



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

Jul-Aug-Sep, 2024 Vol. 79 No. 7, 8, 9

New LED lights for the Skyhawk



The Skyhawk's new left wingtip LED position / anti-collision light.

In July, the Skyhawk left wingtip strobe failed. Replacement parts and labor would have been over \$1200, so DOM Chet Dawson decided to look into alternatives and discovered an LED TSO'd wingtip assembly from Whelen that eliminated the high voltage power supply saving cost, weight and high current draw. As a trial for approval, the left wingtip assembly was installed.

Chet as well as several other club members liked the way it looked and even commented that the flashing LED seemed brighter than the strobe on the right wing. The installation was determined to be a success so installation of the right wingtip and tail was approved.

So for less money than replacement strobes, we now have state of the art LED position and anti collision sighting on the Skyhawk.

This update has resulted in a two pound weight saving so be sure to consult the new weight and balance numbers on page three.

BOARD MEETING

Thursday, September 19th, 2024 5:30 PM (1730)
AvFlight Building Conference Room
All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

I will be traveling from Sept. 20th to Sept 30th; Jordan Cobb has agreed to serve as maintenance coordinator for that time with the assistance of John Yurkon and David Petrie. Thank you, gentlemen, for your help.

Archer:

[GPS is updated through](#) October 3rd. Garmin required database auto-renewal with a credit card on file. 100-hour Airworthiness Directive on the ignition switch was addressed by AvFlight. [Airworthiness Directive](#) auto pitch trim runaway was addressed by Huron Avionics with required software update. [50-hour oil change completed; no debris was found in the oil filter; oil sample was sent for analysis.](#) Please leave the Archer's door unlocked when at KLAN or secure airports. Lock mechanism is worn out and will need replacement soon. A new Radio Master Toggle Switch has been installed and you need to PULL IT OUT to move it; Thank you Frank for alerting club members to the change. Plastic between throttle and mixture cracked/splitting Nav Lights Out; AvFlight is investigating the problem.

Skyhawk:

GPS is updated through October 3rd. Right wing strobe/Nav light and tail nav-light was replaced by Les with an LED version eliminating the high voltage power supply in the wing. Report of engine running rough was investigated by Les, an induction leak found and repaired by replacing gasket. G5 failed; reinitiation process restored function. Tightened nose gear hardware as necessary to deal with excessive shimmy; this process has been repeated several times without eliminating the issue completely. To eliminate the shimmy completely, Les suggests removing the nose gear for a bench rebuild. The process will take several days and cost fifteen hundred to two thousand dollars. Les suggests monitoring the shimmy until we are through peak flying weather. Missing screw was replaced on the window latch and headset jacks were tightened. Engine Exhaust seemed to be making abnormal noise; exhaust standoff hitting lower cowl. AvFlight Installed cushioning grommet to dampen and eliminate contact between the exhaust pipe and cowl-ing. Battery failed and was replaced by AvFlight. 50-hour oil change completed; no debris was found in the oil filter; oil sample was sent for analysis.

Checklist Reminder:

The Skyhawk master switch was left on twice this past month. (See above) Battery health and longevity is negatively affected by a full discharge and recharge and the recharge costs the club extra money. A fully discharged battery is often not discovered until the next pilot shows up to fly the plane and is unable to do so. The aircraft shutdown procedure of your checklist is easy to ignore because the flight is over. — DON'T —. Use your checklist and switch off the master switch.

The Skyhawk's new position lights result in these weight and balance changes below.

Weight & Balance Change

	Make	Cessna
	Model	172P
	S/N	17274471
	Reg. #	N52267
	W/O	9231

EQUIPMENT CHANGE - WEIGHT & BALANCE			
Items: (Description / P/N / S/N)	Weight Pounds	Arm Inches	Moments Inch/Pounds
Previous Aircraft Empty Weight:	1531	38.22	58508.19
Removed RH wing tip power supply and light assy.	-1.5	45	-67.5
Installed new Orion wing tip LED	0.3	45	13.5
Removed LH wing tip power supply and light assy.	-1.5	45	-67.5
Installed new Orion wing tip LED	0.3	45	13.5
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
Totals	1528.6		58400.19

