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Dick Best  
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517-351-4675

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Fred Honhart  
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517-331-4390

## Newsletter Editor:

Dick Best

# The Monthly Flyer

December 2019 Vol. 74 No. 12

## SPECIAL USE AIRSPACE EXPANSION PROPOSED

**From:** Air Traffic Services

**Sent:** Monday, December 9, 2019 4:51 PM

**To:** Air Traffic Services <[airtrafficservices@aopa.org](mailto:airtrafficservices@aopa.org)>

**Subject:** Expansion of Alpena Special Use Airspace Complex, Alpena, Michigan

Greetings,

We are reaching out to you as you have been identified as an individual interested in a proposed expansion of Special Use Airspace (SUA) in the state of Michigan. The proposal includes expanding existing Military Operations Areas (MOA), establishing new MOAs, and expanding the vertical dimensions of existing Restricted Areas.

The Air National Guard has refined their original proposal, which was circulated earlier this year, and are now requesting your assistance in identifying any potential issues related to this revised proposal. AOPA published an [article](#) (see next page) in March on the Air National Guard's original proposal.

Attached is a copy of the military's new proposal and justification for additional airspace. We have also attached several AOPA generated graphics of the airspace. Providing feedback during this public process is invaluable to shaping the final airspace.

We encourage you to review the new proposal and to comment directly to the Air National Guard by emailing [ramon.e.ortiz2.civ@mail.mil](mailto:ramon.e.ortiz2.civ@mail.mil). Comments can include potential economic impact, access issues, safety concerns, and any other concerns or comments that you wish the military to consider as they finalize their airspace proposal. Comments must be received by January 8, 2020, in order to be fully considered in the Draft Environmental Assessment.

AOPA is reviewing the proposal and welcomes your feedback. Please send your comments to [airtrafficservices@aopa.org](mailto:airtrafficservices@aopa.org) or cc us when submitting your feedback to the military. Please direct any questions to that email address as well.

Comments can also be mailed to the military at this address:

Ramon E. Ortiz  
3501 Fetchet Ave  
Joint Base Andrews, MD 20762-5157

Respectfully,  
AOPA Airspace Government Affairs

## BOARD MEETING

Thursday, December 19th, 6 PM (1800)

AvFlight Conference Room

All members welcome to attend

## MICHIGAN AIRSPACE PROPOSAL SHOULD BE 'MORE REALISTIC'

**A proposal to expand and increase special-use airspace in northeastern Michigan should be modified to avoid numerous adverse impacts on general aviation, AOPA said, citing a pilot survey that identified widespread concerns.**

The Michigan Air National Guard has proposed changing the [Alpena Combat Readiness Training Center's airspace](#) to make it suitable for Large Force Employment Air-to-Air and Air-to-Ground exercises. It would add an airspace floor as low as 500 feet agl in some places as depicted on this [map](#).

In November 2018, AOPA [offered modifications](#) to reduce the impact on Michigan's important GA economy based on feedback provided by area pilots. The military has begun to host presentations on the proposal and to receive feedback directly from those affected.

AOPA has met with military officials several times on the plan. To provide them with more information, AOPA conducted a detailed [survey](#) in February 2019 to gauge how flying in the area could be affected.

AOPA recently met with staff from the offices of Rep. Jack Bergman (R-Mich.) and Rep. Paul Mitchell (R-Mich.) to brief them on the results of the survey and the potential concerns of GA pilots. Responses revealed widespread pilot concern, with more than three-fourths of pilots reporting they fly in the designated airspace "sometimes, often, or always," and that large majorities expect adverse impacts in specific sectors and on airways. According to the survey, approximately 62 percent of GA flights in the area occur from the surface to 6,000 feet msl—where much of the proposed new and expanded SUA would be located.

