



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

May - June, 2025

Vol. 80 No. 5, 6

Successful 2025 Plane Wash

Thursday, May 29th, 5:30



Jeromie Golab did the underside dirty work



BOARD MEETING

Thursday, June 19th, 2025 5:30 PM (1730)

AvFlight Conference Room

All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

June 19th, 2025

Archer

The purchase of the new engine for the Archer is proceeding with Penn Yan. The order was placed eight weeks ago, leaving an estimated 8 weeks until delivery. AvFlight began preparation for the new engine. The propeller was removed and new hoses ordered. Two hoses have delivery dates in the middle of August.

Our avionics technician pointed out that **for STC compliance the G5 must be wired to the main bus.** *Don't be alarmed when it comes on with the master switch. Its built-in protection circuits will protect it during engine starts.*

Skyhawk

GPS is updated through July 10. Huron Avionics has certified the altimeter, pitot static, transponder after repairing a couple of leaks in the system. Huron also corrected the ILS problem. Jeromie Gollab volunteered to fly the Skyhawk from Owasso to Lansing Thursday evening; thank you Jeromie.



Pilot's Tip of the Week

Standard-Rate Turns Secret

"I'm transitioning to a glass panel airplane and the turn coordinator is now this little worm-like thing above the HSI. It's so hard to simply set and hold a standard-rate turn. What am I doing wrong?" — Cedric P. **Bruce Williams replies:**

"The problem may be where you're focusing as you try to fly a standard-rate turn. The technique for establishing and flying a standard-rate turn is the same, whether you fly with a glass panel or conventional instruments, although electronic displays are now making the challenge easier.

I've watched many new (and some experienced) IFR pilots struggle with the control-performance method of basic instrument flying, which is the key to flying precisely when you're on the gauges.

To establish and then maintain a constant-rate turn, start with the attitude indicator and reference it as you roll to the target bank angle that should result in a standard-rate turn based on your current airspeed. Then cross-check your rate-of-turn indicator. That could be a mechanical turn-and-bank needle or turn coordinator, or it could be a magenta arc just above the HSI on a G1000 or similar PFD. [See the red circles in the image]

If the indicator shows that you're turning too slowly or too rapidly, return to the attitude indicator. Focus on it to steepen or shallow the bank, and then recheck the turn coordinator. Repeat this process until you complete the turn.

If you use a turn coordinator or other turn-rate indicator to try to control the bank angle, your turn will be erratic, because the turn indicator is a performance instrument. It shows only if you're achieving the desired result.

Remember that standard-rate turns require turning three degrees per second. Today, most primary flight displays show your rate of turn using tick marks above the digital HSI. When you turn, a magenta-colored band shows what your heading will be in six seconds at the current rate of turn. The arc grows or shrinks as you vary the bank angle and rate of turn. The tick marks indicate half-standard and standard rates of turn.

So how much should you bank to establish a standard rate turn? The angle required varies with true airspeed according to a complex relationship. Because solving trigonometric equations isn't something most of us can do while flying, you can use a rule of thumb—15 percent of the true airspeed is a good target for the bank angle. In other words, divide true airspeed by 10 and add half again that amount. For example, at 100 knots, that's 10 plus five, or 15 degrees of bank. At 120 knots, the same arithmetic suggests 18 degrees of bank, just shy of the 20-degree bank indicator on a typical AI.

The latest electronic flight displays, like the Garmin G5, G3x, and G500 Txi do the math for you. They display markers on the bank index of the attitude indicator to show the bank angle required for a standard-rate turn at the current true airspeed. To establish and maintain a standard-rate turn using one of these displays, smoothly roll into a bank that aligns with the mark, and then adjust the bank as airspeed changes. [See the red circles in the image]

You'll hold a perfect standard-rate turn—and you'll be using good control-performance technique by using the attitude indicator to set and maintain the target bank angle."



Learn scan techniques that help on virtually all digital flight instruments from this [Tips for the Spectrum of Glass Cockpits](#) video.

April 2025 Board Meeting Minutes.

