



April 1, 2025	Iosco Flying Club	Since 1962
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A new 45 foot rope was installed on the hand winch at the back of the hangar that houses N3567Q. So if you're alone, and the pavement is icy, give this a try. It pulls the plane back straight and quite easily; it just takes time.

I ordered and received 50 Michigan sectional charts. I have a list of members who have requested on. Please let me know if you would like one reserved. Last year they were hand delivered, which gave me a chance to show off our field and talk about our needs on the field. Last year I discussed the beacon tower, which will be painted this spring at no cost to the County.

The 1987 Ford dump/plow truck developed a few issues this season. They had obviously been in the works for some 38 years, but the 13 visits to the runway so far this season tipped the scale. I've reached out to the Road Commission, but unfortunately all of their plows are now double axel trucks. We have a single axel, which makes it very maneuverable on the runway. I've also reached out to the East Tawas and Tawas City DPW's in the event they were to sell one in the future. I also put in a call to MDOT Aero to see if getting an old MDOT truck would be feasible. They will provide an auction site for their used equipment.



There are a couple issues with the truck. The first issue is the mount guides on the front plow are worn out and the blade will not lower without basically shaking it down. The other is both driver and passenger side steps that allow entry into the cab are corroded to the point where it's unsafe to use them. I reached out to a former member of our club and a great welder, Kim Sanford. He has agreed to make the necessary repairs on the steps. Unfortunately, there was nothing that could be done for the plow mount. The remedy is to bring the plow down by shifting from drive to reverse and shake it down. I'll then leave it down the whole time plowing the runway, which leaves a tear drop pattern of snow 50 feet long at the end of each runway. This can easily be cleaned up with our other snow removal equipment. This will have to suffice until a newer truck is acquired sometime in the future.

No one has come forward to volunteer for the committee that will do research on replacing radios in N3567Q other than Pete Mapes. I recommend that we hold off on the radios for now and figure out the best way to get the paint issues addressed to make the plane more presentable, and do it in a way which minimizes the time it is taken out of service.

If you haven't already done so, please put Sunday, July 13th on your calendar to help us with our once a year event—the Fly-in Dawn Patrol. This event continues to grow and does benefit us all. Having an A-10 flyover and a C-47 on the field could potentially increase our numbers this year.

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Hopefully a pilot never runs out of airspeed, altitude, and ideas all at the same time!!!

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