



Officers:

Larry Borton
President
Dick Best
Vice President
Steve Harsh
Treasurer
Stephen Colby
Secretary

Board of Directors:

John Barber
Jordan Cobb (2-year Term)
Mark Coucke (2-year Term)
Chet Dawson
Adlay Kejjan
Dave Oxendale
John Yurkon

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

April, 2025

Vol. 80 No. 4

MEMBERSHIP MEETING ELECTION RESULTS

Changes to the Olds Forge Flyers constitution:

Some members have advocated for expanding board membership from 5 to 7 members and increasing the quorum requirement from 5 to 6 members. In order to comply with club constitutional requirements, this proposal was approved at the February board meeting but required a membership vote. Member Beverly Bonning spoke of the benefits of mentoring new board members for future club leadership. New member Kenji Heikes introduced a motion to enact those changes which passed with a membership vote with minimal opposition. Those changes took immediate effect.

Election of officers:

A quick survey determined that there was no opposition to any of the officer positions. A motion to re-elect all the officer positions passed unanimously by voice vote.

Election of board members:

A paper ballot vote was taken for candidates John Barber, Jordan Cobb, Mark Coucke, Chet Dawson, Adlay Kejjan, Dave Oxendale, Todd Tarrant, and John Yurkon. Todd Tarrant, who was unable to attend, did not receive enough votes to be re-elected. Mark Coucke received the most votes resulting in a two-year term. All the others finished in second place with the same number of votes. Kejjan, Barber and Yurkon volunteered to take a one-year term leaving Jordan Cobb to fill the second two-year term position.

BOARD MEETING

Thursday, April 17th, 2025 5:30 PM (1730)

AvFlight Conference Room

All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

April 15, 2025

Archer

The purchase of the new engine for the Archer is proceeding with Penn Yan. The order was placed four weeks ago, leaving an estimated 18 weeks until delivery. AvFlight will swap the engines requiring a down time of three to seven days. The current engine will be watched carefully for signs of further wear. A 25-hour oil change is scheduled for tomorrow.

GPS update occurs tomorrow and is current through May 15. Oil baffles removed for warm weather.

Skyhawk

GPS update occurs tomorrow and is current through May 15. Oil baffles removed for warm weather. AvFlight repaired a tail nav light wiring issue. Wheel shimmy problem was encountered again; a more permanent solution is being researched.



Pilot's Tip of the Week

When to Stop For Fuel

"I always told myself I'd never land with less than an hour of fuel onboard. However, twice last fall I knowingly landed with just a bit less than an hour because it was good VFR and there were nearby airports I could divert to if there was a problem. Both times it made me really uncomfortable, but it was a non-event. Is this a problem?" — Daryl G.

Wally Moran replies:

"Here is my primary rule of thumb: If you are in the air and getting concerned about your fuel quantity, land and get some fuel. I think very few people have run out of fuel by surprise, so if it starts to become a concern of yours while flying, fix it.

One very typical setup for a fuel problem is to plan a long flight with the idea of stopping about one hour's flying time short of the destination. While enroute, we find the winds are a little better than forecast and the fuel gauges look a little better than you planned, and no one has to use the bathroom. So why not press on? The urge to keep pushing is very strong in this situation and tends to influence a pilot's judgment. It sure would be fun to tell my friends we made it nonstop to ... *almost* the destination airport.

Instead, why not plan a stop at the midpoint? This eliminates the temptation to try that unplanned new record attempt, and it's better for your body anyway.

Another fuel accident scenario is created when a pilot arrives at a rural airport very low on fuel because he heard this place has bargain prices. Only problem: They're closed or out of fuel. Now what? Those that takeoff usually wind up about five miles short of the next airport that actually has fuel.

Never let the lure of cheaper fuel just ahead trick you into becoming one of those 100 pilots who will run out of fuel this year.

Here are a few things you might consider when establishing a minimum fuel. First of all, how accurate is your beginning fuel number? Is the plane topped clear to the filler neck or is it down an inch or two? If you don't know how much fuel you have to start with you won't know when you will be out.

Second, how well do you know your airplane? Does it burn more or less than book? Next, how reliable is fuel availability at your next stop. Then, of course, there are the wind and weather factors.

My personal minimums for day VFR in the airplane I own (Mooney) is 1.5 hours. IFR or night? Two hours. But, back to my first comment, if I am becoming in any way concerned with my fuel situation, I am going to land and eliminate that concern."

Check out this AOPA Air Safety Foundation [page dedicated to fuel management](#), with videos, a quiz, and links to publications.



