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Dick Best
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Mark Coucke (2-year Term)
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John Yurkon

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Maintenance Assistant:

Steve Ballbach
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Newsletter Editor:

Dick Best

The Monthly Flyer

January-February 2022 Vol. 77 No. 1-2

NEW PROCEDURES

AvFlight has relocated the club's two planes from the big hangar to AvFlight's T-Hangars. This move requires some new procedures when you want to go flying, especially in light of winter cold temperatures. AvFlight prefers to fetch your pre-heated plane and bring it up to the big hangar. Call ahead of your scheduled arrival time. Cold weather gear has been ordered for the planes.

After board discussion and consultation with Les, Avflight's mechanic, maintenance chief Chet Dawson would like the following procedures to be followed:

The Skyhawk is in unheated hangar #3, so it is essential that the Tanis heater always be plugged in when the plane is in the hangar. A new cowl blanket and cowl nose plugs will hold in the heat when the plane is moved up to the big hangar and should be left installed until ready to start the engine. ***Make nose plug removal part of your pre-flight checklist.*** It is the pilot's responsibility to reinstall those items after the flight. After your flight, AvFlight will return the Skyhawk to its hangar and plug in the Tanis heater for you.

The Archer is in radiant heated hangar #1 so it won't need a cowl blanket, but it will have nose plugs to hold in the heat when it's moved to the big hangar before your flight. Again, make nose plug removal part of your pre-flight check list and don't forget to re-install them after your flight. AvFlight line men will return the plane to its hangar.

Extension cords are provided in the planes so the Tanis heaters can keep the engines warm when at off-home airports. They must be plugged in if left for more than an hour. These winter procedures apply whenever the temperature is or is forecast to be below 40 degrees.

BOARD MEETING

Thursday, February 17th, 6 PM (1800)

ZOOM Meeting link will be emailed

All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

The **Skyhawk** was taken off the schedule on Wednesday, February 9th for its annual inspection. If there are no unforeseen problems, it should be back on the schedule no later than Friday, the 18th. The 430 database was updated and is good until the end of the month.

The **Archer** oil was changed and 650 database updated. Its annual inspection is due in March. Delivery of the new autopilot components is expected on February 18th. Confirmation of that delivery date is expected early next week.

Please pay attention to the operational procedures for both planes shown on page 1.

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.

Pilot's Tip of the Week

Slushy Departure

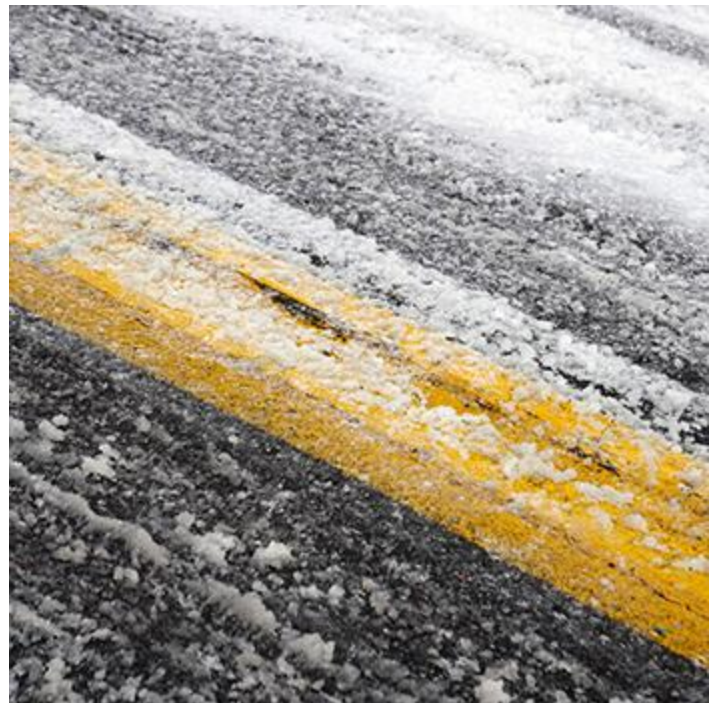
"We landed for lunch at an airport with a little dry snow on the runways. That was uneventful. But when we took off, the snow was more like slush and I was shocked how much runway we used. What should I do differently?" — Aiden B

Elaine Kauh replies:

"Slush is wet, heavy, and usually thicker than a layer of snow. Most Pilot Operating Handbooks don't address how to take off or land in significant snow or ice, much less slush, but there are some tried-and-true tips for a safe departure.

You'll want to use a soft-field technique, which might include the use of flaps. That will keep the nosewheel out of the slush. Recall that this method also has you rotating a bit slower and earlier than normal, allowing you to lift off into ground effect to build up speed. This helps reduce slush-induced drag during acceleration. If you're not accelerating enough during the take-off roll, abort. Then use a different runway or wait for that slush to clear out.

I'd also reduce the usual first half of the runway for aborting to the first third to avoid the need for brakes. While the slush will slow you down, it also reduces traction and increases your risk of a wheel skidding if you apply brakes. If there are doubts about achieving this as you taxi out, taxi back in.