A. Old Empty Weight	1531	Pounds
B. Old Empty CG	38.22	Inches
C. Old Empty Weight CG Moment	58508.19	Inch/Pounds
D. Max Gross Weight	2400	Pounds
E. Old Useful Load	869	Pounds

A. New Empty Weight	1528.6	Pounds
B. New Empty CG	38.20502	Inches
C. New Empty Weight CG Moment	58400.19	Inch/Pounds
D. Max Gross Weight	2400	Pounds
E. New Useful Load	871.4	Pounds

This new weight & balance information superseads all previous weight and balance data.
For aircraft loading, see instructions in Weight & Balance Section of Aircraft Flight Manual.

FAA Form 337 Completed?	Y	N	
Equipment List Amended?	Y	N	

Authorized Signature	Date	Cert#	Title

Notes:

3

Pilot's Tip of the Week

The Secret to a

"I struggle with ILS and LPV approaches. I can stay on course OK using the GPS track information, but not glideslope. Is there
Wally Moran replies: ^a

"My first flight instructor told me to ignore the vertical speed indicator. He said it has lots of lag and isn't very helpful. It only took me about 25 years of flying to figure out how wrong he was, especially when flying a glideslope.

We have flight instruments that tell us how fast we're going, what direction we're going, and how high we are. But none of them tell us our fortune—except the vertical speed indicator. It shows what the altimeter is going to say a minute from now.

Here's an example: If I'm attempting level flight at 3000 feet and I see my vertical speed indicator showing 200 feet per minute of climb, I need to do something, or in 30 seconds I am going to be at 3100 feet. Ignore the vertical speed indicator for a full minute and I'll be 200 feet off my altitude. So, the vertical speed indicator is predicting my future altitude. If I fix the vertical speed problem the moment it appears on the instrument, I'll hardly leave my altitude at all and I certainly won't have to fix it later.

Now let's talk about how the vertical speed indicator predicts the future on the glideslope.

Everyone knows that the required descent rate to maintain the glideslope depends on the groundspeed. For most of us general aviation pilots that's about 400 to 500 FPM.

So it's a simple fact that if the vertical speed indicator goes to 1000 feet per minute down, we'll be below the glide path in a few seconds. Similarly, if we see the vertical speed at 200 feet per minute down, it's an easy prediction that soon we will be above the glide path. The fortune teller alerts us *before* we deviate from the glide path that we need to correct the descent rate or face the consequences.

Many pilots spend too much time watching the glideslope indicator. While observing pilots execute approaches, I've often watched the vertical speed needle go to zero as we fly through a little updraft. At that moment the glideslope needle is still centered. And if that's all the pilot pays attention to he is happy, but it's obvious that in a few seconds he is going to be unhappy because he will soon be above the glideslope.

Then it will take two adjustments to get back on: One to get back to the glidepath, and a second one to reestablish a steady descent.

If the pilot instead pays more attention to the vertical speed indicator it predicts a deviation from the glide path before it happens and can be fixed before ever leaving the glideslope.



