



## 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

September-October 2021 Vol. 76 No. 9-10

## AIRPLANES MOVING TO THE T-HANGARS DECEMBER 1ST

On November 1st, club president Larry Borton received the following email from AvFlight:

**From:** Lynn Markowski <lmarkowski@avflight.com>  
**Sent:** Monday, November 1, 2021 4:55 PM  
**To:** 'bortoni@msu.edu' <bortoni@msu.edu>  
**Subject:** Change is A/C hangar Avflight LAN

Good Afternoon Mr. Borton,

With some recent changes in our hangar availability I will have to give a 30 day notice, effective December 1, 2021 that we will be moving you're a/c from the main hangar in LAN to the T-hangar in LAN. I know this is not your preferred hangar but we will work with you to make this is a smooth transition. When your team would like to fly please continue to call and we will have you're a/c waiting for you. When space is available we would be happy to pull the a/c to our main hangar so you can preflight inside this area.

We sincerely appreciate you as a long term tenant and apologize for this unexpected change.

Please feel free to stop by or call me with your concerns.

Thank you!

**Lynn Markowski**  
General Manager

**AVFLIGHT**  
Avflight Lansing Corporation (KLAN)  
O: 517.321.7000 | M: 517.243.5547  
[www.avflight.com](http://www.avflight.com) | [Feedback](#)  
<https://www.avflight.com/about-US/COVID19>

In a subsequent discussion with Ms.Markowski, Larry learned that AvFlight has a new tenant with a larger plane needing the space; a plane that also buys lots of fuel. Larry comments:

*"We have appreciated the space for our airplanes in the big hangar at Avflight. Due to a larger airplane that will be moving in and the amounts of fuel it will use, our airplanes will move a little farther from our office. We can still easily walk there from the main building.*

It remains to be determined whether or not our TSA badges will allow vehicle access to the T-hangars.

## BOARD MEETING

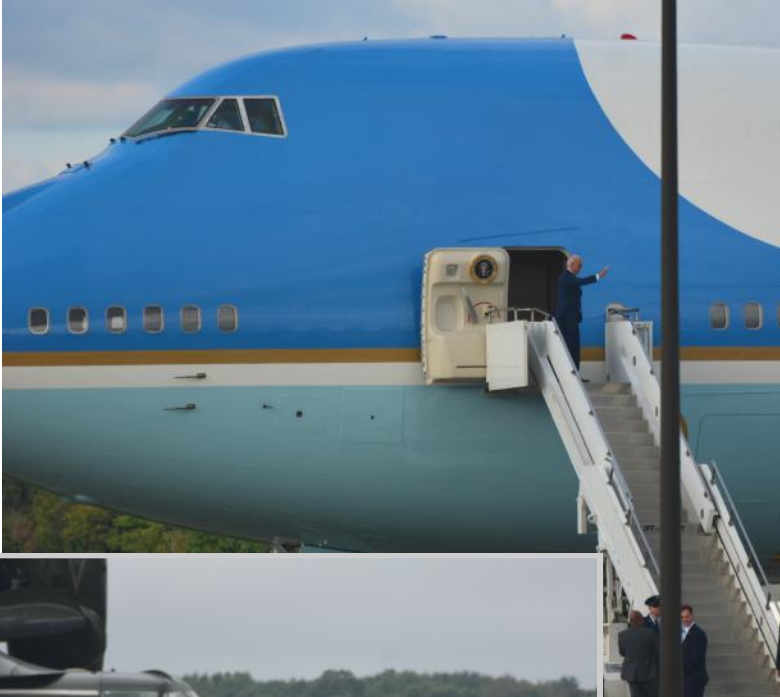
Thursday, November 18th, 6 PM (1800)

ZOOM Meeting link will be emailed

All members encouraged to attend

# A PRESIDENTIAL VISIT

Some photos from President Biden's October 5th stop-over enroute to Howell, MI.





