



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
517-449-2182

Maintenance Assistant:

Steve Ballbach
517-331-4390

Newsletter Editor:

Dick Best

The Monthly Flyer

Oct-Nov-Dec, 2024

Vol. 79 No. 10, 11, 12

Look for Special Flight Sim Proficiency Offer on Page 7



Make cowl nose plug removal part of your pre-flight check list.

*Make sure to drape the cord joining the two plugs **OVER** the propeller, **not** behind it as shown.*

That way, the prop will rip them out if you forget to remove them.

WINTER FLYING PROCEDURES REMINDER

Both planes are housed in the unheated AvFlight T-hangars so it is essential that the engine Tanis heaters always be plugged in when the planes are in the hangars. The provided cowl blankets 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. It is the pilot's responsibility to reinstall those items after the flight. After your flight, AvFlight will return the planes to the hangars and plug in the Tanis heaters for you.

BOARD MEETING

Thursday, January 16th, 2024 5:30 PM (1730)

AvFlight Building Conference Room

All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

Year-end Maintenance Recap

January 10, 2025

Over the last year the routine maintenance was completed on both of the airplanes. This includes: GPS updates, Annual inspections, ELT battery inspection and replacement, Garmin database renewal, compliance with all Airworthiness Directives, oil cooler baffles, Encoder/Altimeter Pitot/Static transponder system recertification.

The oil was changed no less than six times in 2024. Each oil change includes removing the cowl, draining the oil and replacing the oil filter, safety wiring the filter, refilling the oil and replacing the cowl; a time-consuming process. Then, the old filter is cut open and inspected for contaminants. Steve Balbach completes this process regularly and promptly when either airplane reaches 50 hours after the last oil change. Thank you Steve. Beverly Bonning has also assisted Steve on occasions; thank you Beverly.

Wear and tear issues (usage issues) are encountered throughout the year. Examples from 2024 include: replacement of worn tires and repair of flat tires, replacement of brake pads, repair of an induction leak, replacement of lights, repairing vents and other similar issues. The Skyhawk went to Heron Avionics for instrument lighting was repair and the Archer instrument lighting and nav lights were repaired by AvFlight. Plastic damaged on right leading-edge tip of the stabilator was repaired. One magneto on the Archer was replaced after it became unusable and the other magneto was replaced then the shaft turning the cam inside the magneto split causing a degradation in performance. The airplanes are getting older and age-related problems like the Skyhawk rear arm rest will continue to occur.

New improvements to the airplanes in 2024 included door stewards in the Skyhawk to prevent damage to the doors and the door hinges in windy conditions, and LED position lights and strobes on the wings and tail of the Skyhawk eliminating



the high voltage power supplies in the wings. A new detent radio master toggle switch was installed in the Archer that must be PULL OUT to move eliminating the possibility of inadvertently bumping the switch and shutting off the radios.

The Annual Inspection of the Skyhawk is scheduled for January this year and the Archer Annual Inspection is scheduled for February so that the airplanes are available during the better flying weather in the spring. The switch panel



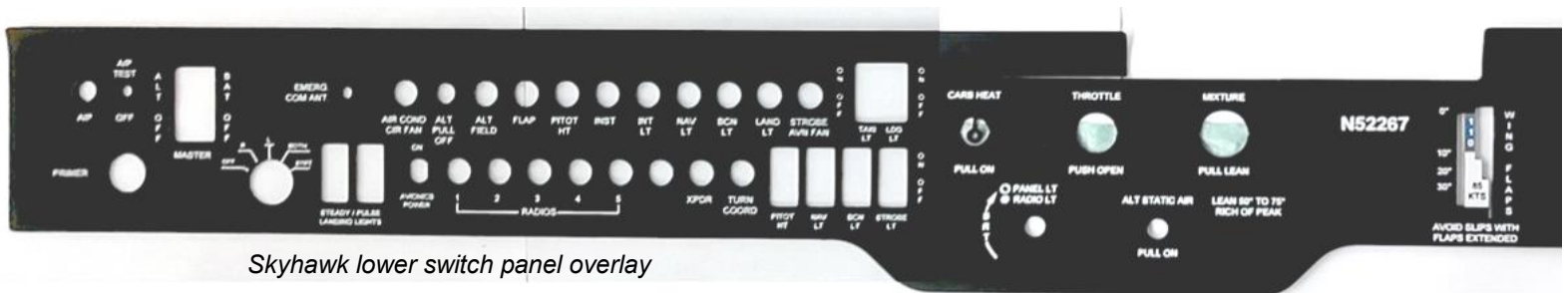
overlay installation for the Skyhawk will occur in conjunction with annual inspection and AvFlight will address the front strut shimmy in the Skyhawk. During the Archer annual inspection, the interior fan problem will be addressed.

