



The Monthly Flyer

January 2020

Vol. 75 No. 1

AvFlight Christmas Party

Officers:

Brian Zeeb
President

Dick Best
Vice President

Steve Harsh
Treasurer

Stephen Colby
Secretary

Board of Directors:

Larry Borton
Mark Coucke
Chet Dawson
Cooper Lawrence
Jeff Markham (2-year Term)
Dave Oxendale (2-year Term)

Bookkeeper/Membership Coordinator:

Dick Best
517-351-4675

Maintenance Manager:

Fred Honhart
517-256-5876

Maintenance Assistant:

Steve Ballbach
517-331-4390

Newsletter Editor:

Dick Best



Fred Moore, Dick Best, John Yurkon and Brian Zeeb enjoyed AvFlight's hospitality December 18th. Not pictured were Pam Tobin and Sue Yockey. The invitation was short notice but it went out to the club as soon as it was received from AvFlight

ELECTIONS

That's right, it's sneaking up on us—March 19th. President Brian Zeeb is declining to seek reelection. Put the date on your calendar and plan to be there. Details in the February edition.

Skyhawk Annual February

The Skyhawk has been scheduled for its annual inspection for the first week of February, the 3rd through the 7th. If all goes with no surprises, it will be back in service on Saturday the 8th.

BOARD MEETING

Thursday, January 16th, 6 PM (1800)

AvFlight Conference Room

All members welcome to attend

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

Memorizing Emergency Checklists

"What's the best way to keep emergency procedures in my head so I have them if I need them? I couldn't remember all of them when I was studying for my private, let alone now that I fly for fun and travel." — James B.

Tom Turner replies:

"Although most light airplane POHs don't make the distinction, there are really two types of conditions addressed in the Emergency Procedures section: abnormal conditions and emergencies. Emergency conditions are those in which quick action is required, in a proper order, to protect lives and/or limit aircraft damage. Abnormal conditions are everything else...nothing that's immediately life-threatening, but which can potentially become an emergency if not taken care of.

Further, in true emergencies, there are usually only a small number of actions that must be performed from memory. For example, an engine failure in flight requires you to fly the airplane, aim somewhere (in case the engine won't restart), and then if time and altitude permit, manipulate the fuel, air and ignition controls to troubleshoot the problem.

This process works in any piston-powered airplane. Individual models may have more steps (fuel pump, etc.), but the process is the same.

Contrast this with a failed alternator in flight. There's no immediate threat to life or the airplane. So pull out the POH and use the checklist. No memorization necessary, and in fact, it's better not to rely on your memory if you don't have to.

So take out your POH and look at the Emergency Procedures section. For each checklist ask yourself if lives are immediately at stake, or if the airframe is in immediate peril. If so, pick out those items that address the threat, and commit them to memory. Practice them frequently so you know what to do if it happens. For everything else, read and practice the procedure now and then so you know where to find it and how it works, but if the condition occurs for real, follow the checklist."



Do you practice abnormal (non-emergency) procedures, including the use of a checklist, for your aircraft?

