



The Monthly Flyer

April 2022 Vol. 77 No. 4

ELECTION RESULTS

The annual election meeting was held Thursday, March 17th. Only one member, Todd Tarrant, stepped up and nominated himself to run for the board. No other members offered to run for any of the officer or board positions.

Our board consists of five members, two having two-year terms. Consequently, we were voting for three board members. The two of them receiving the most votes become the new two-year members. Here are the results of the vote:



Officers:

Larry Borton
President

Dick Best
Vice President

Steve Harsh
Treasurer

Stephen Colby
Secretary

Board of Directors:

Mark Coucke
Chet Dawson (2-year Term)
Dave Oxendale
Todd Tarrant (2-year Term)
John Yurkon

Bookkeeper/Membership Coordinator:

Dick Best
517-351-4675
517-285-6688

Maintenance Manager:

Chet Dawson
517-339-3727
517-449-2182

Maintenance Assistant:

Steve Ballbach
517-331-4390

Newsletter Editor:

Dick Best

President: Larry Borton

Vice President: Dick Best

Treasurer: Steve Harsh

Secretary: Steve Colby

Two-Year term Board Members: Chet Dawson Todd Tarrant

One-Year Member: John Yurkon

Carry over members: Mark Coucke Dave Oxendale

BADGING PROCEDURE ENFORCEMENT

It's important to know that your TSA badge is the property of the airport authority. It does not belong to you or the club. And if you are not going to renew yours on time, the airport authority wants it back. So, in a nutshell, renew your badge by its expiration date or return it to the badging office. The authority is going to fine the club \$250 for every expired badge that is not returned. You will be charged for that fine. The badging office is no longer going to overlook policies that have always existed. See the box on the next page for more information.

BOARD MEETING

Thursday, April 21st, 6 PM (1800)

AvFlight Conference Room

All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

Skyhawk

The GPS is updated through April 21, 2022 and will be updated again on Thursday. The oil cooler baffles will be removed by the end of this week.

Archer

New autopilot components delivery is still unconfirmed; the latest estimate from Garmin was April 4. The GPS is updated through April 21, 2022 and will be updated on Thursday. The oil cooler baffles will be removed by the end of this week.

The Latest TSA Badging Procedures

You now must renew your badge **on time** or return it to the badging office if you are not going to renew it. Your badge expires on **your actual birthday**, not the end of the month of your birthday. Failure to renew or return your badge on time will now result in a **\$250 fine** to the club, which of course will be passed along to you. Expired, non-renewed badges must be returned to the badging office. Remember, you can renew up to 60 days before your badge expires. There is now a **\$20 renewal fee** for badge renewals. Dick, Steve or Larry can provide you with a blank badge application. Please get your application from one of them with their information already filled out so they don't have to repeatedly fill in that information.

dick@richard-best.com harsh@msu.edu bortonl@msu.edu

You can get one of them to sign your completely filled out app at any board meeting or scheduled event. Signed apps are valid for two weeks and may be used up to 60 days before badge expiration.

The badging office is operating "by the book" now, and procedures that may have been overlooked previously are now being enforced

Pilot's Tip of the Week

Writing Down Clearances

"I'm instrument rated, but I struggle to copy clearances in one shot. I feel like a moron when I ask them to repeat it. Any help would be appreciated." — Martin G

Doug Stewart replies:

"Picking up a clearance can be very intimidating—especially if you're dealing with a controller who had a lot of coffee that morning and is spitting out the clearance at Mach 2.

Understanding that all clearances follow the same format can help. The acronym to remember is **CRAFT**. It stands for **C**learance limit, **R**oute, **A**ltitude, departure **F**requency, and **T**ransponder code. Clearances follow that format regardless of how one gets it.

Making your life easier with CRAFT comes in two parts. First, write down the CRAFT letters on your paper or iPad and fill out everything you can before calling for the clearance. (ForeFlight has a special scratchpad just for this.) The clearance limit is almost always your destination airport, so write that in. The overlying Departure or Center frequency is listed with your departure airport's information. Write that in. If two frequencies are listed, write both and cross one out later.

