Air Transportation Service
Department of Aviation
The Ohio State University
service flies directly to its destination rather than stopping at other major cities enroute. University operated planes can also land at city airports not regularly serviced by scheduled airlines.

The flexible arrival and departure times of University aircraft is another aspect of personalized service. If a meeting requires more time than anticipated, there is no worry about making a scheduled airline flight. This is especially true of late night meetings which often force University personnel to stay overnight and spend another day traveling. By using an air transportation service plane, one can cut traveling time and hotel bills by flying back to Columbus in the same evening.

University aircraft also give more opportunity for faculty and staff members to discuss business matters with their associates during the flight. On the Beechcraft and DC-3, there are folding tables which may be used for correspondence and preparing reports. Portable dictating machines are also available for in-flight dictation. University pilots are sensitive to passenger comforts and refreshments will be aboard at the request of the passengers.
Uses of University Aircraft

University personnel use aircraft for more than just business reasons.

In the area of teaching, University planes transport instructors and specialists to Branch campuses or communities where special programs are planned.

University planes also serve as a classroom. For example, a class in geology, geography, or civil engineering may receive better insight by viewing types of terrain from the air.

As a laboratory, a plane can demonstrate aircraft performance and characteristics. Educational field trips are also taken by University planes which permit students to see materials at first-hand. The class can listen to lectures or view educational films enroute.

For the individual, University air transportation is one way of attending conventions and seminars for personal improvement.

Safety Factor

In 1965, University aircraft flew more than 930,000 passenger miles with a perfect safety record. A factor in this record is that pilots are highly trained and maintenance procedures are above those required by FAA. All University insurance and workman's compensation are in force while using University air transportation plus $50,000 admitted liability per seat insurance.

Facilities

The Department of Aviation is headquartered at The Ohio State University Airport (Don Scott Field) approximately seven miles northwest of the University at 3160 Case Road. The Board of Trustees named the airport in honor of Don Scott, an Air Force Captain and former OSU athlete who was killed in World War II.
There are hangars, well equipped shops, and three runways, the longest being 4,400 feet. In addition, the field is equipped with runway lights for night operations. In early 1968, the airport will have a new traffic control tower facility. A comfortable waiting room is available for visitors and passengers. Regular bus service is maintained by the University between the campus and the airport.

**Planes Available and Costs**

There are three types of aircraft available for transportation. The Piper Aztec and Beechcraft D-18 carry five passengers each. A Douglas DC-3 accommodates 24 passengers.

A five-passenger University plane, for example, can make a round-trip Washington, D.C., flight for about $32 per person which is less than the round-trip fare on scheduled flights. By leaving early in the morning, University personnel can spend the day in Washington and return to Columbus by early evening.
It isn't always necessary to fill every seat to save money. For example, a DC-3 trip to Atlantic City for a four-day conference would cost approximately $1,065. This means 15 staff members could use the University air service at a cost equal to their scheduled airline fare and also send nine other staff members or graduate students at no additional transportation cost. Total time enroute would be approximately three hours which is less time than regularly scheduled airlines.

How to Schedule a Flight

Faculty and staff who wish to schedule a flight should call the flight operations office at University Airport, Telephone 293-1313.

Be prepared to give: (1) date of departure and destination, (2) required arrival time, (3) expected return time, (4) number and names of passengers, (5) and billing information such as department, budget account, and travel order numbers.

Cad. 1967
<table>
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<th>1-5 People Round Trip Fare</th>
<th>Time One-Way</th>
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OSU to buy $1 million plane

By Graydon Hambrick
Dispatch OSU Reporter

Ohio State University intends to spend about $1 million in donated money to buy a multi-engine airplane, OSU officials said Wednesday.

John Kleberg, assistant OSU vice president for business and finance, said the plane will be used primarily for medical flights, to train aviation students and to transport university officials.

Bids were submitted by 15 companies on Sept. 9.

Kleberg said money for the plane will come from "several sources," possibly including the university's Development Fund. Various financing sources are being considered, he said.

He added that an OSU committee is expected to decide by early next week what kind of aircraft will be purchased.

Because the purchase will be made with nonpublic money and maintenance and operation costs will be charged to the university offices that use the craft, there is no conflict with OSU's opposition to the November ballot issue that would roll back taxes to their January level, Kleberg said.

He said the new plane will be used to fly patients and organs for transplant to the OSU medical center, to study the effects of air travel on patients, and to give advanced aviation students experience in multi-engine, turbo-prop aircraft.

Richard L. Taylor, associate professor of aviation, said the university now leases a C90-1 from a private individual.

Maintenance and operation costs on such a craft, as a rule of thumb, would be figured at about $400 per hour in the air, a state Division of Aviation official said.

General estimates are that corporate planes fly some 400 hours a year, the source said.
OSU unveils its newest airplane

The newest addition to Ohio State University’s aviation fleet — a four-year-old, twin-engine, 9-passenger Beechcraft Super Kingair — was unveiled today at Don Scott Field.

John Kleberg, assistant OSU vice president for business and finance, said the plane was bought in October from Ohio Aviation of Dayton, for $892,000. The money came from nonpublic university funds, he said.

