



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

March, 2026 Vol. 81 Number 2



ANNUAL ELECTION MEETING THIS WEEK

That time of year is almost here. The annual ritual will be *this Thursday, March 19th, 6 PM*, at the Coral Gables restaurant, **2838 E. Grand River** in East Lansing. Your pizza, salad, and soft drink tab are covered by the club. Order off the menu at your own expense.. The current officers/board members are shown at the left and will automatically be included on the ballot unless removal requests are received. Jordan Cobb's and Mark Coucke's terms are 2 year terms and will carry over to next year, **All members are encouraged to consider running for any of the positions.**, To have your name placed on the ballot, email dick@richard-best.com by Wednesday, March 18, 2025 . Be prepared do speak about yourself and your vision for the club at the meeting. The two highest vote count candidates will be the new two term board members. As of this writing, no new nominations have been received.

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

MEMBERSHIP MEETING

Thursday, March 19th, 2026 6:00 PM (1800)
Coral Gables, East Lansing Banquet Room
All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

February 10, 2026

Archer

The annual inspection on the Archer is complete. Engine break-in period is complete. The 25-hour oil change occurs in approximately six hours; after the oil change the Archer will switch to conventional oil. The GPS is current through April 16, 2026. AvFlight personnel should plug in the oil heaters when the airplane is returned to the hanger; if you find the oil heater not plugged in, please plug it in and write a discrepancy.

Skyhawk

The engine replacement and annual inspection for the Skyhawk are complete. GPS is updated through April 16. AvFlight personnel should plug in the oil heaters when the airplane is returned to the hanger; if you find the oil heater not plugged in, please plug it in and write a discrepancy.

Brake-in instructions for the new engine:

The first 10 hours are restricted to at least 1 hour flight time at 75 percent power. Ground operations are to be minimized. NO take-off and landing practice or stall practice. The break-in period lasts until oil consumption stabilizes; usually 30 to 50 hours.

ONLY USE MINERAL OIL. AvFlight will change the oil at 10 hours to look for any signs of problems.

From the Trea\$urer

New Dues Rate

*In case you missed it last month,
Steve explains the new dues rate.*



At the January board meeting, the board approved new rates that will begin on February 1, 2026. Actually, there is only one change. The monthly dues are raised to \$90.00 from \$85.00. We are able to hold the hourly rate for the Archer at \$115.00/hour and for the Skyhawk at \$105.00/hour. This assumes that fuel cost remains below \$6.00/gal. However, this may not be the case as the most recent bill had a \$0.55/gal price increase. If this higher rate continues, we will be exploring an hourly fuel surcharge.

As to the increase in the monthly dues, an increase is necessary. The monthly dues are used to cover the fixed cost of operation and they include the hanger and office rent, insurance, compensation, office expenses, navigation and software updates and 50% of the cost of the annual inspections. These costs keep increasing. Our rental cost for the hangers and office space increased by 12% and the insurance company has sent a letter indicating that the rate will increase.

Our goal is to provide low cost flying in safe and well-equipped aircraft. Our budget reflects this goal.

Steve Harsh
Treasurer

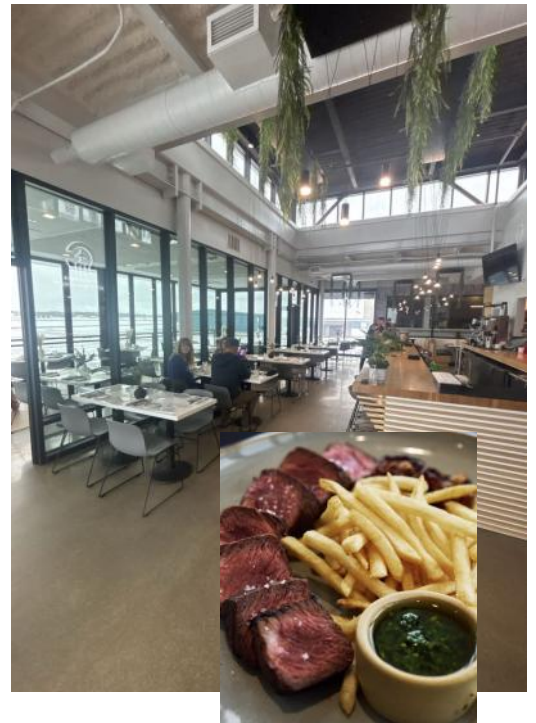
Make “TURN OFF MASTER SWITCH” the last item on your shut-down check list.



Olds Forge Logo Apparel Auction

Former president Brian Zeeb has been cleaning house and has donated his Olds Forge embroidered logo winter jacket, so we're going to auction it off at the annual elections meeting. It's a size large and is in like new condition. We also have several red logo polo shirts some baseball caps and a hoodie. All will be up for auction. Thursday night, March 19th.

