



The Monthly Flyer

May 2023

Vol. 78 No. 5

ANNUAL PLANE WASH



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
517-339-3727
517-449-2182

Maintenance Assistant:

Steve Ballbach
517-331-4390

Newsletter Editor:

Dick Best

President Larry Borton has announced that the annual plane wash will be on Thursday, June 1st at 5:00 PM (1700.) Pictured above is the crew from June 2021. Let's see if we can't get even more members on this year's crew. We'll get the planes cleaned up in no time and then **go out for dinner**. It's also a good time to get your TSA forms signed since all three signatories will be there.



BOARD MEETING

Thursday, May 18th 6 PM (1800)

AvFlight Conference Room

All members encouraged to attend



From the Maintenance Crew

By Chet Dawson

Maintenance Report

Archer

[The GPS is updated through June 16th.](#) Les repaired the upper door latch and lubricated the yoke. Beacon will address the ongoing auto trim issue; work scheduled for Wednesday, May 17. The Archer's starting issues have apparently finally been resolved with the repair of the magneto impulse coupling which provides extra spark at low engine-starting RPM. Thanks to Les.

Skyhawk

The GPS is updated through June 16th. AvFlight repaired the taxi light. Beacon is researching fixes for the panel lighting. Beacon suspects the power transistor is bad. John Yurkon agrees with the conclusion and has agreed to help me remove the transistor and take it to Beacon for testing. Trim indicator is off; Les is working on a fix. Nose down trim indication is required for neutral response. Top of masking tape works.

The New Plastic Parts



Old



New



New Skyhawk Center Console

The Skyhawk Has a New Carbon Monoxide Detector

Located adjacent to the mic holder on the new center console, it's battery operated and has an on-off button. Please remember to turn it off at the end of your flight. The complete instructions are reproduced below. Familiarize yourself with its features. Printing this page and keeping it with your flight gear might be a good idea. This unit is more sensitive and has more features Than the old one and if it works out satisfactorily, we'll get one for the Archer.

CAR, VEHICLE & AIRCRAFT CO DETECTOR FORENSICS™

FORENSICS DETECTORS

CAR, VEHICLE & AIRCRAFT CO DETECTOR

MODEL: CAR001

WARNING

- PRODUCT **DOES NOT** COMPLY WITH UL2034
- **REPLACE** THIS PRODUCT ONCE DATE HAS EXCEEDED **END OF LIFE DATE** (see detector)
- KEEP DETECTOR **AWAY** FROM ELECTROMAGNETIC & MAGNETIC INTERFERENCES
- **DO NOT** EXPOSE PRODUCT TO HARSH ENVIRONMENTS nor CLEANING AGENTS
- PLACE **AWAY** FROM DIRECT SUNLIGHT
- ENSURE SENSOR HOLE IS **NEVER BLOCKED**
- CO ALARMING INDICATES PRESENCE OF CARBON MONOXIDE WHICH MAY KILL YOU
- IF UNIT ALARMS **TAKE PRECAUTIONS** AND SEEK CLEAN AIR. IF UNWELL, SEEK MEDICAL ATTENTION.
- IF UNIT ALARMS, REMEDY CO LEAKAGE ISSUES
- **DO NOT** ATTEMPT TO OPEN THE ALARM UNIT
- ENSURE DETECTOR IN **LINE OF SIGHT** FOR VISUAL ALARM IN CASE BUZZER ALARM CANNOT BE HEARD
- **DO NOT LEAVE** DETECTOR IN HOT ENVIRONMENT FOR PROLONG PERIODS (>5days)
- **AVOID DIRECT EXHAUST EXPOSURE:** Visit our [YouTube Channel](#) for the simple test procedure.

INTRODUCTION

You have purchased the original "FORENSICS" low level Vehicle & Aircraft CO Gas Alarm, CAR001. This product detects carbon monoxide and alarms at low levels. Such alarming is crucial for vehicle and aircraft operators/occupants that may cloud hand-eye coordination, fatigue, dizziness and disorientation. The first LED alarm triggers at 9ppm which aligns with WHO, EPA and ASHRAE, the second alarm (buzzer) triggers at 25ppm which aligns with Cal/OSHA and the third alarm triggers at 50ppm which aligns with OSHA; eight hour recommended CO exposure limits.