Richard L. Taylor, director of flight operations and training for OSU’s department of aviation, said the plane has been flown about 1,850 hours. He estimated that OSU would put about 500 hours a year on the plane.

Among the main purposes of the plane will be to fly patients and organs for transplant to the OSU medical center and to give advance aviation students experience in a multi-engine turbo-prop aircraft, officials said.

It also will be used to transport university officials on OSU business, mostly in Ohio.

In addition to its fleet of single-engine planes for student instruction, the university also has a twin-engine, five-passenger Piper Aztec.
25-year-old ATS takes on medical flights

By Gemma McLuckie

At Don Scott Field, Dick Taylor and John Kleber pace up and down the small lobby of an airport building. Outside the dark-tinted picture windows, a ground crew pumps fuel into an eight-passenger KingAir propjet. Sunlight bounces off the chrome cowplings, and a strong wind carries the whine of airplane engines across the field.

“University Hospital just called,” Kleber says, “they need a liver for a transplant operation in Charleston, W. Va.” If so, the University’s Air Transportation Service will provide an airplane and flight crew for the trip.

Taylor fiddles with a pair of aviator sunglasses and peers at the aircraft parked outside the lobby windows. He looks at what he is, a 30-year veteran of flying. Today, the associate professor of aviation and director of flight operations and training is dressed in a shirt and slacks pressed to military sharpness. His eyelids are creased at the corners, his crinkly grey hair cut short.

At his side is Kleber, assistant vice president for business and finance. He is a professional and personal interest in what is going on at Don Scott Field: The air transportation service falls under his jurisdiction, and he is a former pilot.

The Air Transportation Service is what might be called an air taxi for the University. For about 25 years, University pilots have shuttled faculty and staff members to conferences. There are bi-weekly flights to regional campuses. The service’s three airplanes also occasionally take students to sports or academic competitions.

“The newest aspect of the service is medical flights, which began in late 1983,” Kleber explains. “We take organs and surgical teams of three to six specialists to or from Columbus-area hospitals.” More rarely, the air service carries patients.

March 28, for instance, was quite a day for Taylor, chief pilot AI Doddroe, and flight co-ordinator Margaret Jewett.

“We ended up flying all over the world, it seemed,” Doddroe recalls. “I put in about six hours (of flight time) and Taylor put in about seven hours.”

When Jewett arrived at the airport that morning there were no flights scheduled. By 8:30 a.m. there was “chaos,” she recalls.

The Ohio State’s transportation department called first to say a bus full of athletes had broken down near Chattanooga, Tenn. Could the air transport service take a relief driver and mechanic down there?

At 9 a.m., doctors from Children’s Hospital called. They needed to get a sick child to Memphis. The patient was in the air at 11 a.m.

The plane, flown by Doddroe, returned at 3 p.m. March 28, for instance, was quite a day for Taylor, chief pilot Al Doddroe, and flight coordinator Margaret Jewett.

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West Virginia is still on, but there’s a delay, Taylor reports to Kleber with a shrug.

The medics at the hospital are trying to find a local patient to receive the donation. Since organs have a very short “shelf-life,” transplant teams prefer to do the operation in their home hospital.

At the lobby’s front desk, Brad Heidorf joins Taylor. Heidorf, a senior studying aviation in the College of Arts and Sciences, is a student intern at the airport. He on call 24 hours a day to copilot one of the air transportation service’s three planes. Today Heidorf is scheduled to be on the med flight crew.

Like Taylor, Heidorf looks like a pilot. “See those piercing blue eyes?” Taylor teases the 23-year-old Cleveland native.

The University offers three degrees related to flying: Two aviation degrees, one through the arts and sciences college and one from the College of Engineering, and aviation management from the College of Administrative Science. There are around 200 aviation majors. Another 1,000 students take aviation classes.

Heidorf talks about his training. “I’m headed for the airlines. That’s my goal, and I don’t want to land outside that,” he says in an unconscious pun.

Taylor is paged again. There will be another hiatus, the University Hospital representative tells him.

“They say they’ll call in 15 minutes, but I doubt that,” he says to Kleber. “I’ve learned to stretch out time limits.”

The chatter in the lobby subsides as people run out of small talk. The feeling of expectancy grows.

At last, the hospital calls again. But the med flight is a no go. A local patient will receive the liver.

The lobby begins to empty. Looking around, Taylor jokes, “That’s life in the lifesaving business. They say send out the St. Bernards, then they say don’t...
Pilots help fulfill wish of sick teen

By Tom Spring

Ohio State traded miles for smiles last month for Robbie McNamer and his family of Hilliard.

The University solved a transportation problem for A Special Wish Foundation Inc. by agreeing to fly the 17 year old, who has muscular dystrophy, and his family to a week-long vacation in Orlando. The foundation grants special wishes to children who have life-threatening medical problems.

McNamer, the son of Carolyn and Frank Fausey, wished to visit Epcot Center, Disney World and other Orlando sites, said Ramona Fickle, founder and executive director of Special Wish.

