



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 Keijjan
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

July-Aug-Sept, 2025

Vol. 80 No. 7,8,9

Make "TURN OFF MASTER SWITCH"
the last item on your shut-down check list.

The Replacement Engine Saga

As The Olds Forge Flyers club and its members are well aware, getting a general aviation replacement engine these days takes a long time. We have now been without an engine for the Archer since early April. We are told supply chain issues are the main cause for delays. If you were to ask the A.I. engine, you'll get the same answer. So we erred by waiting to order the Archer engine hoping to stretch the old engine's life. Originally promised by August, we are now told the new engine should arrive by the first week of October. So hopefully the Archer will be flying by the end of October. Another thing: engines are now considerably more expensive. The last time we needed a replacement, the cost was in the neighborhood of \$25,000. Now it's \$40,000.

Now, the Skyhawk's engine is nearing the end of its life with around 300 hours to go. What should we do? Fortunately, Penn-Yann, our engine supplier, has a Skyhawk engine already built and nearly ready to ship after testing. Chet has decided that rather than risk another Archer debacle, we will order this engine. Penn-Yann has agreed to offer us an extension on returning the core so we should be able to fly the Skyhawk into January before changing the engine.

DEAD BATTERIES - MASTER SWITCH

The club has suffered a bunch of dead batteries this season—at least 4 if not 5, all caused by some inattentive pilot not switching off the master switch at the end of their flight. This costs the club on average \$400 per occurrence depending on charging and/or replacement expense. Full discharging a battery more often than not kills it.

Make "TURN OFF MASTER SWITCH"
the last item on your shut-down check list.

BOARD MEETING

Thursday, September 18th, 2025 5:30 PM (1730)
AvFlight Conference Room

All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

September 18, 2025

Archer

Penn Yan estimated shipping date of the engine is next week. AvFlight has completed prep work and will start the installation on arrival of the engine.

Skyhawk

An engine for the Skyhawk was purchased from Penn Yan. Penn Yan estimated delivery of the engine in four weeks. Preliminary plans are to replace the engine in late December through mid-January.

There is a large flat spot on the brand new left main tire, no cords showing; likely cause brakes on at touch-down.

Please keep your feet off of the upper half of the rudder pedals when landing.

50-hour oil change completed showed no debris in the oil filter or sump screen. The oil analysis showed no contaminants in the oil. The 100-hour seat rail inspection completed by AvFlight revealed a crack in the seat rail. The rail is within the AD specification, but a new rail will be purchased. GPS is updated through November 02.



Make “TURN OFF MASTER SWITCH” the last item on your shut-down check list.

Pilot's Tip of the Week

Door Pops Open In Flight

"What should you do if a door pops open while flying? I've heard different advice on this" — Peter S.

Rod Machado replies:

"When an entrance or egress door pops open, my advice to you is to leave the door alone. That's right. Leave it alone. Don't try to shut the door. The biggest problem with having a door pop open is being distracted from flying the airplane. And this, of course, can result in an accident.

With the exception of a few airplanes, an open door will not hurt you or the airplane. Yes, it makes a lot of noise, but noise isn't going to hurt you, nor is it going to seriously affect the performance of your machine. Beechcraft says that you might lose 160 feet per minute in your rate of climb, but that's nothing to worry about in a Beechcraft. In a Cessna 150, maybe that is something to worry about, but...oh...it's not. For the most part, an open door doesn't affect the performance of most airplanes in any significant way. Your objective after the door opens is to land, shut the door properly, then go on your merry way.

I will offer one caveat here. When landing with an open door, be cautious as you slow down. It's possible that the door's inertia might cause it to swing forward as you decelerate and damage a hinge. If possible, you might have a passenger grab the door handle to keep it from opening during the touchdown and deceleration.

When do you think a door, or a window is most likely to pop open if it was not properly shut? You guessed it. On takeoff when the differential pressures on either side of the door increase. Can you think of a worse time for a door to pop open? I can't. Taking off is a critical time when a pilot has to pay attention to many things and doesn't need to be distracted.

