



Officers:

Brian Zeeb
President

Dick Best
Vice President

Steve Harsh
Treasurer

Stephen Colby
Secretary

Board of Directors:

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

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

January-February 2021 Vol. 76 No. 1-2

Annual Elections Meeting

After having gone two years, due to Covid 19, without elections for board and officer positions, it's time to have an election. We will do so via "ZOOM". The ZOOM meeting will be held Thursday evening, March 18th at 6:00 PM (1830). If you do not yet have Zoom installed on your device (desktop, laptop, tablet, phone), NOW (sooner than later) would be a good time to do so, saving you grief 10 minutes before the meeting. A link to the meeting will be emailed to the membership prior to the meeting.

President Brian Zeeb has declined to seek re-election. Board member Larry Borton has agreed to seek election to the position. The remaining officers and board members will be placed on the ballot for re-election unless they withdraw. You may nominate yourself or any other member to compete for any position on the ballot. We need to elect all five board member. It's been two years so there will be no carry-over two-year terms. As per the constitution, the two highest vote board candidates will be elected to two-years terms. Please submit your nominations for inclusion on the ballot to: dick@richard-best.com by midnight, March 15th. That lead time is needed so we can prepare the ballot for ZOOM voting.

This is your opportunity to have a voice in the operation and direction of the club. These positions are important. Witness the two major expense decisions on the Skyhawk engine and the Archer avionics. Please give serious consideration to joining the club management team.

Pilot History Forms

Treasurer Steve Harsh has already emailed out the annual pilot history forms required by our insurance carrier. It is essential that these forms be filled out and returned to Steve no later than Monday, March 8th. The form can be filled out electronically and emailed back to Steve or filled out manually and dropped off at the office or mailed to Steve at **2011 Cimarron Drive, Okemos, MI 48864**. DO NOT MAIL TO THE CLUB PO BOX. Failure to complete the form will place the member in a higher risk group and increase the club's insurance costs.

ANNUAL MEMBERSHIP MEETING

Thursday, March 18th, 6 PM (1800)

Via Zoom. Login info will be emailed

Elections: All members urged to attend

ARCHER INSTRUMENT UPGRADE

After nearly a year of investigations and deliberations, the Archer avionics upgrade committee made its recommendation to the board. To take advantage of an available trade-in option, a special ZOOM board meeting was held Thursday evening, February 25th and the recommendation was approved. The installation will be performed by Heinen Avionics in Adrian, tentatively scheduled for April and taking about two weeks. Heinen's proposal included a \$2000 trade-in for our Garmin 430 which is considerably better than the \$600 offered by Garmin.

The Archer will be getting a G5 artificial horizon, a G5 HSI and a GTN 650Xi touch-screen GPS/Nav/Comm/MFD. Not being WAAS enabled required upgrading our 430 to the GTN 650. And our 430 was old and no longer supported. A GSB15 2-port USB outlet is included for powering your tablets.

Scale of photos is close but not exact



As you can see from the photos on the right, there's lots to be learned about the 650. Instrument flights without a thorough familiarization would not be a good idea. A trainer/simulator is available here:

https://www8.garmin.com/support/download_details.jsp?id=12373



Kudos to the instrument committee, Steve Colby, Mark Coucke, John Yurkon and Chet Dawson for there diligence, perseverance and hard work.



From the Maintenance Crew

By Chet Dawson

Maintenance Report

The Annual Inspection on the Skyhawk is complete. No significant problems were discovered. The engine screens and oil filter were clean. The AD inspection of the door post was performed and passed. The number two radio has been removed because it continually popped its circuit breaker. It's being evaluated by Chuck at Beacon Aviation in Grand Ledge. A loaner will be installed if necessary.