The Lock mechanism in the Archer is worn out and will need replacement soon. Leaving the Archer door unlocked in secure environments and using care when operating the lock will postpone the replacement of the lock mechanism indefinitely.

There is an impending Airworthiness Directive on the Archer wing spars. The directive could (in the worst case) involve the replacement of the wing spars. Les is aware of the wing spar issue and is researching our options.

AvFlight is investigating new engine options for both aircraft. Both the Archer and the Skyhawk engines have reached the two-thousand-hour mark and will need replacement in the near future. The engines are monitored for compression and oil contaminants allowing the engines to be operated safely until replacement becomes necessary.

Please continue to report all observations of the condition of the aircraft as you fly. Even things that seem insignificant may be advanced warnings of a problem pending in the near future. Thank you, everyone, for your help and enjoy flying



Skyhawk lower switch panel overlay



Alex Taylor Gets His CFI

Alex Taylor has been flying since 2016, became a member of our club in 2021 and just recently finished his CFI this past October. Alex graduated from MSU in 2016 with a degree in Mechanical Engineering and continues to work at MSU as an engineer at FRIB (MSU Cyclotron). He is passionate about aviation and is looking forward to serving as a CFI for club members. Alex currently resides in East Lansing and is available most evenings and weekends by appointment.

FAA Updates BasicMed Program

Friday, November 15, 2024

WASHINGTON – The Federal Aviation Administration updated its [BasicMed regulations](#) to allow pilots to operate larger aircraft and carry more passengers.

[BasicMed](#), which took effect in 2017, allows pilots to fly without holding an FAA medical certificate provided they meet certain conditions.

The FAA Reauthorization Act of 2024 required the FAA to expand BasicMed to:

- * Increase the number of allowable passengers to six from five, and the number of occupants to seven from six.
- * Increase the maximum aircraft takeoff weight to 12,500 lbs. from 6,000 lbs., excluding transport category helicopters.
- * Allow pilot examiners to conduct flight checks using BasicMed in aircraft that are covered by the BasicMed rule. [Information for examiners is available here.](#)

Pilots must meet specific conditions to operate under BasicMed. Among other things, they must have held a valid medical certificate at some point after July 14, 2006; the most recent medical certificate cannot have been denied, revoked, or suspended; they must complete a medical exam by a state-licensed physician; they must complete an online medical education course; and they must hold a valid U.S. driver's license.

BasicMed also includes certain limitations. Pilots cannot fly for compensation or hire and are restricted to flying at or below 18,000 feet altitude and at a speed no greater than 250 knots.

Detroit municipal airport growing as small aircraft hub

Ron Stang June 19, 2024, Ontario Commercial News



CITY OF DETROIT — A rendering shows the new Coleman A Young airport terminal.

Once the busiest airport in the world, Detroit's municipal airport, named after former Mayor Coleman A. Young, is undergoing a multimillion-dollar upgrade to generate more commerce for the city.

The airport, nearing its 100th anniversary, in its heyday in the late 1920s and 30s, attracted numerous flights mainly because of Henry Ford's breakout Trimotor aircraft, the "Tin Goose."

"We were the busiest airport in the world from 1929 to 1934 and that's because of the Ford Trimotor and people coming in and doing business with Ford," airport director Jason Watt said.

The airport, located in the middle of the city and six miles from downtown, has had various roles over the years. From the 1980s through early 2000s it hosted commercial flights for Pro Air and Southwest Airlines. More recently it has had an increasing role as a general aviation airport serving corporate jets and hobby pilots. It also is a base for helicopter tours, city police aircraft and Airspace Experience Technologies, which builds electric vertical take-off and landing aircraft.

The airport recently signed a 30-year leasehold with Michigan-based Avflight, a fixed-base operator that handles airport services such as fuelling, hangars and ground handling. Avflight has more than a couple dozen contracts with airports mainly in North America including those in Winnipeg and Plattsburgh, N.Y. Avflight has been servicing the airport since 2011.