Ohio State pilots flew the family to Florida June 27 and returned to Orlando July 2 to fly them back to Columbus.
The sky's the limit at OSU airport; students co-pilot, maintain planes

By Michelle Raines
Lantern staff writer

Each quarter one OSU student reaches new heights through an internship program offered by the university's Air Transportation Service.

Students who enroll in the program not only learn about plane maintenance, but they also become co-pilots for the service, said Al Doddroe, director of operations and chief pilot.

The Air Transportation Service flies faculty, staff and students on official university business. OSU presidents, vice presidents and board of trustee members are just a few of the people who use the service, Doddroe said.

Rob Numbers, a senior from Cridersville majoring in aviation, said, "It's the top-of-the-line thing to do. Getting this far is quite an accomplishment."

Numbers completed the internship last fall and is still working for the service. He said the exposure to corporate flying will help him move on to an airline position.

The internship program began in the Spring of 1984 and lasts two quarters for each student.

Tom Mullen, an intern with the program, said the program is offered to students who have their multi-engine ratings, who have their commercial pilots licenses and who have worked at the service as flight instructors.

"It's what everyone reaches for," said Mullen, a recent graduate from Warren. "It's a great opportunity for students to gain experience."

Doddroe said during the first quarter, the intern learns how to take care of the university's airplanes, including washing them, inside and out, and stocking them with food. But more importantly, the intern observes how the crew functions.

The second quarter, the intern is the primary co-pilot, he said.

"The intern is first call on most flights," Doddroe said. But it is also the intern's responsibility to pass on information to the first quarter intern.

The Air Transportation Service, operated by the Office of Business Administration, has been in operation for more than 28 years.

The service consists of two turbo prop planes, one eight-seat King Air 200 and one five-seat King Air 90. The planes are located in Hangar 9 at the University Airport, 2090 Case Road.

John Kleberg, assistant vice president for Business Administration and director of the program, said "It's an earnings operation. People who use the service, pay for the service."

Doddroe said the rates for the service are charged by the mile and depend on the plane used. The larger, eight-passenger plane costs $2.55 per mile and the five-passenger costs $1.98 per mile. The university service also charges a layover fee of $34-an-hour to wait for passengers.

The rates are competitive with major airlines when the plane is full, Doddroe said. But the greatest benefit is convenience. People can go where the larger airlines do not service and they can go when they want to go, he said.

Kleberg said the planes are more economical than major airlines for flights anywhere in Ohio and the surrounding states. But Doddroe has traveled as far as Ft Lauderdale and Martha's Vineyard.

Reservations are not usually a problem with the service. People, in emergency situations, have gotten flights with less than 24-hours notice, Doddroe said. But most reservations are made days, weeks or even months in advance.

"It's a you-call, we-haul operation," Doddroe said.

Kleberg said the Lima campus is the most frequent user of the service. Professors travel from the Columbus campus to the Lima campus twice a week to lecture during the regular school year.

He said the planes travel 500 to 600 miles each year, but there has not always been two planes. The number of airplanes fluctuates with demand. At one time, the service had a fleet of 10 airplanes.

Neither Doddroe nor Kleberg foresee expansion of the service in the near future.

"Airplanes don't make money sitting in a hangar. They cost you," Doddroe said.
Air Transportation Service

Policy, Procedure, Scheduling, Cost
Fly

OHIO STATE UNIVERSITY

Air Transportation Service

To the BIG TEN
and beyond...

Tired of commercial airline carrier delays wasting your time?

Travel by Ohio State's own aircraft next time for direct flights to destinations throughout Ohio, the Big Ten and elsewhere. Use of University aircraft by faculty, staff and students results in substantial savings of personnel time, enabling travelers to establish their own schedules, select smaller, local airports near their specific destinations, and avoid the congestion and inconvenience of major airports.

Direct flights to all Big Ten cities, large and small, are our specialty.

Our air service is especially appropriate when schedule, destination or the number of people traveling to the same city require special arrangements. Use of our Aircraft permits private in-flight meetings to maximize quality travel time.

Costs are based upon miles traveled and pilots' time. All pilots are highly trained and experienced, and captains are Airline Transport Pilot Certified.

Reservations and cost estimates are available by contacting OSU Air Transportation Service at 292-5515 or visit us in person at Hangar 9 at the University Airport, 2090 W. Case Rd.

Philadelphia
- Bloomington

Washington
- Champaign-Urbana

Chicago
- State College

New York
- Ann Arbor

Boston
- Madison

(And hundreds more!)
The Ohio State University AIR TRANSPORTATION SERVICE is available to any department within the University. It may be used by individuals and groups with aircraft which accommodate up to seven passengers. We can fly into smaller less congested airports in addition to large major facilities and will arrange travel to meet your specific time requirements.

**ATS**

- Meets YOUR time schedule, thereby reducing travel time, costly delays, and unnecessary overnight stays.
- Increases productivity by providing private in-flight meeting capabilities, permitting maximum use of valuable time.
- Provides service to the airport nearest your ultimate ground destination.
- Provides the highest level of air travel safety available.
- Reduces costs (five passengers or more).
- Provides dependable and affordable specialized service without the hassles normally associated with airlines.