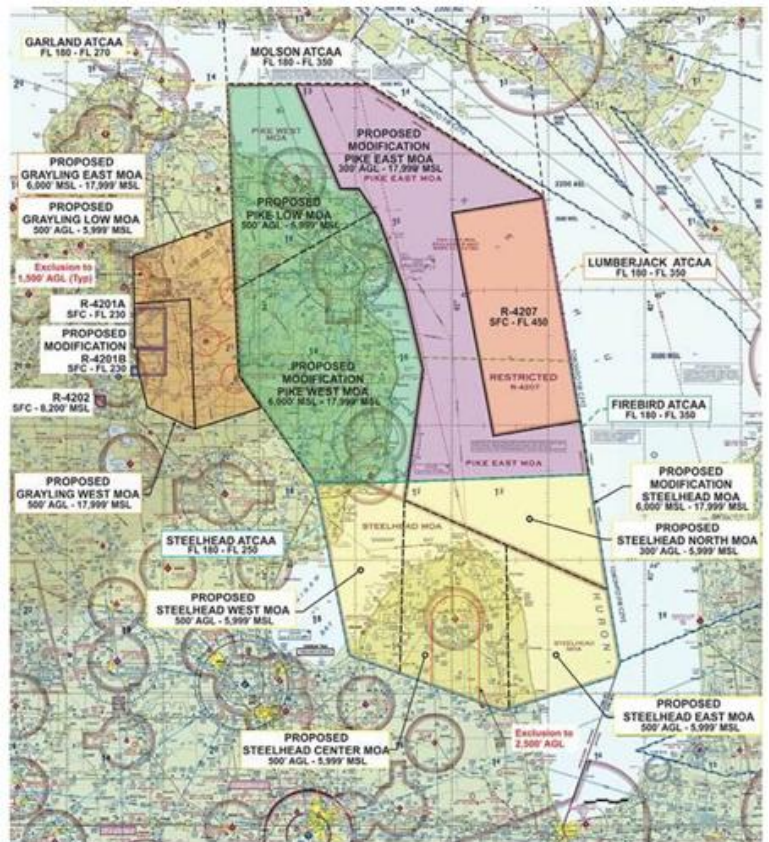
Many pilots also registered concern about increased costs and risk—including potentially hazardous GPS jamming by the military during exercises.

Kyle Lewis, AOPA Great Lakes region manager, said the survey gave pilots in the region "a chance to become part of the conversation."