The new up to \$8 million investment, financed by Avflight, will see construction of a new 5,000-square-foot terminal and a 15,000-square-foot heated hangar immediately next door. Avflight's VP of finance Garrett Hain says the company in recent years has embarked on several airport expansion projects including at Harrisburg, Pa., Milwaukee, Wisc. and Grand Rapids, Mich.

"It's become a pretty big piece of our business on the development side," he said.



CITY OF DETROIT — The new 15,000-square-foot hangar at Detroit's municipal airport.

The airport has also applied for federal airport upgrade funds. Other recent improvements have seen a \$3.5 million runway renovation and \$350,000 LED taxi lighting upgrade. Upcoming will see \$1.2 million in new ramp paving and \$8.1 million for an engineered material arresting system, which uses crushable materials to prevent aircraft overruns similar to runaway truck ramps.

Hain said Avflight is proud to be part of airport improvements.

"There's a lot of opportunity there to really grow the airport and increase business there."

Watt says the airport's growth is in tandem with the city's revitalization.

"There's a lot of demand in our region for private hangars and really with this resurgence of downtown it's easy for businesspeople to get in and out of the city and that's the primary service of the airport right now," he said.

The airport's central location and relatively small size allow private jets, including professionals and entertainers, to fly in and out of the city more easily.

But the largest aircraft it can handle is a Boeing 737.

"Our airport is actually designed for the Gulfstream V so that being said we're not limited to that aircraft that's just the primary aircraft that services our airport," Watt said.

The airport also plays host to the Tuskegee Airport Museum and Davis Aerospace Technical High School, run by the Detroit Public Schools, which trains students for the aircraft industry including as pilots.

But, Watt said, "the airport has not been utilized to its maximum capacity and that's why this whole revitalization, so we have world class amenities that the flying public wants and needs."

Pilot's Tip of the Week

Microsoft's Flight Sim Update

"Will the 2024 update for Microsoft Flight Simulator be useful for real-world pilots? I know it won't be perfect, but will it be better than previous versions? I can't tell from the pre-release videos." — Stuey M.

Wally Moran replies:

"Microsoft Flight Simulator 2024 includes many technical updates and new features. When used correctly, these could be a great benefit to real-world pilots.

One of the major updates is attention to realistic airflows. The Computational Fluid Dynamics (CFD) now factors in prop wash on the aircraft's tail even when stationary during startup. Wake turbulence, vortex simulations, and aircraft surface dynamics all received improvements to make sure this is an accurate aircraft simulator.

AI Air Traffic and ATC have been improved to create a more accurate environment for what happens outside your aircraft while flying. Microsoft's team analyzed an entire year's worth of global flight data from FlightAware and tout 'approximately 91-percent accuracy in representing global air traffic.'

An update that could have a big impact for real-world pilots is in avionics. The Garmin GNS-530, G1000 NXi, G3X Touch, and G3000 should offer top-of-the-line performance. The Collins Pro Line 21, Honeywell Primus Epic 2, and Universal UNS-1 should offer realistic simulations.

The MSFS 2024 Career Mode will allow progression through certifications and rating additions, along the lines of real-world advancement.

These improvements mean MSFS 2024 can be used more as a tool than a toy. That's in addition to the features real-world pilots already appreciate. And there are more on the way."



(<https://www.pilotedge.net>) is a program that can link up your simulator flight with live professional air traffic controllers for a much more real flight environment experience providing more realistic training and proficiency.

Former member Erik Sellen wrote us the following email.

Over the years I have personally used a very basic home PC sim setup with **pilotedge** to stay sharp. I'm not sure if any members would have interest or if it could be something the Club would be interested in.

I am in no way affiliated with **pilotedge**, I just am a big sim nerd and find it really helpful to stay sharp on IFR procedures and scan / workload management. The best way to see what it can do, is to try it and see for yourself.

If there is any member with interest I would be happy to put somebody through the paces on my setup (no charge or anything like that). Maybe a member that's rusty on instruments / comms and wanted some refresher work.

It might make an interesting newsletter article about PC based home proficiency programs for members.

Let me know if I can answer any questions or if you have any interest.

