



April 1, 2024	Iosco Flying Club	Since 1962
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The planning for this year’s fly-in continues. I recently contacted an administrator with FlightCare, and we have been approved for their helicopter and crew. They are always a huge hit as they service our area likely more than any other area in the region. We’ll now have a back up in the event the Coast Guard is unable to attend. If we happen to get both, hopefully we’ll have a record turnout.

I recently mentioned to local resident Dave Leslie that I was working on getting a Coast Guard helicopter out of Traverse City to set up a static display at the fly-in. He said he has a high ranking friend at the Detroit Coast Guard Station. While at the airport, Dave gave him a call to see what he could do for us. A couple days later I received a call from a Coast Guard pilot based out of Detroit. I had a great conversation with him. I completed the necessary paperwork and advised him a similar request was also sent to Traverse City. So in essence, we have doubled our effort to have at least one of them attend our event.

After looking at the Tawas Point Coast Guard Station Facebook page, I discovered they could use some help with photos on their site. I called them and made them an offer they couldn’t refuse. I offered my photography and drone services during any training exercises in exchange for them to bring one of their boats to the fly-in for a static display. Hopefully, we can work toward that end. Unfortunately, the most contact our community has with them is seeing them go by in a parade or seeing them train some distance offshore.

Our event has been posted on the MDOT Aero Event Page and also FunPlacesToFly.com. I also shared the flyer for the fly-in on the airport and flying club’s Facebook page for our followers to save the date. I also mentioned that we are in need of volunteers. So far we’ve solicited four volunteers, which is a great start. Please consider asking your friends or family members to join us.

I recently reached out to MDOT Aeronautics to check on grant applications. During the conversation with them, I was asked how many Michigan Aeronautical charts I needed for the airport. I said 40, but 50 are on the way. They are free of charge, and they are available in the terminal.

One of the most dangerous forms of uncoordinated flight is the inadvertent, low-altitude, skidding turn. It typically happens in the traffic pattern when you’re turning from base to final. The problem usually begins when a pilot incorrectly perceives an excess of airspeed while on base leg. If the ball is low you’ll be okay because that’s a slip. However, if the ball is high and outside that is a skid, and that can quickly become a problem. If you’re not familiar with the IFC’s Facebook page, please check it out and join the 386 followers we have. It’s filled with safety tips and videos I come across related to flight safety. There are also some good articles on the airport page, which currently has over 1,560 followers.

Many of you have probably attended the Memorial Day and 4<sup>th</sup> of July parades in town. One of the frequent participants is Neil Mochty and his World War II era Jeep complete with a mounted replica 50 caliber machine gun cable of shooting water. I’ve invited him to attend our event for yet another photo op for attendees.

**“There are certain aircraft sounds that can only be heard at night, over water or rugged terrain.”**

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