**ADVANTAGES**

- Direct flight to nearly any desired destination.
- Free spacious parking adjacent to boarding area.
- Easy access to University Airport.
- The plane will wait for you if you're unavoidably delayed getting to the airport.
- Convenience, Convenience, Convenience! Your time is extremely valuable both to you and to the University. Don’t waste it trying to accommodate your travel needs with the airlines' limited schedules.

**FLY ATS!**

292-5615

WE ARE HERE TO SERVE YOU
FLY ATS FOR MAXIMUM USE OF YOUR TIME!

Picture the following typical scenario:

You and several colleagues plan to attend a Tuesday conference and meeting in Madison, Wisconsin. The meeting is scheduled to begin at 10:00 A.M. and last most of the day. It will conclude with a dinner at 6:00 P.M. and you hope to be able to start home by 8:30 P.M.

COMMERCIAL AIR CARRIER

Departure Time: 7:30 P.M. Monday

Unfortunately the earliest weekday arrival into Madison from Columbus is 9:50 A.M., which necessitates departing the day before. Plan to arrive at about 6:30 P.M. to park your car, check in at the gate, and pass through the security area. Parking is $6 a day.

Since there are no direct flights between Columbus and Madison, you will experience at least one stop on the way. You leave Columbus at 8:50 P.M. and arrive in Chicago at 9:00 P.M. Central time. You change planes at O'Hare International Airport and finally arrive in Madison at 10:20 P.M. (hopefully with your luggage). After securing your luggage, you board the courtesy van to a moderately priced hotel where you arrive at 11:30 P.M. The cost of the room is $60 a day. You finally get to bed around midnight (Central time).

Your meeting and dinner the next day conclude about 8:00 P.M. Since the last departure from Madison to Columbus was at 6:35 P.M., you once again will spend the night at the hotel. Your return flight departs at 6:30 A.M. for Chicago, where you will again have to change planes. You finally arrive home at 10:35 A.M., claim your luggage, retrieve your car, and drive home.

Arrival Time: 11:00 A.M. Wednesday

OSU AIR TRANSPORTATION SERVICE

Departure Time: 8:30 A.M. Tuesday

After a short drive to The Ohio State University Airport, you park right next to Hangar 9, home of The Ohio State University Air Transportation Service. Plan to arrive 10 minutes prior to your departure time. Enjoy a cup of coffee in the ATS office and meet the pilots for your flight while you wait to board the plane. Coffee, juice, and fresh breakfast rolls are provided on morning flights (light snacks for later flights), and there is ample space for short in-flight meetings or last-minute business.

After the one hour, forty-five minute flight, you arrive in Madison. Let your pilots know what time you would like to return home; they will tell you how to reach them should your itinerary change and it become necessary to delay or move up your departure from Madison. You board a courtesy van or a taxi to your meeting.

Your dinner lasts longer than planned, but there's no need to worry! The pilots and airplane are at YOUR disposal and will NOT depart without you. You arrive in Columbus at 10:30 P.M., walk to your car parked a few feet away, and drive home.

Arrival Time: 10:45 P.M. Tuesday
AKRON
Akron- Fulton Int'l. downtown
Akron-Canton *
10 miles SE

NEW YORK CITY
LaGuardia
4 miles E
Kennedy International *
13 miles SE
Republic (Long Island)
28 miles E
Teterboro (New Jersey)
5 miles NW
Newark International (New Jersey) *
6 miles SW

ST. LOUIS
Lambert International *
10 miles NW
Spirit of St. Louis
20 miles W
St. Louis Regional (in Alton, Ill.)
17 miles NE
St. Louis Downtown (E. St. Louis, Ill.)
2 miles SE

Baltimore
Baltimore-Washington Int. *
9 miles S
Martin State
9 miles E

NASHVILLE
Nashville International *
6 miles SE
Tune
6 miles NW

LOUISVILLE
Bowman Field
5 miles SE
Standiford Field *
4 miles S

BOSTON
Logan International *
downtown
Bedford - Hanscom Field
(closer to Harvard University)

MINNEAPOLIS/ST. PAUL
Minneapolis/St. Paul Int. *
10 miles SE
Anoka County Janes Field
10 miles N
Flying Cloud
11 miles SW
St. Paul Downtown Holman Field
downtown
South St. Paul
2 miles S

ATLANTA
Hartsfield International *
6 miles S
Fulton County
6 miles W
Dekalb-Peachtree
8 miles NE
THE OHIO STATE UNIVERSITY
AIR TRANSPORTATION SERVICE
University Airport
Hangar 9, Suite 102
2090 Case Road
Columbus, Ohio 43235
292-5615

King Air 200 (2) - 210SU and 202KA

Type: Twin Engine Propjet - Pressurized
Passengers: Seven maximum
Range: 1200 miles
Cruise Speed: 300 mph
Cruise Altitude: 25,000 feet
Pilots: Two

Rates:
University: $2.25 a mile/$40 preparation
Public Agency: $2.65 a mile/$50 preparation
External: $2.85 a mile/$60 preparation

Layover: $38.00 an hour
Pilot Meals: Per Diem
Other Expenses: As incurred
Buckeyes don’t miss out on late-night dancing

By Mike Sullivan
Dispatch Sports Reporter

ANTWERP, Belgium — They said it’s usually the quiet one, the next-door neighbor, the guy you least expect.