The C172 Skyhawk engine is breaking in well. The plane has flown over 12 hours since the repairs were completed. The engine needs 10 more hours before returning to flight training status so I encourage members to put hours on the airplane to lift the remaining restrictions; our student pilots will appreciate access to a training aircraft again. Lean the engine aggressively when idling on the ramp and during taxi operation. Please note any oil usage; if oil is added use the "Break-In" straight mineral oil. There is a quart in the airplane.

Please follow the procedures below for the next 10 hours.

With the new top end overhaul of the Skyhawk engine, there are specific engine break-in operational procedures that must be followed for the first 25 hours in order to ensure proper seating of the rings. Please ***consult and coordinate your flights*** with Chet for specific instructions about engine operation. Touch and go training will be prohibited for the next 10 hours.

You will not be charged for your flying if you coordinate and follow these procedures.

Here's Chet's contact info:

Mobile: 517-449-2182

Home: 517-339-3727

Email: chet777@comcast.net

The Archer is scheduled for its annual in March as soon as the 172 is fully on-line.

Cold Weather Engine Operation

We are now getting some cold weather which needs to be taken into consideration when flying the planes. Both planes are equipped with Tannis engine heaters. If the plane is outside and the temperature is below freezing, 32F or 0 C, the Tannis heater should be plugged in to keep the engine at proper temperature. The engines should not be started if they have been left outside for any period of time when the temperatures are below freezing and the Tannis heater has not been plugged in. Doing so could cause serious wear or worse to the engines.

If you have any questions, please give me a call at 517 449-2182 or 517 339-3727.

Chet Dawson, Maintenance

ARCHER STARTING PROCEDURES

A member recently had some starting difficulties. Here is a reminder, based on recent member experience, of starting procedures.

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.

TSA Badging Procedures (Again)

The badging office has rescinded its relaxed Covid 19 procedures and we are once again required to review your **completed** application before signing it. So.....no more emailing you already signed forms. Remember — you can apply up to 60 days before your badge expires on your birthday. Hopefully we'll be able to arrange some application signing dates (masks on of course) when more than one member's application can be signed. Stay tuned.

Pilot's Tip of the Week

Three Strikes Rule

"It's easy to cancel a flight when you're obviously sick or the weather is terrible, but more often it's subtle. Maybe it's a no-go ... or maybe it's no big deal. Is there any objective way to deal with these fuzzy decisions?"

Richard McSpadden replies:

"When I led the Air Force Thunderbirds, we recognized this as a safety concern, so we worked with a 'three strikes and you're out' rule. If we committed three mental errors, which by themselves weren't a big problem, but collectively indicated we just weren't on our game, we would terminate our maneuvering and land.

I use the same principle in flying general aviation. Three mental mistakes, like: forget a step in the start checklist; misunderstand a taxi instruction; or forget the cabin door or my seatbelt. Three of these is enough to indicate I'm just not mentally ready to fly.

Recently I was practicing crosswind landings in my Super Cub and I stopped after just two landings. Mis-hearing Tower on closed pattern direction was my third mental error that day—and that was enough.

It can be a more difficult decision to make when you're enroute partway to your destination. But if you're committed to landing after three mental errors, after the second one you'll sit up and pay attention, and you'll be surprised how much your performance improves."



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	airwomancfi@gmail.com

FLIGHT EXPERIENCES

Members are encouraged to tell us about their interesting, and maybe not so interesting flying experiences. Member Chet Dawson takes us back to his training days

Standing on the West Ramp looking up at the clouds, I was about to start my instrument training on a cool day in March. My instructor, Tom, said "The cloud bases are at 3000 feet and the tops are at 6000 feet. When we reach the clouds, we will start to pick up ice. Is this legal in the 152?" I replied "we cannot take an airplane with no deicing equipment into known icing conditions." Tom smiled and said, "I know that we will pick up ice, but no one has reported icing, therefore it is not Known Icing conditions."