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 inch*
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:	12/19/2019	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		
Steve Harsh - Treasurer	excused		
Steve Colby - Secretary	X		
Larry Borton	X		
Mark Coucke	excused		
Dave Oxendale (2 yr)	X		
Jeff Markham (2 yr)	excused		
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)	No additions at this time.
3	Approval of Minutes of Previous Meeting: (Colby)	November minutes submitted via e-mail by Steve C. for Board review. Motion to approve the minutes by Larry B., 2nd by Dave O., motion approved unanimously.
4	Review and Approval of Treasurers Report: (Harsh)	Finances are in good shape, income slightly higher than budgeted. Motion to approve the Treasurer's Report by Dick B., 2nd by Steve C. Motion approved unanimously
5	Maintenance Report: (Honhart)	Oil cooler baffles installed in both planes. Several dzus fasteners replaced on 172 Both GPS cards updated. Archer wing spar issue - John Y. related recent observation online of a plane that had the wing spar issue. The eddy current inspection was \$400, wing spar repair was \$20,000, parts would not be available until April. Brian Z. to reach out to Fred H. and Mark C. regarding conducting this inspection. Motion to approve the Maintenance Report by Dave O., 2nd by Dick B., motion approved unanimously.
6	Membership Committee Report: (Best)	Dick provided club information to a young man from Best Buy (you ever know where aspiring pilots may be...) Another reminder to make sure your TSA badge is signed before going to the Badging Office.
7	Old Business:	Club Website - Still in process with Jeff M. Working to change the website owner and hosting site. Recruiting a person to help redesign the website. Brian Z. to follow up with Jeff M. for additional detail.
7a		
8	New Business:	Discussion of Archer starting issue. Three club members recently met to review the Archer starting procedure. Modification were made to the process. See the latest email from Dick B. regarding the updates. Discussion regarding the possible purchase of a battery jumper to keep in the Olds Forge office. Brian Z. to discuss with Fred H.
8a		
8b		ADS-B Flight weather information issue. Reports of METARS and TAFS from the unit are not updating at this time. Brian to review
8c		Preferred Avionics is no longer embarking on GA work. Other business facets are commanding their time.
9	Discussion Of Flying Experiences	Dave O. related his story in the 172 back in the T hangers. He had an evening flight with unrestricted visibility. He was near Ionia and was able to see all the way to Detroit over to Milwaukee.
10	Adjournment:	Brian Z. called for a motion to adjourn. Steve C. made the motion to adjourn, 2nd by Larry O., motion approved unanimously. Meeting concluded at 7:00 pm.

Monthly Hours Flown Report:

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

	2019	2018	2019	2018
Year-to-date				
Total	171.3	144.4	108.3	95.6
December	2.7	3.7	6.0	7.1
TOTAL	174.0	148.1	114.3	102.7

COMBINED HOURS THROUGH December
2019: 288.3 2018: 250.8

Wow! We finished the year 37.5 hours ahead of 2018 which was 40.8 hours ahead of 2017. It looks as if we have an upward trend going. Let's keep it up. There's plenty of room on the schedule so go fly and explore our winter snow and ice landscapes from the air. 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 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 (KTVK) 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

Skyhawk: GPS updated. Left nav light replaced.
Annual Due: 2/12/2020 Hours flown since last annual: 168.6

Archer: GPS updated.
Annual Due: 3/12/2020 Hours flown since last annual: 101.2

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, January 16th, 6 PM (1800)
AvFlight Conference Room
All members welcome to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1 - December 31, 2019

Archer Hr = 114.9 Skyhawk Hr = 177.1

	Actual	Budget
OPERATING INCOME:		
Aircraft Income	\$26,589	\$28,003
Initiation Fees	\$4,125	\$1,900
Membership Dues	\$28,185	\$24,480
Interest	\$333	\$0
Other Misc. Income	\$393	\$0
TOTAL INCOME	\$59,625	\$54,383

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$1,459	\$1,460
Engine Depletion, Archer	\$1,833	\$1,833
Engine Depletion, Skyhawk	\$2,524	\$2,524
Fuel, Archer	\$4,561	\$4,872
Fuel, Skyhawk	\$4,835	\$6,101
Misc fuel & Oil	\$675	\$494
Maintenance, Archer*	\$3,115	\$4,423
Maintenance, Skyhawk*	\$9,187	\$5,509
Maintenance, Other	\$627	\$77
Total Variable Cost	\$28,816	\$27,291

Fixed Costs:

Office and Service Fees	\$2,015	\$2,126
Operations Costs+	\$20,714	\$20,520
Total Fixed Costs	\$22,729	\$22,646
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$51,545	\$50,237

NET OPERATING INCOME	\$8,080	\$4,146
Contingency Fund (intitation fees)	\$4,125	\$1,900
NET AFTER CONTIN. FUND	\$3,955	\$2,246

Archer Annual (Budget = \$3,000; Actual = \$2118)
 Skyhawk Annual (Budget = \$3,200; Actual = \$4221)
 Compensation:
 Pres = \$60, Treas = \$60, Treas Asst = \$1,440
 Maint Chief = \$1,920, Maint Asst = \$1,320