



Officers:

Larry Borton
President

Dick Best
Vice President

Steve Harsh
Treasurer

Stephen Colby
Secretary

Board of Directors:

Mark Coucke (2-year Term)
Chet Dawson
Frank Eastman
Dave Oxendale (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

March-April 2021 Vol. 76 No. 3-4

Annual Elections Results

After having gone two years, due to Covid 19, without elections for board and officer positions, an election meeting via ZOOM was held on March 18th, attended by only fifteen members. Normally, we would have had two 2-year term board members, only needing to elect 3 new members. But since the 2-year carry-over members had already served two years, we elected 5 new members, fulfilling the terms of our constitution. The vote was counted by using the the ZOOM polling function which tallied the voting results as percentages. Here are the results:

President: Larry Borton, 93%

VP: Dick Best, 100%

Treasurer: Steve Harsh, 100%

Secretary: Steve Colby, 100%

Board:

Dave Oxendale, 100% Mark Coucke, 93% Chet Dawson, 87%

Frank Eastman, 73%

John Yurkon, 73%

Dave Oxendale and Mark Coucke will be the new 2-year board members. Let's hope we will be able to meet in person next year.



BOARD MEETING

Thursday, April 15th, 6 PM (1800)

Via Zoom. Login info will be emailed

All members encouraged to attend

ARCHER INSTRUMENT UPGRADE UPDATE

The Archer instrument upgrade was scheduled to take two weeks starting April 12th, but the shop has postponed start date due to work overload. The work will be performed by Heinen Avionics in Adrian, Michigan. (KADG) ***Reservations made for the Archer during April could be cancelled on short notice when we learn the start date.***

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

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 Archer is complete and no issues were found. The nose wheel tire and tube were replaced and the oil cooler baffle was removed for warm weather operations. The last communication with Heinen Avionics received on April 7 stated:

"We are running a little backed up. We have almost finished up on our big project. We want to finish that up first. We do not want to bring in a job and be delayed in getting to it. We will keep you posted on the best day to bring down.

Thank You

Clinton

Heinen Avionics"

Pilots for transporting the two aircraft to Adrian have volunteered, but if you would like to go along or sign on as a back-up, contact Chet.

(chet777@comcast.net 517-449-2812

The Skyhawk engine is running well. We will continue using the non-detergent break-in oil until the next oil change is due. The nose wheel tire and tube were replaced and the oil cooler baffle was removed for warm weather operations. Number 2 nav/com is at Heinen Avionics for evaluation/repair. Clinton has not identified the cause of the breaker popping; the radio does not draw excessive current on the bench. After the avionics is installed in the Archer Clinton will investigate possible causes of the short including the wiring behind the instrument panel.

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

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 to 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

Pilot's Tip of the Week

Is Flight Following a Clearance?

"Is being on flight following enough to enter Class B, C, and D airspace? Or do I need a clearance?" — Charley V.

John Krug replies:

"Let's get the two easy ones out of the way first.

A separate and specific clearance is *a/ways* required for Class B airspace. Even if you are receiving advisories from the Class B controller outside the Bravo, it does not constitute a Class B clearance.

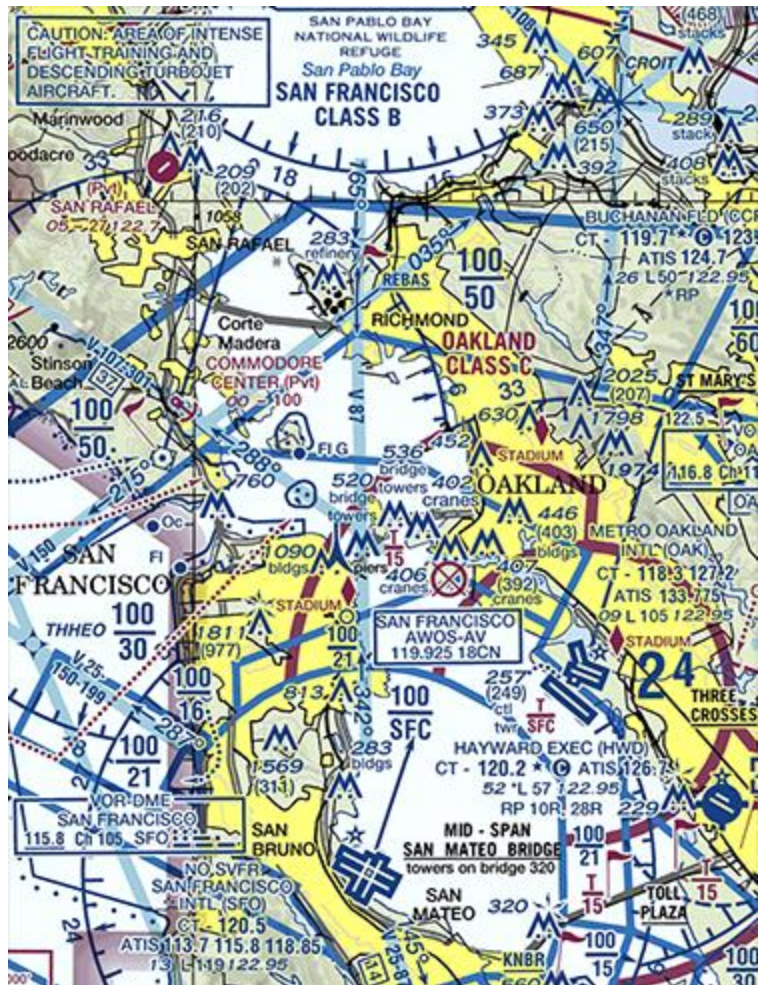
Class C airspace *never* requires a separate clearance. If you are in two-way communications with the controlling facility, you satisfy the requirements for authorization through Class C airspace.