We climbed into the Cessna 152 and departed from runway 27 Left at Lansing airport. When we reached the clouds the icing started immediately, and heavy. I continued to climb out at 70 knots as the windscreen collected ice. Several minutes later there was a six-inch spot on the wind screen to see through, we were still in the clouds and still picking up ice. The climb rate in the of the C152 had decreased as we spent more time in the clouds, now the vertical speed indicator showed no climb, the wings were covered in ice, the windscreen was covered in ice, the propeller had collected ice; the airplane handled as if we were in

slow flight on the verge of stalling.

We could not descend below the clouds as the clouds were too low and we could not see out the front of the plane, we were no longer climbing and we were still picking up ice.

How do pilots find themselves in situations like this?

For the last 30 years I have blamed Tom. Like most pilots I deferred authority to my flight instructor. Tom is an excellent pilot and was an effective flight instructor; he went on to fly for Delta Airlines and has probably retired by now.

But, at that time he was skilled, and young.

The lesson: Don't let anyone, Air Traffic Control, your flight instructor, another pilot or a talk you into attempting a flight or action contrary to regulations or good judgment.

To use a loophole such as "Known icing is not KNOWN icing because it has not been reported" could get you killed.

How did Chet escape this situation? Look for the continuation in the next "Flyer."

FLIGHT EXPERIENCES

Members are encouraged to tell us about their interesting, and maybe not so interesting flying experiences. Member Scott O'Berry's friend Ted Rogers tells us this story

How We Imported a Plane from Canada

Have you ever browsed the airplane classifieds in Barnstormers or Trade-a-Plane and came across a plane in Canada that fits your criteria? The natural next question is – how hard and expensive is it to get it into the US. This is the story of how we imported our plane.

I was looking for a 1978 or newer Grumman Tiger, which is a fixed gear, 4 place, 180 horsepower aircraft. The AA5-B, or Tiger has a typical cruise speed of 130kts, and about 1,000lb. useful load which makes it a good compromise of speed, function, and low maintenance costs. I found an ad for one in Barnstormers located in High River, Alberta, which like Colorado has a dry climate. After a couple phone

conversations and a review of the logs on Dropbox to confirm no damage history and no significant gaps in usage since the last engine overhaul, I scheduled a visit to High River.

I had the owner fly the plane while I sat right seat and checked systems. I used my iPhone video record all of the log books so I could review them slowly later even though the owner had sent his own file earlier, I found my copy to be more complete. I also recorded the flight instruments during the flight for later review. The Canadians keep an additional log that records all flights for a given plane, which was really helpful in determining if the plane sat for any long periods. The Lycoming O-360 is a rock-solid engine, but because the camshaft is on the top of the engine, it is more susceptible to corrosion damage if the engine doesn't get flown regularly.

After a short negotiation and a prebuy inspection in Canada, I used a purchase agreement to lock in the price, timing and contingencies that included a full US annual inspection and the requirement that I could successfully import the aircraft into the US. Here is an outline of the steps and costs to get the import done:





1. Confirm with the FAA office in Kansas City that the plane did have a US airworthiness certificate in the past- this is a must have or it will add too much cost and kill the deal
2. Contact closing/escrow company to facilitate the escrow/payment/title search
3. Contact Import/Export company to facilitate customs/border patrol – AD Rutherford
4. Seller flew airplane into the US and cleared customer by requesting a temp. import permit
5. Seller flew the airplane to Leaders Flying, AP/IA, a fresh US annual is required.
6. A US FAA Designated Airworthiness Rep. (DAR), Tom Seaman from St. Cloud, MN inspected the airplane to confirm that it conforms to its type certificate and any mods done in Canada are acceptable in the US
7. Before the DAR formally signs off, the plane needs to be deregistered in Canada- you need to be confident the DAR will sign off on the US airworthiness certificate, or if not, which changes he needs to have

done to sign off. In my case, he wanted the Loran pulled out, but it easily could have been something major.