OPERATION

ON: Press **POWER** button for 3 seconds. Warm up period will take about 3 minutes with display showing "CAL". Ensure this takes place at room temperature & in fresh air. This process ensures accuracy of the detector.

OFF: Press **POWER** button for 3 seconds.

MAX: Quick press **POWER** button. The **BLUE LED** will turn ON and the display will show the MAX value from period of power-on to present time (memory clears when device off). This is a useful feature just in case you missed the alarm or instantaneous CO digital reading.

DIASABLE: When the detector exceeds 122F, the detector will disable alarm functionality to prevent false readings and will display "---". When the temperature falls below 122F, the detector will resume normal operation.

DETECTOR PLACEMENT

Ensure **NOT** in direct sunlight. Ensure display is **VISIBLE**. **DO NOT** mount on air vents. Careful where detector stick-on is mounted to avoid damage when removing (i.e. leather, synthetic leathers and other fragile surfaces).

ALARM SEQUENCE

CO Level	Display	Alarm
0 to 8ppm	ZERO	NO ALARM
9 to 24ppm	ppm Level	after 60 seconds RED LED flash
25 to 49ppm	ppm Level	after 60 seconds RED LED & BUZZER
> 50ppm	ppm Level	Immediate RED LED & BUZZER

Low Battery Alarm: Buzzer will "beep" every 30 secs.

SPECIFICATIONS

Size: 69 x 47 x 20 mm (2.7 x 1.9 x 0.8 inches)
Weight: 50.8g (1.8oz) with Housing 81.0g (2.9oz)
Sensor: electrochemical sensor, Made in Japan
Battery: 2 x CR2032
Battery life: 6-8 months on standby, shorter if alarms
BLUE/RED LED: max level indicator/CO alarm indicator
Buzzer: sound alarm, 70dB at 1 meter
Working temperature: -10°C to 50°C (14°F to 122°F)
Working humidity: 15%–90%RH
CO Detection Range: 9ppm to 999ppm
Resolution: 1ppm with 0.5 secs averaging & refresh rate
CO Accuracy: ±10% of CO reading
Lifetime: see detector for END OF LIFE Date

FUN FACT: The most common question we receive is "How do we test our CO detector?" Visit our [YouTube Channel](#) to view our recommended test procedure.

Support & Sales

WEB: www.forensicsdetectors.com
Email: sarah@forensicsdetectors.com

Please visit www.forensicsdetectors.com to order additional supplies.
Product Designed in California, USA Product Tested, QA/QC in California, USA.
Product Packaged in California, USA Product Made in China

With the addition of the new Garmin autopilot in the Archer, the following article, reproduced from a Sporty's emailing seemed appropriate.

Autopilots Are Underrated

By John Zimmerman

From almost the moment they were invented, autopilots have carried a reputation for being untrustworthy or even dangerous. New pilots learned to fear these mysterious boxes and most flight instructors simply ignored them. A *New York Times* article about a "robot-piloted plane" making a test flight across the Atlantic in 1947 is emblematic of the suspicious, pilot vs. computer mindset that was instilled in pilots for over five decades.

But while no technology can replace a well-trained pilot in the left seat of a general aviation airplane (at least not yet), the right technology can definitely make that well-trained pilot safer. That has proven to be true for terrain awareness and warning systems, which have dramatically reduced controlled flight into terrain accidents. Likewise for affordable datalink weather systems, which appear to have put a sizable dent in weather-related accidents ten years after going mainstream. Heck, even the nose wheel has cut down on crashes, in spite of many pilots' best attempts to ground loop a Skyhawk.



Autopilots are no longer front page news... and that's OK.

It's time to add the much-maligned autopilot to this list of life-saving technologies—and retire some old myths in the process. The latest generation of digital autopilots are nothing like the "mechanical brain" of 1947 or even the analog systems of the 1970s and 80s. They are the first models to truly live up to the grand title they are often given: "automatic flight control system."

Not like the old ones

Many pilots don't fully appreciate just how much autopilots have changed in the last 20 years. As in so many other areas, Garmin kicked off the revolution, launching the GFC 700 in the mid-2000s as an add-on to their G1000 glass cockpit. It quickly won plaudits for its smooth handling and long feature list, but it was limited to new airplanes. In 2017 the rest of aviation got access to this technology with the introduction of the GFC 600 and GFC 500, retrofit versions of the GFC 700 that have become wildly popular. Avidyne also offers the very capable DFC90 autopilot as an easy upgrade, and has carved out a particularly strong position in the Cirrus world.