Class D transitions are the sticky point. Talking to a Center or Approach controller on flight following does not necessarily satisfy the requirement for communication with the controlling agency: the Class D tower.

However, the Controller's handbook says a pilot is not expected to obtain their own clearance through a Class C or D while receiving advisories. The controller should step up and coordinate for the pilot, and should also let the pilot know this has occurred. Sometimes coordination is unnecessary even though it looks like you'll pass through the Class D. It's common for the top 500 feet of Class D airspace to be delegated to an Approach Control.

But the overall responsibility for complying with Class D communications requirements still lies with the pilot. It's best to speak up and ensure that the Approach or Center controller knows you intend to transition the airspace, and has coordinated with the tower for you if necessary.

Keep in mind that this is an additional service that is workload permitting. If the controller is too busy to coordinate, radar service should be terminated in a timely manner so the pilot is able to contact the Class D facility directly prior to entry."



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

Chet's story about his first instrument training flight in the last newsletter ended with the airplane collecting a LOT of ice. How did he survive?

How We Survived the 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.

We could see light above us, we were close to breaking out. The flight instructor said, "tip the nose down, we can pick up some speed and then trade the speed for altitude." It turned out that his suggestion worked better than he predicted. When I tipped the nose down, the propeller angle of attack was reduced allowing the engine and propeller RPM to increase. When the propeller speed increased, ice violently stripped from the propeller increasing the propeller effectiveness resulting in a positive climb rate. After another two minutes we were on top into bright sunshine. By the time we were approaching South Bend, the ice had sublimated from the windshield and the wings. We requested an unlimited descent to clear of clouds and passed through the cloud layer as quickly as possible. After landing in South Bend, I ran my hand down the leading edge of the wing and pushed off a quarter inch thick sheet of ice that accumulated in our hurried descent through the cloud layer.



On the return flight we stayed below the clouds.

FLIGHT EXPERIENCES

Members are encouraged to tell us about their interesting, and maybe not so interesting flying experiences. A non-member thought club members might find his experience interesting.



it was 1979 and just a few days after returning from London, where I was supporting the installation of communications equipment at a big UK bank. The phone rang, and it was the IT manager there, quite frantic. Something had gone amiss with the communications computer, and their entire bank's internal online operations were down. We discussed it and determined the likely cause of failure. There was no Federal Express then, nor was there anyone there qualified to install the replacement part, even if I could get it there. The next question came out of the blue, as did my answer.

"How fast can you get here?"

"Regular flights are overnight, but it's already too late to leave today, so it would be the day after tomorrow if there were no problems. But, I quickly added, the Concorde could get me there in about 4 hours from leaving if I can get a flight."

To my everlasting surprise, he immediately approved the trip. I was off to my apartment to grab a change of clothes, drove to Detroit, took the next flight to Washington, and checked-in there.

Then the amazing experience started.

It was with a lounge that makes the Red Carpet Club look like a little like a bus depot. A full, multi-meal buffet, open bar, lots of comfortable seating with a premier view of the airfield, and a fleet of dutiful staff scurrying around making sure everything was perfect.

We boarded. The airplane cabin was tiny. There were two rows of leather coach-sized seats spaced reasonably far apart, carrying about 100 people, tops. Except for the little mach meter on the forward bulkhead, it was a lot like a nice 727. The engines started and we had a regular push-off and taxi, all the while we were being offered the regular safety information, enhanced by lots of description of the airplane and what it could do.

Takeoff was the first oh-wow moment. After gaining a little air, the thing just about stands on end and goes straight up. After we leveled-off a bit, the crew descended on the cabin with crystal glasses, champagne, and a dinner menu. There were three entree selections, beef, chicken and fish. Several side dish and desert choices were also offered. After this a regular drink serviced preceded dinner. The meal was served on bone china with sterling silver utensils. Desert and after-dinner drinks were served, and then another round of wine and champagne to keep everyone jolly.

