



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

The Monthly Flyer

August 2022 Vol. 77 No. 8

The Archer is back on line with the Garmin GFC 500 autopilot Installed

After a delayed and extended time-line caused by a change in ownership of the avionics shop and the discovery and removal of a lot old and unused wiring and an old unused ADF antenna, the Archer is finally back on line. New coax now connects the radios to their antennas. However, the reception problems reported by some pilots has been traced to the audio panel. Until



the board votes to replace it, the recommendation is to select your listening radio by the push buttons rather than the knob. The wiring between the G5 HSI and its magnetometer has also been replaced to meet Garmin specifications.

Our installation includes electric trim with the auto-trim feature. The included trim switch was deemed inadequate.. The shop saved us a ton of money, around \$900, by refurbishing our existing switch instead of buying a new upgraded switch and its mounting plate.

The auto pilot has Electronic Stability Protection (ESP) which is always active, even with the autopilot turned off. Be sure you understand this. Refer to the training video (see next page) between 30:00 and 40:00 minutes for a full explanation.

BOARD MEETING

Thursday, August 18th, 6 PM (1800)
AvFlight Conference Room

All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

Archer

The transponder altimeter/pitot static system certification was completed during the autopilot install. The new Garmin GFC 500 autopilot installation is complete. The GPS is updated through September 8th. Oil change and filter inspection is scheduled for August 23.

Add-ons to the autopilot installation include:

Transponder, altimeter/pitot static system certification.

Smart glide was added to the autopilot installation. Access available through GTN 650 Menu, Physical switch coming soon.

Existing trim switch was refurbished saving Nearly \$1000 over buying new

Antenna wiring was replaced between both radios and their respective antennas.

Wiring between the G5 and the magnetometer was replaced to meet Garmin specifications.

Front right and left seats positions were corrected.

Old wiring and antennas were removed from the airplane.

The plane was reweighed and a new weight and balance was generated.

Skyhawk

The GPS is updated through September 8th. The oil was changed and the oil filter was inspected; no contaminants were detected. The Garmin GTN 650 xi has arrived and work can start next week.

This GTN 650 training video is a must-see to familiarize yourself with the new equipment. Watch it. More than once. It's a little over an hour long but time well spent.

<https://www.youtube.com/watch?v=nQMWC5Aq1JM&t=1287s>



The Smart Glide feature is installed and accessible through menus in the GTN 650. The switch on the panel will be installed when the part is available. This feature hugely reduces the workload in an engine failure. It displays the closest reachable airports on the GTN 650 allowing you to choose, turns the plane in the direction of your choice and tunes the appropriate radio frequencies.

Weight / Balance & Equipment List Revision

Beacon Aviation - VOOR755X

DBA Beacon Aviation of Michigan, 659 Aviation Drive
Mason, MI 48854 Tel: 517-980-1281

A/C Tail # : N6917D
Register Name : Olds Forge Flyers, Inc.
Name 2 :
Address 1 : PO Box 80565
Address 2 :
City, State, PC : Lansing, MI 48908-0565

A/C Make : PIPER
A/C Model : PA-28-181
A/C Serial # : 28-8590061
WO Ref # : 10005
WB Date : Aug-08-2022
WB ID # : 1

Previous data taken from document dated Jul-14-2021

This Aircraft has been re-weighed using the following computations.					
Reaction Points	Scale Reading	Tare	Net Weight	Arm / CG	Moment
Right Main	683.00	0.00	683.00	XXXXXXXX	XXXXXXXXXXXXXX
Left Main	669.00	0.00	669.00	XXXXXXXX	XXXXXXXXXXXXXX
Sub Total Main	XXXXXXXXXX	XXXXXXXXXX	1352.00	109.60	148179.20
Nose / Tail	523.00	0.00	523.00	31.00	16213.00
Total as Weighed			1875.00	87.68	164392.20
Engine Oil					
Un-useable Fuel					
Useable Fuel			-288.00	95.00	-27360.00
Other 2					
Other 3					
Basic Empty Weight			1587.00	86.35	137032.20

AIRCRAFT GROSS WEIGHT = 2558.00 WEIGHED USEFUL LOAD (computed) = 971.00

Model #	Description of changes	(LB / IN) Weight	CG/Arm	Moment
	Empty Weight (from weighing) ->>>	1587.00	86.35	137032.20
NO ITEMS REMOVED				
NO ITEMS INSTALLED				
NEW DATA >>	NEW USEFUL LOAD = 971.00	1587.00	86.35	137032.20

Aircraft weighed full of fuel.