While these include many of the same buttons you'd find on an old Century III or Cessna "Navomatic" autopilot (HDG, ALT, etc.), just about everything else is new. Consider:

- They are attitude-driven, so they're rock solid compared to rate-based autopilots like the S-TEC 30 and 40 that depended on a turn coordinator.
- Instead of using a vacuum-driven attitude indicator, they typically run off an extremely reliable digital AHRS.
- All modern autopilots are two-axis (heading/track and altitude hold), and many have a third axis too (yaw damper)—an option once reserved for turbine airplanes.
- Built-in over/underspeed protection means the autopilot won't fly the airplane into a stall if you leave it set on IAS mode during a climb (older models can and do).
- They include some version of a Level button, which automatically returns the airplane to straight and level flight from almost any attitude.
- In most cases even the servos are upgraded, with brushless DC motors and no slip clutches, so it's more than just software that's new.
- Garmin models have Electronic Stability and Protection (ESP), which provides tactile feedback to the pilot even when the autopilot is off.
- Some include an automatic descent feature for pressurized airplanes, which will sense a pressurization failure and descend out of the flight levels without pilot input.
- Smart glide is an increasingly common feature, which provides detailed guidance in an engine-out scenario, including real-time glide range calculations.

Maybe most important of all, these new models are less expensive than older, less capable autopilots. While perhaps not "cheap," the incredibly capable GFC 500 costs around \$8,000 (for the hardware). That makes it affordable to install in 45-year old 172s, not just brand new turboprops. We see it all the time in our avionics shop at Sporty's: a Garmin G5 flight instrument and GFC 500 can offer an older airplane a new lease on life without breaking the bank.

Three main threats

So much for the features—do they matter? A look at the GA accident record suggests they do. Far from being just sales sheet fluff, such powerful autopilot capabilities directly address three of the most common [accident causes](#): loss of control in flight, VFR flight into IMC, and powerplant failure.

Loss of control is an unhelpfully vague phrase ([as we have discussed](#)), but many of these accidents are the result of the pilot losing situational awareness or becoming task saturated. Both of these can be prevented during cruise flight if a good autopilot has the controls while the pilot briefs an approach or talks on the radio—especially if the autopilot knows not to stall or overspeed. Closer to the ground, where many loss of control accidents happen, an ESP system is an invaluable aid that will push back if you overbank in the pattern or pitch up too much on takeoff. Critically, you don't have to remember to turn it on.



Not your father's autopilot.

Likewise, VFR-into-IMC is a persistent problem that will not be solved exclusively with technology, but it can make a difference. The quick adoption of subscription-free ADS-B weather proves that and has helped with prevention, but sometimes pilots still mess up—after all, forecasts aren't perfect and there are large gaps between METARs. If prevention fails and a pilot does stumble into clouds without an instrument rating, an autopilot is a more reliable way to escape than the old fashioned 180-degree turn, which requires cool focus on the part of a panicked pilot. The level button is a great start, a sort of panic button that can prevent a rapid loss of control. From there, the pilot can turn around or “climb and confess.”

The third accident cause, engine failure, might not seem related to autopilots but it is for anyone flying with Smart Glide capability. Time is your enemy with a failed engine, because time equals glide range (and thus, options). With a quick push of the Smart Glide button, pilots can answer a lot of questions in seconds: what airports are within glide range, how much altitude will I have when I reach that airport, and what is the weather there? Then, a connected autopilot can fly that glide automatically, maintaining best glide speed to maximize range. Yes, you'll have to actually land the airplane (unless you own a TBM or a Cirrus Jet), but by then hopefully the shock will have worn off a bit and the autopilot will have you in position on final approach.

No, they aren't magic

Before anyone accuses me of being an out of control technophile, let me be clear that I view autopilots—even the top-of-the-line GFC 600—as an aid to the pilot in command, and nothing

more. Garmin's recent [service bulletin](#), which required owners to pull the AP circuit breaker until a critical software update was completed, is a vivid reminder that no technology is perfect.