At one point I went up to the flight deck, which then delightfully was open to the passenger compartment. The crew was welcoming and cordial, and was endlessly patient with my (probably) dumb questions. There was a crew of three. Two up front, and one frenetic engineer working the instruments and controls on the side panel. This was before computers made their way into aircraft, so this poor guy was the flight computer. The entire time I

watched, perhaps 10 minutes, he was continuously observing some gauge, recording something on a clipboard, adjusting some control, then repeating that process. Continuously and rapidly. See the photo. The guy was amazing.

During the flight we were advised of our altitude and speed, about 55,000 feet and mach 0.9, and *we were about to go up to almost mach 2*. When he lit the burners, the acceleration was like taking off from the line in a Porsche. It was awesome, and all I could think about was how much energy it must take to take an aircraft going 700 mph or so and more than double that speed in about 20 seconds.

Looking out the window there was a purple rim over the visibly curved horizon, and the sky above was black.

Really, really black.

Sadly after solving the problem at the bank and a nice dinner, I was treated to flying home in coach next to a screaming baby. The baby didn't bother me at all. I just closed my eyes and smiled the whole time.



February 2021 Board Meeting Minutes.

Meeting conducted by ZOOM video conference.

Olds Forge Flyers - Meeting Minutes

Date:	2/18/2021	Time:	6:00	Location:	Zoom Conf Call
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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	Frank Eastman	X
Steve Harsh - Treasurer	X	Osama Alian	X
Steve Colby - Secretary			
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 6:02 pm.
2	Additions to Agenda: (Board)
	None
3	Approval of Minutes of Previous Meeting: (Colby)
	January minutes submitted via e-mail by Steve C. for Board review. Motion to approve the minutes by Stave Harsh., 2nd by Dave Oxendale. Motion approved without opposition.
4	Review and Approval of Treasurers Report: (Harsh)
	A/C income is down right now. Especially with the free 172 hours to get break in time on engine. We have upcoming expenses for Sky Scheduler, GPS subscription, and Airnav account. Have not booked the 172 engine repairs since the bill has just come in. That is \$9000. Need to get pilot records sent back in please. Motion to approve by Larry Borton, 2nd by Dave Oxendale, Motion approved.
5	Maintenance Report: (Dawson)
	<p>Les is conducting the Annual Inspection on the Skyhawk. No problems discovered at this point. The engine screens and oil filter were clean. The AD inspection of the door post is pending. The circuit braker for the number two radio has popped several times on recent flights; Les is arranging a loaner radio to verify that the radio is the cause of the problem.</p> <p>The C172 Skyhawk engine is breaking in well. The plane has flown over 12 hours since the repairs were completed. The engine needs 25 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 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.</p> <p>The oil was changed in the Archer at 50 hours. No metal was found in the oil filter. It was reported that the door on the Archer was not opening properly. Les disassembled the door and found a bent link inside the door. His explanation was that the door handle was forcefully pulled when the door was locked causing the damage to the linkage. The Archer door handle will lift several degrees when the door is locked. Make sure the door is unlocked before putting any force on the door handle.</p> <p>Motion to approve the Maintenance Report by Dick Best, 2nd by Larry Borton, motion approved without opposition.</p>
6	Committee Reports
6a	Membership Committee recommends new member Jeremy Leonard who is a private pilot and wants to join the club. Motion to approve Jeremy as a new member made by Dick Best, 2nd by Larry Borton, Approved unanimously.

February 2021 Board Meeting Minutes.

Meeting conducted by ZOOM video conference.

6b	Archer Instrument Committee - John Yurkon reviewed the 4 proposals from the 2 avionics shops. The consent was to move forward to getting firm quotes and go with the Garmin 650 / G5 package and keep the KX155. Steve Harsh explained how we would pay for the upgrade. John to get with Steve Colby to set up next step. Brian will set up a special meeting if we have the information to move forward prior to next meeting.
7	Old Business:
7a	Lynx 9000 Identified changes - Group discussion was to leave the transponder set as is. Mark suggested that we at least ask the avionics shop about changing the setting prior to calling the issue closed
8	New Business:
8a	New Member orientation - Log Book review. Adlay suggested to Brian that we give new members access to the log books is they like during orientation. Both Dick and the Club instructors will have the safe combination to offer up that option.
9	Discussion Of Flying Experiences
	Larry said that after flying with others that they all make better landings than him. After accused of just slamming his jet down on the runway, he was asked if he landed on a ship as an air force pilot. He said "Nope - we called those targets" Sorry Navy Guys.
10	Adjournment:
	Brian Z. called for a motion to adjourn. Dave Oxendale. made the motion to adjourn, 2nd by Dick B., motion approved without opposition. Meeting concluded at 6:43 pm. Thanks to Steve H. for the use of his Zoom account.