Charles Cooper

Authorized Individual : VOOR755X Charles Cooper

Pilot's Tip of the Week

The Right Time to Slow Down

"How can I predict how early to reduce power when slowing down to enter the pattern or preparing to descend on an instrument approach? I always seem to start too soon or too late." — Andrzej S.

Bruce Williams replies:

“Here’s an exercise that’s especially helpful when stepping up to a high-performance airplane, but useful in any aircraft. Do this drill only with an instructor or safety pilot on board to keep a lookout for traffic.

Set normal cruise power and configuration. If you have an autopilot, turn it on in heading and altitude hold modes. Note your indicated airspeed. In fact, use your phone to take a ‘panel selfie’ to record the power setting, pitch attitude, and speed for normal cruise in level flight. Start a timer (and optionally, if the winds are light, set your GPS to track to a fix directly ahead and note the distance to the waypoint).

Smoothly reduce power to slow down for the speed you prefer for your initial approach or traffic pattern entry. I call this the ‘happy place’ in my Bonanza. It’s 17 to 18 inches of MP and 2300-2500 RPM, depending on the aircraft weight. In a Cessna 172 or similar type, set power at 2000 to 2100 RPM.

When the airplane stabilizes at the new airspeed (125 to 130 KIAS, clean, in a typical Bonanza; about 90 KIAS in a C172) stop the timer and note how long it took you to slow down. Take another panel selfie to record the new figures. If you want to average the times, return to the initial cruise settings and repeat the exercise.

You now know how much time and distance you need to slow down as you begin an approach or prepare to join the pattern. Or how long you can comply with ATC requests to keep the speed up until you need to slow down on an approach. You can also repeat this procedure to learn the power settings and configurations for other transitions, such as normal descents. The phone photos help you remember the key Pitch+Power+Configuration=Airspeed combinations for your airplane.

I had a new Bonanza A36 pilot run through this exercise the other day. It really helped him manage the airplane.

And now he knows it takes about one minute and 30 seconds to go from 2300 RPM and 23 inches MP in normal cruise ... to the happy place.”