8. This is the time to bail and get the plane back to Canada if you can't complete the deal!
9. Have the Canadian owner deregister the plane-must be done before you registered it in the US
10. I used a closing/escrow/time company Aero-Space Reports to send the money and close on the sale and register the plane with the FAA
11. The AP/IA removed the Canadian markings, and added US N number
12. The DAR completed the issuance of the US airworthiness certificate
13. Contact Import/Export Broker to convert the temp. import to permanent
14. Get US insurance and pick the plane up and fly it home!

Costs (2019) specific to Canadian importation:

- \$ 617 Import/Export Broker; AD Rutherford
- \$ 168 Fees US Customer and Border Patrol
- \$ 3,039 US Annual Inspection
- \$ 750 FAA DAR Tom Seamans
- \$ 10 N Number Reservation
- \$ 225 Closing/Escrow company (560 total, split 50/50 with seller)
- \$ 4,809 Total

Optional approaches;

-There are companies that will complete an import for a fee and simplify all these steps- these services are too expensive in my opinion for this value of plane.

-You aren't required to use an import/export broker, however, I found it nearly impossible to navigate the process of clearing customs without it

-You aren't required to pay for a DAR; technically the FAA is required to do the inspection at no cost, however, they don't like to do them and will not get it done in a timely fashion, so you'll need to hire a DAR

Watch outs:

Any mods that can't be verified as acceptable by the DAR will likely need to

be changed back to the stock/original configuration. Who installed it? With what paperwork? Etc.

Canada has a process that allows aircraft to be put into a category where the owner is allowed to do all the mechanical work; I'd recommend staying away from those aircraft as I don't know how the DAR would navigate those records

Be prepared for import fees/taxes that are much larger- if the aircraft was not originally manufactured in the US

Conclusion:

I think I had about 30 hours of my time into the entire process. I think in the end it was worth the effort. We continue to fly the Tiger in our club- Freedom Flyers and our 5 members.



December 2020 Board Meeting Minutes.

Meeting conducted by ZOOM video conference.

Olds Forge Flyers - Meeting Minutes			
Date:	12/17/2020	Time:	6:00
		Location:	Zoom Conf Call
Attendance:			
Board Member	Attended	Member / Guest In Attendance	Member
Brian Zeeb - President	X	John Yurkon	X
Dick Best - Vice President	X	Frank Eastman	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 (Inactive)			
Chet Dawson	X		
AGENDA AND DISCUSSION:			
1	Call to Order (President or Executive Member)		
	Meeting called to order by Brian Z. at 6:01 pm.		
2	Additions to Agenda: (Board)		
	Archer Oil Pressure Light offered by Brian Z.		
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 without opposition.		
4	Review and Approval of Treasurers Report: (Harsh)		
	<p>Membership growth has help increase income, fuel cost is down.</p> <p>Approx \$2k that has not been posted yet. Will impact the contingent fund.</p> <p>Should end even for the year financially.</p> <p>\$24812 engine reserves will cover the approx \$8500 172 engine work.</p> <p>Motion to approve the Treasurers Report by Steve C., 2nd by Larry B., motion approved without opposition.</p>		
5	Maintenance Report: (Dawson)		
	<p>Baffles have been installed in the Archer, now ready for cold weather flying.</p> <p>Skyhawk - all the parts are in for the engine work. Les anticipates it back up and running early next week. Cylinders replaced as a unit (cylinder, head, valves and springs). Used the old rocker arms but new pivot pins. New exhaust pushrods and new pistons. Dick B. took photos for the newsletter. Engine break-in procedure will be required. Impacts the next fifty hours of operation. Copies will be distributed to the membership. No touch and go's for the first twenty-five hours. We will need some good cross country flights early on. A different oil is required during this breaking period.</p> <p>Question if the "No T&G's" applies to low approaches as well. Chet D. will review the procedure.</p> <p>Motion to approve the Maintenance Report by Steve H., 2nd by Dick B., motion approved without opposition.</p>		
6	Committee Reports		
	<p>Membership Committee - Dick B. has one member candidate eager to join. Dick B. will set up the interview process. This new member will be a student member, it was suggested that he postpone joining until we surpass the 172 break-in period.</p> <p>Lengthy discussion of offering membership incentives for putting long distance time on the 172. Motion by Chet D. to allow Board members and committee members to fly the 172 at no cost for the break-in period of 25 hours while steadfastly observing Lycoming recommendations. Flying activities need to be coordinated with the Maintenance Coordinator. Motion seconded by Steve H. Motion approved without opposition.</p>		
6a	Lengthy discussion of using the Archer for primary training as a stop gap while the 172 is in the break-in period		