So, if you have a door or a window pop open on takeoff, you have two choices. Either abort the takeoff if you have enough runway left or continue the takeoff and return for landing. Since you now know that an open door isn't going to affect your airplane to any significant degree, you can feel comfortable with the decision to continue the takeoff and return for landing to shut the door.

OK, there are times when it might be advisable to try closing the door as when flying in rain or IMC conditions. The problem is that this is best done when there are two pilots onboard the airplane. Even so, it can be difficult to close an open door in flight. Very difficult, because of the differential pressure on each side of the door. Nevertheless, several airplane POHs have a door closing policy for their airplanes. So, check your airplane's POH to see if a door closing policy is available for your airplane."



Make "TURN OFF MASTER SWITCH" the last item on your shut-down check list.

July 2025 Board Meeting Minutes.

Olds Forge Flyers - July Board Meeting			
Date:	7/17/2025	Time:	1730
		Location:	AvFlight Conf Room
Board Member	Attended	Members / Guests	Member
Larry Borton - President	X	Frank Eastman	X
Dick Best - Vice President	X	Bill Zuke	X
Steve Harsh - Treasurer	excused	Karsen Raak	X
Steve Colby - Secretary	X	Beverly Bonning	X
Dave Oxendale	X		
Mark Coucke (2 yr term)			
Chet Dawson	X		
John Barber	X		
John Yurkon	X		
Adlay Kejjan	X		
Jordan Cobb (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. Larry had all the members introduce themselves with a best/worst flight experience.		
2	Additions to Agenda: (Board)		
	None at this time.		
3	Approval of Minutes of Previous Meeting: (Colby)		
	June 2025 minutes submitted via e-mail by Steve Colby for Board review. Chet Dawson made a motion to approve the minutes, 2nd by John Yurkon. Motion approved without opposition.		
4	Review and Approval of Treasurer's Report: (Harsh)		
	Income is greater than budget and expenses are below budget. Looking good at this point. Steve Colby made a motion to accept the Treasurer's report, 2nd by Dick Best. Motion approved without opposition.		
5	Maintenance Report & Hanger Items: (Dawson)		
5a	Archer - The prop is out for the refurbishing. The long lead hoses are due when the rebuilt engine arrives. The HVAC cooling fan will be diagnosed while the Archer is down for the engine replacement.		
5b	Skyhawk - GPS is updated through August 7th. Issue with roughness and backfiring was due to some induction gaskets needing to be replaced and some fouled plugs (the plugs had some lead deposits). The left lower door hinge pin sheared off and was replaced. An astute member noticed that one of the AD's for the engine was not signed off during the annual inspection. It deals with the need to review the sump screen at every oil change. AvFlight did a quick oil change to put us in compliance. This introduces an issue with the PowerFlow exhaust system as it drives additional difficulties with maintenance so we may look at not using it when the Skyhawk engine is replaced down the road. It requires two people to remove the lower cowlings for oil changes.		
5c	Steve Colby made a motion to approve the Maintenance Report, 2nd by Dave Oxendale. Motion approved without opposition.		
6	Committee Reports - Membership (Best)		
	Best - Dick Best has four prospective members wanting to join the Club. Two were interviewed this afternoon and are recommended by the Membership Committee. Greg Farhat is working on his private pilot certificate in Mason. Sue Carter is a former member that wants to rejoin the Club. She is a member of the Coast Guard Auxillary. Dick Best made a motion to accept Greg Farhat as a new member and to be placed on the Waiting List, 2nd by Steve Colby. Motion approved without opposition. Dick Best motion to accept Sue Carter as a returning member to be placed on the Waiting List, 2nd by Chet Dawson. Motion approved without opposition. Both candidates are on the Waiting List. Sue is first in line as she approached the Club first regarding joining.		
7	Old Business:		

July 2025 Board Meeting Minutes.

