



November 1, 2024	Iosco Flying Club	Since 1962
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What a difference a few hours makes. I was just telling Bill Deckett at Wednesday’s fire hall lunch I was struggling with what to write in the newsletter and asked if he had anything, which he had nothing to add.

I returned to the airport and met with a couple IT specialists from the County. They were listening to my frustrations with two AT&T phone lines at the airport. One is for the office and the other is a dedicated phone line to a dial up modem at the fuel pump. Yes, they still exist, at least this one does. They are looking at newer technology from a company that would reduce the cost by half and possibly give me better internet service. We are currently locked into a contract until sometime next year, so hopefully we can test it out by the spring of next year.



I had a load of 100LL fuel delivered a day earlier, but I was waiting to hear what the final cost was before the price could be changed at the pump. You’ll be pleased to know that the price went from \$5.89 per gallon to \$5.15, which makes us very competitive for the region, if not the state. The discount for the flying club using the stand alone credit card took it from \$5.63 per gallon to \$4.97 per gallon. So that is a big plus for our club and area pilots. The cost of the club plane rental will stay the same; however, the lower cost will benefit the club for the next several months.

As many of you know, our airport has been on a Provisional License since the late summer of 2023 after an airport inspection revealed we had trees encroaching on both runway approaches. The job was taken seriously and we went to work right away. Even though the job was completed by deer season last year, which was my goal, the airport was not re-inspected until October 16th. Our MDOT inspector called from Midland saying she had finished a meeting early and had time to come out to re-inspect our field. I am pleased to report that the Provisional License has been lifted. She said the trees looked great and that they won’t have to be addressed for many years to come. She also remarked that our runway markings looked great after having been painted last year.

What a huge relief it is to finally get this news. A huge thank you goes out to Bill Cronk who took care of the towering White and Red Pine trees that would have likely not gone well for me. Also, a big thanks goes out to Darryl Powell, Warren Brewer, Hunter Miller and my wife who selflessly gave up their time in helping taking down hundreds of trees. The U.S. Forest Service was also helpful in taking down trees on property they own and manage on the approach to runway 26.

I also have to thank our bordering property owners who permitted us to take down trees on their property. I’ve heard stories from other airport managers where such property owners aren’t so helpful in allowing tree removal. I am pleased to report that no one was injured taking the trees down over the four month ordeal, although my back still aches thinking about it.

“Should a crash occur, a pilot who survives the crash but does not have emergency or survival gear immediately accessible may not survive the harsh environment until rescuers are able to reach the location.” NTSB

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