



Officers:

Larry Borton
President
Dick Best
Vice President
Steve Harsh
Treasurer
Stephen Colby
Secretary

Board of Directors:

John Barber
Jordan Cobb
Mark Coucke
Chet Dawson (2-year Term)
Adlay Kejjan (2-year Term)
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

September 2026 Vol. 81 Number 5

Many of us frequently fly over northern Michigan. The following could be useful.

How to Land In a Tree

By Jason Archer, CFI-I, MEI, Master CFI, Gold Seal, 2021 AOPA Distinguished Flight Instructor, Glider and Seaplane pilot

Let me start with some good news about landing in the trees: About 90% of pilots walk away from an off-airport forced landing. The less good news is you'll likely get banged up. Serious injuries happen roughly a third of the time. The trees don't decide that outcome, though. You do.

Aim into the wind. Then pick the tallest, densest canopy you can reach. Your target is the top third of the trees. You want the thinner branches to catch and break to soak up the energy. The thick trunks don't break, and the ground certainly doesn't.

Fly the airplane first: wings level, coordinated, and best glide. Arrive at the treetops slow and level—and under control—then bleed off speed to just above the stall. If possible, you want just enough forward motion to settle onto the canopy instead of punching through it.

Then let the wings, gear, and belly tear away. They're expendable; the cabin and its occupants are not. Fly it all the way in—and keep flying until everything stops moving.

When the engine goes quiet, every instinct screams for a perfect, flat place to set the airplane down. But that ideal spot usually isn't there for the choosing. And attempting to stretch the glide for what looks ideal is exactly how good pilots stall and lose control.

Worry about how you'll get down later ... maybe even when help arrives."



BOARD MEETING

Thursday, September 17, 2026 5:30 PM (1730)
AvFlight Conference Room
All members encouraged to attend



Skyhawk departure submitted by member
Jeromie Golab

Jeromie wearing his logo apparel



From the Maintenance Crew

By Chet Dawson

Maintenance Report

September 17, 2026

Archer

The GPS is current through October 1, 2026. Burning rubber odor experienced likely due to small amount of oil on the engine from the oil change. IFR certification completed at Huron Avionics. Huron Avionics updated the software in the transponder and inspected the yoke switch.

AvFlight quote to replace the ignition switch is \$950.

The Lynk transponder touch screen is responding normally. Replacing the Lynk transponders runs approximately \$8500 per aircraft.



Skyhawk

Huron Avionics is preparing a quote for the installation of a Garmin autopilot. Autopilot approximate cost \$30K.

AvFlight is repairing the front strut to resolve the hyperextension issue.



The GPS is current through October 1, 2026.

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

Pilot's Tip of the Week

How to Use a Fire Extinguisher

"My emergency checklist for electrical fire in flight includes 'Fire Extinguisher ... Activate.' What's the best way to do that?" —James P.

David Gagliardi responds:

"Good question. Fire Extinguishers don't get the respect they deserve. After a fire has started, it is way too late for learning how to use the extinguisher. Like most things in aviation, knowledge and practice is essential.

You probably know where the extinguisher is, but have you practiced unclipping it and removing it from its holder? This may require you to move your seat or an adjacent seat. That's something you don't want to be fumbling with if the cockpit is starting to fill with smoke. Make sure you can get it out—easily—or permanently move it to a better location.

Has the extinguisher been serviced within the last year? Does the gauge show in the green, with the pin secured, with a breakable safety tie? Do you know if it's Halon, Dry Chemical, or CO2? Each type means different effects and hazards. Discharging a Halon or CO2 extinguisher will displace Oxygen in confined spaces, which can lead to asphyxiation, while dry chemical powder can create a dense white cloud that will restrict visibility and irritate eyes and lungs.

Electrical fires will probably be behind the instrument panel and not directly accessible. Discharging the extinguisher at the front of the instrument panel won't get the extinguishing agent to the seat of the fire. And if it's dry chemical, it will just bounce off the panel and into your face, so you can't see while trying to fly an airplane on fire. Not a good situation.

Hold the extinguisher under the instrument panel with the nozzle angled *upward and towards the side you think the fire is on*. Discharge the extinguisher while sweeping the nozzle in a side-to-side motion. Regardless of the type of extinguisher, ventilate the cabin as soon as possible after the fire is extinguished to get rid of the extinguisher residue.

