



Officers:

Larry Borton
President

Dick Best
Vice President

Steve Harsh
Treasurer

Stephen Colby
Secretary

Board of Directors:

Mark Coucke (2-year Term)
Chet Dawson
Dave Oxendale
Todd Tarrant
John Yurkon (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

August 2023 Vol. 78 No. 8

The Archer Smart Glide Button

The "Smart Glide" button has been added to the Archer panel.

Here's what it does:

(From Garmin)



In the event of an engine failure, the pilot needs to perform several essential tasks as soon as possible. The Smart Glide feature assists the pilot with emergency procedures and provides guidance to navigate to an airport and, with a compatible autopilot, fly the aircraft en route. Once the pilot activates Smart Glide by pressing a dedicated

panel-mounted switch or on the GTN Xi navigator or compatible flight display, the following actions occur:

- The system will consider the aircraft's estimated glide range (including terrain and obstacles) and recommend a suitable destination airport for landing as well as provide a list of alternative airports. It will also alert if no airport is estimated to be within glide range.

- The moving map will declutter and replace the existing flight plan with a direct course to the center of an airport reachable without power while avoiding any terrain or obstacles on the selected flight path.

- GTN 650Xi will display the configured best glide speed.

- The CDI will switch to GPS mode, engage the Garmin autopilot in IAS mode at best glide speed, and activate the flight director command bars on the compatible flight display. *(continued next page)*

BOARD MEETING

Thursday, October 19th 5:30 PM (1730)
AvFlight Conference Room

All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

Archer: The GPS is updated through October 4th. The Archer now has an expanded data package with terrain and taxi information. Smart Glide Button is being installed at Beacon Avionics today through tomorrow. (9/21—9/22)

Skyhawk: [The GPS is updated through October 4th](#). CDI compatible with the Garmin 430 installation is scheduled at Beacon Avionics for next week. I will inquire about the possibility of a push to talk on the right yoke.



- The selected airport's CTAF or tower frequency will automatically load to the primary Comm standby position. If no airports are estimated to be within glide range, Emergency Frequency 121.5MHz will be loaded into the primary Comm standby position.
- The pilot must select a Squawk 7700 code on the L3 Transponder. Selecting it will alert air traffic control of an emergency.
- Aural alerts will announce the distance and bearing to the airport, and when to prepare for manual maneuvering and landing.
- The Emergency page will display active route and longest runway details, the configured best glide speed for the aircraft, and longest runway winds (if available). The pilot determines where to land after reaching the airport environment.

Pilot's Tip of the Week

Changing Altitude with Flight Following

"Do you need to tell ATC when you change altitude if you're getting Flight Following?" — Frank W.

John Krug replies:

"The short answer is yes.

Guidance is contained in the AIM (Aeronautical Information Manual) under paragraph 4-1-15 (b)(2). It states that when receiving VFR radar advisory service, pilots should inform the controller when changing VFR cruising altitude.



VFR advisories, also known as Flight Following, are a service provided by radar-equipped ATC facilities. Pilots receiving this service are advised of any radar target observed on the radar display which may be in such proximity to the position of their aircraft or its intended route of flight that it warrants their attention. The controller may issue a turn or altitude change to help the pilot avoid conflicting traffic.

The avoidance vector or altitude is based on the current or projected path of both aircraft. It makes sense that the controller must be aware of any altitude changes you plan to make.

The controller may also assign an altitude that is contrary to the normal VFR altitudes for traffic avoidance—especially in Class B or C airspace. ATC is required to advise the aircraft when to resume appropriate VFR altitudes.”

July 2023 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Date:	8/17/2023	Time:	17:30	Location:	AvFlight Olds Forge Office
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Board Member	Attended	Member
Larry Borton - President	X	John Barber
Dick Best - Vice President	X	
Steve Harsh - Treasurer	X	
Steve Colby - Secretary	X	
Dave Oxendale	X	
Mark Coucke (2 yr term)		
Chet Dawson	X	
Todd Tarrant	X	
John Yurkon (2 yr term)	X	

AGENDA AND DISCUSSION:

1	Call to Order and Introductions: (President or Executive Member)
	Meeting called to order by President Larry Borton at 5:30 pm.
2	Additions to Agenda: (Board)
	None at this time.
3	Approval of Minutes of Previous Meeting: (Colby)
	July 2023 minutes submitted via e-mail by Steve Colby for Board review. Motion to approve the minutes by Todd Tarrant, 2nd by Chet Dawson. Motion approved without opposition.
4	Review and Approval of Treasurer's Report: (Harsh)
	Income is up a little bit due to the equity fees but these will be set aside. Expenses are still running less due to lower maintenance cost and lower insurance cost. Reserves have now been broken out in better detail (lines 25, 26 and 27). Most of our savings are now in a money market account earning a higher interest amount. Motion to accept the Treasurer's Report by Chet Dawson, 2nd Steve Colby. Discussion by Dick Best to compliment the Treasurer regarding the value of the reserves and the job well done by the Treasurer with the money management for the Club. Motion approved without opposition.
5	Maintenance Report & Hanger Items: (Dawson)
5a	Skyhawk - The GPS is updated through September 7th. The Lynx transponder touchscreen became unresponsive again, it appears to be heat related. The transponder appears to work properly currently.
5b	Archer - The GPS is updated through September 7th. Steve Ballbach changed the oil and opened the filter, no debris was present. Les resecured the door seal and repaired the luggage lock (it would open when it was locked). However, the seal appears to still be coming loose in flight.
5c	Motion to approve the Maintenance Report by Steve Harsh, 2nd by Dick Best. Some people have been disabling the autopilot by popping the circuit breaker. Please do not disable it in this manner if you want it turned off. Disable it via the G5. Press the knob, rotate to ESP, press the knob again to turn it off. Chet still has plans to take the airplane to Mason to verify the calibration and will also talk to a person in Owosso (possible future avionics technician). Engine replacement discussion (future planning). Comment to avoid PennYan based upon previous experience. Direction to Chet to start exploring options just to prepare the club for the future expense. Motion approved without opposition.
6	Committee Reports - Membership
6a	Dick Best - The pre-approved new member will be joining as a full member in September. Dick received communication from Clinton County RESA. They are looking for Ground School instructors. Dick forwarded the letter to two people. Both are going to be the ground instructing team with a former LCC instructor.

June 20ly Board Meeting Minutes.

6b	Olds Forge Flyer - Thanks to Dick Best! Continued accolades for the newsletter!
7	Old Business:
	September 21st, 2023 is the next Board meeting at 5:30 PM at AvFlight. All members are encouraged to attend.
8	New Business:
	Student Pilot Airplanes - Discussion of how to use the two airplanes for training purposes. Plan to revisit this topic again next month.
9	Discussion Of Flying Experiences or Other:
	Safety, Excitement and Interesting Destinations - Larry Borton initiated a discussion of the highest obstructions in Michigan. Be aware of the antenna SE of the Cadillac airport (there does not to appear to be a personal story related to this antenna....).
10	Adjournment:
	Larry Borton called for a motion to adjourn, Steve Colby so moved, 2nd by Chet Dawson, motion approved without opposition. Meeting concluded at 6:28 pm.

REMINDER

Members have reported finding the aircraft windscreen cluttered with bugs that the previous pilot had failed to clean off. Club rules and courtesy require that you leave the aircraft as you wish you had found it. Please budget time to clean the windshield after your flight. Just as you do a pre-flight, make cleaning up the plane part of your post-flight. As a part owner of the planes, treat them as if you own them because you do! The rest of the club members thank you.

Guess the Flight Deck

Answer on page 7 Clue on page 8



New VFR Charting Changes for Wind Turbines Take Effect in August

Effective on or around August 10, 2023, the FAA's Aeronautical Information Services (AIS) Visual Charting Team will begin implementing charting enhancements to Sectional Aeronautical, VFR Terminal Area Charts, and Helicopter Route Charts to more clearly depict the location of wind turbine farms. This change will also be published in the Aeronautical Chart User's Guide at bit.ly/FAAChartGuide.

The VFR charting changes will:

1. Replace the current dashed line border with a zipper border (aviation blue) for easier identification of the boundaries of the wind turbine farm.
2. Add 45-degree (diagonal) cross-hatching lines within all wind turbine farms for increased conspicuity.
3. Revise the masked elevation box to include a white background and include the mean sea level (MSL) elevation figure of the highest obstruction (wind turbine rotating blade tip at the 12 o'clock position) within the wind turbine farm. The letters UC are added to depict a wind turbine farm *Under Construction*.



Pilots are reminded that wind turbine blades and/or blade tips are not lighted. Wind turbine obstruction lights are located on top of the nacelle (generator) at the hub of wind turbines, which in some cases can be 200-300 feet below the rotating blade tips. In accordance with 14 CFR section 91.119, pilots must maintain the appropriate separation (laterally and/or vertically) from wind turbines. Additionally, pilots are reminded to check for other obstacles, such as antenna towers, that may be taller than the turbines located within (or adjacent to) the wind turbine farm. Finally, pilots are reminded of the basic VFR weather minimums contained in 14 CFR section 91.155 and that some wind turbines may significantly exceed 499 feet above ground level (AGL) and extend into Class E airspace (700 feet AGL floor and greater).

For questions or feedback, please contact Michael Rauchle, FAA Aviation Safety Inspector at michael.j.rauchle@faa.gov.