Regards,

-Erik Sellen

CFII MEI selener777@gmail.com

October 2024 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Olds Forge Flyers - Meeting Minutes					
Date:	10/17/2024	Time:	17:30	Location:	AvFlight Conference Room
Board Member		Attended	Members / Guests		Member
Larry Borton - President		X	Karsen Raak		X
Dick Best - Vice President		X	Bengt Jansson		X
Steve Harsh - Treasurer		X	John Barber		X
Steve Colby - Secretary		X	Beverly Bonning		X
Dave Oxendale (2 yr term)		X	Frank Eastman		X
Mark Coucke		X			
Chet Dawson (2 yr term)		X			
Todd Tarrant					
John Yurkon		X			
AGENDA AND DISCUSSION:					
1	Call to Order and Introductions: (President or Executive Member)				
	Meeting called to order by President Larry Borton at 5:29 pm.				
2	Additions to Agenda: (Board)				
	None at this time.				
3	Approval of Minutes of Previous Meeting: (Colby)				
	September 2024 minutes submitted via e-mail by Steve Colby for Board review. Motion to approve the minutes by Chet Dawson, 2nd by Dick Best. Motion approved without opposition.				
4	Review and Approval of Treasurer's Report: (Harsh)				
	Income is on schedule, expenses are rising in the last couple of months. GPS bill has been paid. Looking ahead for engine replacement (Les recommends a factory rebuild).....approx \$35k for a new engine (does not include installation cost, Les is putting together an estimate for the swap). We should have sufficient funds for the Archer. The Skyhawk may not have enough funds to cover at this time so will need to dip into additional reserves. Both engines are being monitored for compression/oil analysis to assess the health to determine when to pursue action. At this point, we are simply looking ahead for when the engine replacement is required. Nothing at this time is necessary. Motion to approve the Treasurer's Report by Dick Best, 2nd by Dave Oxendale. Motion approved without opposition.				
5	Archer Wing Spar				
	Mark Coucke provided the background for the Archer wing spar history concerns. Recent findings from fleet inspections are indicating that a possible AD is forthcoming from the FAA. It could be either a wing spar replacement or a spar reinforcement (appears the reinforcement would cost more than the replacement).				
6	Maintenance Report & Hanger Items: (Dawson/Cobb)				
6a	Skyhawk - GPS is updated through October 31st. Nosewheel shimmy - Les said our best option is an "Off airplane" rebuild of the strut. That will take several days and cost about \$1500-\$2000. Planning to hold off on this until we get through the peak flying weather unless it becomes extreme. Oil change scheduled for Monday.				
6b	Archer - GPS is updated through October 31st. The Archer would not start, Les replaced a coil in the magneto and it is back in service. Good feedback from those that have flown it since. Garmin database - Chet's concerns with using his personal credit card for this service. Steve Harsh has submitted the application for a new credit card in the Club's name. Archer door locking - please leave the door unlocked when at a secure facility. The lock mechinism is worn out and may need to be replaced (approx cost \$1000). Plastic Trim between the throttle and the mixture - Chet will try a simple fix initially. Nav lights - The switch may be the culprit, will require pulling the panel. Will be about a three day event. Holding off on this one for now. We can not fly the Archer at night.				

October 2024 Board Meeting Minutes.

6c	Bengt J. suggested we use microfiber cloths for cleaning the windshields. Chet will pursue obtaining some cloths and will ensure that they stay clean. More to come as we change over to using the microfiber cloths.
6d	Motion to approve the Maintenance Report by Steve Harsh, 2nd by John Yurkon. Motion approved without opposition.
7	Committee Reports - Membership
7a	Borton - Ange Nissen is being relocated by the FAA to Ft. Myers and is resigning from the club. Good luck in Florida Ange!!
7b	Best - Dick received an email from a former member regarding the use of simulators and Pilot Edge. He will put more information in the newsletter.
8	Old Business:
	Badges - Please recall that your badge expires on your birthday! If your badge is expired and not returned within a period of time to the Badging Office, the club can be fined \$250 per badge. Going forward Dick is committing to be at all monthly Board meetings to sign badge applications. Please plan ahead and come to the Board meetings to get your badge form completed.
9	New Business:
9a	New policy starting at the beginning of November requires two pieces of identification when you renew your badge. Check the Badging Office website to determine what pieces of identification qualify.
9b	We can order clothing (hats, shirts and jackets) with the Olds Forge Flyers logo stiched into them. Dick Best will write a newsletter article reminding the membership of this option and how they can place an order in the office that will then be sent to the supplier.
9c	Next meeting will be November 21st at 5:30pm. All members are encouraged to attend.
10	Discussion Of Flying Experiences or Other:
	Steve Harsh mentioned a publication from Pilot's Edge regarding a new book that discusses the behind the scenes look at ATC. Dick B. made a motion to purchase it. Seconded by John Yurkon.
11	Adjournment:
	President Larry Borton called for a motion to adjourn. Steve Colby so moved, 2nd by Dick Best. Motion approved without opposition. Meeting concluded at 6:53 pm.