Of course, keeping control of the airplane is the number one priority. An electrical fire can grow quickly and will rapidly make the cabin unlivable, so it is vital that all the immediate memory-action items—turning off the master switch, closing all vents and windows at the first indication of smoke or a burning smell—happen first. Only then should you go for the extinguisher.

A cabin fire in flight is about the worst emergency you can experience. Be prepared by practicing accessing and positioning the airplane's fire extinguisher."



August 2026 Board Meeting Minutes

Olds Forge Flyers - August 2026 Board Meeting				
Date:	8/20/2026	Time:	1730	Location: AvFlight Conf Room
Board Member		Attended	Members / Guests	Member
Larry Borton - President		excused	Bill Zuk	X
Dick Best - Vice President		X	Beverly Bonning	X
Steve Harsh - Treasurer		X	Steve Sherman	X
Steve Colby - Secretary		X	Jeromie Golab	X
Dave Oxendale		X	Brian Flemming	guest
Mark Coucke		X		
Chet Dawson (2 yr term)		X		
John Barber		X		
John Yurkon		X		
Adlay Kejjan (2 yr term)		X		
Jordan Cobb		X		
AGENDA AND DISCUSSION:				
1	Call to Order and Introductions: (President or Executive Member)			
	Meeting called to order by Vice-President Dick Best at 5:30 pm.			
2	Additions to Agenda: (Board)			
	Scott O. - Documentation of starting procedures.			
3	Approval of Minutes of Previous Meeting: (Colby)			
	The July 2026 minutes were submitted via e-mail by Steve Colby for Board review. Chet Dawson made a motion to approve the minutes, 2nd by John Yurkon. Motion approved without opposition.			
4	Review and Approval of Treasurer's Report: (Harsh)			
	Income and expenses are on track for the year. Aircraft income is slightly above budget due to the increased charge for fuel expense. Maintenance is higher than budget due to recent work on the Archer alternator and tire.			
	Fuel price this month is \$7.25/gallon.			
	Chet Dawson made a motion to accept the Treasurer's report, 2nd by Steve Colby. Motion approved without opposition.			
5	Maintenance Report & Hanger Items: (Dawson)			
5a	Archer - The Archer now uses conventional oil (no mineral oil); Steve B. has put the mineral oil in the cabinet.			
	The GPS is current though September 3, 2026. Base map is updated through August 17, 2027.			
	IFR certification will take place in August at Huron Avionics. We will not be able to utilize an on site technician at KLAN. This is about a four hour certification. The yoke switch will be repaired. Chet D. to attempt to have this completed next week.			
	The Lynx transponder touch screen is periodically unresponsive (both aircraft). This phenomenon may be due to software. Huron Avionics will update the transponder when performing the IFR certification. If a software update does not rectify the issue, replacing the Lynx transponders runs approximately \$8500 per aircraft.			
	Ammeter repaired by AvFlight to address concerns of malfunction.			
	AvFlight disassembled, inspected and serviced the magneto due to reports of engine running rough and occasionally missing.			
	Much discussion on the Archer starting difficulties. Chet D. to discuss the next steps with Les. Problem solving by the members focused on validating the fuel prime system function and evaluating the ignition switch.			