# From the Maintenance Crew

By Chet Dawson

## Maintenance Report

**ARCHER:** The GPS is updated through December 2, 2021.  
Oil cooler baffle was installed for cold weather operation.

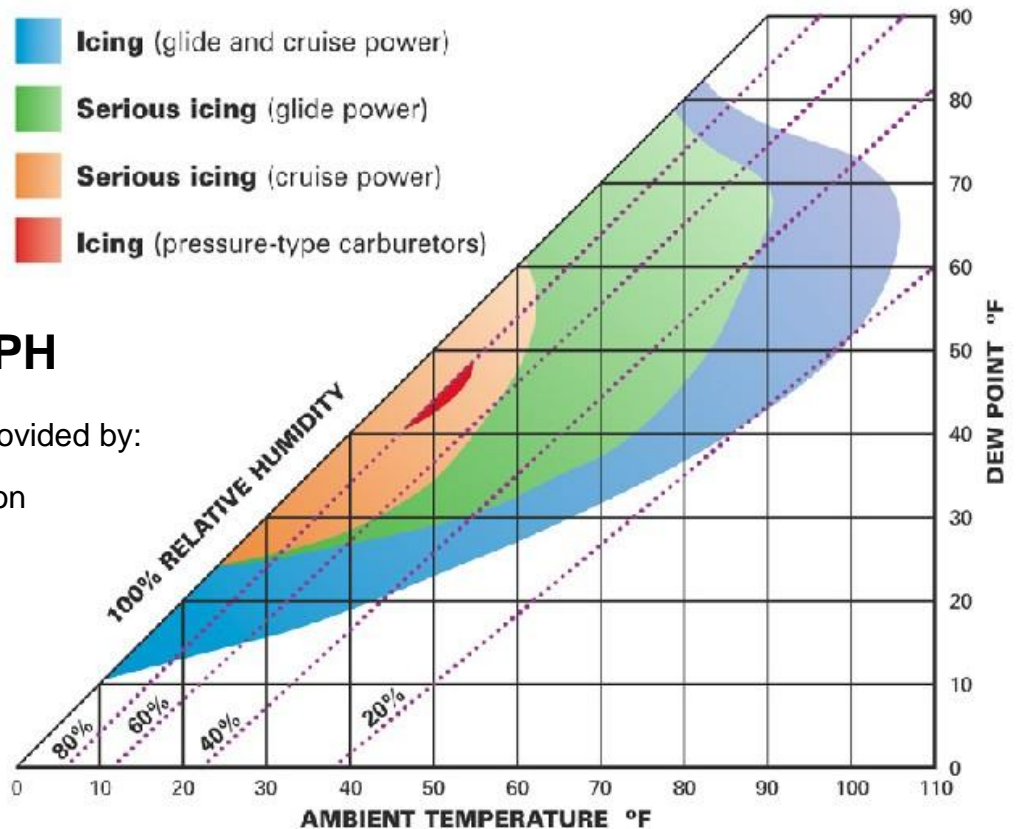
The Garmin 650 database is updated by the SD card resident in the slot on the 650. Pilots may upload computer generated flight plans with their own (32G Max) SD card. See the manual for details. The 650 MUST be turned off for insertion, removal or swapping of SD cards. Once the flight plan on your card is uploaded to the 650 flight plan catalog, remove your card and replace the database card.

*The autopilot is inoperative until it is replaced.*

**SKYHAWK:** The GPS is updated through December 2, 2021.  
Oil change was completed by Steve Ballbach.  
Sunvisor was reinstalled and tightened to work properly.  
Oil cooler baffle was installed for cold weather operation.

### ICING GRAPH

The adjacent graph was provided by:  
Board Member John Yurkon



# Pilot's Tip of the Week

## Mixture During Descent

"I understand leaning the mixture for cruise at altitude, but I've never been clear on what to do during descent. When do I enrichen the mixture?" — Paula T.