Many pilots remove the aircraft wheel pants for winter. This helps keep snow and slush from building up in the wheel pants and ruining them, along with freezing the brakes.

If you fly with retractable gear be aware that slush, clumps of snow, or ice can damage the gear mechanism and lead to bigger issues on landing. Ensure the gear's clean before heading out, and avoid taxiing through contaminated areas wherever you can. On climb-out, consider leaving the gear down a bit longer and pressing the brakes to let any accumulated moisture dry off. If there's a larger concern that the slush freezing on the gear can interfere with its movement, either up or back down, leave it down and head for a clean, long runway to get the slush off before flying the rest of the trip with the gear up."

January 2022 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Date:	1/20/2022	Time:	6:00	Location:	Zoom Conf Call
Attendance:					
Board Member		Attended	Member / Guest In Attendance		Member
Larry Borton - President		X	Tom Gauthier		X
Dick Best - Vice President		X	Jordan Cobb		X
Steve Harsh - Treasurer		X	Jeremy Leonard		X
Steve Colby - Secretary		X	Clark Radcliffe		X
Dave Oxendale (2 yr)		X	Alex Taylor		X
Mark Coucke (2 yr)		X			
Chet Dawson		X			
Frank Eastman		X			
John Yurkon		X			
AGENDA AND DISCUSSION:					
1	Call to Order (President or Executive Member)				
	Meeting called to order by Larry B. at 6:00 pm				
2	Additions to Agenda: (Board)				
	None at this time				
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)				
	The Club 2021 income was down slightly due to reduced flying hours. Offset by new members. Expenses were approx \$10k less than budgeted due to annuals and fuel. The year finished with a \$17k surplus. \$4k into compensation account. The compensation account is currently underfunded. Steve H. is working to build that back. \$12,500 into additional reserves to assist with avionics upgrades to both aircraft this year. Steve H. reviewed financial projections for CY2022. The aircraft rates and monthly dues will remain the same. Steve H. requested a motion to approve the budget as presented, 2nd by Dick B. Mark C. asked if the insured hull value represents our intended upgrades to the aircraft. Steve H. willing to increase the value after the upgrades (note most of the insurance cost is not from aircraft but rather from liability). Motion carries without opposition. Motion to approve the Treasurer's Report by Dick B., 2nd by Steve C., motion approved without opposition.				
5	Maintenance Report & Hanger Items: (Dawson)				
	Skyhawk The GPS is updated through January 27, 2022. Oil heater cord provided in hanger 3. Avflight was advised that the heater needs to be plugged in when the airplane is returned to the hanger. Airplane did not start last week. Les has recharged the battery and verified that the Tanis heater is operational. It is important to remind the line workers that the heater needs to be plugged in. It is Les' opinion that a battery tender is not necessary if the airplane is started every 10 days. Chet D. stated that he will monitor aircraft usage and will go out and start them if they are not flown within ten days. The Skyhawk is scheduled to have an annual inspection performed by AvFlight in March. A replacement Cabin Center Pedestal panel is available from Vantage Plane Plastics for \$229. Chet D. is proposing this repair along with replacing the carpeting (\$400). No objections to the expense from the membership. Chet D. to shop around for the carpeting. Air Tech's Interiors is a referral to follow up with. Larry B. stated that if the big plane is gone, AvFlight is willing to move your scheduled plane into the big hanger 2-3 hours prior to your arrival. Mark C. suggested the addition of cowl plugs and blankets to help retain the heat. Chet D. will ask Les to evaluate the strength of both batteries.				

January 2022 Board Meeting Minutes.

	<p>Archer</p> <p>The GPS is updated through January 27, 2022.</p> <p>Oil change and new filter was performed on the Archer n Wednesday; oil filter inspection found no contaminates.</p> <p>Hanger 1 is heated and Les believes that the oil heater is unnecessary when the airplane is in that hanger. Decision to use the Tannis heater on the Archer as well.</p> <p>The Archer is scheduled to have an annual inspection performed by AvFlight in March.</p> <p>Decision to purchase cowl plugs and cowl blankets for each aircraft.</p> <p>Motion to approve the Maintenance Report by Dick B., 2nd by Mark C., motion approved without opposition.</p>
6	Committee Reports
a	<p>Membership - Dick B. - The Membership Committee interviewed Ryan Smith. Ryan will be a student pilot and would like to start in May. Motion to accept Ryan as a new member made by Dick B., 2nd by Steve H. Motion carries without opposition.</p> <p>A second candidate was interviewed and withdrew his application.</p> <p>The question was raised if the size of our membership is impacting our insurance rates. Do we need to cap the number of members?</p> <p>Steve C. to follow up with the Flint Flying Club to inquire who carries their insurance.</p>
7	Old Business:
a	Archer - Autopilot - The parts have been ordered, available on Feb 18th. Down payment not required. Chet D. will work to coordinate the Archer annual with the autopilot install to have the plane down for only one event.
b	Skyhawk - GTN650Xi Upgrade - Garmin is back ordered on the 650's....end of June currently. Down payment not required.
c	Archer GTN650Xi - The 650 is not displaying traffic nor weather. According to Steve H., it can display the traffic but not weather with the addition of a communication cable. Chet D. will see if Chuck can add that cable during the autopilot upgrade.
d	Internet Service in the office - Jordan C. recommends running a cable through the ceiling and plug it into the back of the router. Jeremy L. has bulk cable to use. Jeremy and Jordan will resolve this one together after confirming that AvFlight is still ok with it.
8	New Business:
a	February 22nd Board Meeting - Larry B. proposed that we still meet via Zoom.
b	Annual Meeting - The Annual Meeting is this March
9	Discussion Of Flying Experiences
	Jordan C. - Has volunteered to teach an aviation merit badge for a young ladies organization this summer. The club is based in Charlotte. He would like to take an aircraft over there. They need to interview people involved in the aviation field. The also need to perform some simple aircraft maintenance (oil checks, air in tires....).
10	Adjournment:
	Larry B. called for a motion to adjourn. Steve C. made the motion to adjourn, 2nd by Steve H., motion approved without opposition. Meeting concluded at 7:08 pm. Thanks to Steve H. for the use of his Zoom account.