Olds Forge Flyers - April Board Meeting			
Date:	4/17/2025	Time:	18:00
		Location:	AvFlight Conf Room
Board Member	Attended	Members / Guests	Member
Larry Borton - President	X	Frank Eastman	X
Dick Best - Vice President	X	Steve Sherman	X
Steve Harsh - Treasurer	X	Bailey Colasanto	X
Steve Colby - Secretary	X	Beverly Bonning	X
Dave Oxendale	X	Karsen Raak	X
Mark Coucke (2 yr term)	X		
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 5:32 pm.		
2	Additions to Agenda: (Board)		
	None at this time.		
3	Approval of Minutes of Previous Meeting: (Colby)		
	March 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)		
	We have had a lot of up front costs so far this year. The annuals came in under budget. Archer engine reserve is at \$36k. Some other reserves are available if needed. Steve Harsh is proposing some rate changes for engine replacement expenses. The Archer is at \$21/hour. Steve thinks that going forward the hourly rates will need to increase \$5/hour for both aircraft to keep pace with the rising cost of engine replacements. Steve Harsh is proposing a change in the equity fee from \$950 to \$1500. This is being driven by the increased cost of all things aviation. Early feedback from the insurance provider is that our rate will increase about 2%. Steve Colby made a motion to accept the Treasurer's report, 2nd by Mark Coucke. Motion approved without opposition. Motion from Steve Harsh that the hourly rates increase by \$5/hour to be directed to engine replacement, effective May 1st. 2nd by John Yurkon. Motion approved without opposition. Motion from Steve Harsh to increase the new member equity fee from \$950 to \$1500 effective May 1st. 2nd by Chet Dawson. Motion approved without opposition.		
5	Maintenance Report & Hanger Items: (Dawson)		
5a	Archer - The oil was changed today. There was debris in the screen (similar to the 100 hour inspection) and there was debris in the oil filter as well. Les believes that a valve lifter is coming apart and may be damaging the camshaft lobe. Les's recommendation is to ground the aircraft. Chet recommends that we ground the aircraft. Chet will put a Maintenance hold on the Archer in the Sky Scheduler system. Side note - the front strut may have excessive air in it resulting in a nose up attitude when on the ground. Discussion to work this issue during the down time. But it might be easier to work it during the upcoming engine swap. HVAC blower - this should be addressed during the downtime. GPS is updated through May 15th. The oil baffles will be removed as soon as the weather dictates		

April 2025 Board Meeting Minutes.

5b	Skyhawk - The wheel shimmy was fixed and has returned but has been rectified (it was not removed during the annual as we expected). One of the brake calipers is weeping brake fluid. AvFlight will continue to monitor it. The cooling baffles have been removed. The beacon wiring was enhanced and it is now functional. Some members have been unable to link their iPad to the Lynx system. GPS is updated through May 15th.
5c	Steve Colby made a motion to approve the Maintenance Report, 2nd by John Yurkon. Motion approved without opposition.
6	Committee Reports - Membership (Best)
6a	Best - No new member candidates at this time.
6b	Thank you Dick for the March Olds Forge 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 plans are coming to improve the office. The bikes are taking up too much room. Other ideas are to paint the walls, refinish the furniture, change some of the shelving units and file cabinets. Perhaps a new table and chairs. Also looking to get WiFi access in our office that is reliable. Jordan Cobb will take a look at making it happen. The desktop computer may need to be upgraded due to an upcoming Windows upgrade. Jeromie Golab will look into enhancing the computer.
7b	Survey - Steve Colby gave a quick review of the survey results and will give a detailed review next month.
7c	Badging Process - Please review the badging renewal process! Dick Best provided it in the monthly newsletter.
7d	Website - Jeromie Golab is willing to assist on supporting the website.
8	New Business:
8a	Plane Wash/Hanger Sweeping - Scheduling the annual plane wash on May 30th and June 6th as the rain date. More details to come. Larry Borton to check with AvFlight for any conflicts. Steve Sherman will bring his pressure washer.
8b	Other activities - Steve Colby reviewed some of the ideas mentioned in the survey.
8c	The next Board meeting will be Thursday, May 15th at 5:30pm at the AvFlight Conference Room. All members are encouraged to attend. Attendance has been very good for the recent months. Appreciate the increased participation from the members!

May 2025 Board Meeting Minutes.

Olds Forge Flyers - May Board Meeting

Date:	5/15/2025	Time:	1730	Location:	AvFlight Conf Room
Board Member		Attended	Members / Guests		Member
Larry Borton - President		X	Frank Eastman		X
Dick Best - Vice President		X	Alex Taylor		X
Steve Harsh - Treasurer		excused	Brandon Wilson		X
Steve Colby - Secretary		X	Beverly Bonning		X
Dave Oxendale		X	Karsen Raak		X
Mark Coucke (2 yr term)		excused			
Chet Dawson		X			
John Barber		excused			
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 5:37 pm.
2	Additions to Agenda: (Board)
	None at this time.
3	Approval of Minutes of Previous Meeting: (Colby)
	April 2025 minutes submitted via e-mail by Steve Colby for Board review. Minor corrections made and resubmitted. 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)
	Income is better than budget and expenses are less than budget. Steve Harsh has filed the Federal tax report (990ez form). 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 purchase of the new (rebuilt) engine for the Archer is proceeding with Penn Yan. The order was placed eight weeks ago, leaving an estimated 14 weeks until delivery. The nosewheel strut will be addressed at that time. Also discussed fixing the door lock as well. In addition, the HVAC fan will be handled too. AvFlight will begin preparation for the new engine in the middle of June. The prop will come off in June and sent out to be refurbished.
5b	Skyhawk - GPS is updated through June 12th. Several members have had issues with the VOR and getting an ILS approach. Sometimes the glideslope works but no localizer. In June, the aircraft needs the inspection of the pitot-static system. This will go to Huron Avionics in Owosso for the inspections and the VOR issue. Chet hopes to have a date tomorrow and will block the three day period in the Scheduler system.
5c	Maintenance Questions and Discrepancies - Larry and Chet reviewed our reporting system and grounding the aircraft vs. general information.
5d	John Yurkon made a motion to approve the Maintenance Report, 2nd by Adlay Kejjan. Motion approved without opposition.
6	Committee Reports - Membership (Best)
6a	Best - Dick has been in contact with a former member that wants to re-join. Dick explained that the Club is at its membership limit. We will interview her and place her on a membership wait list if accepted.
6b	Survey Results - Steve Colby reviewed the survey results from the questions put together by Steve Harsh, Adlay Kejjan and Steve Colby. The results will be published in upcoming issues of the Olds Forge Flyer.