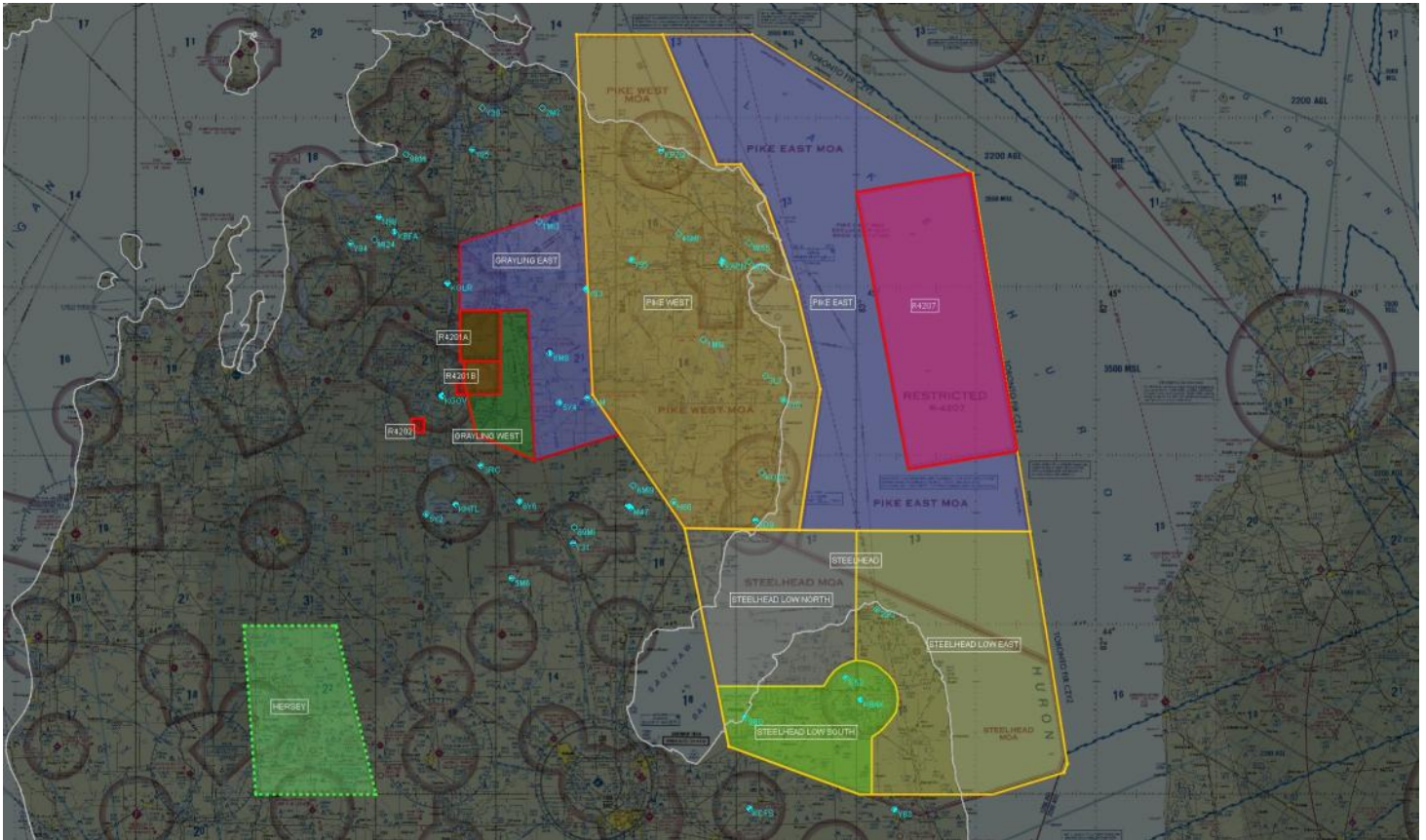
"AOPA relies on its membership to provide insight on the types of local operations that could be affected," he said.

The military is conducting an Environmental Assessment of the proposal and may seek public comment on a draft of the document this summer, said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security.