*A few examples of Wind Turbine Farms with enhanced depiction near Amarillo, TX
(Dallas-Ft. Worth VFR Sectional Chart.)*

The Latest TSA Badging Procedures

Olds Forge Flyers has 3 designated signatories who can sign your **completed** application. They are Larry Borton, Dick Best and Steve Harsh. Get your blank application from the person you intend to have sign it so he doesn't have to repeatedly fill in his information. Blank applications can be emailed to you, but you must meet **in person** with your signatory to get it signed. We are now required to keep copies of signed applications so you'll have to sign where there's a copy machine (Club office!) or fill out two copies. Remember — you can apply up to 60 days before your badge expires on **your birthday**. Yes, that's right, the badge office has asked us to clarify when your badge expires: **on your actual birthday**, not the end of the month of your birthday. There is now a **\$22 renewal fee** for badge renewals. Signatories will be available to sign your app at any board meeting or scheduled event. Since you can apply up to 60 days before badge expiration, you will have two board meetings available for signing (**most convenient**) without having to make special arrangements to meet with a signatory. Signed applications are valid for 4 weeks.

CURRENT AIRCRAFT RATES

Treasurer Steve Harsh presented a new budget for 2023 at the January board meeting which was approved and adopted by the board. The budget includes new rental rates for the aircraft which include fuel costs which were *formerly* a surcharge. These rates were based on forecast costs and known consumption rates which Steve hopes will hold true for the year. These rates will remain in effect for 2023 or until further notice.

Skyhawk: \$100 / Hour Archer: \$110 / Hour

Olds Forge Flight Instructor Contact Information

Mark Coucke	517-719-9061	mdcoucke@gmail.com
Adlay Kejjan	517-899-0731	adlaykejjan@gmail.com
Bengt Jansson	859-630-3997	bjansson1228@gmail.com
Pete Kamarainen	517-281-3899	pete@grandairaviation.com
Fred Moore	517-230-7918	fredmoore48842@aol.com
Patrick Dwyer	616-268-7933	patrickdwyer98@icloud.com
Pam Tobin (Ground Instructor)	517-703-4273	airwomancfi@gmail.com

Monthly Hours Flown Report:

	Skyhawk \$ 90 / hr.		Archer \$ 105 / hr.	
Year-to-date	2023	2022	2023	2022
Total	99.5	118.5	81.1	56.6
August	13.6	31.7	26.9	24.5
TOTAL	113.1	150.2	108.0	81.1

COMBINED HOURS THROUGH AUGUST
2023: 221.1 2022: 231.3

We've flown 10 fewer combined hours than at this point last year. Let's reverse that trend. ...So - **Let's go flying!!** Fly up the west or east coast of Michigan along the shoreline. Fall color is already beginning to display. Quite a sight from the air. Many interesting flights to explore. Check out the dozens of scrapped 747's at Oscoda-Wurstwmith (OSC). It's a 2 mile long runway so land long if approaching from the west. The Waco Kitchen Restaurant (wacokitchen.com) in the Waco airplane factory in Battle Creek (KBTL) is reportedly an excellent upscale fly-in place to eat with panoramic runway views from the 2nd floor terrace. 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). Open 9-5 Mon.-Sat, Noon-5 Sun. Check their web site. You can taxi right in to the museum's parking area. It's a surprisingly 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. In the U.P., there's the Soo Locks (ANJ), Pictured Rocks and Marquette (SAW). 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

Skyhawk: GPS updated.
Annual Due: 2/12/2022 Hours flown since last annual: 95.3

Archer: GPS updated
Annual Due: 3/12/2022 Hours flown since last annual: 80.0
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, October 19th 5:30 PM (1730)
 AvFlight Conference Room

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 2023 - August 31, 2023

Archer Hr =	108.8	Skyhawk Hr =	114.3
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OPERATING INCOME:

	Actual	Budget
Aircraft Income	\$22,194	\$23,398
Initiation Fees	\$4,750	\$1,900
Membership Dues	\$23,702	\$23,120
Interest	\$1	\$0
Other Misc. Income	\$362	\$0
TOTAL INCOME	\$51,009	\$48,418

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$1,784	\$1,785
Engine Depletion, Archer	\$1,735	\$1,735
Engine Depletion, Skyhawk	\$1,629	\$1,629
Fuel, Archer	\$4,996	\$5,405
Fuel, Skyhawk	\$4,082	\$5,020
Misc fuel & Oil	\$13	\$398
Maintenance, Archer*	\$1,974	\$4,194
Maintenance, Skyhawk*	\$1,229	\$4,200
Maintenance, Other	\$148	\$1,444
Total Variable Cost	\$17,590	\$25,811

Fixed Costs:

Office and Service Fees	\$1,349	\$1,940
Operations Costs	\$17,605	\$19,843
Total Fixed Costs	\$18,954	\$21,783
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$36,544	\$47,893

NET OPERATING INCOME	\$14,465	\$525
Contingency Fund (equity fees)	\$4,750	\$1,900
NET AFTER CONTIN. FUND	\$9,715	-\$1,375

* Archer Annual (Budget = \$3,000; Actual = \$2964)

* Skyhawk Annual (Budget = \$3,000; Actual = \$1,783)

