



July 1, 2024	Iosco Flying Club	Since 1962
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Preparation for the fly-in continues. In an attempt to have the food service line run as smoothly and efficiently as possible, we are no longer serving directly from the grills, which was an unnecessary task for the cooks. Instead, IFC member Sean A'Hearn has offered to provide four chafing pans, which will store cooked sausage in one pan, eggs in another and pancakes in the remaining two warming pans. We will have dedicated servers proving food from these pans to the visitors. Hopefully, that will help with the long waiting line we've experienced in the past.

My wife and I just assembled another Blackstone griddle the club purchased on sale last fall. With two 36 inch griddles and our old double surface grill, we should have plenty of cooking surface to get the job done. The West Branch dawn patrol served over 600 guests using three Blackstone's.

I emailed the Coast Guard Stations at Detroit and Traverse City four weeks out from the event. Only Detroit responded. They were concerned about the availability of jet fuel. I assured them that Oscoda-Wurtsmith was only 8nm to the north. On Tuesday, June 25th I received an unexpected email from the Traverse City Coast Guard Station. They are sending a full crew in a Jayhawk helicopter provided they aren't called out for a search and rescue mission. Last Friday, I heard back from the Detroit Public Affairs Officer. They are going to be our back up in the event Traverse City is called out on a mission. It's always good to have a backup plan. Having a Coast Guard and FlightCare helicopter will be great, and if the weather holds, I would expect another record turnout for the event. Please help if you can.

If you have any free time before the next IFC meeting, where we'll be doing the set up, please message me. I can always use a little help prepping the rest of the snow equipment building.

I had hoped to report in this newsletter that the 26 PAPI was finally back in-service. J. Ranck Electric was here on June 21st to install the repaired circuit board. They put it in, but like before it would not work. After hours of trouble shooting and being on the phone with the manufacturer, it was agreed to leave it installed and the manufacturer would send someone out to troubleshoot the issue. I'll keep you posted.

The door replacement on the storage area at the southwest end of the hangar went well. Darryl Powell, removed the old door and window, framed in the new door and finished up the area around the door with T-111 sheeting. The hangar paint was matched up, and the T-111 was painted matching the hangar perfectly. The trim and door were painted white. Now the airport has an area to secure lawn tools and bikes and other things that tend to clutter up the snow equipment building.

Speaking of Darryl Powell, please welcome him to our flying club. He recently submitted his application and membership fee to join the club. He is a private pilot with about 100 hours of total flight time in the Cessna 152 and 172. He received his PPL in 2006 and last logged flight time in 2014. He has been approved by the board and is scheduled to fly with Marv soon.

“He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.”

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