Guess the Flight Deck



Here's a hint

In 1939, competitors TWA and Pan Am encouraged Lockheed to design and build the L049 a 40-passenger airliner. However, the attack on Pearl Harbor drew the U.S. into WWII, halting the production of commercial aircraft. Consequently, all "Connie's" on the assembly line were re-designated C-69's and accepted by the USAAF.

The Connie had a long and glorious career, during an era of affordable, elegant air travel. Her unique features included a dolphin like fuselage, her huge size (a larger wingspan than a 737) and a triple tail design that allowed her to fit into existing hangers.

She is more powerful than 8 diesel locomotives and holds the 1957 record for a non-stop passenger flight of 23 hours 19 minutes. The fuel burned on this flight would supply the average family car for ten years.

On April 17, 1944 Howard Hughes and TWA President Jack Frye, flew from Burbank, California to Washington, D.C. in 6 hours and 57 min. On the return trip, they stopped at Wright Field to give Orville Wright his last flight.

February's Numbers

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1 - February 28, 2021

Archer Hr =	24.1	Skyhawk Hr =	13.3
		Actual Budget	

OPERATING IN-

Aircraft Income	\$2,742	\$3,727
Initiation Fees	\$1,150	\$1,900
Membership Dues	\$4,970	\$4,760
Interest	\$0	\$0
Other Misc. Income	\$4	\$0
TOTAL INCOME	\$8,866	\$10,38

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$188	\$187
Engine Depletion, Archer	\$384	\$384
Engine Depletion, Skyhawk	\$190	\$190
Fuel, Archer	\$247	\$1,022
Fuel, Skyhawk	\$296	\$458
Misc fuel & Oil	\$0	\$0
Maintenance, Archer*	\$0	\$530
Maintenance, Skyhawk*	\$0	\$279
Maintenance, Other	\$0	\$0
Total Variable Cost	\$1,305	\$3,050

Fixed Costs:

Office and Service Fees	\$456	\$765
Operations Costs	\$2,789	\$3,420
Total Fixed Costs	\$3,245	\$4,185
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$4,550	\$7,536

NET OPERATING INCOME	\$4,316	\$2,852
Contingency Fund (equity fees)	\$1,150	\$1,900
NET AFTER CONTIN. FUND	\$3,166	\$952

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

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

FEBRUARY

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
February	2.7	2.5	2.7	7.0
TOTAL	5.7	8.6	17.1	14.8

COMBINED HOURS THROUGH February
2021: 29.8 2020: 23.4

MARCH

Monthly Hours Flown Report:

	Skyhawk \$ 90 / hr.		Archer \$ 105 / hr.	
	2021	2020	2021	2020
Year-to-date				
Total	5.7	8.6	24.1	14.8
March	15.2	8.8	6.8	1.9
TOTAL	20.9	17.4	30.9	16.7

COMBINED HOURS THROUGH March
2021: 51.8 2020: 34.1

Maintenance Summary

Maintenance Issues:

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

Skyhawk: GPS updated. Nose wheel tire & tube replaced. Oil cooler baffle removed. **Continue using non-detergent break-in oil.** Nav/Com 2 out for evaluation/repair.

Annual Due: 2/12/2022 Hours flown since last annual: 15.2

Archer: GPS updated. Nose wheel tire & tube replaced. Oil cooler baffle removed.

Annual Due: 3/12/2022 Hours flown since last annual: 0.8

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 15th, 6 PM (1800)

Via Zoom. Login info will be emailed

All members encouraged to attend

March's Numbers

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1 - March 31, 2021

Archer Hr = 31.3 Skyhawk Hr = 54.2

Actual Budget

OPERATING INCOME:

Aircraft Income	\$4,662	\$8,164
Initiation Fees	\$1,600	\$1,900
Membership Dues	\$7,625	\$7,140
Interest	\$0	\$0
Other Misc. Income	\$13	\$0
TOTAL INCOME	\$13,900	\$17,204

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$427	\$427
Engine Depletion, Archer	\$499	\$499
Engine Depletion, Skyhawk	\$772	\$772
Fuel, Archer	\$1,119	\$1,327
Fuel, Skyhawk	\$1,635	\$1,867
Misc fuel & Oil	\$0	\$0
Maintenance, Archer*	\$144	\$689
Maintenance, Skyhawk*	\$934	\$2,638
Maintenance, Other	\$0	\$0
Total Variable Cost	\$5,529	\$8,220

Fixed Costs:

Office and Service Fees	\$749	\$918
Operations Costs	\$5,082	\$7,226
Total Fixed Costs	\$5,831	\$8,143
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$11,361	\$16,663

NET OPERATING INCOME \$2,539 \$541

Contingency Fund (equity fees) \$1,600 \$1,900

NET AFTER CONTIN. FUND \$939 -\$1,359

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

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