December 2020 Board Meeting Minutes.

Meeting conducted by ZOOM video conference.

6b	Archer Instrument Committee - The AIC met last evening and reviewed the three quotes. One was dismissed and questions were developed on the remaining two quotes. We will go back to the companies for revisions to ensure we are able to have equal comparisons. The Board also requested the AIC to evaluate upgrading the Garmin nav/com unit to a GTN650Xi based upon member feedback and concern with the lack of radio navigation not offered with the GNC355.
7	Old Business:
7a	Member Request - per flight changes in the Lynx NGT 9000 ADS-B - Will defer until Osama A. reports back on his findings.
7b	Archer Oil Pressure Light - No reports of concern with the oil pressure light. Frank E. flew the Archer last week with no issue.
8	New Business:
8a	Engine Repair C-172 - Dick B. referred to the AOPA article on sticky valves and the importance of cylinder head temperature (CHT). Lapeer Aviation offered a system in their quote for \$5k. Question on the benefit of this system on a non-fuel injected engine.
	Instructor Access to the log books - The club instructors are requesting safe access to the logbooks to enable better training with the students and better preparation for checkrides. Discussion to limit access to the safe to only club instructors. Motion by Steve H. to allow the current club instructors (Mark C. and Adlay K.) access to the safe. 2nd by Chet D. Motion approved without opposition.
9	Discussion Of Flying Experiences
	John Y. has a relative that was on his first flight lesson and collided with an eagle which entered the aircraft and caused great damage. Luckily his relative incurred minor injuries and has continued with his flight training. The same can not be said for the eagle.....
10	Adjournment:
	Brian Z. called for a motion to adjourn. Dick B. made the motion to adjourn, 2nd by Mark C., motion approved without opposition. Meeting concluded at 7:12 pm. Thanks to Steve H. for the use of his Zoom account.

January 2021 Board Meeting Minutes.

Meeting conducted by ZOOM video conference.

7	Old Business:
7a	Member Request ADS-B Labeling- Osama A. will investigate the Archer this evening and send a summary to the Board. John Y. indicates that it would require some additional software to be added if not already added in.
7b	Website Update - Email from Jeff M. regarding recent updates. Photos have been added (looking for more). Needing format enhancements. Updating instrument panel photos for both aircraft. Will also be added recent newsletters to the website.
8	New Business:
8a	172 Engine Break-in - Covered in Maintenance Report
8b	New member approval - covered in Membership committee.
8c	Mark C. - Mark had a co-worker ask if we could do a charity flying event for a local school's drama club, a one hour flight. Mark requesting Board approval for use of aircraft photos and club logo (can always use a good PR event). Discussion regarding the funding of the flight. Mark C. to cover the expense to avoid future precedent. Mark C. has the blessing to move forward.
9	Discussion Of Flying Experiences
	Steve H. - We will soon have the "joy" of filling out the insurance forms and "flying" them to him!!
	Osama A. - noted that some Michigan airports are making tweaks to their runway values (10 degree adjustment). Be sure to check NOTAMS.
	Larry B. complimented Dick B. for the recent newsleete
10	Adjournment:
	Brian Z. called for a motion to adjourn. Steve C. made the motion to adjourn, 2nd by Dick B., motion approved without opposition. Meeting concluded at 6:46 pm. Thanks to Steve H. for the use of his Zoom account.