Olds Forge Flight Instructor Contact Information

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Fred Moore	517-230-7918	fredmoore48842@aol.com
Pam Tobin (Ground Instructor)	517-703-4273	airwomancfi@gmail.com

GUESS THE FLIGHT DECK



No cheating using the clues below



Answer on page 5

Year End Financial Report 2021

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1 - December 31, 2021

Archer Hr =	147.6	Skyhawk Hr =	279.1
		Actual	Budget
OPERATING INCOME:			
Aircraft Income		\$34,503	\$40,617
Initiation Fees		\$4,100	\$1,900
Membership Dues		\$31,945	\$28,560
Interest		\$430	\$0
Other Misc. Income		\$90	\$0
TOTAL INCOME		\$71,068	\$71,077
OPERATING EXPENSES:			
Variable Costs:			
Improvements, Archer & Skyhawk		\$2,134	\$2,133
Engine Depletion, Archer		\$2,354	\$2,354
Engine Depletion, Skyhawk		\$3,977	\$3,977
Fuel, Archer		\$4,769	\$6,258
Fuel, Skyhawk		\$7,297	\$9,615
Misc fuel & Oil		\$539	\$0
Maintenance, Archer*		\$1,952	\$4,927
Maintenance, Skyhawk*		\$2,612	\$7,361
Maintenance, Other		\$398	\$0
Total Variable Cost		\$26,032	\$36,626
Fixed Costs:			
Office and Service Fees		\$1,770	\$2,290
Operations Costs		\$21,747	\$22,392
Total Fixed Costs		\$23,517	\$24,682
Misc. Cost		\$0	\$300
TOTAL EXPENSES		\$49,549	\$61,608
NET OPERATING INCOME		\$21,519	\$9,469
Contingency Fund (equity fees)		\$4,100	\$1,900
NET AFTER CONTIN. FUND		\$17,419	\$7,569

* Archer Annual (Budget = \$2,800; Actual = \$1,572)

* Skyhawk Annual (Budget = \$2,200; Actual = \$1,556)

Monthly Hours Flown Report:

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

	2022	2021	2022	2021
Year-to-date				
Total	1.5	3.0	8.8	10.3
January	1.5	3.0	8.8	10.3
TOTAL	1.5	3.0	8.8	10.3

COMBINED HOURS THROUGH JANUARY

2022: 10.3 2021: 13.3

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.

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 (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 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: 159.4

Archer: GPS updated. Oil changed.

Annual Due: 3/12/2022 Hours flown since last annual: 180.7

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, February 17th, 6 PM (1800)

ZOOM Meeting link will be emailed

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 202 - January 31, 2022

Archer Hr = 8.8

Skyhawk Hr = 1.5

Actual Budget

OPERATING INCOME:

Aircraft Income	\$1,059	\$1,059
Initiation Fees	\$0	\$1,900
Membership Dues	\$2,740	\$2,720
Interest	\$0	\$0
Other Misc. Income	\$0	\$0
TOTAL INCOME	\$3,799	\$5,679

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$82	\$82
Engine Depletion, Archer	\$140	\$140
Engine Depletion, Skyhawk	\$21	\$21
Fuel, Archer	\$329	\$373
Fuel, Skyhawk	\$0	\$52
Misc fuel & Oil	\$0	\$19
Maintenance, Archer*	\$0	\$194
Maintenance, Skyhawk*	\$0	\$32
Maintenance, Other	\$0	\$33
Total Variable Cost	\$572	\$946

Fixed Costs:

Office and Service Fees	\$310	\$851
Operations Costs	\$1,869	\$5,417
Total Fixed Costs	\$2,179	\$6,268
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$2,751	\$7,514

NET OPERATING INCOME \$1,048 -\$1,835

Contingency Fund (equity fees) \$0 \$1,900

NET AFTER CONTIN. FUND \$1,048 -\$3,735

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

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

