/mo to user accounts for flight time.
      - 2. This would necessitate including fixed fees in aircraft time.
      - 3. Will this actually incentivize people to fly more? Probably.
  - d. Rates.
    - i. Block rate discount.
      - 1. Is this going to incentivize more people to fly more hours? Or is it primarily going to be the people who already fly the plane a bunch?
        - a. Likely will not incentivize new people to fly, which is our main goal. May encourage people who already fly a lot to fly a little more, but likely not worth a price increase.
        - b. Should instead set rates as low as possible.
    - ii. Set rates as low as possible.
    - iii. **N73146: \$155**
    - iv. **N73063: \$165**
4. Remaining items for N73063:
- a. 91.413 inspections (hopefully 91.411 at the same time, but not necessary for renting the aircraft)
  - b. Mark AoA indicator as INOP until calibrated
  - c. The Hobbs meter does not run on oil pressure. Determine if we can use the G3X “total time” for flight time billing, or whether we need to temporarily use the “failed Hobbs meter” procedure until replacing the existing Hobbs.
  - d. Maintenance issues to resolve after 8/24 test flight
    - i. High CHT temperature (several possible avenues to explore in resolving this, including switching the Surefly to fixed timing mode).
    - ii. Wing sumps were leaking after sumping. Will likely need to be repaired/replaced.
  - e. Print G5 Pilot’s Guide and put in airplane.
  - f. Airplane documentation on the website
  - g. Build tach book for airplane
  - h. Database updates
  - i. Adding to FlightCircle
  - j. Send email to members

#### **Motions:**

- 1. Ryan Van Why moves for the following changes:
  - a. Updating Board Resolution 4.5 with new aircraft rates.
    - i. N73146’s rate will be effective 9/1/25.
    - ii. N73063’s rate will be effective 8/24/25.
  - b. Updating Board Resolution 4.5 with non-aircraft specific Hobbs meter failure procedure.

c. Updating Rules for Flight Operations IV with AoA covering procedures.

Andrew seconds.

5 in favor.

No opposed/No abstentions.

**Motion passes.**

**Adjourned:** Aug 24, 2025 3:22 PM