



The Monthly Flyer

November 2019 Vol. 74 No. 11

TSA Badges (Again) New Procedures

Officers:

Brian Zeeb
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Dick Best
Vice President

Steve Harsh
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Larry Borton
Mark Coucke
Chet Dawson
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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 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.

BOARD MEETING

Thursday, November 21st, 6 PM (1800)
AvFlight Conference Room

All members welcome to attend

Pilot's Tip of the Week

Usefull Flight Reviews

"If I'm honest, I haven't put much effort into flight reviews over the years. I have one coming up, what should my approach be to make it more useful?" —Doug

Bob Martens replies:

"A flight review is not just a square filler, but should be viewed as an important part of your pilot proficiency. **Try coming away from the flight review possessing skills and knowledge you did not have before the review.**

Take the time to find the right flight instructor. It is not necessarily your best buddy. Make sure it is someone who will challenge you. Ensure that the instructor is strong in those areas that are important to your flying. For example, if you fly in the mountains regularly, get an instructor with mountain flying experience.

Don't just show up, -prepare for the flight review ahead of time. Brush up on any areas you feel weak in. While the flight review is not a check ride, you are validating that you are qualified and meet all the requirements for the certificates you hold. Along with the instructor, create a personal plan for ongoing currency and proficiency.

Make the most of your flight review and consider it an investment in your aviation future!"

The AOPA Air Safety Institute has put together a useful guide for [Focused Flight Reviews](https://elearning.aopa.org/client/app.html#/courses/70001). <https://elearning.aopa.org/client/app.html#/courses/70001>



See next page.

Olds Forge Flight Instructor Contact Information

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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

MAKING GOOD PILOTS BETTER

AIR SAFETY INSTITUTE DEBUTS FOCUSED FLIGHT REVIEW

AOPA JULY 2018

Taking a flight review every 24 months is a requirement for most pilots, and for many, it is the only opportunity to hone skills or zero in on piloting areas needing some brush-up.

But many know from experience that despite their best intentions, setting up a flight review that satisfies regulatory requirements and also includes ground and flight activities tailored to those training goals isn't always practical.

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Built into each scenario are ways to improve fundamental stick-and-rudder skills, decision making, understanding of aircraft operating envelopes, technologies, aircraft performance capabilities, and loss-of-control avoidance.

"The Focused Flight Review is a comprehensive flight review program, designed by an Air Safety Institute-led consortium of influential instructors, pilot clubs, and government agencies," said Air Safety Institute Executive Director Richard McSpadden. "The profiles and preflight preparation materials were created to deal with historical problem areas and help make us all better pilots."

The flight profiles and preflight study resources offered in the Focused Flight Review, which are downloadable as pdf files, include Positive Aircraft Control; Weather and CFIT (controlled flight into terrain); Fuel, Engine, and Other Systems; Instrument Proficiency; Takeoffs, Landings, and Go-Arounds; and Mountain and Backcountry Flying.

"Don't just wait for your next flight review, try this any time," McSpadden said. "It's easy to select the flight profile that focuses on your needs from the [Focused Flight Review website](#). Before your

flight date, share the profile with your CFI, and review the preflight materials. Then fly your Focused Flight Review."

You can share how it went by clicking the Feedback tab on the right side of the Focused Flight Review home page to give the Air Safety Institute ideas for fine-tuning the program.

"Feedback is critical to the program's success. We encourage pilots and flight instructors to let us know how we can make improvements to ensure the program remains relevant and insightful," McSpadden said.

Pilots can use the Focused Flight Review website to find a flight school or additional flight review resources.

Also, a detailed and comprehensive recurrent review of your flying skills can be a plus when you seek to renew your aircraft insurance—especially for older pilots, for whom insurance premiums are rising, as discussed in ["As Good as I Once Was,"](#) in the August 2018 issue of *AOPA Pilot*.

See the answers to these [Frequently Asked Questions](#) to find out how to receive credit under the FAA Proficiency Wings program, how to accomplish an instrument proficiency check along with your Focused Flight Review, and other information.

Collaborators who worked with the Air Safety Institute to develop the Focused Flight Review include the Society of Aviation and Flight Educators, the National Association of Flight Instructors, the General Aviation Manufacturers Association, the Cirrus Owners and Pilots Association, the American Bonanza Society, the Experimental Aircraft Association, PilotWorkshops, the FAA Safety Team, and the General Aviation Joint Steering Committee, in which AOPA participates.