Jeff Van West replies:

"I can't fully answer this question with the brevity of a tip. And most POHs aren't much help with 'Mixture—ENRICHEN as required.' But as long as you adopt a 'Do no harm' mantra, you have many options. Let me explain.

The discussion of the mixture knob starts with the power lever. Pilots generally fall into two categories: those who maintain cruise airspeed as they descend by reducing power, and those who maintain cruise power on the descent to get a faster airspeed.

If you reduce throttle for descent, you're probably operating under 65 percent of the engine's rated output. There's no mixture setting that can cause harm at that low a power setting. My personal style with this kind of descent is to leave the mixture control alone, knowing the air-fuel ratio will get leaner as my altitude gets lower. I only enrichen the mixture when necessary to keep the engine running smoothly. When I level off and approach the airport, I set a full-rich mixture (or a mixture for maximum power if it's a high-altitude airport).

If you descend at cruise power, the next question is whether you were cruising lean of peak EGT or rich of peak EGT. If you were operating lean of peak, the mixture will only get leaner with decreasing altitude, and you can use the same technique: Only enrichen enough to keep the engine running smoothly until transitioning all the way to full rich (or maximum high-altitude power).

If you were operating rich of peak EGT and then descend with cruise power, as many people do, the mixture getting leaner as you descend means you could create a power-mixture combination that's harmful to the engine. That means you should enrichen as you descend, erring on the side of being too rich. If you're unsure, just go full rich (or as needed for the high-altitude destination) early in the descent and be done with it. You'll burn more gas, but you'll have a high enough power setting that plug fouling shouldn't be an issue.

Of course, all this assumes a normally aspirated engine. Turbos are a different story. Better engine instrumentation gives you more precise control. Maintaining sufficient engine temperatures could be an issue. There are many variables. Hopefully, this provides a good starting point.

Whatever you do, however, ensure the mixture is set for landing no later than downwind. Check again on final. You don't want to discover the mixture setting is still lean when you apply full throttle on a go-around."

**Olds Forge Club SOP is to cruise at 50 degrees rich of peak.**



# September 2021 Board Meeting Minutes.

## Olds Forge Flyers - Meeting Minutes

|              |           |              |      |                  |                |
|--------------|-----------|--------------|------|------------------|----------------|
| <b>Date:</b> | 9/16/2021 | <b>Time:</b> | 6:00 | <b>Location:</b> | Zoom Conf Call |
|--------------|-----------|--------------|------|------------------|----------------|

| Attendance:                |          |                              |        |
|----------------------------|----------|------------------------------|--------|
| Board Member               | Attended | Member / Guest In Attendance | Member |
| Larry Borton - President   | X        | Clark Radcliffe              | X      |
| Dick Best - Vice President | X        | Brian Zeeb                   | X      |
| Steve Harsh - Treasurer    | X        | Pam Tobin                    | X      |
| Steve Colby - Secretary    | X        |                              |        |
| Dave Oxendale (2 yr)       | X        |                              |        |
| Mark Coucke (2 yr)         | X        |                              |        |
| Chet Dawson                | X        |                              |        |
| Frank Eastman              | X        |                              |        |
| John Yurkon                | X        |                              |        |
|                            |          |                              |        |