7a	Badging Process - Please review the badging renewal process! Dick Best provided it in the monthly newsletter.
7b	OFF Hats, Shirts and Jackets - Dick Best and Larry Borton will be meeting on this subject shortly.
7c	Office Renovation - Beverly Bonning is still hawking the MSU Surplus Store and Facebook for additional office chairs. Adlay said that there is a filing cabinet at Ikea that may work well for us. Jordan has the WiFi working in the office. Jordan is still looking at future enhancements. Jordan also asked if we should consider upgrading the computer hard drive to a solid state drive as opposed to a magnetic hard drive. Jordan will work on ghosting the existing hard drive and upgrade to a solid state version. Larry Borton initiated a discussion on the possible use of a large screen monitor in the office. A 43'ish inch monitor would be good. Keeping our options open. Beverly Bonning completed her initial research into Club record retention. She and Larry Borton will meet to review further and select records for disposal.
8	New Business:
	The next Board meeting will be Thursday, August 21st at 5:30pm at the AvFlight Conference Room. All members are encouraged to attend. If you have not attended a monthly meeting in some time, please do!
9	Discussion Of Flying Experiences or Other:
	Instructor comments - please use the Scheduler System and "Check the airplane out" before you fly it! Take the thirty seconds to check it out before you head to the planes. This may prevent another member from thinking the airplane is available.
10	Adjournment:
	President Larry Borton called for a motion to adjourn. Dick Best so moved, 2nd by Adlay Kejjan. Motion approved without opposition. Meeting concluded at 6:30 pm.

Make “TURN OFF MASTER SWITCH” the last item on your shut-down check list.

August 2025 Board Meeting Minutes.

Olds Forge Flyers - August Board Meeting			
Date:	8/21/2025	Time:	1730
		Location:	AvFlight Conf Room
Board Member	Attended	Members / Guests	Member
Larry Borton - President	X	Frank Eastman	X
Dick Best - Vice President	X	Kenji Hiekes	X
Steve Harsh - Treasurer	X	Karsen Raak	X
Steve Colby - Secretary	X		
Dave Oxendale	X		
Mark Coucke (2 yr term)	excused		
Chet Dawson	X		
John Barber	X		
John Yurkon	X		
Adlay Kejjan	X		
Jordan Cobb (2 yr term)	excused		
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 2025 minutes submitted via e-mail by Steve Colby for Board review. Chet Dawson made a motion to approve the minutes, 2nd by John Yurkon. Motion approved without opposition.		
4	Review and Approval of Treasurer's Report: (Harsh)		
	Budget numbers are tracking well, no surprises. Still in the black at this point (which is good being down one aircraft). The aircraft improvement funds are increasing (line 18). Future upgrades will be considered. The Skyhawk engine has had 1128 hours since the top end build (the goal was 1000) so we will be tracking that engine health closely. More discussion on the Skyhawk engine during the Maintenance report. Steve Colby made a motion to accept the Treasurer's report, 2nd by Chet Dawson. Motion approved without opposition.		
5	Maintenance Report & Hanger Items: (Dawson)		
5a	Archer - Fuel consumption on a replacement engine. Larry referenced an article from General Aviation News in which a new engine on a 172 was consuming more fuel than the previous one, resulting in fuel starvation and a crash. Lesson of the story...evaluate the fuel consumption on the Archer when it is back up and running. Make no assumptions, let new data dictate. The purchase of the new engine for the Archer is proceeding with Penn Yan. Estimated delivery of the engine is from the middle to end of September (parts shortages on behalf of Penn Yan). AvFlight began preparation for the new engine. The propeller is in the process of refurbishing and new hoses are ordered. Two hoses have delivery dates in the middle of August.		

August 2025 Board Meeting Minutes.