May 2025 Board Meeting Minutes.

7	Old Business:
7a	Badging Process - Please review the badging renewal process! Dick Best provided it in the monthly newsletter. Larry reviewed a recent AOPA article stressing the importance of following proper procedures and the penalties if one does not! TSA takes airport security violations seriously!
7b	OFF Hats, Shirts and Jackets - Dick is still waiting to hear from the supplier.
7c	Office Cleanup - Thank you to Adlay, Bev, Larry and Steve C: We have a different table in the office and a new desk will be installed this evening. New chairs for the office will hopefully be acquired this week (Beverly received \$80 from the membership for the purchase of some chairs). There are tables in the hangars for the cowl blankets. Adlay reviewed the paint chips for the color selection as we repaint the office. Larry to check with AvFlight to see if they have any leftover paint from the recent painting project they completed. Special thanks to Scott O'Berry for the tables in the hangers! John Yurkon will provide a non-used WiFi router that he is not using.
7d	New Rates for Equity Fee and Hourly Aircraft Payments - Reviewing that the Equity Fee was increased from \$950 to \$1500 (\$750 for returning members in Good Standing). The Hourly Aircraft fees were increased by \$5 per hour taking the Skyhawk to \$105/hour and the Archer to \$115/hour.
8	New Business:
8a	Plane Wash/Hanger Sweeping - Scheduling the annual plane wash at 5:30 pm on May 29th and June 5th as the rain date. Join us for dinner afterwards! Chet to see if a pressure washer is advisable to use on the bottom of the aircraft.
8b	Other activities - Jordan Cobb inquired if anyone has flown to KDET and has recommendations for transportation to Comerica Park.
8c	The next Board meeting will be Thursday, June 19th at 5:30pm at the AvFlight Conference Room. All members are encouraged to attend. Attendance has been very good for the recent months. Appreciate the increased participation from the members!
9	Discussion Of Flying Experiences or Other:
	Bird Strikes - Larry almost had a bird strike the other day while on I-96 (not while flying...). It was a rather large bird of prey. Several members reviewed their experiences with birdstrikes and near misses.
10	Adjournment:
	President Larry Borton called for a motion to adjourn. Dick Best so moved, 2nd by Dave Oxendale. Motion approved without opposition. Meeting concluded at 7:13 pm.

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: \$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 \$ 90 / hr. Archer \$ 105 / hr.

	2025	2024	2025	2024
Year-to-date				
Total (April)	78.0	88.5	44.2	38.7
May	42.0	51.5	0	22.6
TOTAL	120.0	37.0	44.2	61.3

COMBINED HOURS THROUGH MAY

2025: 164.2 2024: 149.8

With only one plane, we've flown 14.4 total hours more than at this time last year. Hot summer weather is here. Remember that aircraft performance is reduced in hot weather. Density altitude is increased so check your performance charts, especially when on shorter runways. 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 (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: 2/12/2025 **Hours flown since last annual:** 120.9

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, June 19th, 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 - May 31, 2025

Archer Hr =	32.8	Skyhawk Hr =	120.0
		Actual	Budget

OPERATING INCOME:

Aircraft Income	\$16,448	\$15,608
Initiation Fees	\$2,850	\$1,900
Membership Dues	\$16,300	\$16,150
Interest	\$0	\$0
Other Misc. Income	\$37	\$0
TOTAL INCOME	\$35,635	\$33,658

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$1,222	\$1,222
Engine Depletion, Archer	\$689	\$689
Engine Depletion, Skyhawk	\$2,571	\$2,340
Fuel, Archer	\$1,952	\$1,444
Fuel, Skyhawk	\$1,181	\$4,390
Misc fuel & Oil	\$1,522	\$6
Maintenance, Archer*	\$2,111	\$2,696
Maintenance, Skyhawk*	\$3,477	\$5,340
Maintenance, Other	\$24	\$362
Total Variable Cost	\$14,750	\$18,489

Fixed Costs:

Office and Service Fees	\$1,025	\$1,439
Operations Costs	\$12,983	\$15,323
Total Fixed Costs	\$14,008	\$16,762
Misc. Cost	\$275	\$300
TOTAL EXPENSES	\$29,033	\$35,551

NET OPERATING INCOME	\$6,602	-\$1,893
Contingency Fund (equity fees)	\$2,850	\$1,900
NET AFTER CONTIN. FUND	\$3,752	-\$3,793

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

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