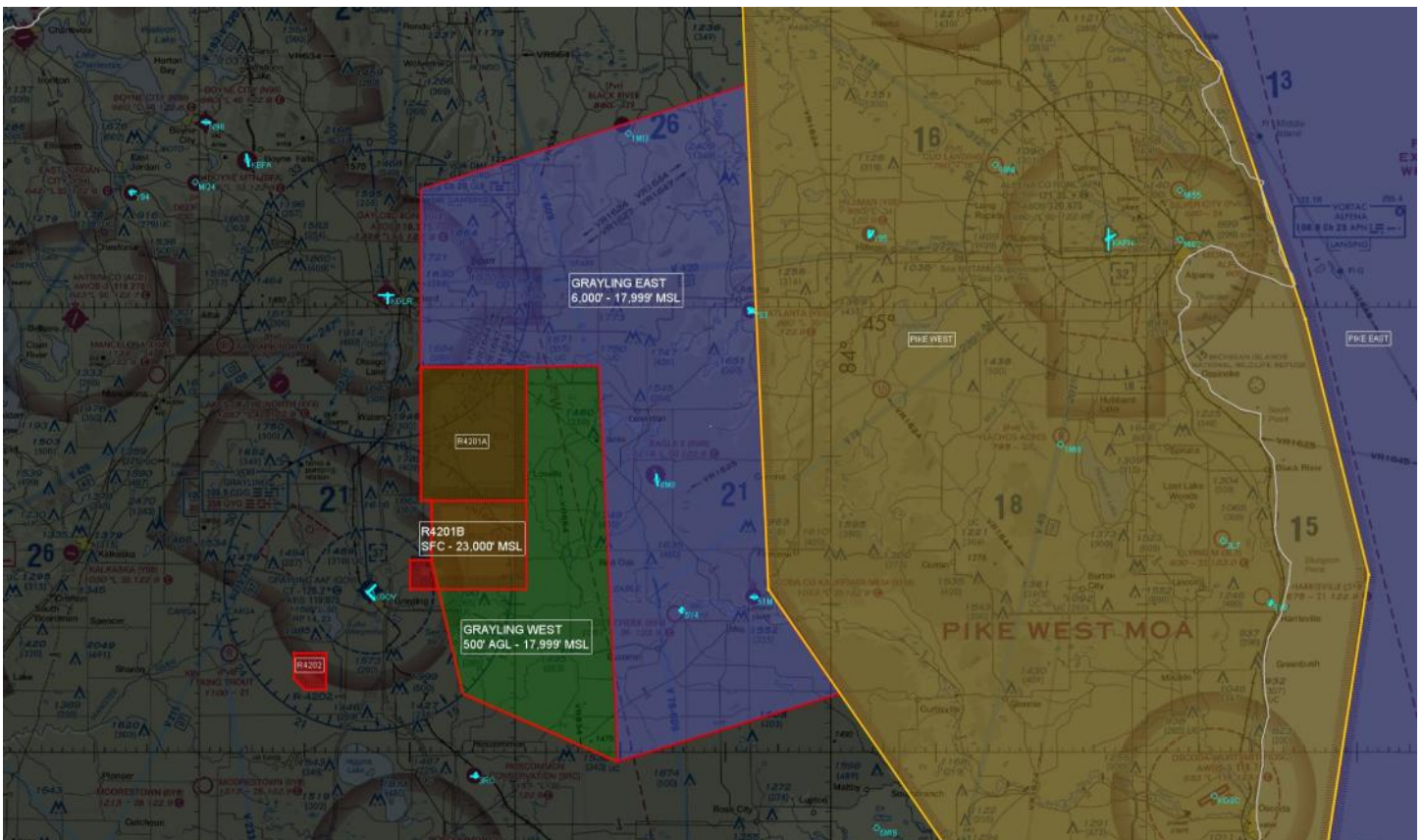
"We are hopeful the military will understand the negative impact this new airspace would have on general aviation airports and operators and that they will modify their proposal," he said. "We are waiting to see if the formal proposal is more realistic and accounts for the large number of civil operators flying in that area."