August 2026 Board Meeting Minutes

5b	Skyhawk - Huron Avionics is preparing a quote for the installation of a Garmin autopilot. The approximate cost of the autopilot is \$30k. The GPS is current though September 3, 2026. FOLLOW UP NOTE FROM AFTER THE MEETING - THE SKYHAWK IS ALSO NO LONGER USING MINERAL OIL. BOTH AIRCRAFT ARE USING CONVENTIONAL OIL!
5c	Mark Coucke made a motion to approve the Maintenance Report, 2nd by John Yurkon. Motion approved without opposition.
6	Committee Reports - Membership (Best)
	Best - Dick B. introduced Brian Flemming, a prospective candidate for membership. No other contacts besides that.
7	Old Business:
	Badging Process - The badge cost increased to \$22 effective July 1st. Please review the badging renewal process! Dick B. provides it in the monthly newsletter. Dick B. reviewed the process from completing the form to getting your badge.
8	New Business:
8a	The next Board Meeting will be Thursday, September 17th at 5:30pm at the AvFlight conference room. All are invited to attend and provide your input for Club direction.
8b	Tango Flight - Dick B. was approached by the Tango Flight organization to consider purchasing a student built aircraft from them. Steve H. is running some numbers on the viability of it. Mark C. brought up some concerns regarding having an aircraft with Experimental certification and the impact to the Club. Dick B. mentioned a possible impact to insurance costs.
8c	Archer Checklists - Scott O'Berry expressed concern that the Archer POH checklist appears to be out of date and not inclusive for the Archer in its current state. Adlay K. and Jeromie G. discussed creating an updated checklist starting with the POH and adding enhancements.
9	Discussion Of Flying Experiences: Trip Reports, Safety, Excitement, Interesting Destinations
	Jeromie and Jordan took the Skyhawk to Grosse Ile (KONZ). Great trip with utilization of Crew Resource Management. The Airport Inn had fantastic food! Short walk to get to it. Beverly B. mentioned an online AOPA video regarding flying into non-towered airports. Jeromie also mentioned Pilot Workshops as a great resource for learning.
10	Adjournment:
	Vice-President Dick Best called for a motion to adjourn. Steve Colby so moved, 2nd by Steve Harsh. Motion approved without opposition. Meeting concluded at 6:18 pm.

July 2026 Board Meeting Minutes

Olds Forge Flyers - July 2026 Board Meeting

Date:	7/16/2026	Time:	1730	Location:	AvFlight Conf Room
Board Member		Attended	Members / Guests		Member
Larry Borton - President		X	Frank Eastman		X
Dick Best - Vice President		X	Beverly Bonning		X
Steve Harsh - Treasurer		X	Jim Blomfield		X
Steve Colby - Secretary		X			
Dave Oxendale		X			
Mark Coucke		excused			
Chet Dawson (2 yr term)		X			
John Barber		excused			
John Yurkon		X			
Adlay Kejjan (2 yr term)		X			
Jordan Cobb		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)
	The June 2026 minutes were submitted via e-mail by Steve Colby for Board review. Chet Dawson made a motion to approve the minutes, 2nd by Dick Best. Motion approved without opposition.
4	Review and Approval of Treasurer's Report: (Harsh)
	Income and expenses are on track for the year.
	Fuel prices went up. Last month was \$7.14/gallon, this month is \$7.25/gallon. Steve H. can still make it work with the \$10/hour fuel surcharge and is not recommending any increases at this time.
	Both the Skyhawk and Archer have \$2,000 more in the aircraft improvement fund than last month.
	Chet Dawson made a motion to accept the Treasurer's report, 2nd by Adlay Kejjan. Motion approved without opposition.
5	Maintenance Report & Hanger Items: (Dawson)
5a	The GPS is updated through August 6th. The Lynx transponder screen is periodically non-responsive (same as the Skyhawk did last year). This issue appears to be temperature sensitive. Initial estimate of \$8,000 to replace the Lynx transponder with a Garmin unit. Various system certifications will take place in August. Altimeter/Encoder, pito-static and the transponder will be inspected. Huron Avionics is coordinating with a technician to complete the work in Lansing. The alternator failed and was replaced (this cleared up the alternator whine heard in headsets). A flat tire was replaced. A new tow bar is in the Archer hanger. The DB method is assisting in starting the engine.