July 2022 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes			
Date:	7/21/2022	Time:	6:00
		Location:	AvFlight Conf room / Zoom Conf Call
Attendance:			
Board Member	Attended	Member / Guest In Attendance	Member
Larry Borton - President	X	Jeff Kemm	X
Dick Best - Vice President	X	Adlay Kejjan	X
Steve Harsh - Treasurer	Excused	Frank Eastman	Zoom
Steve Colby - Secretary	X		
Dave Oxendale	X		
Mark Coucke	Excused		
Chet Dawson (2 yr)	X		
Todd Tarrant (2 yr)	X		
John Yurkon	X		
AGENDA AND DISCUSSION:			
1	Call to Order (President or Executive Member)		
	Meeting called to order by Larry Borton at 6:00 pm		
2	Additions to Agenda: (Board)		
	None at this time		
3	Approval of Minutes of Previous Meeting: (Colby)		
	June 2022 minutes submitted via e-mail by Steve Colby for Board review. Motion to approve the minutes by John Yurkon, 2nd by Dave Oxendale. Motion approved without opposition.		
4	Review and Approval of Treasurers Report: (Harsh)		
	<p>Dick Best read the report from Steve Harsh. <i>Income is a little above the budget and that is mainly related to higher payment of equity fees by new members. It appears that expenses are running lower than budget. This is somewhat deceiving because some June expenses were actually paid in early July including a nearly \$2,000 fuel bill and a large maintenance expense in the Archer. Overall, the financial situation is still looking good.</i></p> <p><i>As to the fuel surcharge, currently set at \$13.00 for the Skyhawk and \$16.00 for Archer. This surcharge is based upon \$7.34/gal of 100LL. The current price at Lansing AvFlight is \$8.05/gal. Using the same burn rates as used last month, the surcharges should be \$17.88 for the Skyhawk and \$22.00 for the Archer. I will leave it up to board if you desire to move the surcharge up. If the fuel price remain at this level we will eventually need to increase the surcharge. I indicated in my notice to the membership that we would be evaluating the surcharge on monthly basis. We could leave it at the current level and indicate to membership that it should be higher but will wait until next month to see if the rate holds at a higher level. If flying this August is the same as last year, we would be losing about \$280.00 income by staying with the current fuel surcharge.</i></p> <p>Based upon Steve Harsh's recommendation, motion by Dick Best to increase the fuel surcharge for August to \$17.88/hr for the Skyhawk and \$22.00/hr for the Archer. 2nd by Todd Tarrant. It will continue to be evaluated on monthly basis.</p> <p>Motion to approve the Treasurer's Report by Steve Colby, 2nd by Chet Dawson. Motion approved without opposition.</p>		
5	Maintenance Report & Hanger Items: (Dawson)		
	<p>Skyhawk GPS updated on July 14th, good through August 11th. The GNX650 has arrived at Beacon.</p> <p>Archer The plane is still at Beacon for the Autopilot install. Chuck has stated the Archer will be done next week. Beacon is willing to start the Skyhawk when the Archer is completed. They have cleaned up the airplane and removed unused equipment (a couple of antennas and wiring). Chuck has also ran new coax cables. Autoglide - Beacon now agrees we have have Autoglide. Requires an interface, a temperature probe, a button and a software upgrade. The parts have been ordered and received. Beacon is also suggesting an upgrade to the electric trim switch (\$180 charge). Chet is looking for Board direction on this upgrade. Motion by Chet Dawson to upgrade the Trim switch at a cost of \$180. 2nd by Todd Tarrant. Motion opposed without opposition. Request to Chet D. to send an email blast to the club warning the Skyhawk will be going to Beacon soon and he will send another notice when the Archer is back. Chet D. estimates the Skyhawk will take about a week. Motion to approve the Maintenance Report by Dick B., 2nd by John Y. Motion approved without opposition.</p>		

July 2022 Board Meeting Minutes.

6	Committee Reports
	Membership - Dick Best made a motion to approve Mr. Bengt Jansson as a new member. Dick and the Membership committee approved his membership. Steve Colby 2nd the motion and all approved without opposition. Dick Best noted that we have run out of the pads for recording data in the aircraft. He has ordered ten new pads (1000 forms) for \$100. The pads should be available on Monday.
7	Old Business:
a	Increasing Membership At Meetings - Dick suggested having a ground school session to learn more about obtaining weather information. Pam Tobin will provide a training session "Weather Refresher". This will occur at the September BBQ meeting. Jeff Kemm suggested getting a controller to meet with us for lessons learned. Another excellent suggestion! Pam Tobin will reach out to her known controllers and solicit their participation for our August Board Meeting.
b	TSA Badging - TSA reported that three members had not renewed their badges. Dick proved them wrong. The key element is to renew your badge prior to your birthday. You can do this up to 60 days prior to your birthday....but...your signed form is good for only two weeks after obtaining the required Club officer signature.
8	New Business:
a	August 18th is the next Board Meeting. All members are encouraged to attend.
b	Dave Petrie is offering the use of his barn for a club BBQ in September on the 15th. Pam will also do the Weather Refresher at the same time. Eat BBQ and relearn what you have forgotten about weather!
9	Discussion Of Flying Experiences
	John Y. relayed his recent experience with a bird strike in his Piper Cub. Pam Tobin discussed an experience flying into Grand Rapids and a "bird strike" by another aircraft. The plane had actually touched the runway....oops! Moral of the story is do not cheat on minimum altitudes! Todd Tarrant relayed an experience with a bounced landing during a commercial flight....multiple bounces.
10	Adjournment:
	Larry B. called for a motion to adjourn. Dave Oxendale so moved. 2nd by Todd Tarrant, motion approved without opposition. Meeting concluded at 6:46 pm.