San Francisco Latin American Cuisine at WACO Aircraft KBTL



The restaurant inside the WACO airplane factory at the battle Creek airport has reopened under a new name and new menu. [Battle Creek](#)-based chain **Taqueria San Francisco** have announced their new space within the [WACO Aircraft Corporation](#) is officially open. It's the perfect destination flight for satisfying our engine break-in requirements.

Pilot's Tip of the Week

Managing Airspeed On Final

"How do you manage speed on final, with the throttle or the yoke? Do you always use the other to control descent rate?" — Dino L.

Wally Moran replies:

"This sounds like a simple enough question, after all we do this every day.

Apparently, the FAA doesn't think it's so simple. The Airplane Flying Handbook now dedicates a whole chapter to 'Energy Management: Mastering Altitude and Airspeed Control.' It's a good, 15-page technical description of what pilots mostly already know: It's a combination of pitch and power that gets us to the end of the runway at the appropriate speed and altitude.

I think this debate is no different than 'Which came first, the chicken or the egg?'

I teach it both ways. With initial pilots, I emphasize adjust pitch for airspeed on final and adjust power to control descent toward the target. A new pilot needs proper airspeed to consistently predict where they'll touchdown. An additional advantage of this thinking is that it works for power-on and power-off approaches. When power-off, you simply adjust the pattern flown instead of adjusting power. That's how it's done in gliders, by the way.

I know instructors who teach pitch versus power the opposite way with successful results. Perhaps we will hear from some of them in the comments.

As pilots get introduced to autopilots doing coupled instrument approaches, they learn that the autopilot maintains the glideslope with pitch and the pilot controls airspeed with power. In this case, the throttle does control speed. While the elevator controls altitude ... sort of. More accurately, the autopilot controls rate of descent to maintain the glideslope. When I'm flying or teaching precision instrument approaches, I use the elevator to get the descent rate I want, and adjust the throttle as needed to maintain speed.

Now, before the autopilot people come for me, I should add that the more sophisticated auto flight systems include autothrottles. They will do a better job than many pilots using a combination of pitch and power. Maybe someday, future AI autopilots will enjoy that chapter in the Airplane Flying Handbook.

As we gain experience as pilots, we learn to smoothly adjust pitch, power, and trim, as needed. Thinking about this issue one way makes more sense in some situations and thinking about it differently makes sense in others. That's fine as long as we get the job done safely."



February 2026 Board Meeting Minutes.

Olds Forge Flyers - February 2026 Board Meeting

Date:	2/19/2026	Time:	1730	Location:	AvFlight Conf Room
Board Member		Attended	Members / Guests		Member
Larry Borton - President		X	Bill Zuke		X
Dick Best - Vice President		X	Scott O'Berry		X
Steve Harsh - Treasurer		X	Frank Eastman		X
Steve Colby - Secretary		X	Beverly Bonning		X
Dave Oxendale		X	Steve Sherman		X
Mark Coucke (2 yr term)		X	David Petrie		X
Chet Dawson		X	Mark Criss		guest
John Barber		X			
John Yurkon		X			
Adlay Kejjan		excused			
Jordan Cobb (2 yr term)					

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)
	The January 2026 minutes were submitted via e-mail by Steve Colby for Board review. Mark Coucke made a motion to approve the minutes, 2nd by Chet Dawson. Motion approved without opposition.
4	Review and Approval of Treasurer's Report: (Harsh)
	January income was reduced due to lack of flying hours with January's weather. This put January in the red. The new aircraft rental rates are \$105/hour for the Skyhawk and \$115/hour for the Archer. The 2026 fuel rates were budgeted at \$6.00/gallon. The first fuel bill received was for \$8.01/gal. The most recent bill was at \$7.36/gallon. The fuel price increase was due to system issues with the supply. If these fuel price increases continue, the aircraft rental rates would need to be increased as follows: Archer increased \$10/hour and the Skyhawk increased \$8/hour. Will monitor for now. Chet Dawson made a motion to accept the Treasurer's report, 2nd by John Yurkon. Motion approved without opposition.
5	Maintenance Report & Hanger Items: (Dawson)
5a	Archer - The annual inspection on the Archer will occur next week starting on Monday with completion expected by Friday. The engine break-in period is ongoing. The 10-hour oil change showed no abnormalities. Current restrictions include NO touch and goes, power off stalls or any other engine abusive operations that are prohibited for the first 30 hours. Instrument approaches are allowed. Ground operations are to be minimized. The break-in period lasts until oil consumption stabilizes; approximately 30 hours. ONLY USE MINERAL OIL. AvFlight personnel should plug in the oil heaters when the airplane is returned to the hanger; if you find the oil heater not plugged in, please plug it in and write a discrepancy on the Skyscheduler system. The GPS is updated through March 19th, 2026.

February 2026 Board Meeting Minutes.