The route is where pilots usually have trouble. If your app notified you of an expected route, you could fill that in. Likewise, you could write in what you filed. Just know you may have to fix some, or all of it. Or just leave the route blank, the way you'll leave the altitude and transponder code blank as well.

Now call for your clearance. For anything that matches what you already wrote down, great! You don't have to write anything. If something is different, cross it out and fill in the correct details.

If you've got an ATC speed freak reading your clearance at warp speed, and you're scrambling to keep up with them writing down a route that's not what you filed, just stop writing when you fall behind. Listen to the rest of the route and start writing again when you're assigned the altitude (and any expected higher altitudes), along with the departure frequency, and the squawk code.

When you do your read back, all you have to do is say is something like: 'Cardinal 20Q is cleared to Wilkes-Barre via direct ATHOS Victor 270—rest of the route missing—climb and maintain 3000, expect 8000 in 10 minutes, departure frequency 132.82, squawk 4325.'

The controller can then confirm everything you read back and simply add that, 'after V270 the rest of the route is DNY LAAYK LVZ.' This can save a lot of time. Not to mention if you get bogged down with a bunch of fixes you haven't a clue how to spell, you'll probably miss the altitudes, frequencies, transponder code, and void time (if there is one).

So don't fixate on the fact that you missed something in the route. Let the controller repeat the route later. It saves you, and the controller, not only time but stress as well."



March 2022 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Date:	3/17/2022	Time:	6:00	Location:	Zoom Conf Call
Attendance:					
Board Member	Attended	Member / Guest In Attendance		Member	
Larry Borton - President	X	Jeff Kemm		X	
Dick Best - Vice President	X	Todd Tarrant		X	
Steve Harsh - Treasurer	X	Adlay Kejjan		X	
Steve Colby - Secretary	X	Steve Ballbach		X	
Dave Oxendale (2 yr)	X	Jeff Markham		X	
Mark Coucke (2 yr)	X				
Chet Dawson	X				
Frank Eastman					
John Yurkon	X				
AGENDA AND DISCUSSION:					
1	Call to Order (President or Executive Member)				
	Meeting called to order by Larry B. at 6:01 pm				
2	Additions to Agenda: (Board)				
	None at this time				
3	Approval of Minutes of Previous Meeting: (Colby)				
	February corrected minutes submitted via e-mail by Steve C. for Board review. Motion to approve the minutes by Steve H. as corrected for the one date, 2nd by Chet D. Motion approved without opposition.				
4	Review and Approval of Treasurers Report: (Harsh)				
	Operation costs are higher than expenses (\$3500 put in for blankets, cowl plugs). Both annuals are done, with no major findings, they should be less expensive this year. Money has been set aside for the avionics upgrades. Motion to approve the Treasurer's Report by Dick B., 2nd by Steve C. Motion approved without opposition.				
5	Maintenance Report & Hanger Items: (Dawson)				
	Annual completed on 2/18. No unusual problems. One main tire replaced. GPS's updated, good until 3/24. A 12ga extension cord is provided in both planes if you have an off airport stay so you can plug in the Tanis heater. Will monitor weather for when to remove the oil baffles. Cowl nose plugs purchased (\$400) along with blankets (\$100). The expenses are well under the budgeted expense. The Skyhawk battery is getting weak, a replacement has been ordered. Chet is going out and starting the plane periodically to keep a good charge in it.				
	Archer Annual was completed on 3/1. Next due in March of next year (good timing Chet). Brake linings were replaced, nose tire tube was replaced. GPS updated, good until 3/24. Autopilot has not yet been received. Garmin delivery was 3/18....we'll see. Chuck at Beacon is ready to install when we have available. Chet offered to assist with the install to lower the expense. The Archer also has an extension cord for off airport Tanis plug ins. The landing light was inoperative. Chet had Les look at it and it was not plugged in from the annual. The wing landing light was burned out and a replacement arrived today and will be installed shortly.				
	Motion to approve the Maintenance Report by Dick B., 2nd by Dave O., motion approved without opposition.				
6	Committee Reports				
	Membership - Dick B. - Member Brian Z. has requested to re-join the club as a return from Inactive status. Motion to accept Brian back as Active status made by Chet D., 2nd by Mark C. Motion carried without opposition, Brad K. may need to become an Inactive member. Motion to place Brad K. on Inactive status made by Dick B., 2nd by John Y. Motion by Steve H to table the discussion, 2nd by Dave O. Motion carried. Inactive discussion tabled. Two new members were interviewed this afternoon. Bob M. and Travis L. Membership committee approves thier individual requests. Motion to accept Bob M. made by Dick B., 2nd by Steve H. Bob M. will be a student pilot. Bob M. has reached out to Pete K. for instruction. Motion carried without opposition. Second member is Travis L. He will also be a student pilot and has contacted Mark C. Motion to accept Travis L. made by Dick B, 2nd by Steve C. Motion carried without opposition.				
a					
b	Monthly Flyer March Issue - Kudos to Dick B. for the March Flyer!				