A guy like Mike Bordner, team trainer of the Ohio State basketball squad.

"The blond, older man with the glasses was the best dancer of the coaches and staff," Ellen Hubrecht said yesterday.

She was conferring her unofficial awards on the Buckeyes' performance Friday night in Dancing Beethoven, a Mechelen disco to which they repaired after beating Suntzu-Oostende 94-72.

Hubrecht, the brown-eyed 18-year-old daughter of Belgian athletic official and tour host Bob Hubrecht, has been adopted by the OSU players.

In fact, she may have devastated some of them worse than anything since they ran into St. John's in the NCAA Tournament.

"The blond one (Bordner) was incredible," said Ellen Hubrecht, who was born in St. Louis, but has grown up in Antwerp. "He was shaking. He was off that floor and going wild."

Bordner has no fear of an angry reading from such a review. Hubrecht gave her female prize to his wife, Gail Bordner.

"She was the best of the girls, unless of course, you include me — I was the best," Hubrecht said, laughing.

"Jamie (Skelton) danced best of the players. He was the funniest and loosest. Mark (Baker) gets second place. He was pretty loose, too."

Coach Randy Ayers had let the seniors vote on whether to accept the late-night disco invitation.

"Those kids behaved impeccably," team doctor Bob Murphy said. "They had a wonderful time."

Team manager Joe Bias said it was a friendly crowd.

OSU BASKETBALL

"I'd compare it to Purdy’s on High Street," Bias said. "A lot like a college bar, a lot of young adults. They were really interested in our clothing, and the cost of it. They tried to buy our hats."

Guard Jamaal Brown said, "It was a lot of fun — about 300 people including a lot of hones..."

Although Bordner was too busy boogeying to deal with it, there was a Dancing Beethoven injury.

"It was great, but it blew my eardrum out," said Bobbie Ferrig, wife of assistant Les Ferrig. "I couldn’t hear this morning. Dr. Bob says my left eardrum is swollen."

Nobody ever said tourism was easy.

Ayers has been true to his word about rotating starters on this trip. Last night’s 75-74 comeback win over A.B.B-Leuven marked the fourth time in four games that at least two different players lined up for the opening tip.

"These guys are really getting quality time against very tough, older competition," Ayers said.

In its second game, OSU had to contend with Trevor Gordon, who played at Boston College when Paul Brazeau was an Eagles assistant. In Game 3, the Buckeyes were burned frequently by Andre McCloud, formerly of Seton Hall, who played for a Big East all-star team on a European tour that included Brazeau.

"The world keeps getting smaller," Brazeau said. "Either I had a profound effect on their lives or I did something that made them want to leave the US."

A slice of yesterday’s wanderlust: Siting at a table outside the Valencia Deli Cid cafe on the Rue de Fourche in Brussels, having a lunch of soup de poissons, heavenly bread and truite aux amandes, listening to the sound of Paul Simon’s The Boxer issuing from a nearby restaurant.
Budget cuts reduce alumni plane use

By John Soeuer
Lantern staff writer

The OSU Alumni Association's use of the University Air Transportation Service to drum up membership and gifts is being reduced because of budget cuts.

The alumni association spent $7,713 on 14 air service flights to alumni club meetings in Ohio during fiscal year 1990-91. The alumni association sent at least one speaker and one representative to the 14 meetings.

The alumni association will receive $56,000 less from the University for the 1991-92 fiscal year, said executive associate director Ron Hopper. The university appropriated the alumni association $261,000 during the 1990-91 fiscal year.

Membership dues fund the majority of the alumni association's $2.5 million budget.

The alumni association has readjusted its speaker schedule to drive speakers to meetings instead of flying.

"If a speaker's schedule does not allow them to drive, we will look at a second choice (before flying)," said Tim Brooks, field office director.

The field office has a $35,000 budget to operate alumni clubs and pay for travel expenses. Hopper said the alumni association has scheduled three flights with the air service during the Fall Quarter for OSU President E. Gordon Gee.

"If President Gee will be in an area in advance, he will ask the alumni club to hold a special meeting," Brooks said. "We'll use the plane because of necessity."

OSU's Frequent Flyers

The Beechcraft Air 200

Brooks said the alumni association will increase use of commercial airline flights in the future.

"In some cases the cost is lower, but the benefit of taking more people to meetings is gone," Brooks said. "We'll consider using the commuter planes for just the speakers."

However, representatives from the alumni association office might no longer attend club meetings.

The alumni association also sent members of the alumni student council, alumni scholarship winners and other representatives of the alumni office to the meetings. Because the university plane has seven seats, it is wasteful to not fill the plane, Brooks said. The alumni association also offers flights to people from other university departments when space permits.