November 2024 Board Meeting Minutes.

Continued from *next* page

7b	Olds Forge Flyers Hats and Shirts - Dick will publish a newletter article requesting input from the membership.
8	New Business:
8a	Jordan Cobb's Class - Waiting for more input on this item.
8b	Next meeting will be December 19th at 5:30pm. All members are encouraged to attend.
9	Discussion Of Flying Experiences or Other:
	None noted at this time.
10	Adjournment:
	Vice-President Dick Best called for a motion to adjourn. Steve Colby so moved, 2nd by Todd Tarrant. Motion approved without opposition. Meeting concluded at 6:03 pm.

November 2024 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Olds Forge Flyers - Meeting Minutes					
Date:	11/21/2024	Time:	17:30	Location:	AvFlight Conference Room
Board Member		Attended	Members / Guests		Member
Larry Borton - President			John Barber		X
Dick Best - Vice President		X	Frank Eastman		X
Steve Harsh - Treasurer		X			
Steve Colby - Secretary		X			
Dave Oxendale (2 yr term)		X			
Mark Coucke		X			
Chet Dawson (2 yr term)					
Todd Tarrant		X			
John Yurkon		X			
AGENDA AND DISCUSSION:					
1	Call to Order and Introductions: (President or Executive Member)				
	Meeting called to order by Vice-President Dick Best at 5:32 pm.				
2	Additions to Agenda: (Board)				
	None at this time.				
3	Approval of Minutes of Previous Meeting: (Colby)				
	October 2024 minutes submitted via e-mail by Steve Colby for Board review. Motion to approve the minutes by Mark Coucke, 2nd by Todd Tarrant. Motion approved without opposition.				
4	Review and Approval of Treasurer's Report: (Harsh)				
	Income ok, expenses less (mostly due to fuel). Expect to be positive at year's end. The reserves are looking good. Motion to approve the Treasurer's Report by Mark Coucke, 2nd by Todd Tarrant. Motion approved without opposition.				
5	Maintenance Report & Hanger Items: (Dawson/Cobb)				
5a	Skyhawk - GPS is updated through November 28th. The 50-hour oil change was completed; no debris was found in the oil filter; an oil sample was sent for analysis. Tightened the nose gear hardware as necessary to deal with excessive shimmy; this process has been repeated several times without eliminating the issue completely. To fix the issue, Les suggests removing the nose gear for a bench rebuild. The process will take several days and cost \$1500-2000. Les suggests monitoring the shimmy until we are through peak flying weather. The brakes will be inspected tomorrow.				
5b	Archer - GPS is updated through November 28th. Archer would not start; AvFlight replaced the battery and the aircraft is back in service. The aircraft will be down starting the week after Thanksgiving to repair the Nav Lights. The time required to repair the lights is unknown, therefore the plane is scheduled for maintenance for seven days. When more information allows a better prediction, the schedule will be updated. Please leave the Archer's door unlocked when at KLAN or secure airports. The lock mechanism is worn out and will need replacement soon. AvFlight is investigating new engine options for both aircraft. Les is aware of the wing spar issue and is researching our options.				
5c	Motion to approve the Maintenance Report by Steve Colby, 2nd by John Yurkon. Motion approved without opposition.				
6	Committee Reports - Membership				
	Best - We have one member that is on Inactive status now for two years. This is supposed to be limited to one year. Dick will compose a letter asking intentions.				
7	Old Business:				
7a	Badges - Please recall that your badge expires on your birthday! If your badge is expired and not returned within a period of time to the Badging Office, the club can be fined \$250 per badge. Going forward Dick is committing to be at all monthly Board meetings to sign badge applications. Be prepared to present two pieces of ID (A, B and C...see the Badging Office website for details) and a fee of \$22. Please plan ahead and come to the Board meetings to get your badge form completed.				

