



Officers:

Brian Zeeb
President

Dick Best
Vice President

Steve Harsh
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Stephen Colby
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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

The Monthly Flyer

June/July 2019 Vol. 74 No. 6/7

Pinch Hitter Training

Is your frequent flying partner up to the challenge of landing the airplane if you have a medical emergency? Would they be able to find the airport and put the plane on the ground while communicating with ATC? The Olds Forge Flyers "Pinch Hitter" training is here! The Pinch Hitter status allows for our members to have a significant other receive basic training in aviation, navigation and communication. Pam Tobin will be conducting a ground school (timing and cost TBD) and the Pinch Hitters can receive training from one of the OFF instructors (normal aircraft charges and instructor rates apply).



We are soliciting the membership to understand how many Pinch Hitters would like to participate in this training opportunity. If you have an interested Pinch Hitter, ***please respond to Steve Colby at pocwoodwrk@frontier.com by July 17th*** and let him know whom your Pinch Hitter will be. The Board will be voting on the Pinch Hitter list approval at the July Board meeting.

Great Lakes Approach

In an effort to "reduce costs and improve efficiency," the FAA has consolidated the approach facilities for Lansing, Jackson, Flint, Saginaw, Muskegon, Grand Rapids and Kalamazoo into one facility located at Kalamazoo. The radio call for approach and departure is now "Great Lakes Approach/Departure." Get used to it. The frequencies remain the same. Listen to the ATIS to be sure.

BOARD MEETING

Thursday, July 18th, 6:00 PM

AvFlight Conference Room

All members welcome to attend

NEW MEMBERS

Since the first of the year, Olds Forge has gained four new members. Please say hello and welcome them if you see them at the airport. In their own words, here they are:

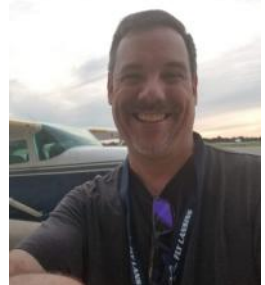
David Petrie I grew up near the airport and was always fascinated by the different aircraft and the lights at night. We used to play hockey on the pond near 6-24, until the fence and bird net was installed. Getting a certificate was always a dream and I hope to complete the path in September. One of the first planned trips will be to Mackinac Island with my wife Merrie (maybe our daughter Lauren, if she has time). We enjoy the Island and the surrounding area. One of my future goals is to build an experimental airplane. Then fly around the Western U.S. I have worked at Consumers Energy for 31 years, following 6 years of active duty service in the US Navy, operating nuclear power and propulsion systems. I currently work as a Project Development Manager for Solar and En-

Jeff Markham Growing up in an aviation family with his dad flying & retiring from being a commercial pilot, Jeff Markham grew up in an aviation family. Jeff is originally from Clinton, Michigan (25 miles Southwest of Ann Arbor).

During high school his parents bought a 1966 172G (and eventually a 1964 Bonanza S35) where they built a runway and kept/flew the airplane at the farm. Jeff started to learn to fly in their 172G in high school/college, but life got busy and took a break. After graduating college Jeff moved to South Carolina and received his private pilot certificate on October 31st, 1996 from Eagle Aviation in Columbia, SC (CAE).

Jeff currently lives in Lansing working for the State of Michigan for 20 years and is a Business Analyst Specialist supporting the Department of Environmental Quality.

Continuing the love of flying that Jeff grew up in, he is back flying after a seven year hiatus because of life events. Jeff is excited being a part of Olds Forge and looks forward to flying much, much more!



John Yurkon I was an airman in the Air Force for 4 years. After that I received my bachelor's in physics from Ohio University. I received my masters degree from Michigan State University. After graduating I started work at the National Superconducting Cyclotron Laboratory at MSU as a Operations Development Staff Physicist. I earned my private pilot license while in the Airforce at South Columbus Airport which is near Rickenbacker AFB. I added an instrument rating at Mason Jewitt after coming to MSU. Later I added a multi-engine rating from Moore's Aviation.



Tom Gauthier I'm a native of Lansing MI and long time airplane enthusiast. I am married to Betty and we have two grown and married children. I work for the State of Michigan repairing and maintaining air monitoring equipment for the air quality division of the Department of Environment, Great Lakes and Energy (EGLE). I am currently a student pilot and I'm looking forward to being an active member of the club. Thank you for the opportunity!



