



June 1, 2025	Iosco Flying Club	Since 1962
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I was hoping to have an update on the painting of the beacon tower by the time this newsletter was released. I reached out to my contact at MDOT Aero to check on the timetable of having it painted. I haven't yet heard back from him. I'm hoping to have the project completed by the July 13th dawn patrol to help showcase the airport as the fly-in is basically our open house.



Our club's Cessna 172 is at Lapeer Aviation for a much needed update. Even though the technology is some 20 years old, it is a vast improvement from what it's replacing. A used Garmin 430 will be replacing our aging and defective King Bendix KX155 number one nav/comm. In addition, the 430 will also take the place of our aging Garmin GPS. A big shout out to Coleen for flying the 172 to KFNT and another for Pete who brought her back as he was picking up his own 172 there. One of Pete's former camper's, Liz, also dropped off her Cessna 150 at the same time, so the three of them brought two planes back to Oscoda.

The Garmin 430 is obviously a step up from what we are used to. So, it will take a little time to learn the ins and outs of the radio and GPS. There are some very good tutorials on YouTube, and I would start there before jumping in the plane and trying to figure it out.

In 2023, I remember Coleen expressing her sadness at the loss of an admired couple from Traverse City who were tragically killed returning home in their Cessna Cardinal from Florida. This couple, the Denton's, was very involved in general aviation at KTVC. They owned a number of planes and were the founders of Giving Wings, a local flight school up there. They were on an IFR flight, flying in IMC approaching an airport in Georgia. They were issued a northeasterly heading by the controller for the final approach course. The controller then advised them they would be vectored through the final approach course to accommodate preceding traffic. The controller then instructed them to turn right to a southwesterly heading. From this point the trouble began and the plane began a right, descending turn until radar contact was lost. The newly released NTSB report attributed the crash to spatial disorientation and an in-flight separation of the right wing. Although, many of us in the club aren't instrument rated, we can still be subject to special disorientation flying in hazy conditions over the water or pointed toward the water at night and also inadvertent entry into IMC where we lose the horizon. So please minimize your head movement, stay on the instruments and execute a 180 degree standard rate turn and hold the heading until you exit to clear skies.

Our list of volunteers continues to grow. So far from the club I have, Sean A'Hearn, Ethan Buchanan. Bill Deckett, Mike Dettloff, Brad Kloska, Hunter Miller, Kris Johnson, Kathy Nau, Darryl Powell, Steve Smith, Ted Wazilewski and Jeremy Coiner. Non-members to date include Bob and Dawn Hester, Tim and April Johnson, Jolene Grusecki, Ericka Earl, Miranda Roiter and Larson LNU. Some of these volunteers will hopefully include spouses as well. I would like to see a minimum of 35 volunteers to keep things safe and to keep volunteers from being overworked.

There's a saying I've heard more than once that is instilled in Air Force pilots that is worth sharing when it comes to flying: "Don't do anything Dumb, Dangerous or Different."

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