



February 1, 2025	Iosco Flying Club	Since 1962
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I couldn't have been more pleased with the turnout at the annual banquet with 50 people in attendance. It was great seeing everyone together and talking everything aviation. I was very pleased with the venue as well. We literally had the place to ourselves. I thought the food and service were great, too. Hopefully, we can use the venue again next year. Thanks for setting it up, Fred.



Three years ago I made motion to discontinue the free flight hour in a club plane for the President and Vice President positions. Additionally, the three flight hours provided to the Secretary/Treasurer was reduced to two hours. My reasoning at the time was that it was likely set up when the club was in its heyday when the base was still active and we had more members, which is in sharp contrast to today's numbers. In retrospect, in making this change, we likely took away any incentive for our members to pursue these positions in the future. I would like the membership to discuss this matter and provide their thoughts to the Board of Directors on how we should proceed in possibly reversing this decision or coming up with some alternative. Obviously, further discussion will be needed and I would like it addressed at the February club meeting. If you are out of town and would like to provide your input, just email me or any board member and we will share your views at the meeting.

I have already started working on this year's fly-in. I reached out to the Public Affairs Officer at Selfridge Air National Guard Base. I explained to him that a few years ago I received Pentagon approval for an A-10 static display on the field. It was only after it was approved that a Captain from Selfridge advised me the minimum runway length for the A-10 is 5,000 feet. For this year's event, I asked if it would be feasible to get approval for an A-10 flyover. He said it would be a long shot, and the stars would definitely have to line up. He said if approval were to be granted, a pilot would have to volunteer to come up here. He said that the only way it would likely work is if training were already scheduled in the area on that day. He said he didn't want to discourage me, but he thought getting a helicopter from the U.S. Border Patrol or Coast Guard or Army would be the way to go for a static display.

It was agreed that I would fill out the required paperwork for the flyover and if it didn't work out he would assist with one of the other options. The paperwork was completed on January 9th and submitted online. The next step was to forward a copy of the forms to the Grand Rapids FSDO office for approval, which was completed on January 15th. They said their review and approval would take 30 to 45 days. Approval was granted from the FAA on January 22nd. I forwarded the FAA's signed form to the events coordinator at the Pentagon the same day, which has already been approved by the Air Force. I'm told that if the A-10 doesn't work out that an F-16, C-17, C-135 or Chinook helicopter are not far away and they could be training in the area.

The next big item for the fly-in is the current cost of eggs. We may have to adjust the meal cost or take a hit on the high cost. Hopefully, things return to normal as the event nears.

"Airspeed, altitude, and brains. Two are always needed to successfully complete the flight."

Jay Samuels, President	Samuelsj@charter.net	989.305.0126
 IoscoFlyingClub	 Iosco County Airport	www.ioscoflyingclub.org