December 2024 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Date:	12/19/2024	Time:	17:30	Location:	AvFlight Conference Room
Board Member		Attended	Members / Guests		Member
Larry Borton - President		X	John Barber		X
Dick Best - Vice President		X	Frank Eastman		X
Steve Harsh - Treasurer		X	Karsen Raak		X
Steve Colby - Secretary		X	Steve Sherman		X
Dave Oxendale (2 yr term)		X	Adlay Kejjan		X
Mark Coucke		Excused	Drew Henderson		X
Chet Dawson (2 yr term)		X	Steve Ballbach		X
Todd Tarrant		X			
John Yurkon		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)				
	November 2024 minutes submitted via e-mail by Steve Colby for Board review. Motion to approve the minutes by Chet Dawson, 2nd by Dick Best. Motion approved without opposition.				
4	Review and Approval of Treasurer's Report: (Harsh)				
	Income about \$2k below budget, expense savings will offset this. Reduced maintenance costs will also help to offset this. Still projecting to be positive for year end. Set asides for aircraft improvements and engine replacemmts are at mid \$70k. Other reserves are taking us up to \$150k. Motion to approve the Treasurer's Report by Steve Colby, 2nd by Todd Tarrant. Motion approved without opposition.				
5	Maintenance Report & Hanger Items: (Dawson/Cobb)				
5a	Skyhawk - GPS is updated through December 25th. The brake pads were replaced. Oil cooler baffles are installed for cold weather operation. The two-hundred-hour inspection of the seat rails is due in 10 hours. AvFlight agreed to perform the annual inspection in January. Issues to address during the annual include the front strut shimmy and the installation of the lower switch panel.				
5b	Archer - GPS is updated through December 25th. Nav Lights are repaired and the panel lights are repaired; ready for night operations. 50-hour oil change completed; no debris was found in the oil filter; oil sample was sent for analysis. Oil cooler baffles are installed for cold weather operation. AvFlight agreed to perform the annual inspection in February. The cockpit vent fan will be addressed during the annual inspection. Please leave the Archer's door unlocked when at KLAN or other secure airports. The lock mechanism is worn out and will need replacement soon. AvFlight is investigating new engine options for both aircraft. Les is aware of the wing spar issue and is researching our options (waiting for the AD to be issued).				
5c	Winter Procedures - Chet Dawson gave a review of the Tanis heaters and the need to use them in these colder temperatures. The cowl blankets are in the hangers. Please make sure you install them when you finish your flight! The cowl plugs need to be installed as well.				
5d	Motion to approve the Maintenance Report by Steve Harsh, 2nd by John Yurkon. Motion approved without opposition.				
6	Committee Reports - Membership				
6a	Best - The Membership Committee interviewed Steve Sherman as a prospective member. Dick Best made a motion to present Steve Sherman as a new member, Steve Harsh seconded it. Motion approved without opposition. Steve Ballbach brought a prospective member to the meeting. Dick supplied him with information on the club.				
6b	Nominations For March Elections - Dick and Larry are taking nominations for positions on the Board. Please get in touch with them to toss your hat in the ring!				

December 2024 Board Meeting Minutes.

7	Old Business:
7a	Badges - Please recall that your badge expires on your birthday! If your badge is expired and not returned within a period of time to the Badging Office, the club can be fined \$250 per badge. Going forward Dick is committing to be at all monthly Board meetings to sign badge applications. Be prepared to present two pieces of ID (A, B and C...see the Badging Office website for details) and a fee of \$22. Please plan ahead and come to the Board meetings to get your badge form completed.
7b	Olds Forge Flyers Hats and Shirts - Dick will be getting pricing on caps, jackets, polos, hoodies, coffee mugs, t-shirts that will bear the Olds Forge logo. Get ready to place your order and wear the Club logo proudly!
8	New Business:
8a	Maintenance Log Books and Checkrides - The aircraft log books are significantly important to the value of the aircraft (kept in the safe in the office). If the books are needed for a check ride, Chet has always accommodated the club member by making them available. Some Examiners have allowed for photo copies of the required inspections. Discussion on making an electronic back up copy of the logbooks. Drew Henderson is volunteering to make the initial digital copy of the logbooks. More research will be conducted.
8b	Next meeting will be January 16th at 5:30pm. All members are encouraged to attend.
9	Discussion Of Flying Experiences or Other:
	Larry Borton posed the question of headwinds and the concerns that pilots might evaluate regarding them. Great discussions ensued!
10	Adjournment:
	President Larry Borton called for a motion to adjourn. Steve Harsh so moved, 2nd by Todd Tarrant. Motion approved without opposition. Meeting concluded at 6:19 pm.

CLUB ELECTIONS ARE COMING

That's right, Thursday, March 13th, isn't that far away and that is the date for the club's annual elections meeting.