Brooks said the alumni association will not charge the extra passengers for flights. By sending Ohio State representatives to the meetings, the alumni association can increase membership. There are about 110,000 members in alumni clubs.

Brooks said the field office sends speakers to 90-150 meetings a year.

The alumni clubs often request the alumni association to bring OSU student-athletes or scholarship winners from the club's area.

Former football players Rich Huffman and Dan Beatty were flown along with former women's basketball player Vicki Pulis to an alumni meeting in Bryan.

"The alumni club will like to thank and recognize the student-athletes for their participation," Brooks said.

OSU athletic department members are also popular with alumni clubs. Randy Ayers, head basketball coach, Jim Jones, athletic director, and Archie Griffin, assistant athletic director spoke to alumni in the past fiscal year.

The alumni association does not send representatives or speakers to individual club social activities, Brooks said.

Capt. Al Daddro, director of operations for the OSU air transportation service, takes off from the Don Scott Field airport in one of the university's two airplanes.
OSU airplane use increases since last year

By John Seewer
Lantern staff writer

First in a five-part series

Despite a greater emphasis on reduced spending, OSU administrative and academic departments have greatly increased the number of flights chartered with the university's Air Transportation Service over the last fiscal year.

The number of flights provided by the air service increased by 45 flights to 223 during fiscal year 1990-91. There were 176 flights chartered in fiscal year 1989-90.

The most frequent user of the air service was the Office of the President, which chartered 41 flights. The Lima Campus used the airplane for 31 flights and the Board of Trustees used the airplane for 30 flights.

Twenty-five administrative and academic departments spent $242,699 during fiscal year 1990-91 for flights, which includes fees for layovers, fuel, and maintenance.

Travellers save time and reach remote destinations using the air service, said Al Doddroe, director of the service.

"We go directly to where they want and when they want," Doddroe said. "The service provides savings in time and wear and tear on the traveller."

The privacy of the plane also allows groups to meet while flying, he added.

The air service is a money maker for the university and receives no money from the university. It relies on money from university flights and additional chartered flights to cover its expenses.

When chartering flights on the airplane, OSU departments pay $2.25 per flight mile to cover insurance, hangar space and flight preparation. A second seven-passenger used plane was purchased for $335,000 in October 1991 with OSU President Gordon Gee's authorization. A new plane would have cost the service about $3.5 million, Doddroe said.

"We were getting by with one plane, but we lost trips because of it," Doddroe said. "President Gee indicated he would be travelling by plane quite a bit, so we had to find one."

The Office of the President spent $74,606 for 47 flights, including 35 trips by Gee.

Gee also flew on nine flights which were billed to other university departments.

If the air service's planes are reserved when another department requests a flight, the air service subcontracts another flight service to provide transportation.

Sub-contracted flights cost the university $34,961 during fiscal year 1990-91.

Six of the 10 contracted flights came before the purchase of the second plane and sub-contracted flights have not been necessary during the past three months, Doddroe said.

The air service also generates income from flights for businesses outside the university, receiving $15,340 during fiscal year 1990-91. The number of these flights has dropped from 35 to 11 during the 1990-91 period.

"The number is down because it reflects the nation's economy," said Robert Hall, account manager for Business Management. "The first expense usually going is travel and budget cuts result in less flights."

The air service lost $3,072 during the 1990-91 period but is awaiting a federal tax refund of $7,875 for fuel.

While anyone can charter flights, businesses using the plane are usually affiliated with Ohio State, Doddroe said.

Each administrative and academic department pays for individual flights after a travel order request is approved by two other persons within the department.

The department determines whether there is sufficient travel funds for a request, said JudgeLang, travel office manager.

The travel office reviews the travel request for correct authorization, but does not review the departments' travel funds.

Although the air service only owned one plane for the past few years, it had about 10 during the 1980's, Doddroe said.

The two Beechcraft King Air 200 planes can fly up to 300 miles per hour and 1,000 miles without refueling.

When major repairs are needed, the air service must request money from OSU's Office of Business Management because the air service is not appropriated money from the university.

However, the service does have $42,889 in reserve funds for unexpected expenses.

The air service has two paid interns from OSU's Department of Aviation, who work as co-pilots.

Tomorrow: Use of the airplane by OSU Board of Trustees members.

We were getting by with one plane, but we lost trips because of it. President Gee indicated he would be travelling quite a bit, so we had to find one.

-Al Doddroe, director of Air Transportation Service
Ohio State spends third of travel expense on one trustee

Ohio State spent $15,558 on flights aboard the university's airplane for OSU Board of Trustee member John Barone to fly from his home in Toledo to Columbus for trustee meetings and hospital board meetings during fiscal year 1990-91, spending $2,250 on air service flights.

Barone also spent $5,439 flying in an OSU plane to a university officials conference, a fund raising meeting sponsored by the Office of the President and Spring Quarter commencement.

Barone attended eight board meetings during fiscal year 1990-91, spending $2,250 on air service flights.

University Hospitals paid $2,077 for Barone's flights to hospital board meetings.