5b	Skyhawk - The GPS is updated through September 4th. Master switch was left on again. Steve Colby to send out an email reminder blast to the membership to ask everyone to please use the checklist and turn off the master switch when shutting down the engine. The rudder tab was bent out of position and required readjustment (thank you Pete K. for the readjustment). An excessive mag drop was corrected with points and condenser on right mag. Engine - Concerns have arisen regarding high oil consumption on the Skyhawk. Please make sure that you are recording when you add oil (and how much). Chet is going to be monitoring the oil usage closely. We have been monitoring the cylinder compression, conducting oil analysis, looking for debris in the oil filter and are now adding the AD to inspect the oil screen. Chet is asking for permission to have Les conduct an annual inspection on the engine only. Continued conversation regarding ordering a replacement engine for the Skyhawk considering the six month lead time to receive one from Penn Yan. A six month delivery delay would have the engine available in February - prime time to take the aircraft down for an engine swap. If current flying usage continues, we will have added at least another 100 hours on the Skyhawk by then and that will take us almost 250 hours beyond our goal with the top end rebuild. Motion made by Chet Dawson to research engine replacement options and order one based upon findings. Motion 2nd by John Barber. Motion carried without opposition. Based upon the passage of this motion, the need for the six month engine only inspection is moot.
5c	Steve Colby made a motion to approve the Maintenance Report, 2nd by John Yurkon. Motion approved without opposition.
6	Committee Reports - Membership (Best)
	Best - Dick had one query from a potential member. Dick sent the membership packet of information with an understanding of our current waiting list.
7	Old Business:
7a	Badging Process - Please review the badging renewal process! Dick Best provided it in the monthly newsletter.
7b	Office Renovation - The new Office chairs look great! Thanks to Beverly for getting the new chairs for the office!! Much more comfortable.
8	New Business:
8a	The next Board meeting will be Thursday, September 18th at 5:30pm at the AvFlight Conference Room. All members are encouraged to attend. If you have not attended a monthly meeting in some time, please do!
8b	Pilot In Command - Question to the Club....can you take along another non-Club pilot where that non-Club pilot would be Pilot In Command (say for an example flying in IFR conditions and the Club member is not IFR rated)? This is not allowed in our Operating Regulations, Flight Limitations, Line F due to Insurance Regulations.
9	Discussion Of Flying Experiences: Trip Reports, Safety, Excitement, Interesting Destinations
	Brief discussion from John Yuron regarding the Mason Aviation Day last weekend.
10	Adjournment:
	President Larry Borton called for a motion to adjourn. Steve Harsh so moved, 2nd by Adlay Kejjan. Motion approved without opposition. Meeting concluded at 6:22 pm.

Make “TURN OFF MASTER SWITCH” the last item on your shut-down check list.