GUESS THE FLIGHT DECK



Answer on page 7. Clue on page 8

NEW MEMBER Bengt Jansson

Bengt Jansson is an Airbus 320 captain for Frontier Airlines. He caught the aviation bug when he was 15 years old. On his first flight, he was fortunate to sit on the flight deck jumpseat of a Fokker 28. After finishing school and military service in his native country of Sweden, he earned his commercial, CFI, II, and MEI at International Flight Center in Murfreesboro, TN. Since then, he has been a flight instructor, simulator instructor, examiner, corporate pilot, and airline pilot. He has piloted DC-3, CRJ-200, Learjets, DC-8, MD-11, and now Airbus 320 to 76 countries. He holds a Master's Degree in Air Safety Management from the City, University of London. He is passionate about aviation safety, focusing on the new view (Safety Differently), which studies what goes well and the importance of sharing events with all pilots within an organization. He also likes to inspire others by inviting passengers, especially kids, into the flight deck during boarding and giving rides in general aviation aircraft. He resides in East Lansing with his wife.



FUEL SURCHARGE

As previously announced, July aircraft charges will be billed with a fuel surcharge included in the hourly rate.

Skyhawk: \$90/hr + \$13/hr = \$103/hr.

Archer: \$105/hr + \$16/hr = \$ 121/hr,

The surcharge is based on a price of \$7.34/gal. Since the price of 100LL has increased to \$8.05/gal. it may be necessary to increase the surcharge. Since prices are in flux, the surcharge will remain the same for August. If prices have not come back down by September the surcharge will go up to \$17.88 for the Skyhawk and \$22.00 for the Archer for September billings. As always, the board will monitor prices and adjust accordingly.

Olds Forge Flight Instructor Contact Information

Mark Coucke	517-719-9061	mdcoucke@gmail.com
Adlay Kejjan	517-899-0731	adlaykejjan@gmail.com
Bengt Jansson	859-630-3997	bjansson1228@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	airwomancfi@gmail.com

Monthly Hours Flown Report:

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

	2022	2021	2022	2021
Year-to-date				
Total	88.8	114.7	56.6	58.6
July	29.7	43.6	0	14.7
TOTAL	118.5	158.3	56.6	73.3

COMBINED HOURS THROUGH JULY

2022: 175.1 2021: 231.6

Have you flown up the Michigan west coast along the shoreline of Lake Michigan? Or the east cost and shoreline of Lake Huron? There's lots to fly to in Michigan. Or how about a Macinac Island (MCD) weekend—fly in and skip the ferry, and less than a two hour flight. There are two airports on Beaver Island (6YB & SJX). The Waco Kitchen Restaurant (wacokitchen.com) in the Waco airplane factory in Battle Creek (KBTL) is reportedly an excellent upscale fly-in place to eat with panoramic runway views from the 2nd floor terrace. 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. In the U.P., there's the Soo Locks (ANJ), Pictured Rocks and Marquette (SAW). 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 Summary

Maintenance Issues:

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

Skyhawk: GPS updated.

Annual Due: 2/12/2022 Hours flown since last annual: 117.0

Archer: GPS updated.

Annual Due: 3/12/2022 Hours flown since last annual: 43.7

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, August 18th, 6 PM (1800)
AvFlight Conference Room

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 202 - July 31, 2022

Archer Hr = 55.3

Skyhawk Hr = 119.5

Actual Budget

OPERATING INCOME:

Aircraft Income	\$16,751	\$16,562
Initiation Fees	\$3,800	\$1,900
Membership Dues	\$19,815	\$19,040
Interest	\$0	\$0
Other Misc. Income	\$712	\$0
TOTAL INCOME	\$41,078	\$37,502

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$1,398	\$1,398
Engine Depletion, Archer	\$882	\$882
Engine Depletion, Skyhawk	\$1,703	\$1,703
Fuel, Archer	\$2,179	\$2,345
Fuel, Skyhawk	\$3,894	\$4,117
Misc fuel & Oil	\$0	\$289
Maintenance, Archer*	\$2,513	\$3,017
Maintenance, Skyhawk*	\$1,337	\$4,190
Maintenance, Other	\$0	\$1,067
Total Variable Cost	\$13,906	\$19,007

Fixed Costs:

Office and Service Fees	\$2,142	\$1,828
Operations Costs	\$14,669	\$16,240
Total Fixed Costs	\$16,811	\$18,068
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$30,717	\$37,375

NET OPERATING INCOME	\$10,361	\$127
Contingency Fund (equity fees)	\$3,800	\$1,900
NET AFTER CONTIN. FUND	\$6,561	-\$1,773

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

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