But let's keep some perspective: there have been at most a handful of runway trim incidents in these autopilots and no accidents (that I'm aware of), but every year over 100 people die from accidents that would be easily prevented by an autopilot. As pilots, we seem deeply uncomfortable with the former, but resigned to the latter. To be fair, pilots aren't unique in this regard. American drivers are often skeptical of safety technology like collision warning systems or lane-keeping cruise control, even though the evidence shows they work (one study found that automatic braking [cuts accidents by half](#)). And yet once again the same bizarre mindset takes hold: if a robot kills one person, it's a national outrage; if 40,000 people die every year on roads because of human mistakes, it's just something we have to live with.

When it comes to autopilots, many pilots seem to choose the worst of both worlds: spending the money on capable avionics, but not understanding how to use them. The accident record bears this out—examples of out-of-control autopilots flying an airplane into the ground are vanishingly rare, but not so for confused or overconfident pilots. Consider the [Citation pilot](#) who, in spite



of flying a twin-engine jet single pilot and having very little time in type, preferred to hand fly the airplane. From the NTSB report: "During the training, he struggled significantly in high workload environments and had difficulty operating the airplane's avionics suite, which had recently been installed. He revealed to a fellow pilot that he preferred to 'hand fly' the airplane rather than use the autopilot." This proved to be a fatal mistake.

Or there's the non-instrument rated [Cirrus pilot](#) who took off at night and quickly encountered marginal weather. He told the controller he was

returning to his departure airport—probably because he had entered a cloud—but never thought to engage the S-TEC 55X autopilot on board, and crashed. This seems like a case where the Level button would have made a big difference.

You have to know how to use it

As usual, the binary choice of "better pilot skills or better technology" is wildly simplistic. The only correct answer is *both*! There are plenty of examples, from the airlines to the [Cirrus community](#)

where new technology and updated training have combined to significantly increase safety. The new technology part has been decided—pilots are voting with their wallets and modern autopilots are being installed at a rapid pace. It's the second step, updated training, that requires immediate attention. We simply must stop ignoring the autopilot during training, whether it's initial, transition, or recurrent.

It starts with primary training, and sadly the word "autopilot" appears exactly once in the entire Airman Certification Standards for the Private Pilot. Even this mention is buried in an appendix: "the applicant is expected to demonstrate automation management skills by utilizing installed, available, or airborne equipment such as autopilot, avionics and systems displays, and/or a flight management system (FMS)." My anecdotal evidence suggests that, since this is vaguely worded and not a required task, most instructors and examiners skip this part.

The flight training industry is working at maximum capacity right now, and every hour counts. But this unwillingness to even consider the autopilot sets the tone early on; it suggests that an autopilot is a "nice to have" feature that can be ignored until you move into higher performance airplanes. That's not just wrong, it's backwards: a new Private pilot launching on one of his first cross countries is exactly the mission for an autopilot.

The definition of good autopilot training will vary from airplane to airplane, but it starts with having a plan. I approach a new autopilot the same way I would approach a new co-pilot, for that is exactly what a DFC 90 or GFC 500 is: a potential helper, but one that must prove itself. That means a desire to learn as much about my new colleague as possible and a general attitude of skepticism for the first few hours.

[AC 120-123](#), confusingly titled Flightpath Management, is a good place to start for a new autopilot owner. While it's targeted at airline pilots, it has a number of helpful sections for GA pilots as well, including the key differences between manual flight and autoflight modes. The FAA's [Advanced](#)



A flight instructor who knows your specific autopilot model is invaluable—find one.

[Avionics Handbook](#) is also worth reading, although it's now fairly dated. The key lesson to learn from these two publications is how to create an automation strategy, because flying with an autopilot is much more than just pushing a few buttons. It's really an approach to workload management and aircraft monitoring, one you have to figure out before you ever set foot in an airplane.

From there, studying should move to model-specific resources, because each autopilot has its own unique features and procedures. With digital pilot guides and detailed videos available online for free, there's no excuse not to do your homework. Fortunately, you haven't burned any avgas yet.