June 2024 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Olds Forge Flyers - Meeting Minutes					
Date:	6/20/2024	Time:	17:30	Location:	AvFlight Olds Forge Office
Board Member		Attended	Members / Guests		Member
Larry Borton - President		X	Frank Eastman		X
Dick Best - Vice President		X	Jordan Cobb		X
Steve Harsh - Treasurer		X	Karson Raak		X
Steve Colby - Secretary		X			
Dave Oxendale (2 yr term)		X			
Mark Coucke		excused			
Chet Dawson (2 yr term)		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)				
	May 2024 minutes submitted via e-mail by Steve Colby for Board review. Motion to approve the minutes by Todd Tarrant, 2nd by Chet Dawson. Motion approved without opposition.				
4	Review and Approval of Treasurer's Report: (Harsh)				
	Income on target, expenses under target. Finances are looking good. Reserves are looking good for insurance and future engine replacement. Motion to approve the minutes by John Yurkon, 2nd by Dave Oxendale. Motion approved without opposition.				
5	Maintenance Report & Hanger Items: (Dawson)				
5a	Skyhawk - GPS is updated through July 11th. Switch panel overlay construction is complete and will be installed in coordination with AvFlight. Aircraft usage and AvFlight schedule will determine completion timing. Oil change is scheduled for June 25th (next Tuesday).				
5b	Archer - GPS is updated through July 11th. The shaft turning the cam in the magneto split causing a degradation in performance. The magneto was replaced and the engine is producing normal power output. Oil change is scheduled for June 25th (next Tuesday). Les (AvFlight) notified Chet D. of a potential software update to the autopilot to address a trim issue that may be coming from Garmin.				
5c	Observations from John Y., the GTN650Xi's are set up for VCALC (only one waypoint allowed). Suggestion to change them to use VNAV (this allows multiple waypoints). Chet will discuss this with the techs at Owosso when he takes the Archer there for scheduled inspections. Motion to approve the Maintenance Report by Steve Harsh, 2nd by John Yurkon. Motion approved without opposition.				
6	Committee Reports - Membership				
	None at this time.				
7	Old Business:				
7a	Next meeting will be July 18th at 5:30pm. All members are encouraged to attend.				
7b	Badges - Please continue to follow the procedure for getting your badge renewed in a timely manner!				
7c	The newsletter is out! Thanks Dick Best for a great newsletter.				
8	New Business:				
	Summer begins today!				

June 2024 Board Meeting Minutes.

9	Discussion Of Flying Experiences or Other:
	Jordan Cobb recently went through Basic Med as opposed to a Third Class medical. Dr. Messenger was the doctor that he used (Clinton County Medical Center in St. Johns). Jordan was very pleased with the whole process. Todd Tarrant mentioned a recent success story in working with the FAA. He reached out to them via email and experienced great service in a very rapid turnaround! He highly recommends using the email approach.
10	Adjournment:
	Larry Borton called for a motion to adjourn. Steve Colby so moved, 2nd by Todd Tarrant. Motion approved without opposition. Meeting concluded at 6:12'ish pm.

July 2024 Board Meeting Minutes. *Continued from nexr page (7)*

7	Old Business:
7a	Next meeting will be August 15th at 5:30pm. All members are encouraged to attend.
7b	Badges - Please continue to follow the procedure for getting your badge renewed in a timely manner! We previously had two people that were delinquent. One should be taken care of at this time.
7c	The newsletter is out! Thanks Dick Best for a great newsletter.
8	New Business:
	None at this time.
9	Discussion Of Flying Experiences or Other:
	Jordan Cobb took the Archer to Indiana and it worked great! The autopilot performed awesome! Mark Coucke reminded everyone of all the TFR's that are in place and upcoming as well. Oshkosh, airshows and presidential campaign activites are going to generate a lot of short notice TFR's. Be cautious!
10	Adjournment:
	Larry Borton called for a motion to adjourn. Steve Colby so moved, 2nd by Todd Tarrant. Motion approved without opposition. Meeting concluded at 6:12'ish pm.