5b	Skyhawk - The engine replacement and annual inspection for the Skyhawk is in process. There is one issue left that will determine the completion date; the fasteners for the front cowl are deteriorated and need replacement. The propeller overhaul shop has completed refurbishing the propeller. AvFlight expects completion of the engine installation and annual inspection on or before February 25. Just like the Archer, ONLY USE MINERAL OIL AvFlight personnel should plug in the oil heater when the airplane is returned to the hanger; if you find the oil heater not plugged in, please plug it in and write a discrepancy on the Skyscheduler system. Break-in instructions for the new engine: The first 10 hours are restricted to at least 1 hour flight time at 75 percent power. Ground operations are to be minimized. NO take-off and landing practice or stall practice. The break-in period lasts until oil consumption stabilizes; usually 30 to 50 hours. ONLY USE MINERAL OIL. AvFlight will change the oil at 10 hours to look for any signs of problems. The GPS is updated through March 19th, 2026.
5c	Dave Oxendale 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 contacts at this time. We continue to have members on the waiting list. Once we get our aircraft through the engine break in period, the waitlist will be revisited.
6b	Olds Forge Flyer Published - Thank you very much Mr. Best for publishing it!
7	Old Business:
	Badging Process - Please review the badging renewal process! Dick Best provided it in the monthly newsletter.
8	New Business:
8a	The next Board and Annual Meeting with elections will be Thursday, March 19th at 6:00pm at the Coral Gables restaurant in East Lansing. Pizza, salad and soft drinks are covered by the Club.
8b	Elections Coming Soon - Dick has not received any feedback from others interested in running for any positions so he will automatically put the current officers/Board members on the ballots.
9	Discussion Of Flying Experiences: Trip Reports, Safety, Excitement, Interesting Destinations
	Mark Coucke reviewed his recent experience flying in Hawaii. Mark and his wife took a "doors off" helicopter tour. It was an outstanding experience and highly recommended. After the conclusion of the meeting, Larry gave a presentation of F-111's. Thanks Larry for a very educational experience on your bird!
10	Adjournment:
	President Larry Borton called for a motion to adjourn. Steve Colby so moved, 2nd by Dick Best. Motion approved without opposition. Meeting concluded at 6:01 pm.

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. Monthly dues are now \$90 per month. These rates will remain in effect for 2026 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.

	2026	2025	2026	2025
Year-to-date				
Total (January)	1.7	1.2	.4	10.7
February	1.5	9.1	8.4	5.4
TOTAL	3.2	10.3	8.8	16.1

COMBINED HOURS THROUGH FEBRUARY

2026: 12.0 2025: 26.4

The popular restaurant inside the WACO Airplane Factory at the Battle Creek airport (KBTL) has reopened under a new name, San Francisco Latin American Cuisine. It's on the upper level overlooking the airport. The menu is upscale Latin. It's the perfect time/distance destination to satisfy our engine break-in requirements, Michigan is a scenic state from the air. - **Let's go flying!!** There are some spectacular iwinter ice formations and you can count the lighthouses as you fly along the both coasts. Beautiful from the air. The Grand Traverse Bay area is iced over this year. Many interesting flights to explore. Check out the dozens of scrapped 747's at Oscoda-Wurstwmith (KOSC). It's a 2 mile long runway so land long if approaching from the west. 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: 2/28/2027 Hours flown since last annual: 0

Archer: GPS updated

Annual Due: 2/28/2026 Hours flown since last annual: 8.8

USE ONLY MMINERAL OIL IN BOTH NEW ENGINES

MEMBERSHIP MEETING

Thursday, March 19th, 2026 6:00 PM

Coral Gables, East Lansing, Banquet Room

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 2026 - February 28, 2026

Archer Hr = 8.9

Skyhawk Hr = 3.6

Actual Budget

OPERATING INCOME:

Aircraft Income	\$1,088	\$1,402
Initiation Fees	\$0	\$1,900
Membership		
Dues	\$6,865	\$6,840
Interest	\$150	\$0
Other Misc. Income	\$38	\$0
TOTAL INCOME	\$8,141	\$10,142

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$100	\$100
Engine Depletion, Archer	\$249	\$249
Engine Depletion, Skyhawk	\$97	\$97
Fuel, Archer	\$473	\$384
Fuel, Skyhawk	\$368	\$127
Misc fuel & Oil	\$13	\$65
Maintenance, Archer*	\$1,044	\$1,546
Maintenance, Skyhawk*	\$3,456	\$1,436
Maintenance, Other	\$220	\$192
Total Variable Cost	\$6,020	\$4,198

Fixed Costs:

Office and Service Fees	\$456	\$854
Operations Costs	\$7,001	\$8,202
Total Fixed Costs	\$7,457	\$9,056
Misc. Cost	\$0	\$1,000

TOTAL EXPENSES \$13,476 \$14,254

NET OPERATING INCOME -\$5,335 -\$4,112
Contingency Fund (equity fees) \$0 \$1,900

NET AFTER CONTIN. FUND -\$5,335 -\$6,012

* Archer Annual (Budget = \$2,700; Actual = \$1,640)

* Skyhawk Annual (Budget = \$2,700; Actual = \$1,283)