### AGENDA AND DISCUSSION:

|          |   |
|----------|---|
| <b>1</b> | <b>Call to Order (President or Executive Member)</b>  |
|          | Meeting called to order by Larry B. at 6:00 pm  |
| <b>2</b> | <b>Additions to Agenda: (Board)</b>   |
|          | None at this time.  |
| <b>3</b> | <b>Approval of Minutes of Previous Meeting: (Colby)</b>   |
|          | August minutes submitted via e-mail by Steve C. for Board review.<br>Motion to approve the minutes by Dick B., 2nd by John Y. Motion approved without opposition.   |
| <b>4</b> | <b>Review and Approval of Treasurers Report: (Harsh)</b>  |
|          | Aircraft income is down, has been a lot of free flying related to maintenance. Expenses are running less (fuel cost is lower) and annuals came in less and there has been less required maintenance this year.<br><br>Motion to approve by Steve C., 2nd by Dave O., motion approved without opposition.  |
| <b>5</b> | <b>Maintenance Report: (Dawson)</b>   |
|          | Archer - GPS updated, trim indicator repaired, interior screws attached. ADS-B was reported to be inop. Required a firmware update, now working fine. Question asked to how we are supposed to know of these updates? Chuck at Beacon is on vacation until Sept 28th. Asked Beacon for quotes on the repair of our noted issues. Also - the seal has come loose from the top of the door. John Y. and Chet D. are on it. More discussion to follow below on Archer items.<br><br>Skyhawk - Engine over-rev reported (went beyond redline). Les is following up. The GPS was updated. Memory card and Jepp adapter were inop. Beacon gave us a long term loan of a reader and the card was replaced (\$283).<br><br>Motion to approve the Maintenance report by Dick B., 2nd by John Y., motion approved without opposition. |
| <b>6</b> | <b>Committee Reports</b>  |
| <b>a</b> | Membership (Best) - Dick's active candidates that he has been pursuing have not recently responded (one is out of the country). More to come in the future. Pam T. mentioned one person interested in Ground School.  |
| <b>7</b> | <b>Old Business:</b>  |
| <b>a</b> | Archer Payment - Larry B. reviewed the Archer shortcomings and the diagnostic effort provided by Beacon. Heinen willing to fix these items but he wants final payment first. If we do not pay, he may take legal action. Options were discussed....sense summary by Larry B. ...Steve H./Chet D. to contact Heinen to discuss payment and make arrangements to deliver the check and the plane to have the items fixed while they wait. They can evaluate his response at that time. Motion by Steve H. to pay Heinen for balance \$5099 and a small group will work with him to facilitate the payment and required repairs in a fastidious manner. 2nd by Mark C. Motion carried with opposition from Dick B. Chet D. to send the initial email to Heinen.  |

# September 2021 Board Meeting Minutes.

|    |   |
|----|---|
| b  | Archer Autopilot - Steve C. reported the latest estimates for the GFC500 Autopilot for the Archer and for the nav/com for the Skyhawk.  |
| c  | Expenditures - Steve H. reviewed his material on the aircraft improvements. Very good summary of previous expenses and how they were funded and a look at future expenditures and how we could pay for them. Steve H. to send his presentation to the Board. In summary, he is concerned about any more big ticket expenditures this year as it would deplete the contingency fund. |
| 8  | <b>New Business:</b>  |
| a  | Board Meeting - Next is scheduled for October 21st.   |
| 9  | <b>Discussion Of Flying Experiences</b>   |
|    | John Y. expressed concern that the beacon does not come on with the nav lights (even though the switch is labeled that way). The beacon comes on with the strobe switch. Senior members of the club stated it has been that way since the plane was produced.   |
| 10 | <b>Adjournment:</b>   |
|    | Larry B. called for a motion to adjourn. Dick B. made the motion to adjourn, 2nd by Chet D., motion approved without opposition (except Mark C....again). Meeting concluded at 7:34 pm. Thanks to Steve H. for the use of his Zoom account. A-10 Wart Hog   |

## 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    |

## The Latest TSA Badging Procedures

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**. Yes, that's right, the office has asked us to clarify when your badge expires: **on your actual birthday**, not the end of the month of your birthday Also, effective July 1, there will be a **\$20 renewal fee** for badge renewals. If you want Dick to sign your badge application, please get your form from him with his information already filled out so he doesn't have to repeatedly fill in that information. dick@richard-best.com Dick will be available to sign your 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.