"I do not only give the majority of my time (to Ohio State) but also all of my other expenses," Barone said.

Barone has never filed an expense account for his board activities and does not ask for reimbursement when traveling to meetings from his winter home in Boca Raton, Fl.

However, he was reimbursed $792 for a flight from Florida to Cincinnati for an executive meeting of OSU trustees, deans and the president's executive committee.

The executive meeting was considered an official board related activity, Scott said.

Miller Wolf, a trustee since 1987, was reimbursed $1,280 for a round trip flight from his home in Cleveland to the executive meeting in Cincinnati.

And the Board of Trustees spent $11,572 flying speakers to the executive meeting.

The speakers included: James Freedman, president of Dartmouth College and Anne Duffield and Robert Zemsky, from the Institute for Research on Higher Education at the University of Pennsylvania.

Wolf was also reimbursed $6,578 for flights from Cleveland to Columbus for eight board meetings.

Wolf flies his private jet to meetings and receives $400 per flight to Columbus.

Wolf submits his plane's actual fuel cost for reimbursement, Scott said.

The university wants to make travel as convenient as possible because trustees have many business interests, Scott said.

"Many of them give millions of dollars and (Ohio State) does not give them anything," Scott said.

OSU trustees receive no money for a trustee's position.

Seven of the nine trustees live in the Columbus area and must have transportation to meetings, Scott said.

Trustees Hamilton Teaford was reimbursed $441 for a round trip commercial flight from a vacation in Ft. Myers, Fl. to the April 5 trustees meeting.

Scott said the university will fly trustees to meetings if the trustee requests transportation depending on the cost of the trip.

The cost of a commercial flight depends on what is available, Scott said.

"The trustees never fly first class... but we do try to get them (to Ohio State) as quickly as possible," Scott said.

Trustees Theodore Celeste and Alex Shumate were reimbursed $1,884 for transportation, food and lodging, while attending the Association of Governing Boards conference.

The conference is a forum for university boards to discuss issues affecting higher education, including athletics, budgets and fund raising.

"The trustees become better informed and share some of the information from the conference," Scott said.

The Board of Trustees spent $1,985 to fly Arthur Hansen, former president of Purdue University, to advise the board on its structural procedures.

Hansen, a paid consultant, made a round-trip flight from Indianapolis to Columbus with the university air service.

Tomorrow: Use of the airplane by OSU alumni.
Correction

The headline for the story about use of the OSU airplane by members of the Board of Trustees on Tuesday, Oct. 1, was incorrect. Ohio State did not spend one-third of its travel budget on one trustee. The money spent on one trustee represented more than one-third of the OSU Board of Trustee's travel expenses in the fiscal year.
OSU Athletic Department spent $50,968 on air travel

By John Seewer
Lantern staff writer

The OSU Athletic Department spent $50,968 on 31 flights with the OSU Air Transportation Service during fiscal year 1990-91.

Athletic department administrators flew on 20 of the 31 air service flights to attend meetings and athletic events.

OSU football and basketball coaches also use the service to recruit high school athletes and attend high school games.

Athletic Director Jim Jones flew on 18 flights to NCAA and Big Ten meetings and athletic events. Use of the service limits the amount of time Jones is away from Ohio State, he said.

"(Whether I use the air service) depends on a number of factors, including time and location," Jones said. "Sometimes I have to be in two cities in two days."

The ability to travel somewhere in less time is the greatest benefit of the air service, said Doug Clay, athletic department business manager.

"In most cases we're not able to coordinate travel with commercial flight times, and this causes longer and longer time away from work," Clay said. "It's not justifiable to be away from work for two days."

Jones also used the air service traveling to the 1990 Indiana and Iowa football games.

"Mr. Jones attends the games as a representative of OSU and takes part in some of the host school's functions maintaining relations with the institutions," Clay said.

Each individual sport or office in the athletic department pays for air service flights from department revenue, Clay said.

The athletic department generates $26.1 million, mainly from football and men's basketball revenues.

All flights with the air service are individually requested and approved by Jones.

The majority of travel by athletic teams is by buses or vans, Clay said.

Athletic teams are scheduling more regional contests to limit travel expenses, Clay said.

"I see less and less use of university airplanes because of reductions in individual budgets," Clay said.

Football coaches used the air service three times during the fiscal year to visit high school recruits in Ohio.

"In recruiting, time is a major factor," said Bill Conley football recruiting coordinator. "One day a coach will be in the state, and the next day out-of-state."

Coaches can only contact recruits during December and January.

"Because the time is short, efficiency and costs are heavily weighed," Conley said.

The majority of travel is by commercial flights, Conley said.

The football office also uses the air service to fly high school prospects to Ohio State during weekend paid visits.
Gee uses university plane to promote Ohio State

By John Seewer
Lantern staff writer

This is the last of a five-part series on the use of the university plane.

OSU President E. Gordon Gee spent $65,964 on 38 OSU Air Transport Service flights while traveling the state of Ohio on a campaign-like promotional tour of Ohio State during his first ten months in office. Gee averaged 4.6 air service flights per month, including seven flights charged to other OSU departments.