March 2025 Board Meeting Minutes.

Olds Forge Flyers - March Board Meeting and Annual Membership Meeting Minutes				
Date:	3/20/2025	Time:	18:00	Location: Coral Gables Restaurant
Board Member		Attended	Members / Guests	Member
Larry Borton - President		X	Frank Eastman	X
Dick Best - Vice President		X	Alex Taylor	X
Steve Harsh - Treasurer		X	Karsen Raak	X
Steve Colby - Secretary		X	John Barber	X
Dave Oxendale (2 yr term)		X	Beverly Bonning	X
Mark Coucke		X	Steve Ballbach	X
Chet Dawson (2 yr term)		X	Bill Zuke	X
Todd Tarrant		excused	Steve Booth (prospective member)	X
John Yurkon		X	Kenji Heikes	X
			Adlay Kejjan	X
			Jim Blomfield	X
			Jordan Cobb	X
AGENDA AND DISCUSSION:				
1	Call to Order and Introductions: (President or Executive Member)			
	Meeting called to order by President Larry Borton at 6:09 pm.			
2	Additions to Agenda: (Board)			
	None at this time. Recess for serving food and drinks!			
3	Approval of Minutes of Previous Meeting: (Colby)			
	February 2025 minutes submitted via e-mail by Steve Colby for Board review. Chet Dawson made a motion to approve the minutes, 2nd by Dave Oxendale. Motion approved without opposition.			
4	Review and Approval of Treasurer's Report: (Harsh)			
	The Club has incurred a lot of seasonal upfront costs. The aircraft annuals were less the budgeted. Steve Colby made a motion to accept the Treasurer's report, 2nd by Dick Best. Motion approved without opposition. Four insurance forms remain to be submitted. The "Wall Of Shame" will start soon. Please get your form returned to Steve Harsh ASAP to avoid being placed in the High Risk category. High Risk pilots increase the cost of insurance for the Club.			
5	Maintenance Report & Hanger Items: (Dawson)			
5a	Archer - The purchase of the rebuilt engine for the Archer is proceeding with Penn Yan (just under \$40k, an additional core charge is \$16k but will be rebated to us as long as the crankshaft on our existing engine is in good shape. Approximate cost of \$5400 to install the engine). Penn Yan was the only engine source found that had a core to build rebuild from. All of the other suppliers contacted required the removal of our current engine to ship-rebuild-ship back; a process requiring the airplane to be down for six to ten weeks. Penn Yan will supply a rebuilt engine in approximately 22 weeks (this engine will have new cylinders) and AvFlight will swap the engines requiring a down time of three to seven days. The current engine will be watched carefully for signs of further wear. Oil changes will occur every 25 hours as opposed to every 50 hours. GPS is updated through April 17th. The oil baffles will be removed as soon as the weather dictates			
5b	Skyhawk - The cowl plugs are missing, if anyone knows the whereabouts of them, please return them to the hanger. Just for FYI, Chet anticipates the Skyhawk engine to go for another two years before needing an overhaul. That could accelerate if flying activity increases from normal levels. GPS is updated through April 17th. Oil baffles will be removed as soon as the weather dictates			
5c	Steve Harsh made a motion to approve the Maintenance Report, 2nd by Dick Best. Motion approved without opposition.			
6	Committee Reports - Membership (Best)			

March 2025 Board Meeting Minutes.