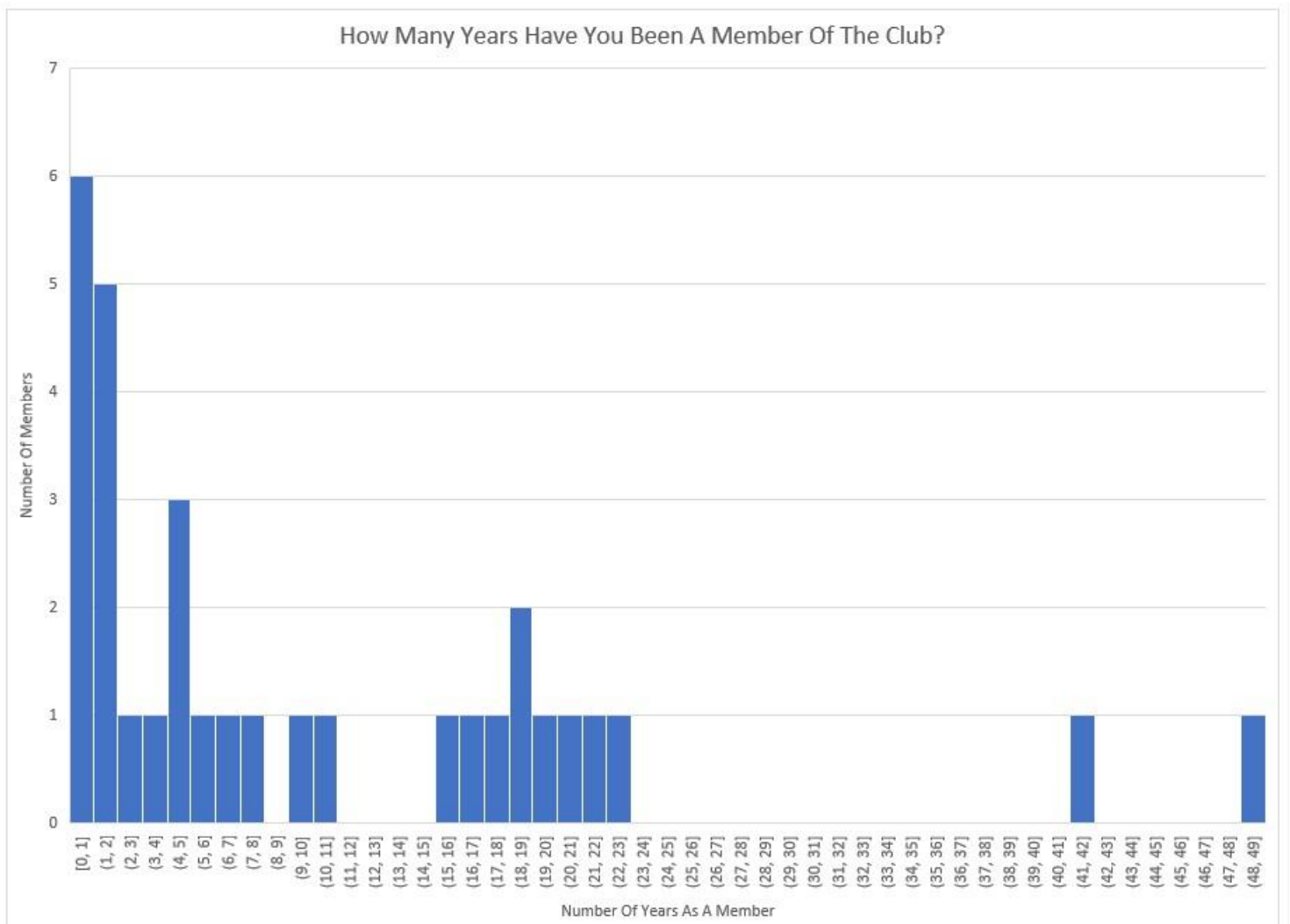
1995 Membership survey Results

Over the summer, the board conducted a survey of the membership. The results of the survey, simple graphs and more detailed breakdowns of the answers are displayed on the following pages. These results will help guide the board in making decisions about the future of the club.

Q1

How many years have you been a member of the Club?