Our current officers are:

President-Larry Borton; Vice President- Dick Best

Treasurer-Steve Harsh; Secretary-Steve Colby

Board members Mark Coucke and John Yurkon are two-year term members and will remain on the board. Three Board positions currently held by Chet Dawson, Dave Oxendale and Todd Tarrant are open for voting. The two highest voted new members will become the new two-year term board members. All members are encouraged to consider running for any of the positions. To have your name placed on the ballot, email

dick@richard-best.com

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.

OVERTIGHTENED OIL DIPSTICKS

AGAIN...Some members are overtightening the oil filler dipsticks; requiring pliers to loosen them to check the oil level. Tightening them until they are just snug is sufficient. The dipsticks have 'O' Ring seals which actually get distorted when overtightened which makes them less effective as seals.

CURRENT AIRCRAFT RATES

Although fuel costs have decreased, engine replacement costs have dramatically increased resulting in a July, 2024 board decision do keep aircraft rental rates at their present level. These rates were based on forecast costs and known consumption rates which treasurer Steve Harsh hopes will hold true for the year. These rates will remain in effect for 2025 or until further notice.

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

Olds Forge Flight Instructor Contact Information

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Karson Raak	616-914-2647	raak@crosswindsaviation.com
Alex Taylor	616-299-3389	taylo887@msu.edu
Patrick Dwyer	616-268-7933	patrickdwyer98@icloud.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
Pam Tobin (Ground Instructor)	517-703-4273	airwomancfi@gmail.com

Monthly Hours Flown Report:

	Skyhawk \$ 90 / hr.		Archer \$ 105 / hr.	
	2024	2023	2024	2023
Year-to-date				
Total (Sep)	219.2	131.2	166.9	125.0
OCT NOV DEC	62.1	28.7	56.1	50.9
TOTAL	281.3	159.9	223.0	175.9

COMBINED HOURS THROUGH DECEMBER
2024: 504.3 2023: 335.8

As you can see, we've had a busy flying year, logging 168.5 more hours this year than last year. Winter is now here bringing with it increased cold weather performance. So sharpen your skills and - **Let's go flying!!** Fly up the west or east coast of Michigan along the shoreline. Enough cold temperatures can create fascinating ice formations. The Grand Traverse Bay area is scenic in winter. 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. Unfortunately, the Waco Kitchen Restaurant (wacokitchen.com) in the Waco airplane factory in Battle Creek (KBTL) is now closed indefinitely. 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 (KTVK) 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: 230.6

Archer: GPS updated

Annual Due: 3/12/2022 Hours flown since last annual: 157.6

USE Phillips 20W 50 OIL ALL YEAR!

BOARD MEETING

Thursday, Jan 16th, 2024 5:30 PM (1730)

AvFlight Building Conference Room

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 2024 - December 31, 2024

Archer Hr =	226.9	Skyhawk Hr	282.9
		Actual	Budget

OPERATING INCOME:

Aircraft Income	\$51,107	\$53,249
Initiation Fees	\$2,850	\$1,900
Membership Dues	\$38,340	\$36,720
Interest	\$4,554	\$0
Other Misc. Income	\$109	\$0
TOTAL INCOME	\$96,960	\$91,869

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$4,078	\$4,078
Engine Depletion, Archer	\$4,223	\$3,619
Engine Depletion, Skyhawk	\$4,664	\$4,031
Fuel, Archer	\$10,953	\$11,272
Fuel, Skyhawk	\$9,574	\$12,018
Misc fuel & Oil	\$22	\$1,864
Maintenance, Archer*	\$7,481	\$6,338
Maintenance, Skyhawk*	\$7,910	\$7,458
Maintenance, Other	\$526	\$568
Total Variable Cost	\$49,431	\$51,247

Fixed Costs:

Office and Service Fees	\$1,960	\$2,810
Operations Costs	\$28,167	\$27,794
Total Fixed Costs	\$30,127	\$30,604
Misc. Cost	\$266	\$300
TOTAL EXPENSES	\$79,824	\$82,151

NET OPERATING INCOME \$17,136 \$9,718

Contingency Fund (equity fees) \$2,850 \$1,900

NET AFTER CONTIN. FUND \$14,286 \$7,818

* Archer Annual (Budget = \$3,000; Actual = \$3,455)

* Skyhawk Annual (Budget = \$3,000; Actual = \$2,745)