January 2021 Board Meeting Minutes.

Meeting conducted by ZOOM video conference.

Olds Forge Flyers - Meeting Minutes					
Date:	1/20/2021	Time:	6:00	Location:	Zoom Conf Call
Attendance:					
Board Member		Attended	Member / Guest In Attendance		Member
Brian Zeeb - President		X	John Yurkon		X
Dick Best - Vice President		X	Frank Eastman		X
Steve Harsh - Treasurer		X	Osama Alian		X
Steve Colby - Secretary		X			
Larry Borton		X			
Mark Coucke		X			
Dave Oxendale (2 yr)		X			
Jeff Markham (2 yr)					
Cooper Lawrence (Inactive)					
Chet Dawson		X			
AGENDA AND DISCUSSION:					
1	Call to Order (President or Executive Member)				
	Meeting called to order by Brian Z. at 6:01 pm.				
2	Additions to Agenda: (Board)				
	Mark C. asked for an addition regarding an upcoming Charity event.				
3	Approval of Minutes of Previous Meeting: (Colby)				
	December minutes submitted via e-mail by Steve C. for Board review. Motion to approve the minutes by Steve H., 2nd by Mark C. Motion approved without opposition.				
4	Review and Approval of Treasurers Report: (Harsh)				
	Finished the year ~\$1000 in the black. Major contributor was that the membership role stayed strong despite the Covid issue. 172 engine bill received, approx \$9,000 Funding for the Archer Instrument Committee - Line 16, \$5400 for improvements, \$12,000 (line 22) additional reserves, would likely use line 19 Contingency fund for remaining balance. Planned for CY21 budget, monthly dues and rental rates will remain the same. Planning for a 5% increase to our insurance cost. 172 annual to be done locally, saves four hours due to recent engine work performed locally Motion for budget approval by Dick B, 2nd by Mark C., motion approved without opposition. Motion to approve the Treasurers Report by Mark C., 2nd by Dick B., motion approved without opposition.				
5	Maintenance Report: (Dawson)				
	The 172 back is back on line for flying with some restrictions. Chet D. sent a memo to the membership detailing the specifics. The engine is running strong, no excessive oil consumption. Still no TOL's. Recent plug fouling issue. - be sure to lean after engine start while prepping the avionics Changed the plugs to 'fine wire' plugs to help with fouling (the Archer already has fine wire plugs) Chet D. will schedule the 172 for the annual inspection and the Archer annual in March (both performed locally). Motion to approve the Maintenance Report by Dick B., 2nd by Dave O., motion approved without opposition.				
6	Committee Reports				
6a	Membership Committee - Dick has two people interested in the club. One interviewed last week, will join March 1st (waiting for annual to be completed). Has another younger candidate interested in joining. Dick B. will meet with him this week. Jeff K approved by the Board for joining at a future date.				
6b	Archer Instrument Committee - Steve C. gave a quick summary. Request for updated quotes went to both avionics shops. No replies received. Steve C. contacted them by phone. Both will get quote revisions out shortly. Discussion of possibly having Archer annual performed at same time if we go with shop in KPTK. Steve C. will follow up to understand working relationships with Michigan Aviation and Waterford Aviation. Steve H. also recalls an avionics shop in Adrian. Will forward the name to Steve C.				