# October 2021 Board Meeting Minutes.

## Olds Forge Flyers - Meeting Minutes

|       |           |       |      |           |                |
|-------|-----------|-------|------|-----------|----------------|
| Date: | 9/16/2021 | Time: | 6:00 | Location: | Zoom Conf Call |
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| Mark Coucke (2 yr)         | X        |                              |        |
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| Frank Eastman              | X        |                              |        |
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|                            |          |                              |        |

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## Guess the Flight Deck



Answer on page 6



## Monthly Hours Flown Report:

|              | Skyhawk \$ 90 / hr. |             | Archer \$ 105 / hr. |             |
|--------------|---------------------|-------------|---------------------|-------------|
| Year-to-date | 2021                | 2020        | 2021                | 2020        |
| Total        | 158.3               | 26.7        | 73.3                | 45.1        |
| Aug-Sep- Oct | 70.7                | 44.8        | 51.8                | 17.1        |
| <b>TOTAL</b> | <b>158.3</b>        | <b>71.5</b> | <b>125.1</b>        | <b>62.2</b> |

### COMBINED HOURS THROUGH OCTOBER

2021: 354.1                      2020: 133.7

WOW!!! Aircraft usage is more than double last year at this time and 87 hours ahead of 2019. And this is with the Archer being tied up with its avionics install for nearly two months. There's lots to fly to in Michigan. Mackinac Island is less than two hours. Sign up with [socialflight.com](http://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:** GPS updated. Nav/Com 2 back in service  
**Annual Due: 2/12/2022 Hours flown since last annual: 141.7**

**Archer:** GPS updated. Avionics upgrade complete  
**Annual Due: 3/12/2022 Hours flown since last annual: 154.4**  
**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!

## BOARD MEETING

Thursday, November 18th, 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 - October 31, 2021

Archer Hr = 129.1                      Skyhawk Hr = 262.9

|                          | Actual          | Budget          |
|--------------------------|-----------------|-----------------|
| <b>OPERATING INCOME:</b> |                 |                 |
| Aircraft Income          | \$31,256        | \$37,216        |
| Initiation Fees          | \$5,050         | \$1,900         |
| Membership Dues          | \$26,635        | \$23,800        |
| Interest                 | \$1             | \$0             |
| Other Misc. Income       | \$50            | \$0             |
| <b>TOTAL INCOME</b>      | <b>\$62,992</b> | <b>\$62,916</b> |

#### OPERATING EXPENSES:

##### Variable Costs:

|                                |                 |                 |
|--------------------------------|-----------------|-----------------|
| Improvements, Archer & Skyhawk | \$1,959         | \$1,960         |
| Engine Depletion, Archer       | \$2,059         | \$2,059         |
| Engine Depletion, Skyhawk      | \$3,746         | \$3,746         |
| Fuel, Archer                   | \$4,127         | \$5,474         |
| Fuel, Skyhawk                  | \$6,145         | \$9,057         |
| Misc fuel & Oil                | \$539           | \$0             |
| Maintenance, Archer*           | \$1,952         | \$4,520         |
| Maintenance, Skyhawk*          | \$2,612         | \$7,021         |
| Maintenance, Other             | \$118           | \$0             |
| <b>Total Variable Cost</b>     | <b>\$23,257</b> | <b>\$33,837</b> |

##### Fixed Costs:

|                          |                 |                 |
|--------------------------|-----------------|-----------------|
| Office and Service Fees  | \$1,770         | \$2,105         |
| Operations Costs         | \$18,156        | \$19,022        |
| <b>Total Fixed Costs</b> | <b>\$19,926</b> | <b>\$21,127</b> |
| Misc. Cost               | \$0             | \$300           |
| <b>TOTAL EXPENSES</b>    | <b>\$43,183</b> | <b>\$55,264</b> |

|                                |                 |                |
|--------------------------------|-----------------|----------------|
| <b>NET OPERATING INCOME</b>    | <b>\$19,809</b> | <b>\$7,653</b> |
| Contingency Fund (equity fees) | \$5,050         | \$1,900        |
| <b>NET AFTER CONTIN. FUND</b>  | <b>\$14,759</b> | <b>\$5,753</b> |

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

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