Pilot's Tip of the Week

Rain and Airspeed

"During a recent ILS approach, in the rain, while descending on the glideslope, I noticed that the indicated airspeed began decreasing slowly toward zero. All other instruments appeared normal. I maintained my power settings and descent rate and soon the airspeed returned to normal. Did I handle this correctly and what could cause this?"

Wally Moran replies:

"This is a bad place to have an apparent instrument failure and my response to your question depends upon the weather. If the ceiling is well above minimums, I would likely continue as you did, but if conditions were low, I might be inclined to conduct a missed approach to further analyze the problem and my options.

One item that could cause such a failure, of course, is pitot tube icing and anytime icing is possible the pitot heat should be on. Since you were flying in the rain, I suspect that water contaminated either your pitot or static system.

If your power setting was where it should be and your attitude and descent rate were good, this indicates an error in the airspeed indication system. All instrument pilots should know the approximate power settings and attitudes required to maintain various configurations for the aircraft they fly. This is just one of the reasons a pilot needs to be familiar with an aircraft before heading off in IFR conditions.



Another source of useful information could be the GPS groundspeed if available. Since the GPS only knows your ground speed, not your airspeed, you will need to consider any headwind or tailwind as well."

Here's a short video that shows you how to build a performance profile for your airplane. <https://pilotworkshop.com/ifr-foundation-video/>

Tow Bars

A new tow bar has been purchased for the Skyhawk to replace the one that was lost. The Archer's tow bar has been refurbished. Please return the tow bars to their proper place in the plane **immediately** after use. They should **NEVER** be left anywhere else. They are not cheap to replace!!

Olds Forge Flyers - Meeting Minutes

Date:	6/20/2019	Time:	6:00pm	Location:	AvFlight Terminal
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Attendance:			
Board Member	Attended	Member / Guest In Attendance	Member
Brian Zeeb - President	X	Fred Honhart	X
Dick Best - Vice President	X	Adlay Kejjan	X
Steve Harsh - Treasurer			
Steve Colby - Secretary	X		
Larry Borton	X		
Mark Coucke	X		
Dave Oxendale (2 yr)	X		
Jeff Markham (2 yr)			
Cooper Lawrence			
Chet Dawson	X		

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)
	None at this time
3	Approval of Minutes of Previous Meeting: (Colby)
	June 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)
	Budget is progressing as expected. Motion to approve the Treasurer's Report by Mark C., 2nd by Larry B., motion approved unanimously.
5	Maintenance Report: (Honhart)
	172 - New tow bar is in the airplane. The Turn Coordinator is acting up. The plane will go to Precision Avioics on June 28th, and come back the same day, minus the TC. The Turn Coordinator will be reinstalled after about three weeks (estimated repair cost of \$2,000-\$2,500). Archer - Existing tow bar is in the airplane, Les was able to refurbish the tow bar and a new one was not needed. The Archer will accompany the 172 to PA and have the Pitot/Static check performed. GPS databases have been updated on both aircraft. Steve C. will make up labels for both tow bars. Motion to approve the Maintenance Report made by Steve C., 2nd by Dave O., motion approved unanimously.
6	Membership Committee Report: (Best)
	No newsletter this month Dick B. is reviewing prior contacts for new member potential.
7	Old Business:
7a	Club Website - Jeff got it back up working quickly. Great job Jeff!
7b	Be A Tourist Rehash - Steve C. will follow up with Spencer at Capital Region to discuss what worked and what did not work
7c	G5 Workshop - Fred H. has been working with Pam putting it together.
7d	Pinch Hitter Training - Brian Z. reviewed club documents regarding this subject. Prior Regs, item J - Pinch Hitter allowed as long as insurance covers. New regulations - Modified and does not include Pinch Hitter instruction and has substituted Introductory flights. Steve to send out an email to membership notifying of Pinch Hitter classification and an upcoming ground school prior to flight instruction. Check with Pam on suggested timing.....once we have a list of candidates the board will approve the for the instruction

