



September 1, 2023	Iosco Flying Club	Since 1962
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I was at Walmart checking the price of the Blackstone Griddles when I saw the price had been reduced to \$297.00. I am pleased with its efficiency and compact design for easy storage. I purchased it, so we now have two 36 inch griddles.

I was finally able to get J. Ranck out to the airport to troubleshoot our runway lights. The lights were returned to service in relatively short order due to a blown fuse inside the constant current electric box. PAPI 26 on the other-hand proved more difficult. He spent most of the day trouble shooting it and in the end removed the control board, which will be sent off for analysis. This is the same control board that was repaired at a cost of \$7,000.00 a couple years ago. I told them it went down within a month or two of the repair, so hopefully that's taken into consideration.



Governor Whitmer is looking at allocating two million dollars to some airports across our state that do not receive federal funding. There are only a handful of General Utility Airports that do not receive federal funding, which include Boyne City, East Tawas, Hessel, Iron River, Plainwell, Sault Ste. Marie-Sanderson and Sebewaing. Two million doesn't go far when it comes to airports, so we'll have to see how they intend to spend it. I mentioned a fuel farm upgrade and painting the airport beacon tower.

I had an airport inspector on the field on August 15<sup>th</sup>. The inspection went well. She did note that we should have B – C extinguishers at the fuel farm rather than A-B-C as the A can be very corrosive to metal. We discussed a recent report regarding MDOT drone work that showed trees encroaching on both approaches. Using a range finder, she was able to confirm the tree issue and advised the airport would be given a provisional license until the trees are taken down. The work in taking them down has already begun, and I've already spoken to the landowners outside the airport property. If you have tree cutting experience and are interested in helping, see me.

Marv was instructing Hunter when they incurred a lot of vibration upon landing. Marv, having prior experience, quickly assessed that it was a flat nose wheel tire. He took control of 67Q and pulled back on the yoke, added power, and took the plane across the grass to the hangar. I think the rest of us would have stopped in the middle of the runway with a very difficult task of getting the plane off the runway and to the hangar. Nice job, Marv.

I can't tell you how disappointing it was to see our cooking staff at the fly-in work the whole morning without a break and seeing a retired farmer, with no connection to the flying club or airport, parking cars without a break due to a lack of club volunteers. Obviously, that's a direct reflection on me, so I will not be seeking another term as the club president.

***“It is possible to fly without motors, but not without knowledge and skill.” — Wilbur Wright***

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