



The Monthly Flyer

May 2022

Vol. 77 No. 5

Plane Wash And Dinner

A plane wash is scheduled for this Thursday, June 2nd at 5 PM. Let's have a big turn out like the last plane wash 3 years ago. We can get the Archer nice and clean just before it goes in for the autopilot install. Dinner at Piazzano's will follow.

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



This Month's Mystery Plane

It may not be much of a mystery after reading this. The plane was noteworthy for its time. Designed in 1982 by well known aircraft designer Burt Rutan's Scaled Composites, the plane was the first all-composite pressurized business class aircraft. It was also the first to feature an all glass instrument panel, but the displays were cathode ray tubes, not the led screens of today. Production of the pusher turbo prop plane began in 1988 and only a total of 53 were built by 1995 when production was halted. Only two remain flying today, the rest having been consigned to the scrap yard or museums.

MEMBERSHIP MEETING

Thursday, June 16th, 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 June 16, 2022. The oil cooler baffles are removed for summer flying. An oil change will be completed on Monday, May 23.

Archer

The GPS is updated through June 16, 2022. The oil cooler baffles are removed for summer flying.

The latest communication from Beacon Avionics the autopilot parts have arrived and the upgrade will take place in approximately 2 weeks. The Archer has been scheduled for maintenance between June 6 and June 16 in anticipation of the autopilot upgrade; the schedule will be updated as the time frame is confirmed.

TSA Badging Procedures Explained

You now must renew your badge **on time** on or before your **actual birthday** or return it to the badging office if you are not going to renew it. Failure to renew or return your badge on time will now result in a **\$250 fine** to the club, which of course will be billed to your account. 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

Staying Ahead of The Airplane

"I'm getting back into flying after some time away, and my biggest problem is I'm just overwhelmed. The instructor keeps telling me to 'stay ahead of the air-

Wally Moran replies:

"Each of us has a limited capacity to process and fly. Sometimes the tasks required exceed the capacity available. That's when the airplane starts to get ahead of us or in other words, we start to get behind. Our goal is to keep the task level below our capacity.

That's sometimes easier said than done, but here are a few suggestions.

1. We can move some tasks to a less busy time.
2. We can build in more time to complete the required tasks.
3. We can simply eliminate some tasks.

For example, good preflight planning and organization is an example of *moving tasks to a less busy time* and will significantly reduce our in-flight workload. Having the taxi diagram available prior to calling for taxi clearance is another good example. On the other hand, trying to confirm destination traffic patterns while on final descent is a poor choice of priorities.

How can we make more time to get the tasks done? We can slow the airplane down. We all know that the traffic pattern and approach are a very task-saturated time. It's a place where we can easily get behind the airplane. If we slow the aircraft down prior to this phase, we have automatically given ourselves more time to complete the required tasks. If IFR, and you are starting to get behind, you can ask ATC for delaying vectors or a turn in the holding pattern. Then, of course, you can always go around.

What do I mean when I say *we can simply eliminate tasks*? We all know the adage about aviate, navigate and communicate. This means that we have to prioritize our workload. For example, responding to a radio call just at touch-down would not be a good idea. Just eliminate that task until the aircraft is slowed to taxi speed.

When conducting training, I often give pilots a go-around command in or near the flare for landing. It is not uncommon for the pilot to first tell the tower that he is going around and then finally get around to adding the power. Announcing the go-around to the tower is a task that can be eliminated until we have established the go-around properly. So, if you are starting to feel a little overloaded, you may be able to toss a few tasks on the back burner for the moment. Just don't toss the aviate tasks away, only the navigate and communicate.

So next time you have one of those situations where you wind up behind the aircraft, think about how you could have moved some tasks to a less busy time, eliminated tasks, or provided yourself more time. Then implement those changes on your next flight."