7e	75th Anniversary Celebration (2020CY) - Discussion regarding potential speakers, timing and location. More work to be conducted in the near future.
8	New Business:
8a	Brian Z. and Dick B. received historical items from a relative of a founding member of the Olds Forge Flyers. Several photos, a book and an airport security badge were received. Dick B. raised the question of how are we preserving our historical items. Larry B. will follow up with Geneva W. that is related to another founding member for additional details on the club history.
8b	Bank Account Access - Steve H. is the only member with access to our bank accounts. Dick B. and Brian Z. discussed the need for a second member to have access. Motion by Dick B. for the club President to have access to the bank accounts, 2nd by Steve C. Motion approved unanimously.
9	Discussion Of Flying Experiences
9	Mark C. - NOTAM for central Michigan radar services (KLAN, KFNT, KAZO, et cetera) are now co-located at KAZO. "Great Lakes Departure/Approach" is the new name for the service.
10	Adjournment:
	Brian Z. called for a motion to adjourn. Dick B. made the motion to adjourn, 2nd by Dave O., motion approved unanimously. Meeting concluded at 6:41 pm.

June Events Successful

Be A Tourist in Your Own Town was a great success again this year with enthusiastic attendees even showing up early — while it lasted. The torrential downpour hit at about 12:30 and that pretty much killed it for the rest of the day. We got the planes put back in the hangar just in time as hail had been forecasted.

AvFlight was gracious allowing us to set up our **Annual Picnic** inside the lobby. Given the sketchy weather, the picnic was very well attended with lots of spirited conversation taking place. Past president Tom Taylor and his wife Mary were in the area and stopped by. Believe it or not, Tom is now the chief pilot for Ripley's Believe It Or Not, based in Florida



Tom and Mary

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
Ken Shriber (Club Check Only)	517-974-0465	krhonshr@gmail.com
Patrick Retzer	517-303-1518	retzerpatrick@gmail.com
Pam Tobin (Ground Instructor)	517-703-4273	airwomancfi@gmail.com

Monthly Hours Flown Report:

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

	2019	2018	2019	2018
Year-to-date				
Total	31.1	57.7	32.9	22.7
May/June	58.3	37.7	20.7	8.1
TOTAL	89.4	95.4	53.6	48.8

COMBINED HOURS THROUGH June
2019: 143.0 2018: 144.2

We're now 0.8 hours ahead of last year's plane usage, largely due to the number of hours being flown by our student pilots in the Skyhawk. There's a lot of empty space on the schedule so you can take that favorite niece/nephew/grandchild for an introductory flight. The Spring rains have subsided, but the landscape is still really green. It's one of the most beautiful times to view Michigan from the air. 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 (KTVC) has a courtesy car available. Many great restaurants. Grand Traverse Bay is beautiful from the air. 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!!!

Maintenance Report

Maintenance Issues:

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

Archer: GPS updated. Tow Bar Repaired.

Annual Due: 3/12/2020 Hours flown since last annual: 40.5

Skyhawk: GPS updated. New Tow Bar. Turn coordinator being repaired.

Annual Due: 2/12/2020 Hours flown since last annual: 84.4

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, July 18th, 6:00 PM
 AvFlight Conference Room

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1 - June 30, 2019

Archer Hr =	53.9	Skyhawk Hr =	90.1
		Actual	Budget

OPERATING INCOME:

Aircraft Income	\$12,885	\$13,768
Initiation Fees	\$3,575	\$1,900
Membership Dues	\$13,425	\$12,240
Interest	\$0	\$0
Other Misc. Income	\$342	\$0
TOTAL INCOME	\$30,227	\$27,908

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$720	\$720
Engine Depletion, Archer	\$860	\$860
Engine Depletion, Skyhawk	\$1,284	\$1,284
Fuel, Archer	\$1,784	\$2,285
Fuel, Skyhawk	\$1,513	\$3,104
Misc fuel & Oil	\$123	\$242
Maintenance, Archer*	\$2,475	\$3,142
Maintenance, Skyhawk*	\$3,917	\$3,856
Maintenance, Other	\$0	\$54
Total Variable Cost	\$12,676	\$15,547

Fixed Costs:

Office and Service Fees	\$1,773	\$1,631
Operations Costs	\$11,373	\$11,283
Total Fixed Costs	\$13,146	\$12,914
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$25,822	\$28,761

NET OPERATING INCOME

	\$4,405	-\$853
Contingency Fund (initiation fees)	\$3,575	\$1,900
NET AFTER CONTIN. FUND	\$830	-\$2,753

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

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