Scale



1995 Membership survey Results

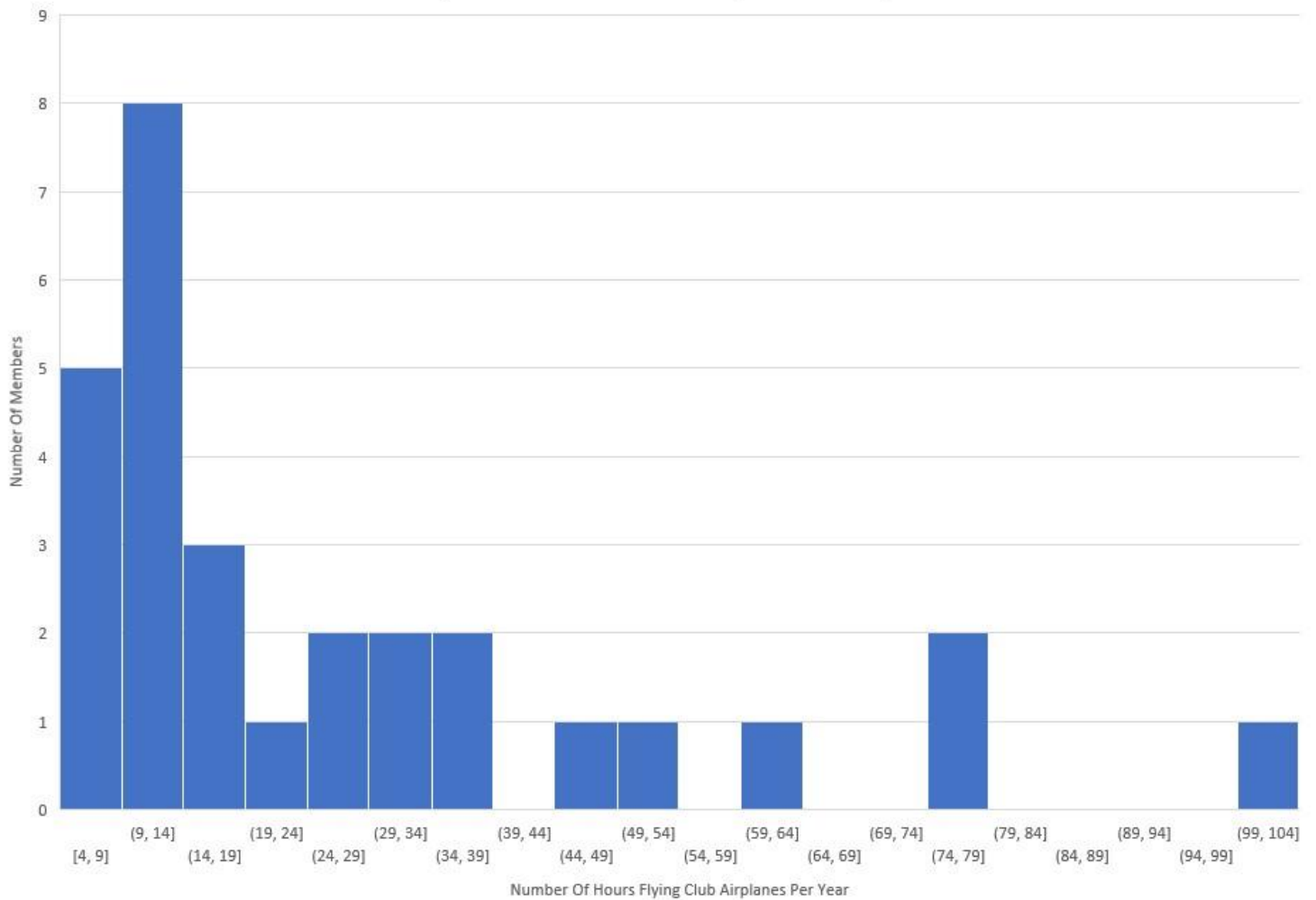
Q2

What is the typical number of hours that you fly the club planes annually?

Scale



How Many Hours Per Year Do You Fly The Club Airplanes?