March 2022 Board Meeting Minutes.

7	Old Business:
a	Insurance - Most members responded on the first notice. All have been received. The forms being sent to our insurance agency.
b	Plane Wash - June was discussed. Steve B. indicated we should have plenty of supplies. We will pick a June Friday at the next Board meeting
8	New Business:
a	April 21st is the next Board Meeting. All members are encouraged to attend.
b	Website - Jeff M. has updated the website. The newsletters are current. The website domain is set up for auto renewal. Jeff will send Steve H. a copy of the invoice and payment. Jeff would still enjoy photos from the members to post on the website. He will need to get photos of the avionics upgrades. Thanks to Jeff for his renewed activity on the website.
9	Discussion Of Flying Experiences
	None at this time
10	Adjournment:
	Larry B. called for a motion to adjourn. Steve C. made the motion to adjourn, 2nd by Dick B., motion approved without opposition. Meeting concluded at 6:26 pm. Thanks to Steve H. for the use of his Zoom account. The Annual membership meeting will start next.

GUESS THE FLIGHT DECK



Answer on page 6. Clue on page 7

March 2022 Annual Election Meeting Minutes.

Olds Forge Flyers - Meeting Minutes			
Date:	3/17/2022	Time:	6:30
		Location:	Zoom Conf Call
Attendance:			
Board Member	Attended	Member / Guest In Attendance	Member
Larry Borton - President	X	Jeff Kemm	X
Dick Best - Vice President	X	Steve Ballbach	X
Steve Harsh - Treasurer	X	Jeff Markham	X
Steve Colby - Secretary	X	Todd Tarrant	X
Dave Oxendale (2 yr)	X	Adlay Kejjan	X
Mark Coucke (2 yr)	X		
Chet Dawson	X		
Frank Eastman			
John Yurkon	X		
AGENDA AND DISCUSSION:			
1	Call to Order (President or Executive Member)		
	Meeting called to order by Larry B. at 6:26 pm		
2	Election of Officers and Board members (Best)		
	<p>Dick B. did not receive any other nominations from polling of the membership for the Officers. Dick requested commentary from each officer. President - Larry B., Vice-President - Dick B., Secretary - Steve C. and Treasurer - Steve H. No other nominations were received from the floor.</p> <p>Five Board members, two from last year have two year terms and we will not vote for them tonight - Dave O. and Mark C. Tonight's two highest vote getters will receive the two year terms. Existing Board members are Chet D., Frank E., and John Y. Todd T. has entered his candidacy for the Board. Dick requested commentary from each Board Candidate.</p> <p>Steve H. - Conducted the polling. Larry B., Dick B., Steve H. are elected as the President, Vice-President and Treasurer respectively. Board members are Chet D. (2 year term), Todd T. (2 year term) and John Y.</p> <p>Steve H. - Made a motion to cast a unanimous ballot for Steve C. as Secretary (as he was inadvertently left off the Zoom ballot), 2nd by Mark C. Motion carried without opposition.</p>		
3	Any other concerns?		
	<p>Todd T. raised the question if we will have a picnic this year. Could we do it around the plane washing? Larry B. suggested a restaurant gathering after the plane wash.</p> <p>Dick B. mentioned that the airport has a new CEO. Dick B. has had conversation with her and requested a bio to publish in the newsletter. She is very favorable to GA.</p>		
4	Adjournment:		
	<p>Larry B. called for a motion to adjourn. Dick B. made the motion to adjourn, 2nd by Steve B., motion approved without opposition. Meeting concluded at 6:45 pm. Thanks to Steve H. for the use of his Zoom account.</p>		