Gee said he wants Ohio State to be known throughout the state: "It's very important to see as many people as I possibly can to personalize the university," Gee said. "And using the university plane is terrific cost effective."

By traveling with the air service, Gee said he maintains his university schedule while continuing to meet with important people outside of Ohio State. Approximately 40 percent of his time is spent working out of state, Gee said. The plane allows President Gee to get back to OSU quickly," said John Elam, special assistant to the president. "It's an effective way to use his time with university business."

Elam said commercial flights are used if Gee's schedule permits because commercial flights are less expensive.

A November air service flight to New York City was cancelled when a commercial flight became available, Elam said.

Because Ohio's population is spread through the state, Gee said he could not reach as many people by driving. "Cities like Toledo and Cleveland are very important to us," Gee said.

During a two-day trip to Cleveland, Gee spoke to Rotary and Kiwanis clubs, high schools and the Cleveland City Club. Gee also met with Cleveland Mayor Michael White and potential university donors.

"I'm the president of Ohio State University. My job is to sell the university to the outside world. I need to sell Ohio State to the wealthy people here in the state," Gee said.

"One of the first things I did was to fly to Columbus, Ohio, and visit with the president of Christian Science. I want to promote the university to the church and its members," Gee said.

"Then I met with the president of the University of Pennsylvania. I was trying to get them to co-host a conference with us in Columbus. I wanted to bring the university to the community."

Elam said Gee's travel will decrease because this year is important for planning and directing the university.

"First I need to learn and understand the university before I can properly sell it," Gee said.

However, in a few years Gee said he wants to split time between the university and the community even more.

OSU's Frequent Flyers

The Beechcraft Air 200

side the Columbus campus, Gee said. Gee met with alumni groups, business leaders, education leaders, media and legislators on his trips.

"The plane allows President Gee to travel throughout the state and meet with people who are important to the university," Elam said.
OSU still may cut funding for child care, 5 other groups

By Tim Doulin
Dispatch Higher Education Reporter

Ohio State University's child-care center and five other groups that receive subsidies from the university still may have to do more with less.

OSU is exploring ways to save about $250,000 by reducing or eliminating the subsidies next year.

The university provides a total of about $1 million to the child-care center, the Alumni Association, the Air Transport Service, the University District Organization, the Community Crime Patrol and a summer internship program.

In December, the university began looking at the subsidies. But the help remained untouched by a recently passed budget plan that included about $13 million in cost-saving and revenue-generating measures over the next two years.

However, the university will continue to study the subsidies and ask the organizations involved to provide existing or improved services with less money.

The child-care center, which received a subsidy of about $338,000 this year, is no longer in danger of having its money eliminated, but it could be reduced, OSU says.

The university will continue to study the subsidies and ask the organizations involved to provide existing or improved services with less money.

The center serves about 370 children of OSU students, faculty and staff members and has a budget of about $2 million. It is looking at cutting administrative costs, doing more fund raising and charging its upper-income users higher fees.

"We do want to protect students and low-income families," said Rebecca Wilkins, an administrator at the center. "These are things we think we can do."

The Air Transportation Service lost about $150,000 last year, which OSU covered from the general funds subsidy.

The service has two seven-passenger King Air 200s, each of which operates with a two-pilot crew. Its personnel include two pilots, two copilots and an administrative assistant who schedules flights and handles billing.

The service is being asked to spend less and generate more money, but that may not be easy, said Loren A. Doddridge, one of the pilots and director of operations.

"The only way to reduce expenses would be to get rid of some people, and that reduces our capability to do business," Doddridge said.

"It is difficult for us to increase revenue in that the university is going through budget cuts and people have less money to spend on travel, and that is where our revenue comes from."

The Community Crime Patrol, a citizens safety group that patrols the off-campus area, has not received assurances that OSU will match the $75,000 subsidy next year.

OSU wants to continue its subsidy but is checking whether the service overlaps or duplicates efforts by the student-run Crimewatch Escort Service and other campus security.

Crimewatch operates primarily on campus, although it offers van rides to people to and from campus, said Mark Hatch, director of the Community Crime Patrol.

"I will work with anyone interested in streamlining, but the specific issue of overlap of the organizations are inherently separate," Hatch said.

The subsidy represents about one-third of the patrol's budget with equal funding coming from the city and the state. The patrol has 23 part-time patrollers with someone working every night.

"If a significant funding partner were to cut back or cut out funding, it would be detrimental to providing the service we do now," Hatch said.

The OSU Alumni Association also has been asked to find ways to continue assisting the university with less of its $205,000 subsidy. The association has a budget of about $2.7 million and 40 staff members.

"You lose a chunk like that, and you take a few steps back," said Dan Heinlein, director of the association.

"I doubt it would mean the loss of staff, but . . . I don't know how we would be affected.

OSU also is looking at reducing the $45,000 subsidy to the University District Organization, a civic group in the campus area, and eliminating a $34,000 subsidy to the Governor's Summer Intern Program. In that program, 35 to 40 Ohio college students work as paid interns in some agency or area of state government.

OSU provides room and board.