Only after the book work is complete should the learning move into the cockpit, but once again this should be structured and deliberate. Truly mastering an autopilot requires both time with a knowledgeable flight instructor (type clubs are invaluable here) and a few cross countries in good weather to experiment with different modes. While an exhaustive list of autopilot topics to learn could fill a book, here are a few critical skills:

- Embrace the essential autopilot habit: anytime you push a button on the flight director or autopilot, confirm the proper mode is active. This can be done on the mode controller (the autopilot box in the panel) or on the "leaderboard" across the top of the primary flight display. Either way, make sure that if you want heading and altitude hold, it is actually engaged.
- Also remember that autopilots are a "garbage in, garbage out" cycle, so you must confirm not only the mode, but also the bugs and active flight plan. If you followed the habit above, the autopilot may indeed have altitude hold engaged, but what altitude? I always connect a data source (altitude bug, flight plan active leg) to an autopilot mode (ALT, NAV).
- Understand all the ways to disengage the autopilot. Typical options include the mode controller, a red button on the yoke, and the AP circuit breaker (which should have a red collar on it for easy identification). Practice each of these options and know how to do them without looking.
- Find the minimum altitude for autopilot engagement. Many pilots don't even know this exists, but it's there in the manual. Note that it very well might be different for departure and approach.
- Practice flying with an out-of-trim condition. One of the most dangerous failure modes on a modern autopilot is an electric trim problem. If the trim starts to run away, you might find yourself flying a very heavy airplane. Go up with an experienced flight instructor to see what that feels like.
- Practice handling unexpected autopilot disconnects. The accident record shows a number of crashes that resulted from a pilot suddenly being handed an airplane after the autopilot malfunctioned or kicked off in turbulence. Stay current on taking the yoke and maintaining basic aircraft attitude.
- Always have a big picture view of where you are in the automation pyramid: raw data (everything off), flight director on but no autopilot, autopilot on but controlled by heading, autopilot on with NAV/APCH, autopilot on with auto throttle, etc. This is not an all or nothing choice, and sometimes hand flying with a flight director makes sense, so be ready to step down if things get confusing.

A lot of that might sound obvious, but that's the point. An autopilot is just another part of the airplane, like the fuel system or the GPS. It requires good maintenance, good training, and a watchful eye. With that, a modern autopilot can make flying both safer and more comfortable, a rare combination these days. If you're looking for the next big thing in aviation safety (at least from a technology perspective), it's not angle of attack indicators or heads-up displays. It's already here, in the form of the GFC 500 or DFC90—and it's time we learned how to use them.



[John Zimmerman](#)

Coming from an aviation family, John grew up in the back of small airplanes and learned to fly as a teenager. Ever since, he has been hooked on anything with wings and regularly flies a Citabria, a Pilatus PC-12, and a Cirrus SR22. He is an ATP and also holds ratings for multiengine, seaplanes, gliders, and helicopters. In addition to being Editor-in-Chief of Air Facts, John is the President of Sporty's Pilot Shop, responsible for new product development and marketing.

New Member Patrick Dwyer

Hello all,

My name is Patrick Dwyer and I am a CFI-I and ATP. I learned to fly in Muskegon, MI at a flying club during high school and continued my training there until receiving my CFI. During this time, I also attended Western Michigan University and received my first instructing job there. In addition, I continued to instruct at the flying club that I learned at. I have over a 1,000 hours of flight instruction given, teaching everything from Private to CFI-I. Currently, I am a pilot for Air Wisconsin Airlines flying the CRJ out of Chicago. I wanted to get back into instructing after a bit of a hiatus, mostly because I find teaching to be enjoyable and miss the GA side of aviation. For the most part, I will stick to doing flight reviews, IPCs and checkouts but would potentially be able to do a quicker certificate or rating such as the CFI-I. I look forward to meeting you all!



Pilot's Tip of the Week

Takeoff Over Max Weight?

"I know special flight permits can be issued to allow an airplane to fly over gross weight. Doesn't this mean the aircraft's maximum gross weight is more of a guideline than a hard limit in normal operations?" — Anonymous

Bob Nardiello replies:

"The manufacturer has established a maximum gross weight for the airplane. This weight constitutes a limitation, which *must not* be exceeded. It was established during testing by the manufacturer.

A pilot who exceeds this takeoff weight has no knowledge or assurance that the flight characteristics of the airplane will be acceptable. Additionally, FAR 91.9 specifically prohibits a person from operating an aircraft without complying with the operating limitations specified.

Information regarding the weight and balance for a particular airplane is located in the POH (Pilot's Operating Handbook). The POH must be onboard the airplane where it can be used as a reference before a flight, and to determine whether the proposed loading of the airplane meets the limitations described in the weight and balance section of the POH.

In the case of light airplanes, it is sometimes necessary to operate with less than a full fuel load to meet the weight limitations specified for the airplane."



March 2023 Board Meeting Minutes.