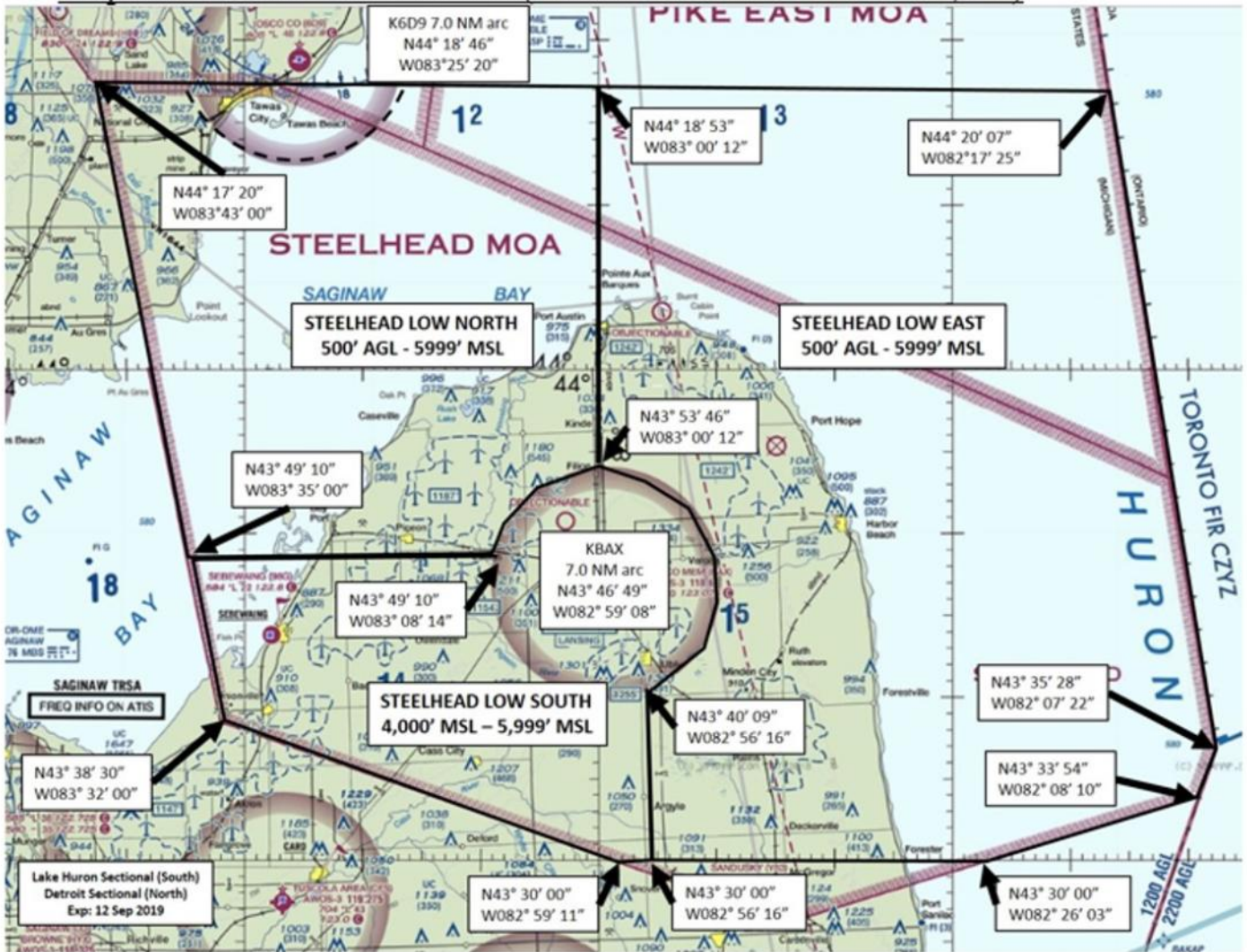
*Proposed Alpena SUA Overview*



*Proposed Alpena Grayling SUA Detail*



## 1.6 Proposed Steelhead Low MOAs (Detroit Sectional Chart 1:500,000)



*Revised Steelhead MOA Proposal*

Last March, when these proposals were first announced, a concerned former Olds Forge member and now Michigan Air National Guard pilot made the following observations:

- These expansions may not be as troublesome as they seem because the military activity usually only takes place along the SR and VR routes plainly depicted on the Michigan and sectional charts.
- These routes are rarely active for more than 40 minutes at a time.
- Staying in touch with ATC will help coordinate activity and eliminate problems.

## PLEASE (RE)READ THE ARTICLE BELOW

The article below was on the front page of last month's issue of the "Flyer." Apparently, some members either didn't read it or didn't believe it. This month three members have shown up at the badging office with unsigned applications. Ashley has tried to accommodate them BUT, NO MORE, Applications must be signed IN PERSON by one of the club's signatories: Dick Best, Brian Zeeb, or Steve Harsh. See below. You have a 60 day window to do this. Henceforth, unsigned applications will be turned away at the badging office.

# TSA Badges (Again) New Procedures

The Olds Forge Flyers has three members who are authorized signatories (persons authorized to sign badge applications.) They are Dick Best, Steve Harsh and Brian Zeeb. All three recently completed their annual signatory training at the badging office and learned of procedures we must now follow.