July 2024 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Date:	7/18/2024	Time:	17:30	Location:	AvFlight Conference Room
Board Member		Attended	Members / Guests		Member
Larry Borton - President		X	Travis Lower		X
Dick Best - Vice President		X	Jordan Cobb		X
Steve Harsh - Treasurer		excused	Karson Raak		X
Steve Colby - Secretary		X	Jim Blomfield		X
Dave Oxendale (2 yr term)		X			
Mark Coucke		X			
Chet Dawson (2 yr term)		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 5:33 pm.
2	Additions to Agenda: (Board)
	None at this time.
3	Approval of Minutes of Previous Meeting: (Colby)
	June 2024 minutes submitted via e-mail by Steve Colby for Board review. Motion to approve the minutes by Chet Dawson, 2nd by John Yurkon. Motion approved without opposition.
4	Review and Approval of Treasurer's Report: (Harsh)
	Income is close to budget and expenses are running less than budget. The level of expenses is distorted somewhat as big expense of fuel appears a month later and the recent large maintenance expense for the Archer will appear in next month's statement. Overall, at this point of the year, our financial situation is good. The recent billing for fuel shows a \$0.98/gallon decrease in fuel cost. If this rate continues, starting next month (Aug) we could reduce the hourly fee for both aircraft by \$5.00. Motion to approve the minutes by Dick Best, 2nd by Todd Tarrant. Motion approved without opposition.
5	Maintenance Report & Hanger Items: (Dawson)
5a	Skyhawk - GPS is updated through August 8th. The oil was changed on June 25th; the oil filter was clean of contaminants, oil sample sent in for analysis. Had a flat right main tire in Grand Rapids on Wednesday. Repair was made by Piston Fly LLC and the Skyhawk will be flown back to Lansing tomorrow morning (tube was replaced). The repair bill was \$576. A big thank you to Beverly Bonning for driving John Barber to Grand Rapids to retrieve the aircraft. Two current discrepancies, left rear passenger air vent wants to fall off and left wing strobe light is out; these will be addressed by Les next week. Mark Coucke asked about the panel installation on the Skyhawk, Chet anticipates it will happen this fall when the weather turns sour and the aircraft is being flown less.
5b	Archer - GPS is updated through August 8th. The oil was changed on June 25th; the oil filter was clean of contaminants, oil sample sent in for analysis. Encoder/Altimeter Pitot/Static transponder system recertification due by August 31. Heron Avionics (Owosso) is scheduled to complete the recertification on August 14, 2024
5c	Mark Coucke asked if the ventilation fan on the Archer could be inspected. Getting hot these days! Motion to approve the Maintenance Report by Dave Oxendale, 2nd by Steve Colby. Motion approved without opposition.
6	Committee Reports - Membership

Karsen Raak (currently a special Club Instructor) is petitioning to be a full member. Karsen was recommended by the Membership Committee. Motion by Dick Best to approve Karsen as a new member, 2nd by Chet Dawson. Motion carried without opposition.
Jim Blomfield was interviewed by the Membership Committee this afternoon. Jim Blomfield was recommended by the Membership Committee. Motion by Dick Best to approve Jim as a new member, 2nd by Todd Tarrant. Motion carried without opposition.
Dick has an interested candidate that is supposed to be here this evening to review our aircraft.

August 2024 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Olds Forge Flyers - Meeting Minutes					
Date:	8/15/2024	Time:	17:30	Location:	AvFlight Conference Room
Board Member		Attended	Members / Guests		Member
Larry Borton - President			Micah Shields		X
Dick Best - Vice President		X	Jordan Cobb		X
Steve Harsh - Treasurer		X	John Barber		X
Steve Colby - Secretary		X	Jim Blomfield		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 5:33 pm.				
2	Additions to Agenda: (Board)				
	None at this time.				
3	Approval of Minutes of Previous Meeting: (Colby)				
	July 2024 minutes submitted via e-mail by Steve Colby for Board review. Motion to approve the minutes by Todd Tarrant, 2nd by John Yurkon. Motion approved without opposition.				
4	Review and Approval of Treasurer's Report: (Harsh)				
	Budget is on target. Expenses are on target with the magneto rebuild and other light replacements. Fuel costs are running lower than expected. Current fuel expense is \$0.99 per gallon less than budgeted. Good year financially. Reserves are looking good for the engine funds. Total reserves are at \$144,000. Motion to approve the minutes by Mark Coucke, 2nd by Todd Tarrant. Motion approved without opposition. Discussion by Steve Harsh to reduce rental rates on both aircraft by \$5/hour due to lower than budgeted fuel cost, retroactive to August 1st. Motion by Mark Coucke to reduce the rental rates by \$5/hour per aircraft 2nd by Steve Colby. Motion approved without opposition.				
5	Maintenance Report & Hanger Items: (Dawson)				
5a	Skyhawk - GPS is updated through September 5th. 100-hour AD on the seat rails was addressed by AvFlight. An account was established at Piston Fly LLC in Grand Rapids which will save the club money if we need repairs made in the future in Grand Rapids. Left rear passenger air vent was reassembled by AvFlight. Left wing strobe was replaced by Les with an LED version eliminating the high voltage power supply in the wing. Report of engine running rough was investigated by Les, no root cause was found. Les will continue to monitor the situation. G5 failed (it went dark); reinitiation process restored function (Chet - please document the process required to do this reinitiation).				
5b	Archer - GPS is updated through September 5th. Encoder/Altimeter Pitot/Static transponder system recertification complete. King radio refaced due to all the scratches. Avionics switch replaced with a pull-detent style switch. Jordan Cobb and Todd Tarrant will work a plan to bring the Archer back tomorrow or this weekend.				
5c	Motion to approve the Maintenance Report by Steve Harsh, 2nd by Todd Tarrant. Motion approved without opposition.				
6	Committee Reports - Membership				
	Best - no new members currently. Dick was approached by a family from California regarding a freshman student that is close to completing his requirements for his private certificate. They are interested in his joining the club. More to come.....				
7	Old Business:				
	Badges - Please recall that your badges expire 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 Baord meetings to get your badge form completed.				