Olds Forge Flyers - Meeting Minutes

Date:	4/20/2023	Time:	6:00	Location:	AvFlight Conf Room
Board Member		Attended			Member
Larry Borton - President		X	Adlay Kejjan		X
Dick Best - Vice President		X	Bill Zuke		X
Steve Harsh - Treasurer		X	Frank Eastman		X
Steve Colby - Secretary		X			
Dave Oxendale		X			
Mark Coucke (2 yr term)		X			
Chet Dawson		X			
Todd Tarrant					
John Yurkon (2 yr term)		X			
AGENDA AND DISCUSSION:					
1	Call to Order: (President or Executive Member)				
	Meeting called to order by President Larry Borton at 5:58 pm.				
2	Additions to Agenda: (Board)				
	None at this time.				
3	Approval of Minutes of Previous Meeting: (Colby)				
	March 2023 minutes and Election minutes submitted via e-mail by Steve Colby for Board review. Motion to approve the minutes by Chet Dawson, 2nd by Dave Oxendale. Motion approved without opposition.				
4	Review and Approval of Treasurer's Report: (Harsh)				
	The income is less than budgeted due to less flying (weather and annuals). This has been offset due to lower expenses. The Skyhawk annual was \$1200 less than budget. The Archer annual cost has not been received. Engine reserves are looking good. Discussion regarding reserves for the intercoms. Chet Dawson indicated that Beacon resolved a concern and Chet does not see a need to upgrade the intercoms at this time. Dick Best requested we evaluate replacing the kick panels on the Skyhawk. Insurance - Our Club insurance went out for bid. \$11,400 up to \$12,700. The airframe hull values was increased as well (Archer = \$100k, Skyhawk = \$95k), so the 'real' increase was only 3%. This quote was provided by Star (our current insurer). AIG submitted a bid as well for less expense. Board comments placed value upon staying with Star. Steve Harsh will review the two policies and discuss with our agent. Motion to accept the Treasurer's Report by Steve Colby, 2nd Dick Best, motion approved without opposition.				
5	Maintenance Report & Hanger Items: (Dawson)				
5a	Skyhawk - The GPS will be updated today. Beacon will research fixes for the panel lighting. The trim indicator is off (not quite at nominal, need to have a nose down bias), use the top of the temporary masking tape for neutral bias.. The oil cooler baffles have been removed and we no longer need to use the heater nor the cowling blanket.				
5b	Archer - GPS will be updated today. The Garmin s/w fix for Auto Trim was installed in the Archer by Beacon but it is not working properly. The plane will go back to Beacon for resolution. Electric trim is working but not "Auto Trim". Dick has observed that it is requesting trim in the opposite direction. New plastic trim parts were installed during the annual (Thanks Dick!). Annual completed on April 13th. It is starting much better. Les installed a replacement impulse coupler (From the interweb.... <i>The impulse coupling has performed two functions: rotating the magneto fast enough to produce a good spark and retarding the timing of the spark during the start cycle</i>). The oil cooler baffles have been removed and it is no longer required to use the heater nor the cowling blanket.				
5c	Motion to approve the Maintenance Report by Dick Best, 2nd by John Yurkon. Motion approved without opposition.				
6	Committee Reports - Membership				

March 2023 Board Meeting Minutes.

6a	Dick Best - Dick presented three candidates for membership. John Barber (private pilot). The membership committee recommends John for membership. John was approved by the Board with no opposition. James Reif (FAA Safety Inspector). The membership committee recommends James for membership. James was approved by the Board with no opposition. Patrick Dwyer (ATP, CFI) applied to be an instructor only due to restrictions with his employer. The membership committee recommends Patrick for a Club Instructor. Patrick was approved by the Board with no opposition. This takes the Club membership to 36 members.
6b	Olds Forge Flyer - Thanks to Dick Best! The newsletter is the BEST!
6c	Dick mentioned an AOPA article regarding the shortage of aviation mechanics and the impact on repair shops.
7	Old Business:
7a	Flying Safety - Larry says "Be Safe".
7b	Election Results - The results were published in the newsletter. The two year term Board members are Mark Coucke and John Yurkon.
7c	Badges - We are required to keep copies of our member's applications for potential TSA review. Going forward we need to ensure we comply to this requirement. In addition, the signed copies are good for 30 days, not 14.
8	New Business:
8a	May 18th, 2023 is the next Board meeting at 6:00 PM at AvFlight. All members are encouraged to attend.
8b	June - Plane wash and office pickup - June 1st, 5:00 pm for the plane cleaning! Larry Borton will verify with AvFlight that works for them. Mark Coucke suggested the planes be blocked out so they are available for the event.
8c	Appreciation - Larry Borton wanted to express his thanks to everyone that does stuff to keep the Club flying!
9	Discussion Of Flying Experiences or Other:
	Safety, Excitement and Interesting Destinations - various discussions regarding birds in the vicinity of the airport, rides for AvFlight people and a turkey living at the Owosso airport.
10	Adjournment:
	Larry Borton called for a motion to adjourn, Dick Best so moved, 2nd by Dave Oxendale, motion approved without opposition. Meeting concluded at 7:01 pm.