First—a badging primer: All members of the Olds Forge Flyers are required to possess a TSA security badge in order to access the secure airport operations area. These badges are due for renewal at no cost annually during your birth month. They may be renewed up to 60 days before they expire. A signed and dated application must be presented to the badging office for renewal.

Here's what's new: Your **completed** application may only be signed and dated **after** it is reviewed by a signatory. This requires submitting your completed application **in person** to a signatory before you can make your badging office renewal appointment at flylansing.com. A copy of your signed application must also be securely retained in club files. Blank application forms are available in the office; or the signatories can email you an application with their signatory information already filled in. To facilitate this process, signatories will be available at board meetings. Since you may renew up to 60 days in advance, this gives you two board meeting opportunities to have your application reviewed, signed and dated. Signed applications are valid for only 30 days.

These procedures are mandated by TSA. They're bothersome and a nuisance, but your cooperation in complying with them will be appreciated and hopefully make the process as painless as possible.

# Pilot's Tip of the Week

## Consistent Landings

*"Is there a magic bullet for making good landings more consistently?" -Roy B,*

**Wally Moran replies:**

"The magic bullet for good landings, I wish I had one.

A few things I do know about good and bad landings is that the approach is the first part that must be right. So if your approach is not on speed and stable, save that bad landing by going around and setting it up again.

On speed means having the correct speed for the conditions and stabilized at that speed. A common mistake I often see is not getting the elevator trimmed for the desired speed. If you do this then the control pressures are the same for every landing. If you don't, then every landing is different.

Another mistake I see is that the pilot gets fixated on the aim point. Remember the purpose of the aim point is just to get you to the runway at a safe height. Once you have accomplished that, the aim point is no longer useful.

On final, you should frequently move your focal reference point from the aiming point to a ways down the runway, then to objects on the airport adjacent to the runway. As you approach the aim point, you need to focus your vision farther down the runway. The distance should be proportional to the speed of the aircraft. If you focus too close, things will be blurred and the reaction can be too abrupt or too late resulting in over control or drop in landings. If you focus too far away, the result can be a nose first landing.

Since the visual point is dependent upon speed, you will need to move your visual focus point closer to the airplane as you slow down in the flare. Another problem can be trying to look over the nose. As the cowling starts to block our vision over the nose, we have to move our view over to the 10:30 or 11:00 position.

So make sure you have a stabilized approach, are in trim on final and try looking a little further down the runway after you cross the threshold, but then after you have started the flare bring it back a little closer to you. Maybe that will help you get those greasers we all want."





# REVISED ARCHER STARTING PROCEDURES

Several members have had some starting difficulties. Here is a revised, based on recent experience, starting procedure.

## Starting a cold engine

1. Fuel Pump on.
2. Mixture full rich
3. Throttle open 1/2
4. 4 squirts of the primer if a cold engine (one or two less if in the summer).
5. *Attempt to start the engine immediately after finishing the prime.*
6. If it does not start after 4-6 revolutions of the propeller, and is not trying to catch *or only momentarily catches*, **STOP**
7. Retry after giving another 4 squirts of the primer.
8. If it does not start after 4-6 revolutions and of the propeller, **STOP**
9. *Wait 30 - 40 seconds and repeats steps 7 & 8.*

## Starting a warm engine

1. Fuel Pump on.
2. Mixture full rich
3. Throttle open a little
4. Try starting engine, no prime. If it does not catch immediately, **STOP**
5. Give 2-3 squirts of prime and *attempt to start immediately*
6. If it does not start after 2-3 revolutions and of the propeller, **STOP**
7. *Then use the cool start procedures for warm weather.*

**It might be a good idea to print these procedures and keep them with your flying gear.**



## Olds Forge Flight Instructor Contact Information

Mark Coucke	517-719-9061	mdcoucke@gmail.com
Adlay Kejjan	517-899-0731	adlaykejjan@gmail.com
Pete Kamarainen	517-281-3899	pete@grandairaviation.com
Fred Moore	517-230-7918	fredmoore48842@aol.com
Ken Shriber (Club Check Only)	517-974-0465	krhonshr@gmail.com
Pam Tobin (Ground Instructor)	517-703-4273	airwomancfi@gmail.com

