

RESOLUTION #2

January 10, 1968

SUBJECT: Lane Ducks, Inc.
GENERAL OPERATING PROCEDURES

As discussed in the stockholders' meeting, the Board of Directors has established, in agreement with the stockholders, the following rules for the operation of the Lane Ducks Inc. These rules may be added to and/or amended at the discretion of the directors at any time. It should be apparent that the rules of operation are really nothing more than commonsense practices in the operation of an aircraft hangar.

1. CLEANLINESS

A proper small receptacle shall be maintained in each hangar to receive empty oil cans, for the dumping of ash trays, and for the general debris that collects after an airplane is cleaned. It shall be the duty of the stall occupant to keep this container dumped. It is only reasonable to assume that a hangar occupant will sweep his hangar occasionally to make sure that an accumulation of dirt does not occur.

2. OIL

Should a hangar occupant elect to change his oil or add oil to his aircraft, it shall be his responsibility to protect the blacktop surfacing from excess oil. This also means that if his airplane leaks excessive oil, he is obliged to procure a drip pan and keep it positioned in such a manner as to catch the oil dripping from his plane. (These are available at Quackenbush's for a very nominal price.)

3. STARTING OF AIRPLANES

Under no circumstances will a plane be started in a hangar. In addition, the doors shall be closed on the stall prior to starting a plane on the ramp to prevent prop blasting a hangar and contents.

There are two very dangerous effects from starting a plane in a hangar:

(1) The amount of air pressure exerted inside a hangar can literally cause the hangar to explode, and most certainly loosen all of the attached metal including the roof.

(2) The fire hazard created by hangar starting is certainly not necessary. When starting an aircraft on the access ramp with the doors open, a similar prop wash pressure is built inside the hangar. The doors of the Lane Ducks hangar operate easier than any aircraft hangar doors you will ever find. It is a small courtesy to the fellow stockholders to see that these doors are closed prior to starting.

4. HANGAR DOORS

A consensus of opinion indicates that hangar doors should be closed and locked when your aircraft is in or out of the hangar. This means that if you're going to be gone for an hour, or any part thereof, or less, you should close your hangar doors and secure the lock. More and more pedestrian traffic at the hangar site indicates a problem. Keeping your door locked will stop the curiosity seeker from doing a wing walk on your and other aircraft.

5. AUTOMOBILES

You are asked to observe caution in driving automobiles off the paved areas. A 10-miles per hour speed limit is in existence on all taxi ramps at the Eugene airport for both automobiles and airplanes. You are requested to avoid, in so far as possible, the spattering of gravel onto the taxi ramps. The obvious result of this is damaged propellers. If you, as an aircraft owner, observe rocks on the taxi areas, please do your part by removing them.

6. FIRE

It is the plan of the directors to eventually provide suitable portable fire protection equipment. If any aircraft owner has access to dry chemical or Purple K units, the board of directors would appreciate your locating them on a wall mount within the hangar complex. The board of directors has not made an assessment for this, but feels that it is imperative and that unless we can provide equipment on an individual basis it will be necessary to make an assessment. An induction fire on an aircraft at Mahlon Sweet airport

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could very well consume the entire plane.
However, if we have a few Purple K units accessible it is reasonable that only a few hundred dollars' damage would result to the aircraft.

All of the stockholders thank you for your observance of the above rules.



Don Persinger, President
LANE DUCKS, INC.