Notes from the Editor – George Zhang

The flying season is coming. Starting from the spring term, the Club is about to publish a Quarterly Newsletter. This Newsletter will give members an overview of what’s going on in the Club. It will also be a place for members to share their flying experience. If you enjoy reading the Newsletter, send to me (guobiao_zhang@yahoo.com) any and all stories about flying that you have done, flying that you wanted to do and flying that made you wish you had stayed on the ground. Let's get to it, people!

Upcoming Events

• Monthly Board Meeting – First Tuesday of every month, 5:30–7:30pm, Corvallis Airport, OPA room. Members welcome.
• Plane Wash – April 27, 1–4pm, Corvallis Airport, plane wash station. Participants will get a $10 voucher towards their payments.
• Spring Open House – May 4, Mom’s weekend, 11am–2pm, Corvallis Airport. Airplane rides will be provided over the OSU campus.

President’s Message – Ron Anderson

Last month, John Russell made a $10,000 donation to the Club. John and I had an amicable conversation over the phone. Mr. Russell went to OSU and learned to fly here in Corvallis. He soloed in the same “cub” that my uncle soloed in, John in 1938 and my uncle in 1939. He went on to fly clipper ships across the pacific ending his career with Pan American flying 747s. I asked if he would be willing to give a presentation but apparently he is nearly blind and in failing health. He wanted to “give something back to aviation” and offered the $10K. When I thanked him, he seemed pleased to learn that it might go towards a new aircraft, but he put no strings on how we will use the money. At the very beginning of our conversation, I explained that we were not a charitable organization and could not offer a tax break for any donation. This did not faze him. He said he was not concerned about any tax consideration. For those of you that remember Gill Sperry, John’s aviation career seems similarly remarkable. There are only a few pilots remaining that span the aviation timeframe from biplane to 747 and I felt privileged to be able to speak with one.
Flight Operations – Carl Jahn

Sale of N80773:

In late December 2007, the Club sold N80773 to a KCVO-based pilot, Keith Welch, for a price just under $30,000. The Club was also refunded the remainder of the insurance policy for that airplane. The Board has decided to take the maintenance reserve monies for ‘773 and place it, along with the rest of the proceeds, into an account designated for upgrading our current fleet, or for buying/replacing aircraft. Although those reserves have not yet been quantified, they should be over $20,000, which would net $50,000 - $55,000 to our accounts.

Fuel Truck Options:

Last fall, the members voted down a proposal to use the FBO’s fuel truck to service our airplanes. The current fueling policy is that members fuel the airplanes themselves at the self-serve station on the west side of the ramp. However, the Board also has an arrangement with CAS and members who, for varying reasons, do not want to fuel their own airplanes. That arrangement is open for all members at any time and is as follows:

1. Member may request the fuel truck to service their airplane.
2. Member must then pay for fuel with their own credit card.
3. Member must submit a credit request, including the fuel receipt, along with their monthly bill to the Club.
4. The Club will credit the member for the current self-serve price for fuel; then the member will be responsible for the difference in price.

The Board hopes these choices will preserve a balance between controlling costs and providing a higher level of service to members, depending on preference.

Maintenance – Thomas Lindner

Looking back at the last year or so, maintenance has been fairly uneventful. No major damages to the planes and no major breakdowns. From 2006 to 2007, the maintenance cost stayed flat, considering that the total hours flown showed a slight increase. We were also successful in keeping the unpredicted downtime of the planes at a minimum. In a few cases of unforeseen maintenance pilots were able to switch to other planes. The squawk system also seems to be running okey. The workshop reacts in a timely manner and the discrepancies usually get taken care of quickly. There are always singular cases where we have to wait for parts, and we try to keep the impact on the flight operations at a minimum. This is the good news, and it can be attributed to a good working relationship with CAS and the maintenance shop.

The overall maintenance cost also reflects the fact that our planes are aging, in other words we see a lot of repairs of wear and tear of parts and instruments. Again, we are controlling the cost by making judicious decisions on cosmetic repairs.

In going forward we would like to make sure that we stay on top of the maintenance issues and the planes are available for the members. To that end we are reviving the involvement of the plane captains. Currently Todd Brown (todd.g.brown@comcast.net) and Paul King (Paul.King@NETL.DOE.GOV) are
helping out, Todd for N46439 and N73146, Paul for N48107, N75704, N89439 and N16ED are looking for a volunteer plane captain. Interested members please contact Thomas Lindner (flyingkraut@comcast.net). The captains are checking the airplanes on a regular basis, and help the director of maintenance to become aware of missings and suggested upgrades. So if you notice something, feel free to contact the captain assigned to that plane. And as always, don’t be shy to contact the director of maintenance with comments and suggestions.

**Student Club** – ErinMarie Nicholson

Student board positions available this spring:
- Student Club President
- Student Club Vice-President
- Student Club Secretary

Email ErinMarie if interested: MossyMarie@aol.com.

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**Photo of the Month**

[Caleb with Dad Pete Flying 75704](#)

*Courtesy: Carl Jahn*
OSFC Board Members 2007-2008

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