1995 Membership survey Results

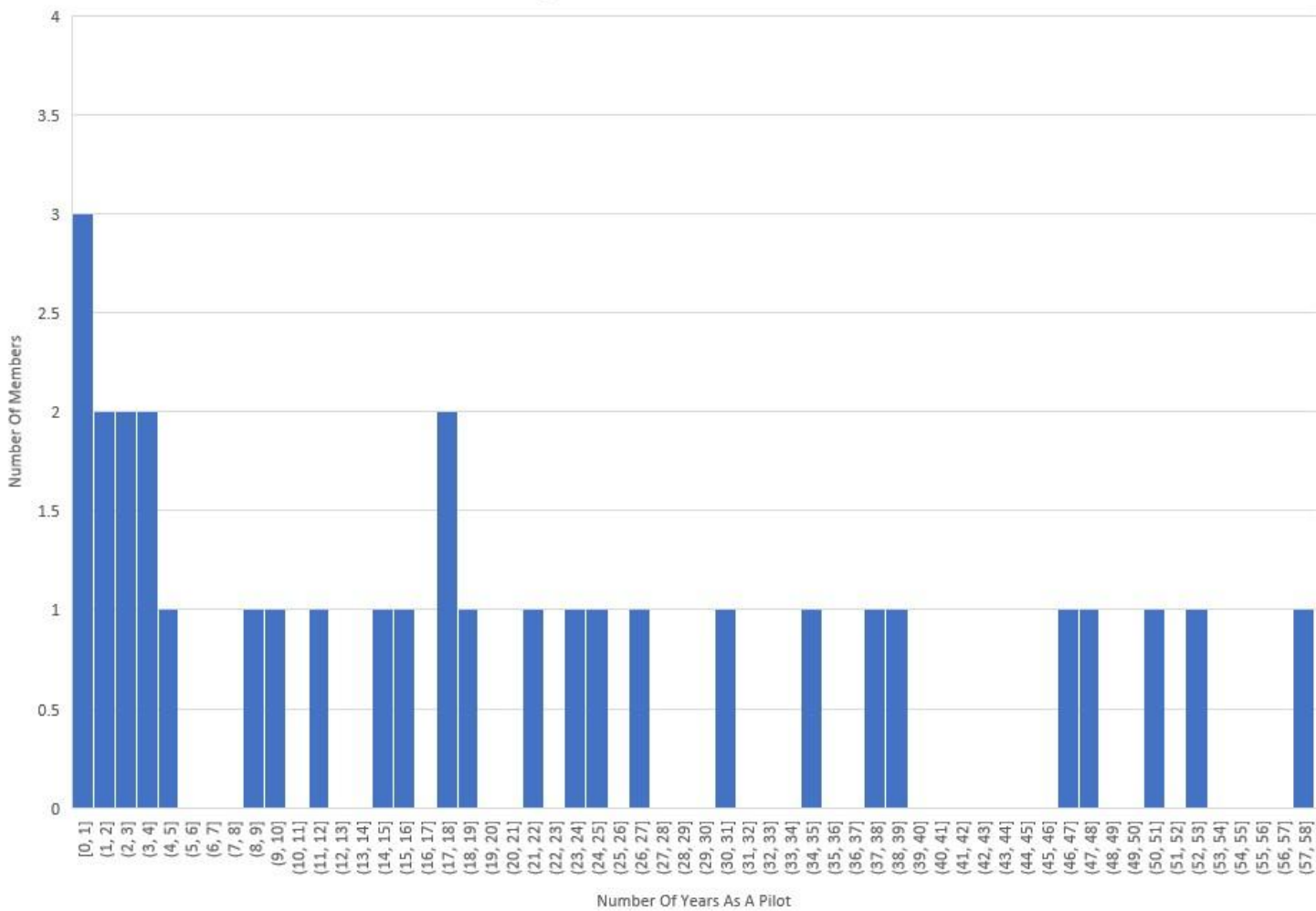
Q3

How many years have you been a pilot?

Scale



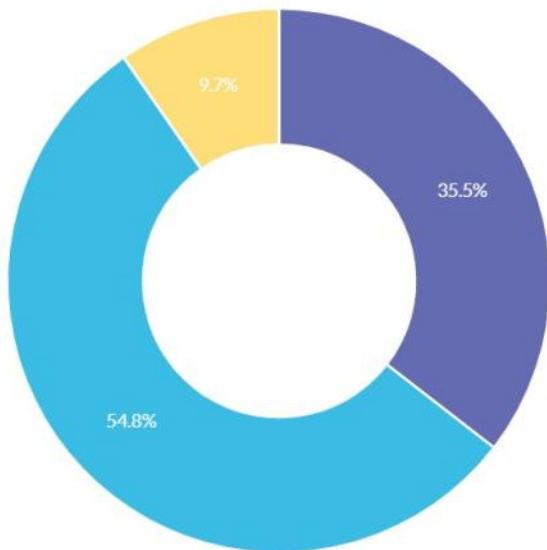
How Many Years Have You Been A Pilot?



1995 Membership survey Results

Q4

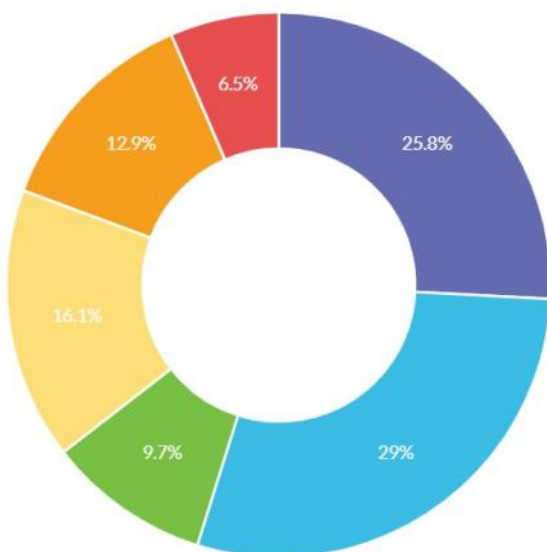
Looking to the future, would you expect your flying time to:
Multiple Choice



Choice	Total
Remain about the same	11
Increase a modest amount	17
Decrease a modest amount	0
Increase significantly	3
Decrease significantly	0

Q5

Please select the best description of your flying/ratings as this can help provide direction for future aircraft choices
Multiple Choice