July 2026 Board Meeting Minutes

5b	Skyhawk - The break-in period is over! There are no restrictions on flight maneuvers. The new engine has over thirty hours of engine run time, it has used only one quart of oil in the last 17 hours. Still using Type M oil until next Tuesday when the next oil change is scheduled. The GPS is updated through August 6th. Huron Avionics is preparing a quote for installing a Garmin autopilot. Chet D. hopes to have that for the next meeting. The door lock is causing some grief. Chet D. suggests applying pressure to the flat exterior door handle when turning the key.
5c	John Yurkon made a motion to approve the Maintenance Report, 2nd by Dave Oxendale. Motion approved without opposition.
6	Committee Reports - Membership (Best)
	Best - Larry thanked Dick for the Olds Forge Flyer newsletter! Dick still has two prospective members wanting to join that would be on the waiting list. Dick reviewed aircraft usage for both planes. For June, the Skyhawk flew 6.4 hours and the Archer flew 8.8. For July, the Skyhawk flew 10.2 hours and the Archer flew 11.0 hours.
7	Old Business:
	Badging Process - The badge cost is increasing to \$22 effective July 1st. Please review the badging renewal process! Dick B. provides it in the monthly newsletter.
8	New Business:
8a	The next Board Meeting will be Thursday, August 20th at 5:30pm at the AvFlight conference room. All are invited to attend and provide your input for Club direction.
8b	Proficiency - How do you have a good landing? Varied discussion on different criteria and techniques.
8c	Spare headsets in the office - Jim Blomfield had issues with both of the spare headsets in the office. Beverly suggested an email plea to the membership for spare headsets to be donated to the Club. Jordan C. offered to look at repairing the existing headsets.
9	Discussion Of Flying Experiences: Trip Reports, Safety, Excitement, Interesting Destinations
	Jordan C. relayed his recent experience with a generator failure on the Archer along with a flat tire. He can now log the closure of a Class C airport. He had about 30 minutes of run time on the battery before it failed. Beverly B. reviewed a recent conversation with the Tower.
10	Adjournment:
	President Larry Borton called for a motion to adjourn. Steve Colby so moved, 2nd by Chet Dawson. Motion approved without opposition. Meeting concluded at 6:48 pm.

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

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

Fuel costs have decreased slightly from the budgeted amounts so the cub will continue with the rates below. Monthly dues are now \$90 per month. These rates were based on forecast costs and known consumption rates and will remain in effect for 2026 or until further notice as the board and treasurer closely monitor club expenses.

Skyhawk: \$115 / Hour Archer: \$125 / 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 (June)	26.9	167.7	66.6	44.2
July, August	52.3	97.0	26.5	0.0
TOTAL	79.2	261.7	93.1	44.2

COMBINED HOURS THROUGH AUGUST

2026: 172.3 2025: 305.9

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, *Even though the factory is now closed, the restaurant is still open.* Michigan is a scenic state from the air. - **Let's go flying!!** Michigan summer heat is now here. Factor into your airplane performance calculations. The Grand Traverse Bay area is a little more than an hour away in one of our planes. (KTVC) Courtesy car available or the club bikes. Good restaurants and wineries. 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: 109
BREAK-IN OVER. USE NORMAL OIL

Archer: GPS updated

Annual Due: 2/28/2027 Hours flown since last annual: 159.3
BREAK-IN OVER. USE NORMAL OIL

BOARD MEETING

Thursday, September 17, 2026 5:30 PM

AvFlight Conference Room

All members encouraged to attend

Financial Report

OLDS FORGE FLYERS, INC

Profit & Loss Statement

January 1, 2026 - August 31, 2026

Archer Hr =	95.7	Skyhawk Hr =	83.9
		Actual	Budget

OPERATING INCOME:

Aircraft Income	\$20,490	\$19,815
Initiation Fees	\$750	\$1,900
Membership Dues	\$28,045	\$27,360
Interest	\$150	\$0
Other Misc. Income	\$307	\$0
TOTAL INCOME	\$49,742	\$49,075

OPERATING EXPENSES:

Variable Costs:

Improvements, Archer & Skyhawk	\$1,437	\$1,437
Engine Depletion, Archer	\$2,680	\$2,680
Engine Depletion, Skyhawk	\$2,265	\$2,265
Fuel, Archer	\$3,803	\$4,134
Fuel, Skyhawk	\$2,696	\$2,970
Misc fuel & Oil	\$95	\$909
Maintenance, Archer*	\$5,266	\$3,455
Maintenance, Skyhawk*	\$3,955	\$3,364
Maintenance, Other	\$485	\$439
Total Variable Cost	\$22,682	\$21,653

Fixed Costs:

Office and Service Fees	\$1,012	\$1,917
Operations Costs	\$20,951	\$23,207
Total Fixed Costs	\$21,963	\$25,123
Misc. Cost	\$0	\$1,000
TOTAL EXPENSES	\$44,644	\$47,776

NET OPERATING \$5,098 \$1,299

Contingency Fund (equity) \$750 \$1,900

NET AFTER CONTIN. FUND \$4,348 -\$601

* Archer Annual (Budget = \$2,700; Actual = \$1640)

* Skyhawk Annual (Budget = \$2,700; Actual = \$1283)