April 2022 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes			
Date:	4/21/2022	Time:	6:00
		Location:	AvFlight Conf Room!!
Attendance:			
Board Member	Attended	Member / Guest In Attendance	Member
Larry Borton - President	X	Brian Zeeb	Zoom
Dick Best - Vice President	X	Frank Eastman	Zoom
Steve Harsh - Treasurer	X	Jeremy Leonard	X
Steve Colby - Secretary	X	Jeff Markham	X
Dave Oxendale	X		
Mark Coucke	Zoom		
Chet Dawson (2 yr)	X		
Todd Tarrant (2 yr)	excused		
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)		
	March minutes submitted via e-mail by Steve C. for Board review. Motion to approve the minutes by Dick B., 2nd by Dave O. Motion approved without opposition.		
4	Treasurer's Report: (Harsh)		
	Income is on track. Expenses are about \$7k less than budget but will come down some after some recent expenses are added in. The insurance quote has been received. The quote is with the same company as last year. The deductible was \$1000, it is now at \$2500 (insurance company decision). Insurance is quoted at \$11,400 up from \$10,100 for last year. Each airplane is insured for an additional \$10k more. Liability expense is up, but we have two more members than last year. Steve H. expected our insurance to be higher due to recent articles in the media. Our fuel cost has gone up....\$4.78 per gallon from a recent bill (budgeted price was for \$4.65). Excess Insurance liability waiver fund will help fund some of the avionics upgrade. IRS Form 990 is due mid-May. Steve H. will complete it. This keeps our non-profit status. Motion to approve the Treasurer's Report by Dick B., 2nd by Steve C. Motion approved without opposition.		
5	Maintenance Report & Hanger Items: (Dawson)		
	<p>Skyhawk - GPS is updated through May 19th. The oil cooler baffles have been removed for summer flying. Beacon Avionics update - the GTN650Xi Nav/Com is scheduled to ship on June 28th, expect the installation in July.</p> <p>Archer - GPS is updated through May 19th. The oil cooler baffles have been removed for summer flying. Beacon Avionics update - the GFC500 autopilot has been received. We are on the schedule for May...3-5 weeks out.</p> <p>There was a member comment about the Archer slightly rolling to the right with a single pilot. Keep in mind that the plane is off on center of gravity with one pilot. You can initially burn some fuel from the left tank to help offset this condition.</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 - Dick B. - Of the three new inductees, one has joined. One has work issues and may delay for another month. The third approved member has not contacted the club.</p> <p>Member Brad K. has returned his keys and his TSA badge. Dick B. will handle is remaining positive book balance.</p>		
a	Steve H. - the key cost will be increasing from \$10 to \$15. Should the club initiate a badge deposit? To be discussed next meeting.		
b	Monthly Flyer April Issue - Kudos to Dick B. for the April Flyer! Dick B. is waiting for a bio from the new Airport CEO for the next newsletter.		

April 2022 Board Meeting Minutes.

7	Old Business:
a	Plane Wash - Larry B. is proposing Friday, June 3rd! It is anticipated that both airplanes will be available provided the Archer completes the autopilot upgrade.
b	Be A Tourist In Your Own Town - The Convention and Visitor's Bureau will not be holding the event for 2022. Stay tuned for 2023....
8	New Business:
a	May 9th is the next Board Meeting. All members are encouraged to attend.
b	TSA Badges - TSA sent Dick B. a list of members that have out of date badges. These need to be renewed or returned to the badging office or else the member will be fined \$250 by the airport. Dick B. has reached out to the impacted members to ensure they take action.
9	Discussion Of Flying Experiences
	Windy conditions have prevented a lot of flying recently.
10	Adjournment:
	Larry B. called for a motion to adjourn. Steve H. made the motion to adjourn, 2nd by Chet D., motion approved. Meeting concluded at 6:29 pm. Thanks to Steve H. for the use of his Zoom account.

GUESS THE FLIGHT DECK



Answer on page 6. Clues on page 6 & 7



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

Monthly Hours Flown Report:

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

	2022	2021	2022	2021
Year-to-date				
Total	11.0	20.9	25.9	30.9
April	20.5	21.2	6.4	13.0
TOTAL	31.5	42.1	32.3	43.9

COMBINED HOURS THROUGH APRIL

2022: 63.8 2021: 86.0

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: 30.0

Archer: Annual Inspection completed. GPS updated.
Annual Due: 3/12/2022 Hours flown since last annual: 19.4
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!

MEMBERSHIP MEETING

Thursday, June 16th, 6 PM (1800)
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Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 202 - April 30, 2022

Archer Hr = 32.3 Skyhawk Hr = 32.5

	Actual	Budget
OPERATING INCOME:		
Aircraft Income	\$6,227	\$6,317
Initiation Fees	\$2,850	\$1,900
Membership Dues	\$10,960	\$10,880
Interest	\$0	\$0
Other Misc. Income	\$272	\$0
TOTAL INCOME	\$20,309	\$19,097

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$518	\$518
Engine Depletion, Archer	\$515	\$515
Engine Depletion, Skyhawk	\$463	\$463
Fuel, Archer	\$1,195	\$1,370
Fuel, Skyhawk	\$712	\$1,120
Misc fuel & Oil	\$0	\$111
Maintenance, Archer*	\$1,774	\$2,511
Maintenance, Skyhawk*	\$1,186	\$2,363
Maintenance, Other	\$0	\$722
Total Variable Cost	\$6,363	\$9,692

Fixed Costs:

Office and Service Fees	\$1,313	\$1,550
Operations Costs	\$8,872	\$13,489
Total Fixed Costs	\$10,185	\$15,039
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$16,548	\$25,031

NET OPERATING INCOME	\$3,761	-\$5,934
Contingency Fund (equity fees)	\$2,850	\$1,900
NET AFTER CONTIN. FUND	\$911	-\$7,834

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

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