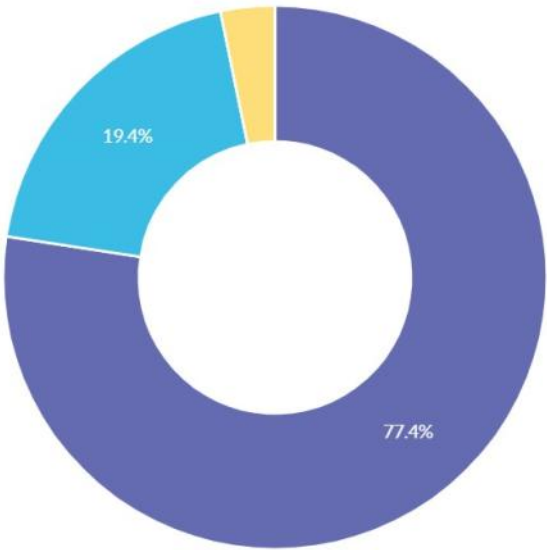


Choice	Total
I am rated for only Visual Flight Rules (VFR)	8
I fly VFR but want to get my Instrument Flight Rules (IFR) rating	9
I am IFR rated but not current and don't plan to get current	3
I am IFR rated but not current but planning to get current	5
I am IFR rated and current	4
I fly a lot of IFR	2

1995 Membership survey Results

Q6

Please select the best description of your flying
Multiple Choice



Choice	Total
100% VFR - 0% IFR	24
75% VFR - 25% IFR	6
50% VFR - 50% IFR	0
25% VFR - 75% IFR	1
0% VFR - 100% IFR	0

Make “TURN OFF MASTER SWITCH” the last item on your shut-down check list.

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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 and with two engines due within a year, the board decided to raise aircraft rental rates by \$5 per hour. 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: \$105 / Hour Archer: \$115 / 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 \$ 105 /hr. Archer \$ 115 / hr.

	2025	2024	2025	2024
Year-to-date				
Total (July)	203	159.6	44.2	110.3
August	58.7	26.9	0	26.7
TOTAL	261.7	186.5	44.2	137

COMBINED HOURS THROUGH AUGUST

2025: 305.9 2024: 323.5

With only one plane, we've flown only 17 total hours less than at this time last year. Cooler fall weather is here, and with it, cooler weather and **FALL COLOR!!** It's one of the nicest times to explore the mitten by air. Check the Fall Color Calendar to find the best time to check out your desired area. So sharpen your skills and - **Let's go flying!!** Michigan is a scenic state from the air. Count the lighthouses as you fly along the coasts. 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 (KTV) 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: 244.6

Archer: GPS updated

Annual Due: 3/12/2022 Hours flown since last annual: 52.0

USE Phillips 20W 50 OIL ALL YEAR!

BOARD MEETING

Thursday, Sept. 18th, 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 - August 31, 2025

Archer Hr =	32.8	Skyhawk Hr =	261.8
		Actual	Budget

OPERATING INCOME:

Aircraft Income	\$31,159	\$29,788
Initiation Fees	\$2,850	\$1,900
Membership Dues	\$26,165	\$25,840
Interest	\$0	\$0
Other Misc. Income	\$42	\$0
TOTAL INCOME	\$60,216	\$57,528

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$2,356	\$2,357
Engine Depletion, Archer	\$689	\$689
Engine Depletion, Skyhawk	\$6,116	\$5,105
Fuel, Archer	\$2,066	\$1,444
Fuel, Skyhawk	\$7,011	\$9,577
Misc fuel & Oil	\$1,751	\$12
Maintenance, Archer*	\$2,111	\$2,696
Maintenance, Skyhawk*	\$7,653	\$8,460
Maintenance, Other	\$155	\$503
Total Variable Cost	\$29,909	\$30,841

Fixed Costs:

Office and Service Fees	\$1,025	\$2,027
Operations Costs	\$19,709	\$22,321
Total Fixed Costs	\$20,734	\$24,348
Misc. Cost	\$275	\$300
TOTAL EXPENSES	\$50,918	\$55,489

NET OPERATING INCOME	\$9,298	\$2,039
Contingency Fund (equity fees)	\$2,850	\$1,900
NET AFTER CONTIN. FUND	\$6,448	\$139

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

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