Guess the Flight Deck



Here's a hint



The answer is on page 11

December's Numbers

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1 - December 31, 2020

		Skyhawk Hr	
Archer Hr =	73.13	=	87.4
		Actual	Budget
OPERATING INCOME:			
Aircraft Income		\$14,597	\$15,545
Initiation Fees		\$3,525	\$1,900
Membership Dues		\$29,345	\$28,560
Interest		\$462	\$0
Other Misc. Income		\$22	\$0
TOTAL INCOME		\$47,951	\$46,005
OPERATING EXPENSES:			
Variable Costs:			
Improvements, Archer & Skyhawk		\$803	\$803
Engine Depletion, Archer		\$1,166	\$1,166
Engine Depletion, Skyhawk		\$1,245	\$1,245
Fuel, Archer		\$2,355	\$3,101
Fuel, Skyhawk		\$3,234	\$3,011
Misc fuel & Oil		\$0	\$440
Maintenance, Archer*		\$4,882	\$4,551
Maintenance, Skyhawk*		\$4,911	\$3,537
Maintenance, Other		\$0	\$630
Total Variable Cost		\$18,596	\$18,483
Fixed Costs:			
Office and Service Fees		\$2,427	\$2,426
Operations Costs		\$22,347	\$21,959
Total Fixed Costs		\$24,774	\$24,385
Misc. Cost		\$0	\$300
TOTAL EXPENSES		\$43,370	\$43,168
NET OPERATING INCOME		\$4,581	\$2,837
Contingency Fund (equity fees)		\$3,525	\$1,900
NET AFTER CONTIN. FUND		\$1,056	\$937

* Archer Annual (Budget = \$4,,500; Actual = \$6,818)

* Skyhawk Annual (Budget = \$2,800; Actual = \$1,883)

DECEMBER

Monthly Hours Flown Report:

	Skyhawk \$ 90 / hr.		Archer \$ 105 / hr.	
	2020	2019	2020	2019
Year-to-date				
Total	87.7	171.3	69.1	108.3
December	0	2.7	3.8	6.0
TOTAL	87.7	174.0	72.9	114.3

COMBINED HOURS THROUGH December
2020: 160.6 2019: 288.3

JANUARY

Monthly Hours Flown Report:

	Skyhawk \$ 90 / hr.		Archer \$ 105 / hr.	
	2021	2020	2021	2020
Year-to-date				
Total	3.0	6.1	10.3	7.8
January	3.0	6.1	10.3	7.8
TOTAL	3.0	6.1	10.3	7.8

COMBINED HOURS THROUGH January
2021: 13.3 2020: 13.9

Maintenance Summary

Maintenance Issues:

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

Skyhawk: GPS updated. New cylinders being broken in. Use only mineral oil. Nav/Com 2 out for repair

Annual Due: 2/12/2021 Hours flown since last annual: 75.5

Archer: GPS updated.

Annual Due: 3/12/2021 Hours flown since last annual: 67.5

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!

ANNUAL MEMBERSHIP MEETING

Thursday, March 18th, 6 PM (1800)

Via Zoom. Login info will be emailed

Elections: All members urged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1 - January 31, 2021

Archer Hr =	10.3	Skyhawk Hr =	10.6
		Actual	Budget

OPERATING INCOME:

Aircraft Income	\$1,050	\$2,035
Initiation Fees	\$100	\$1,900
Membership Dues	\$2,485	\$2,380
Interest	\$0	\$0
Other Misc. Income	\$4	\$0
TOTAL INCOME	\$3,639	\$6,315

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$105	\$104
Engine Depletion, Archer	\$164	\$164
Engine Depletion, Skyhawk	\$151	\$151
Fuel, Archer	\$247	\$437
Fuel, Skyhawk	\$296	\$365
Misc fuel & Oil	\$0	\$0
Maintenance, Archer*	\$0	\$227
Maintenance, Skyhawk*	\$0	\$223
Maintenance, Other	\$0	\$0
Total Variable Cost	\$963	\$1,671

Fixed Costs:

Office and Service Fees	\$0	\$191
Operations Costs	\$1,117	\$1,735
Total Fixed Costs	\$1,117	\$1,926
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$2,080	\$3,897

NET OPERATING INCOME	\$1,559	\$2,419
Contingency Fund (equity fees)	\$100	\$1,900
NET AFTER CONTIN. FUND	\$1,459	\$519

* Archer Annual (Budget = \$2,800; Actual = \$??)

* Skyhawk Annual (Budget = \$2,200; Actual = \$??)

