



December 1, 2024	Iosco Flying Club	Since 1962
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Fred Hupert has arranged the Buckhorn Inn for our annual banquet Saturday, January 4<sup>th</sup>. You have a choice of Salisbury Steak or Chicken Parmesan with salad, potatoes, green beans, dinner rolls, assorted deserts, fountain pop, coffee, iced or hot tea. The Pre-Flight begins at 6pm with dinner at 7:00pm. It's \$20 per person, which includes the tip. I'll have a sign-up sheet at the airport or you can text me, and I'll add you to the list.



The plow truck we received from the Road Commission failed to start after the fly-in. We believed the fuel pump was the issue. When we got under the truck we were surprised at the level of corrosion. The straps holding up the fuel tank were rusted away and the tank was being held up by a single nylon cargo strap. Darryl replaced the straps and the fuel pump, but it still would not start. The level of corrosion is likely impacting the grounding of the vehicle. While we were contemplating what to do next, I received a call from my boss. She asked me to go shopping. I told her I needed more information. She said they have funds from the American Rescue Plan to use up before the end of the year and the airport hasn't received any funds from the program. She basically told me to find a dependable truck that will last a while.

We did a little searching on the internet; however, we quickly learned it's a little late in the year to find any decent plow trucks. Darryl and I initially found a truck at Dean Arbour Chevrolet, but after having a few days of thinking about it, we decided a Silverado 1500 wasn't enough truck to handle a decent snow plow. We ended up selecting a 2013 Chevrolet Silverado 2500 from Dean Arbour Ford. The county has agreed to purchase a new plow from Northern Equipment in Oscoda. The truck came at a good price, but has a damaged rear bumper and tailgate. So just so you know, I didn't back into anything.

I received an email a week ago advising that MDOT has grants available for underfunded general utility airports like ours. They have four million dollars set aside, which covers capital upgrades, equipment and maintenance. I have to move quickly on the quotes as the application is due in Lansing by December 5<sup>th</sup>. I have reached out to a painter often used by MDOT. He arrived on the field and measured up the two hangars in need of some preservation and paint as well as the beacon tower. I have also reached out to Bolen Asphalt for an estimate on paving the taxiway in front of the manual entry gate up to the new hangars, which covers the area in front of the Snow Removal Equipment building. I have been in daily contact with people I know at MDOT, so hopefully something will come of this opportunity.

We had the crack sealing completed on the apron and the taxiways in front of the new hangars. Even though everything was measured up, we still came up a little short as they only had enough for the ramp, one side of the new hangars and half on the east side of the new hangars. I need to inflate my measurements in the future as their numbers never matches up to mine. This would have been a great opportunity to inflate the measurements because MDOT announced that the whole project would be paid for by American Rescue Plan monies, which also need to be used up. Of course, that wasn't announced until after the bids were approved.

***“Be honest with yourself and your passengers about your skill level and proficiency. Refuse to allow external pressures, such as the desire to save time or money or the fear of disappointing passengers, to influence you to attempt or continue a flight in conditions in which you are not comfortable”. NTSB***

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