6a	Best - Dick has one new membership contact. Steve Booth is an ATP with Southwest, along with his son that it looking to get his private certificate. Thank you Steve for attending this evening's meeting!
6b	Thank you Dick for the March Olds Flyer issue!
7	Old Business:
7a	Office Cleanup - Beverly Bonning, Adlay Kejjan and Steve Colby participated in a cleanup of the Olds Forge office. Be sure to stop by the office and check out their efforts. More to come!
7b	Olds Forge Flyers Membership Survey - Look for an email in the near future regarding a survey from the Club. The Club is looking for your thoughts regarding the growth of the Club membership and aircraft upgrades/expansion of the fleet. Please take the time to complete the survey.
7c	Website - We have a member willing to provide updates to our website! Be on the lookout for an email regarding this soon.
8	New Business:
8a	Chet Dawson will be setting up a tour of the Red Cedar Distillery. Look for details coming soon. It will probably be a Tuesday night in a few weeks. Expect some taste testing and flight discussions.
8b	The next Board meeting will be Thursday, April 17th at 5:30pm at the AvFlight Conference Room. All members are encouraged to attend. Attendance has been very good for the recent months. Let's keep the momentum going forward!
Annual Membership Meeting	
1	Changes to the Olds Forge Flyers Constitution
	Discussion on increasing the number of Board members from five to seven and increasing the meeting quorum requirement from five to six members. The four Executive Board member positions remain unchanged. Larry discussed the reasons behind expanding the Board membership. Beverly Bonning echoed the thoughts regarding the benefits of mentoring new Board members for future Club leadership. Kenji Heikes made a motion to increase the at large Board size from five to seven members and to increase the quorum requirement from five to six members, Chet Dawson 2nd the motion. Larry conducted a voice vote. The vote passed with minimal opposition. The changes take effect immediately.
2	Election of Officers and Board Members: (Best)
	Dick conducted a quick survey to determine if any of the Executive Board members have any opposition for their positions. Hearing none for any of the four positions, Dick requested a motion to re-elect all four Executive members of the Board. Motion made by Mark Coucke, 2nd by Dave Oxendale. Dick conducted a voice vote and the motion was approved without opposition. A paper ballot vote was taken for the at large Board members. The election results for the remaining Board positions are as follows: Mark Coucke was elected to the one of the two year terms. Jordan Cobb, Adlay Kejjan, John Barber and John Yurkon all finished in second place with the same number of votes. Adlay Kejjan, John Barber and John Yurkon volunteered to take a one year term. Jordan Cobb then received the other two year term.
3	Flight Experiences
	None to be reviewed at this time.
4	Adjournment:
	President Larry Borton called for a motion to adjourn. Mark Coucke so moved, 2nd by Steve Harsh. Motion approved without opposition. Meeting concluded at 7:30 pm. The meeting was followed by a presentation from Jordan Cobb regarding the Garmin Autopilot and G5 Basics for VFR flight. Thank you Jordan!

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

Mark Coucke	517-719-9061	mdcoucke@gmail.com
Adlay Kejjan	517-899-0731	adlaykejjan@gmail.com
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.

	2025	2024	2025	2024
Year-to-date				
Total (Mar)	10.3	18.3	16.1	25.5
March	24.7	16.8	14.2	10.0
TOTAL	35.0	35.1	30.3	35.5

COMBINED HOURS THROUGH MARCH

2025: 65.3 2024: 70.6

We're off to a slower start than last year due largely to both planes having their annual inspections done. Reliably warmer weather will soon be here making pre-flight inspections more pleasant. So sharpen your skills and - **Let's go flying!!** April/May are great months to get your currency take offs and landings logged so you're ready to go for the rest of the summer. Fly up the west or east coast of Michigan along the shoreline. The spring green landscapes are especially vivid as the days get warmer. Beautiful from the air. The Grand Traverse Bay area is scenic in the spring. 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 (KTVG) 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: 2/12/2025 Hours flown since last annual: 40.9

Archer: GPS updated

Annual Due: 3/12/2022 Hours flown since last annual: 38.1

USE Phillips 20W 50 OIL ALL YEAR!

BOARD MEETING

Thursday, April 17th, 2025 5:30 PM (1730)

AvFlight Conference Room

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 2025 - March 31, 2025

Archer Hr = 31.2 Skyhawk Hr = 35.0

Actual Budget

OPERATING INCOME:

Aircraft Income	\$6,613	\$6,932
Initiation Fees	\$2,850	\$1,900
Membership Dues	\$9,610	\$9,690
Interest	\$0	\$0
Other Misc. Income	\$21	\$0
TOTAL INCOME	\$19,09	\$18,522

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$457	\$530
Engine Depletion, Archer	\$655	\$655
Engine Depletion, Skyhawk	\$683	\$683
Fuel, Archer	\$1,734	\$1,373
Fuel, Skyhawk	\$1,181	\$1,280
Misc fuel & Oil	\$0	\$3
Maintenance, Archer*	\$1,991	\$2,664
Maintenance, Skyhawk*	\$3,237	\$3,470
Maintenance, Other	\$0	\$276
Total Variable Cost	\$9,939	\$10,934

Fixed Costs:

Office and Service Fees	\$568	\$1,048
Operations Costs	\$8,862	\$10,658
Total Fixed Costs	\$9,430	\$11,705
Misc. Cost	\$0	\$300

TOTAL EXPENSES \$19,36 \$22,940

NET OPERATING INCOME -\$275 -\$4,418

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

NET AFTER CONTIN. FUND \$3,125 -\$6,318

* Archer Annual (Budget = \$3,400; Actual = \$1,979)

* Skyhawk Annual (Budget = \$4,500; Actual = \$2,364)