# Olds Forge Flyers - Meeting Minutes

Date:	11/21/2019	Time:	6:00	Location:	AvFlight Terminal
Attendance:					
Board Member		Attended	Member / Guest In Attendance		Member
Brian Zeeb - President		X	John Yurkon		X
Dick Best - Vice President		X	Adlay Kejjan		X
Steve Harsh - Treasurer		X	Clark Radcliffe		X
Steve Colby - Secretary		X	Fred Honhart		X
Larry Borton		excused			
Mark Coucke		X			
Dave Oxendale (2 yr)		X			
Jeff Markham (2 yr)					
Cooper Lawrence					
Chet Dawson					
AGENDA AND DISCUSSION:					
1	Call to Order (President or Executive Member)				
	Meeting called to order by Brian Z. at 6:00 pm.				
2	Additions to Agenda: (Board)				
	Approval of new member candidate.				
3	Approval of Minutes of Previous Meeting: (Colby)				
3a	September minutes submitted via e-mail by Steve C. for Board review. Motion to approve the minutes by Dick B., 2nd by Mark C., motion approved unanimously.				
3b	New Member Candidate Clark Radcliffe was interviewed by the Membership Committee prior to the Board Meeting. The Membership Committee presents him for approval as a new member of the club. Motion to approve by Dick B., seconded by Steve C. Motion to approve Clark R. as a new member approved unanimously.				
4	Review and Approval of Treasurers Report: (Harsh)				
	Income is up over budget, due to addition of new members. Maintainence is up but offset by lower fuel costs. Should be in the black at the end of the year barring any large unplanned expenditures. Motion to approve the Treasurer's Report by Mark C., seconded by Dick B. Motion approved unanimously.				
5	Maintenance Report: (Honhart)				
	Archer - report of a rough running engine. Les cleaned the plugs (looked good). Ran great in post inspection run up. Engine reported to run well yesterday. Question of electric trim repair on the Archer - Les estimates it to be \$3-4,000. Servo cost, 20 hours of labor contribute to the large expense. Looking forward there is concern of compatibility of a new servo with future upgrades. Motion to approve the Maintenance Report by Dave O., seconded by Steve H. Motion approved unanimously.				
6	Membership Committee Report: (Best)				
	New member Clark Radcliffe was approved earlier in the meeting.				
7	Old Business:				
7a	Club Website - Still in process with Jeff M.				
7b	Pinch Hitter Training - Mark has completed one flight with a candidate. Adlay has one ready to go after the holidays.				
7c	PA28-181 Wing Spar AD - Nothing new at this time. Potential costs were discussed if this comes to fruition.				
8	New Business:				
	December Meeting Date - Third Thursday is 12/19. Discussion to move it to 12/12. Meeting will stay on the the 19th.				
9	Discussion Of Flying Experiences				
9	Brian Z. was watching videos of a King Air pinch hitter. Be sure to Google for Garmin's Autoland feature, can also access it from the SkyScheduler home page.				
10	Adjournment:				
	Brian Z. called for a motion to adjourn. Steve C. made the motion to adjourn, 2nd by Steve H., motion approved unanimously. Meeting concluded at 6:27 pm.				



## Monthly Hours Flown Report:

Skyhawk \$ 90 / hr. Archer \$ 105 / hr.

