



May 1, 2025	Iosco Flying Club	Since 1962
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At our April meeting, we discussed the failing GPS and Comm #1 in N3567Q's. Pete Mapes offered a Garmin GNC300 GPS with a built-in radio to replace the aging KX155 and 175XL GPS. Following further consultation with Lapeer Aviation, we learned of a recently available Garmin 430 WAAS GPS/COM unit, a significantly better upgrade for the aircraft. After discussions with Marv and Pete, we would like to move forward with the Garmin 430 installation. The unit cost is \$4,000 and approximately \$800.00 for installation. The tentative installation date is set for Monday, May 19th if it's approved by the Board.



We had a local painter take a look at the paint needs on 67Q, which includes the cowl and the top of both wings. We haven't yet heard back on an estimate and there is no certainty that he is interested in the project. Marv has concerns about where to paint it. There have been paint projects on the field before where overspray has adhered to plane windscreens nearby. It will likely have to be painted outside on a calm day before the pollen gets heavy. Midwest Sky Sports located at the Sandusky airport paints their newly assembled Sling Light Sport aircraft. I'd like to contact them and see if it's something they would be interested in helping with.

Our Annual Fly-In is officially listed on the MDOT Aviation Events Calendar and on FunPlacesToFly.com. Be sure to spread the word and invite friends and family for what promises to be a great day of flying fun.

- Spring Cleaning: The carpet in the terminal was recently cleaned.
- Sewer System Repair: A blockage was recently discovered in the terminal's sewer system. Oscoda Septic responded quickly, identifying a root ball blocking the flow into the tank. The tank was pumped, the root ball removed, and a riser was installed to allow easier access in the future.
- Beacon Tower: We're expecting an update soon on the beacon tower painting project.

Our list of volunteers continues to grow. So far from the club I have, Sean A'Hearn, Bill Deckett, Mike Dettloff, Brad Kloska, Hunter Miller, Darryl Powell, Steve Smith, Ted Wazilewski, Pete Mapes and Jeremy Coiner. Non-members to date include Tim and April Johnson, Jolene Grusecki, Karlene Falker and Cathy Pittsley. Hopefully, the number will increase and 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. Pete also advised that he would bring a couple of his scouts to assist at the event. If you're available to help on Sunday, July 13th, please send me a message. I promise you won't be overworked and will have fun helping out.

Despite the countless articles, webinars, and talks, people just aren't getting the memo: The quickest way to kill yourself in an airplane is to pressure yourself to fly beyond your capabilities—whether those capabilities are weather, equipment, certification, experience, or simply how much energy you have left over from the day before. General Aviation News

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