Dan Namowitz—AOPA Associate Editor Web

Olds Forge Flyers - Meeting Minutes

Date:	10/17/2019	Time:	5:55 pm	Location:	AvFlight Terminal
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Attendance:

Board Member	Attended	Member / Guest In Attendance	Member
Brian Zeeb - President	X	John Yurkon	X
Dick Best - Vice President	X	Pam Tobin	X
Steve Harsh - Treasurer	X		
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 5:55 pm
2	Additions to Agenda: (Board)
	Instructor Approval Archer Electric Trim
3	Approval of Minutes of Previous Meeting: (Colby)
	September minutes submitted via e-mail by Steve C. for Board review. Motion to approve the minutes by Dave O., 2nd by Steve H., motion approved unanimously.
4	Review and Approval of Treasurers Report: (Harsh)
	Finances are on schedule, should be in the black for the year. The 172 was hit with extra expenses for fixing the shimmy problem and the cracked exhaust system. Motion to approve the Treasurers Report by Larry B., 2nd by Dick B., motion approved unanimously.
5	Maintenance Report: (Honhart)
	172 - Left navigation light was replaced. 172 - Intermittent radio problem with transmitting. Les looked at it, all connections inspected. Continue to be cautious with it. Archer - Having trouble updating the GPS card. Steve B. will be contacting Garmin tomorrow. Secondary discussion regarding the installation of USB power outlets on the aircrafts. Both airplanes have 12/24V power outlets. The Archer is a 12V source, the 172 needs to be verified.
6	Membership Committee Report: (Best)
	The Membership Committee interviewed Fred Moore yesterday as a Special Club Instructor. The Membership Committee recommended Fred as a Special Club Instructor. He will have to have a checkride with Mark C. Motion to approve Fred Moore as a Special Club Instructor by vote of hands, motion carries. Dick B. raised the question regarding obtaining additional primary instructors for the club in the future. Mark C. recalled an earlier discussion regarding polling CFI's in the mid-Michigan area. Steve C. will cull the data for Dick B. for a mailing in the future. Dick B. was approached by a gentleman from MSU that conducts radio podcasts on WKAR and would like to do a session on the club. Dick B. will take him for a flight and go from there!
7	Old Business:
7a	Club Website - Still in process with Jeff M. He hopes to have it completed by next month.
7b	Pinch Hitter Training - Ground school completed - five students. Possibility to conduct another ground school session next year, going into more detail. Flight training will start shortly. Kudos from Brian on behalf of the Club to Pam T., Adlay K. and Mark C. for their efforts.

7c	Restaurant flying - Dick is still looking for members to send him their favorite fly in restaurants and he has offered to compile a list of our favorite places and put them in the newsletter at a future date.
7d	PA28-181 Wing Spar AD - Nothing new at this time. Brian Z. to discuss this subject with Fred H.
8	New Business:
8a	Archer Electric Trim - This has not functioned for at least five years. The Club was financially strapped when this occurred and did not pursue repairing it. Brian Z. will ask Fred H. to obtain an estimate on the repair.
9	Discussion Of Flying Experiences
9	Pam T. brought up the TV series "Ice Pilots". Very good for aviation geeks to watch. The discussion then led to a You Tube series on a DC-3 restoration that Dick B. was watching. This was followed by a discussion of the local TBM crash.
10	Adjournment:
	Brian Z. called for a motion to adjourn. Steve C. made the motion to adjourn, 2nd by Larry B., motion approved unanimously. Meeting concluded at 6:57 pm.



Monthly Hours Flown Report:

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

	2019	2018	2019	2018
Year-to-date				
Total	141.0	127.2	95.2	68.8
October	21.8	9.3	9.0	19.2
TOTAL	162.8	136.5	104.2	88.0

COMBINED HOURS THROUGH October
2019: 267.0 2018: 224.5

Wow! We have now flown 42.5 hours more than at this time . There's a lot of empty space on the schedule so you can take family or friends for an introductory flight. Fall color was ot at its best this year, but there's still some left with a dusting of snow.. 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. 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: 91.1

Skyhawk: GPS updated.

Annual Due: 2/12/2020 Hours flown since last annual: 157.4

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

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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
TOTAL INCOME	\$51,770	\$48,276

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
Total Variable Cost	\$25,826	\$25,619

Fixed Costs:

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

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

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

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