	2019	2018	2019	2018
Year-to-date				
Total	162.8	136.5	104.2	88.0
November	8.5	7.9	4.1	7.6
<b>TOTAL</b>	<b>171.3</b>	<b>144.4</b>	<b>108.3</b>	<b>95.6</b>

**COMBINED HOURS THROUGH November**  
**2019: 279.6      2018: 240.0**

Wow! We have now flown 39.6 hours more than at this time last year, but not much in November. There's a lot of empty space on the schedule so you can take family or friends for an introductory flight. Fall color is gone, but winter snow and ice landscapes abound. Get your reservation on the schedule so you don't miss your opportunity to view it from the sky. Schedule your club annual review or FAA Flight Review and have an instructor familiarize you with our new ADS-B compliant transponders and the new G5 units in the Hawk. Learn how to use the equipment and see the surrounding traffic on the screens. Sign up with [socialflight.com](http://socialflight.com) for your customized weekly email listing of timely and interesting destinations. The kids will love the full motion simulators at the "Air Zoo" in Kalamazoo (KAZO). Check their web site. You can taxi right in to the museum's parking area. It's an extremely good museum that amazingly even has an SR-71. Traverse City (KTVG) has a courtesy car available. Many great restaurants. Grand Traverse Bay is beautiful from the air especially in winter. Or how about a Macinac Island weekend—fly in and skip the ferry. In the U.P., there's the Soo Locks, Pictured Rocks and Marquette. There's lots of great destinations and plenty of sightseeing in the mitten. And you can do it all from the air. You've got a pilot license—USE IT!!!

**FLYING IS FUN!**

## Maintenance Report

### Maintenance Issues:

**Notify Fred: 517-256-5876 honhart@msu.edu**

**Archer:** GPS updated.

**Annual Due: 3/12/2020 Hours flown since last annual: 95.2**

**Skyhawk:** GPS updated. Left nav light replaced.

**Annual Due: 2/12/2020 Hours flown since last annual: 165.9**

**BOTH PLANES NOW USE Phillips 20W 50 OIL ALL YEAR!**

**Please record oil usage accurately,** and make sure you have enough oil in the plane for your cross-country flight.

GPS cards in each plane include expiration date.

Thanks, Fred, and Stevo!

## BOARD MEETING

Thursday, December 19th, 6 PM (1800)

AvFlight Conference Room

**All members welcome to attend**

## Financial Report

### OLDS FORGE FLYERS, INC

#### Profit & Loss Statement

January 1 - October 31, 2019

Archer Hr =	104.5	Skyhawk Hr =	166.7
		Actual	Budget

#### OPERATING INCOME:

Aircraft Income	\$24,531	\$25,976
Initiation Fees	\$3,675	\$1,900
Membership Dues	\$23,195	\$20,400
Interest	\$0	\$0
Other Misc. Income	\$369	\$0
<b>TOTAL INCOME</b>	<b>\$51,770</b>	<b>\$48,276</b>

#### OPERATING EXPENSES:

##### Variable Costs:

Improvements, Archer & Skyhawk	\$1,357	\$1,356
Engine Depletion, Archer	\$1,667	\$1,667
Engine Depletion, Skyhawk	\$2,375	\$2,375
Fuel, Archer	\$3,688	\$4,431
Fuel, Skyhawk	\$4,075	\$5,743
Misc fuel & Oil	\$246	\$458
Maintenance, Archer*	\$2,966	\$4,205
Maintenance, Skyhawk*	\$9,166	\$5,311
Maintenance, Other	\$286	\$74
<b>Total Variable Cost</b>	<b>\$25,826</b>	<b>\$25,619</b>

##### Fixed Costs:

Office and Service Fees	\$1,933	\$1,961
Operations Costs	\$17,569	\$17,441
<b>Total Fixed Costs</b>	<b>\$19,502</b>	<b>\$19,402</b>
Misc. Cost	\$0	\$300
<b>TOTAL EXPENSES</b>	<b>\$45,328</b>	<b>\$45,321</b>

<b>NET OPERATING INCOME</b>	<b>\$6,442</b>	<b>\$2,955</b>
Contingency Fund (initiation fees)	\$3,675	\$1,900
<b>NET AFTER CONTIN. FUND</b>	<b>\$2,767</b>	<b>\$1,055</b>

\* Archer Annual (Budget = \$3,000; Actual = \$2118)

\* Skyhawk Annual (Budget = \$3,200; Actual = \$4221)