August 2024 Board Meeting Minutes.

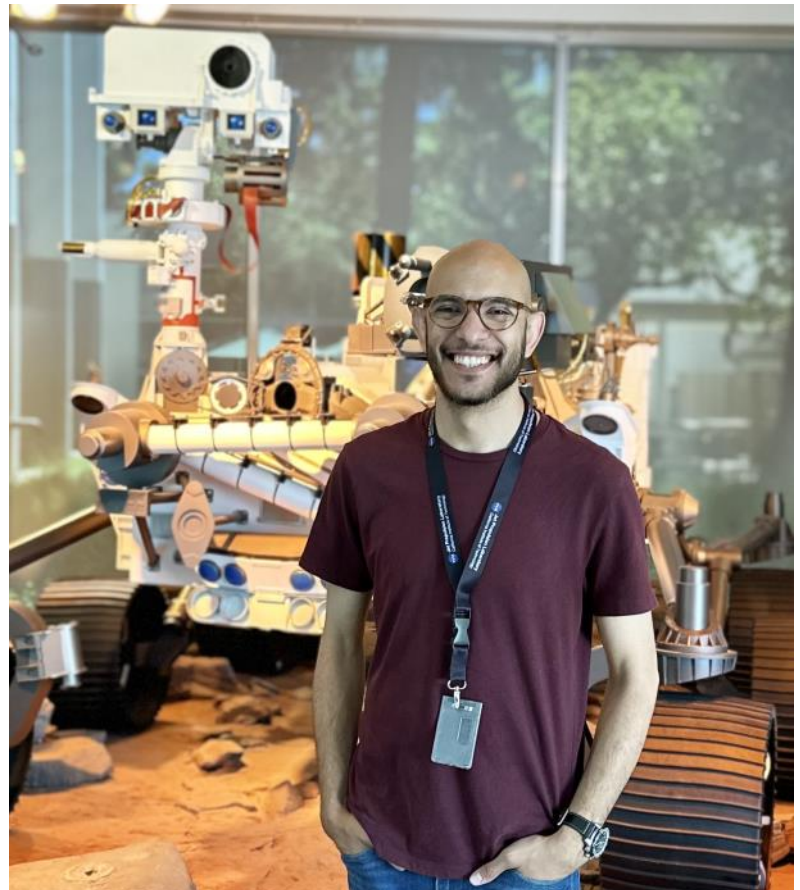
8	New Business:
8a	Next meeting will be September 19th at 5:30pm. All members are encouraged to attend.
8b	Suggestion by Dick Best to investigate replacing the strobe lights on both aircraft to eliminate the magntometer interference. Dick Best talked with Les regarding new engines for when the time comes. Les suggests going with the manufactures as opposed to rebuild facilities. Steve Harsh suggested we get an estimate from the facility in Pontiac that we have used in the past. Motion by John Barber to increase the engine funding by \$5/hour per aircraft, 2nd by Steve Harsh. This keeps the hourly rental rates at \$100 and \$110 for the Skyhawk and Archer respectively. This increase will help to offset future expenses for engine rebuild/replace/et cetera. Motion approved without opposition.
9	Discussion Of Flying Experiences or Other:
	Micah had a recent trip to Pennsylvania and enjoyed it, especially going through Class Bravo at KDTW and KCLE. Jim had his first flight in many years yesterday! Go Jim!! Welcome back to the air! Dick requested for any articles from the members that can be put into the newsletter.
10	Adjournment:
	Dick Best called for a motion to adjourn. Todd Tarrant so moved, 2nd by Dave Oxendale. Motion approved without opposition. Meeting concluded at 6:25 pm.