Ted Smith Pipier Aerostar 601

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
Pam Tobin (Ground Instructor)	517-703-4273	airwomanci@gmail.com

Monthly Hours Flown Report:

	Skyhawk \$ 90 / hr. Archer \$ 105 / hr.			
	2022	2021	2022	2021
Year-to-date				
Total	1.5	5.7	12.5	24.1
March	9.5	15.2	13.4	6.8
TOTAL	11.0	20.9	25.9	30.9

COMBINED HOURS THROUGH MARCH
2022: 14 2021: 51.8

The club flew 228 combined hours more in 2021 than we did in 2020. Not surprising with Covid 19 in 2020. We also flew 100 combined hours more than in 2019 and 138 hours more than in 2018. But February and March flying was down. GO FLY!!!

There's lots to fly to in Michigan, even in winter. Great Lakes shoreline ice buildups are always fascinating from the air. Mackinac Island is less than a two hour flight. Or make a weekend out of an adventure to the Air Force Museum in Dayton Ohio. 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. 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 Summary

Maintenance Issues:

Notify Chet: 517-449-2182 chet777@comcast.net
517-339-3727

Skyhawk: Annual inspection completed. GPS updated.
Annual Due: 2/12/2022 Hours flown since last annual: 9.5

Archer: Annual Inspection completed. GPS updated.
Annual Due: 3/12/2022 Hours flown since last annual: 13.4
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, Chet, and Stevo!

BOARD MEETING

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

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 202 - March 31, 2022

Archer Hr = 25.9 Skyhawk Hr = 11.9

	Actual	Budget
OPERATING INCOME:		
Aircraft Income	\$3,710	\$3,791
Initiation Fees	\$1,900	\$1,900
Membership Dues	\$8,169	\$8,160
Interest	\$0	\$0
Other Misc. Income	\$13	\$0
TOTAL INCOME	\$13,792	\$13,851

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$302	\$302
Engine Depletion, Archer	\$413	\$413
Engine Depletion, Skyhawk	\$170	\$170
Fuel, Archer	\$817	\$1,098
Fuel, Skyhawk	\$249	\$410
Misc fuel & Oil	\$0	\$67
Maintenance, Archer*	\$1,645	\$2,370
Maintenance, Skyhawk*	\$1,186	\$1,930
Maintenance, Other	\$0	\$637
Total Variable Cost	\$4,782	\$7,397

Fixed Costs:

Office and Service Fees	\$1,198	\$1,458
Operations Costs	\$7,050	\$11,572
Total Fixed Costs	\$8,248	\$13,029
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$13,030	\$20,726

NET OPERATING INCOME	\$762	-\$6,876
Contingency Fund (equity fees)	\$1,900	\$1,900
NET AFTER CONTIN. FUND	-\$1,138	-\$8,776

* Archer Annual (Budget = \$3,000; Actual = \$1,860)

* Skyhawk Annual (Budget = \$2,800; Actual = \$1,976)