**Join us for the
Plane Wash
Thursday, June
First at 5:00PM
(1700)**

**Dinner when
the planes are
clean.**

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 **\$20 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 2 weeks.

CURRENT AIRCRAFT RATES

Treasurer Steve Harsh presented a new budget for 2023 at the January board meeting which was approved and adopted by the board. The budget includes new rental rates for the aircraft which include fuel costs which were *formerly* a surcharge. These rates were based on forecast costs and known consumption rates which Steve hopes will hold true for the year. These rates were used for the January billings reflected in your February statement.

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	patricdwyer98@icloud.com
Pam Tobin (Ground Instructor)	517-703-4273	airwomancfi@gmail.com

Monthly Hours Flown Report:

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

	2023	2022	2023	2022
Year-to-date				
Total	23.5	11.0	28.0	25.9
April	14.5	20.5	7.3	6.4
TOTAL	38.0	31.5	35.3	32.3

COMBINED HOURS THROUGH APRIL
2023: 73.3 2022: 63.8

In spite of our lengthy annuals, we've flown 10 more combined hours that at this point last year. So - **Let's go flying!!** Have you flown up the west or east coast of Michigan along the shoreline? Both very interesting in the winter, especially with increased winter aircraft performance. The Waco Kitchen Restaurant (wacokitchen.com) in the Waco airplane factory in Battle Creek (KBTL) is reportedly an excellent upscale fly-in place to eat with panoramic runway views from the 2nd floor terrace. Or 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
517-339-3727

Skyhawk: GPS updated.

Annual Due: 2/12/2022 Hours flown since last annual: 20.2

Archer: GPS updated

Annual Due: 3/12/2022 Hours flown since last annual: 7.3

USE Phillips 20W 50 OIL ALL YEAR!

Please record oil usage accurately, and make sure you have enough oil in the plane for your cross-country flight.

GPS cards in each plane include expiration date.

Thanks, Chet, and Stevo!

BOARD MEETING

Thursday, May 18th 6 PM (1800)

AvFlight Conference Room

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 2023 - April 30, 2023

Archer Hr =	35.9	Skyhawk Hr =	39.2
		Actual	Budget

OPERATING INCOME:

Aircraft Income	\$7,483	\$7,869
Initiation Fees	\$650	\$1,900
Membership Dues	\$11,470	\$11,560
Interest	\$4	\$0
Other Misc. Income	\$328	\$0
TOTAL INCOME	\$19,935	\$21,329

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$600	\$601
Engine Depletion, Archer	\$573	\$573
Engine Depletion, Skyhawk	\$559	\$559
Fuel, Archer	\$1,302	\$1,784
Fuel, Skyhawk	\$788	\$1,722
Misc fuel & Oil	\$0	\$134
Maintenance, Archer*	\$1,070	\$2,590
Maintenance, Skyhawk*	\$0	\$823
Maintenance, Other	\$134	\$587
Total Variable Cost	\$5,026	\$9,371

Fixed Costs:

Office and Service Fees	\$1,012	\$1,200
Operations Costs	\$8,778	\$11,371
Total Fixed Costs	\$9,790	\$12,571
Misc. Cost	\$0	\$300
TOTAL EXPENSES	\$14,816	\$22,243

NET OPERATING INCOME	\$5,119	-\$914
Contingency Fund (equity fees)	\$650	\$1,900
NET AFTER CONTIN. FUND	\$4,469	-\$2,814

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

* Skyhawk Annual (Budget = \$3,000; Actual = \$1,783)