Member Osama Alian is in California at JPL

Osama has been granted inactive status and has relocated to California for a year, possibly more, and has provided the following information:

“a photo is attached of me standing in front of our demo Mars 2020 / Perseverance Mars Rover. I finished my PhD recently where I focused on understanding microbial function in extreme environments that resemble Mars and other planetary bodies, and I'm now in a postdoctoral role at JPL in the Origins and Habitability lab. Here I'm testing simulating hydrothermal vents to test some of the theories we've had on origins of life and using the information to define how we detect those "biosignatures" on the missions and samples coming down the pipeline. I'd be happy to answer any curious questions that arise! And with ample notice, schedule a tour of JPL.”

Osama.aliان@gmail.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 to 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 2024 or until further notice.

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

Olds Forge Flight Instructor Contact Information

Mark Coucke	517-719-9061	mdcoucke@gmail.com
Adlay Kejjan	517-899-0731	adlaykejjan@gmail.com
Bengt Jansson	859-630-3997	bjansson1228@gmail.com
Pete Kamarainen	517-281-3899	pete@grandairaviation.com
Fred Moore	517-230-7918	fredmoore48842@aol.com
Patrick Dwyer	616-268-7933	patrickdwyer98@icloud.com
Karson Raak	616-914-2647	raak@crosswindsaviation.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 (May)	88.5	68.7	88.5	52.9
JUN JUL Aug	98.0	44.4	75.7	55.1
TOTAL	186.5	113.1	164.2	108.0

COMBINED HOURS THROUGH AUGUST

2024: 323.5 2023: 221.1

As you can see, we've had a busy flying summer' logging 102.4 more hours this year than at the same time last year. More sun, hot temperatures and more humidity bring more convective activity and reduced aircraft performance requiring careful flight and take-off planning....So sharpen your skills and - **Let's go flying!!** Fly up the west or east coast of Michigan along the shoreline. With more than a week of no rain, summer brown terrain will be on display. Many interesting flights to explore. Check out the dozens of scrapped 747's at Oscoda-Wurstsmith (OSC). It's a 2 mile long runway so land long if approaching from the west. The Waco Kitchen Restaurant (wacokitchen.com) in the Waco airplane factory in Battle Creek (KBTL) is now unfortunately 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: 2/12/2022 **Hours flown since last annual:** 168.5

Archer: GPS updated

Annual Due: 3/12/2022 **Hours flown since last annual:** 101.5

USE Phillips 20W 50 OIL ALL YEAR!

BOARD MEETING

Thursday, Sep 19th, 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 - August 31, 2024

Archer Hr =	136.5	Skyhawk Hr =	188.1
		Actual	Budget

OPERATING INCOME:

Aircraft Income	\$32,571	\$33,825
Initiation Fees	\$2,850	\$1,900
Membership Dues	\$25,810	\$24,480
Interest	\$27	\$0
Other Misc. Income	\$76	\$0
TOTAL INCOME	\$61,334	\$60,205

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$2,596	\$2,597
Engine Depletion, Archer	\$2,325	\$2,177
Engine Depletion, Skyhawk	\$2,815	\$2,680
Fuel, Archer	\$5,575	\$6,781
Fuel, Skyhawk	\$5,042	\$7,990
Misc fuel & Oil	\$164	\$1,182
Maintenance, Archer*	\$4,655	\$4,530
Maintenance, Skyhawk*	\$2,729	\$5,562
Maintenance, Other	\$526	\$415
Total Variable Cost	\$26,427	\$33,916

Fixed Costs:

Office and Service Fees	\$923	\$2,027
Operations Costs	\$16,938	\$19,496
Total Fixed Costs	\$17,861	\$21,523
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$44,288	\$55,739

NET OPERATING INCOME	\$17,046	\$4,466
Contingency Fund (equity fees)	\$2,850	\$1,900
NET AFTER CONTIN. FUND	\$14,196	\$2,566

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

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

