

Fox Flying Club

May 13, 2010 Second Thursday of the Month DuPage Flight Center

Dedicated to promoting SAFETY, EDUCATION, FELLOWSHIP and the enjoyment of FLYING

<http://www.foxflying.com>

May Membership Meeting Minutes

The meeting convened at 7:38pm.

Treasurer's Report

Jerry Borkowicz

Beginning Balance - \$47,912.35
 Total Cash Received. - \$8,731.63
 Disbursements - \$8,114.39
 Ending Balance - \$48,529.59

The engine replacement fund target is:
 \$35,227.56
 Current balance to payoff 81898 avionics
 upgrade is \$3,201.29
 Maintenance, including the annual for
 N81898 was \$3,047.13 for May.

Maintenance Report

Ed Godfrey

62681

- Oil and filter changed

773SP

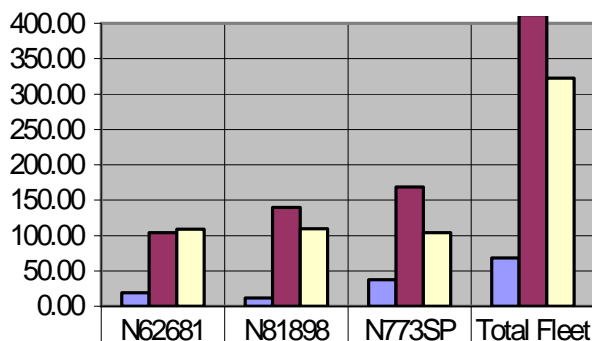
- Replaced avionics switch
- Replaced broken static wick
- Updated GPS database

81898

- Annual completed
- Replaced throttle and prop cables
- Dressed small nick in prop
- Updated GPS database

AIRCRAFT FLIGHT HOURS

■ Current Month ■ YTD ■ Last YTD



	Current Month	YTD	Last YTD
Current Month	19.20	103.70	108.90
YTD	11.86	139.56	109.73
Last YTD	37.50	168.80	103.70
Total Fleet	68.56	412.06	322.33

All aircraft have been switched to 50w oil for the summer months.

Membership Report

Rob Strickland

43 active members, which includes 2
 Flying Active Service Members:

2 Service Associate Members

1 Family Associate Member

15 CFI's: 11 CFI Only Associate Members

35 Inactive members

20 Current Check ride cards (46%) of
 Active and Active Service Members.

Joe Neal has gone to inactive status

Training Report

Dick Low

You will need to contact an instructor for scheduling and completing your spring checkride if you have not done so by now.

Dick Low and Randy Kastor discussed leaning procedures for the clubs aircraft. Additional information can be found on the Textron Lycoming website along with review of the POH and Textron Lycoming operator's manual.

The Sacramento Sky Ranch sells the 'Sky Ranch Engineering Manual' for \$21.95, which covers Continental and Lycoming engines.

<http://www.sacskyranch.com>

Old Business

Calendar of Events

Next FFC Membership Meeting is Thursday, June 10th, 2010. 7:30pm at the DuPage Flight Center.

A tower tour is being planned along with discussion on procedures the Memorial Day Weekend TFR.

Members are invited to a pre-meeting get together at 6:30pm at Portillo's on the corner of North Ave. and Kautz Rd. A good opportunity to grab a dog and share some hangar stories with fellow club members, before the membership meeting.

Next board meeting is July 1st, 2010 at the DuPage Flight Center.

FFC Picnic – Mid August. Details to follow.

The spring plane wash was held on May 15th. Twenty two plus members were able to participate, and all three planes were cleaned inside and out, in time for the burgers and brat's served up by Jason Herber.

Pictures will be posted to the FFC Facebook page.

Rob Strickland, along with Dick Low and Brad Schroeder conducted the 'Learn to Fly' seminar at DPA.

Following the session, Dick and Brad escorted two of the participants over to the hangar area, where they showed the attendees the aircraft and discussed what it takes to become a pilot.

New Business

N62681 is currently parked on the north ramp, due to loss of hangar space in May. The board is looking into hangar options for the winter.

Fox Flying Club Board Members

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Meet the Member



Name: Erik Roffelsen
Member of Fox Flying Club since: May 2009

Until the end of 2008 I flew a C172N, together with 4 other persons who “rented” the airplane from one of the “club members”. The owner decided after some 20 years of ownership to sell the aircraft which did occur early 2009. The aircraft was originally based at DPA but relocated to ARR when tiedown costs at DPA became so unfavorable compared to ARR. That just happened in the same month that my wife and I moved from Lombard to Wayne, and instead of 3 miles drive it became 23 miles. My preference was DPA of course and I started looking around for a club to join. The famous Rob Strickland., who is involved in so many organizations, pulled me over the line during one of the NEPA meetings with the “new member spring offer”. So after a short while I became an active member of the FFC!

Born in the Netherlands and moving to Chicago-land for the past 2-3 years, a friend who just started taking flying lessons at Cushing Field (0C8) introduced me to flying from this grass field. Until that time, I thought, flying was for professionals, wealthy persons or lunatics and was absolutely not in the picture for me. But the introduction flight and a cost comparison at that time showed that obtaining a US pilot license was about as expensive as a Dutch

driving license Things then changed and I had my check ride in January 1993. During my flight back to my base from Poplar Grove, visibility diminished due to thin clouds of snowflakes.

Needless to say that we didn't return to Holland and after 20 years, I still work and fly near DPA.

I hold a private pilot license but I still hope at one time to go for my instrument rating. So far I have only flown in C152 and C172 but I am looking forward to be checked out in the low-wing "898".

Besides this hobby, we (my wife and I) still like rock climbing but the lack of real rocks nearby (nearest are Devils Lake and the Palisades) are substituted by indoor "plastic" walls in a health club. But we still enjoy these challenges that keep your finger muscles somewhat in shape after the daily computer "exercises".

Another good distraction "from busy life" is my membership (10 years already) with the West Towns Chorus; a competitive acapella men's barbershop chorus that competes state, nation and "international" wide. (It was by accident that I came in contact; until that time I knew only one association with the barbershop; for a haircut) My farthest convention so far was Montreal. If someone is interested to learn more about "barbershop" I am more than happy to invite you for an interesting (Monday) evening in Downers Grove.

My most intensive "hanger story" occurred in June 2000 when a friend and I were flying to Pella IA. Shortly after starting our decent, 12 miles out, our airplane became a glider when a valve keeper decided to split, causing the valve being hammered in the piston, which in turn broke the connecting rod, which punctured a hole in the casing before the engine finally jammed. A stopped propeller visible at a 30° angle is a strange view while in flight. The emergency list calls for a starting attempt (not knowing what happened under the hood) but the prop moved only 10°, right in the middle of my view. To make a long story short, after a landing distance of 280' with 40° flaps, scrapping some hundred soybean plants we came to a standstill on the highest, least soggy point of this field. (Both ends of the fields were muddy ...) I was able to download the track later on from my GPS, nicely showing the wide curve and last second diversion to the adjacent field. Our latest lasting experience was my longest and highest cross country trip so far; the visit to our son who live just miles from BJC, during last Memorial weekend. A 774 nm trip with 3SP at 6500'/7500'

with an overnight stay at Omaha with only 1 runway active.

The GPS/autopilot does make a difference and is a safe-keeper while scratching the class B Denver airspace from below.

Another flying dream is to visit family in Canada who live between London and Toronto an 8 hour drive or 3 hour flight; not the flying is the challenge, but how to deal with all those new border security deals and requirements.

Keep on happy & safe flying!