

# Fox Flying Club News

Promoting safety, education, fellowship and the enjoyment of flying!  
September, 2011

## Fox Flying Club



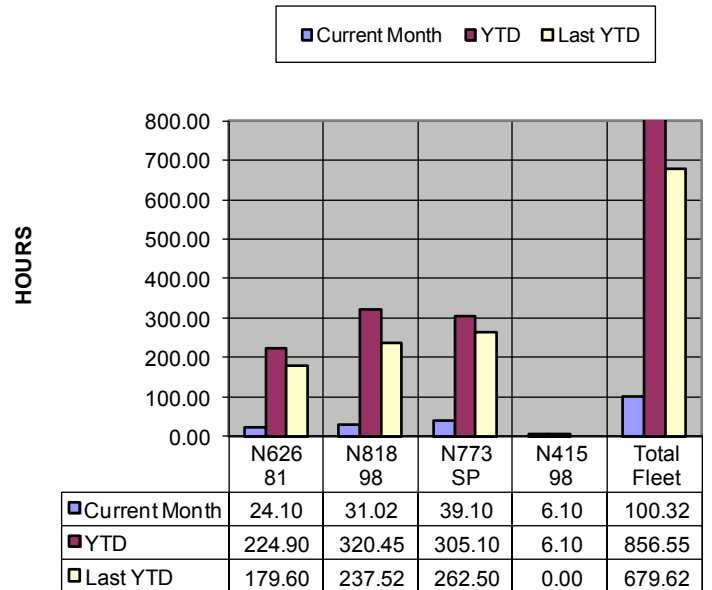
Fly out to KOSH's Pioneer Airport 9/17

### Treasury Report by Jerry Borkowicz

#### Summary:

- Beginning balance of \$83,269.12
- Cash received: \$151,958.17
- Disbursements: \$143,175.58
- Ending Balance: \$92,051.71
- Engine Replacement Fund: \$51,178.91
- Prop replacement fund: \$8,188.63

AIRCRAFT FLIGHT HOURS



## Maintenance Report

by Ed Godfrey

62681—

- ◆ Pilot PTT switch replaced
- ◆ Shimmy damper replaced
- ◆ Nose tire & tube replaced
- ◆ New bushings in torque links
- ◆ Replaced taxi light
- ◆ Replaced air filter element

773SP—

- ◆ Oil and Filter changed
- ◆ Cleaned & gapped spark plugs
- ◆ GPS database updated
- ◆ FI AD performed

81898—

- ◆ AI sent out for repair
- ◆ GPS database updated
- ◆ Ignition switch AD action performed

41598—

- ◆ Replaced upper door lock spindle
- ◆ Replaced door lock mechanism
- ◆ Aspen software updated to version 2.2
- ◆ Replaced blind encoder
- ◆ GPS database updated

## Membership Report

by Rob Strickland

53 Active members, includes 2 Flying Active Service Members

2 Service Associate Members

1 Family Associate Member

11 CFI's; 7 CFI Only Associate Members

33 Inactive Members

Current Checkride Cards:

46 (87%) Active/Active Service Members, 7 CFIs

Prospective New Members:

Jason Divenere, Christian Brandalise, Samuel Joseph,

Resignation: 1 — Henry Tomkiewicz

New Members: Bruno Tolla, Nick Wright, Stan Dobeck, Charles Bolivar, Tony Sabos

Inactive to Active: 0

Active to Inactive: 0

**\*\*There is a one hour flying credit for referring any new member that join the club\*\***

**\*\*Earn a \$50 credit for each level of WINGS you complete!\*\***



Members are invited to share in a pre-meeting meal and fellowship at Portillo's located at the corner of North Avenue and Kautz Road. Most people arrive around 1830, but anytime is fine.

### Calendar of Events:

**10/6/11**

Board meeting—1930—  
DuPage Flight Center  
Conference Room

**10/8/11**

Plane wash—0900—  
Heated hangar. Coffee,  
doughnuts and lunch will  
be served. \$10 credit for  
participating!

**10/13/11**

Membership meeting—  
1930—DuPage Flight  
Center Conference Room

**10/15/11**

DPA Pilot's Association  
Octoberfest Picnic—  
1100—North Ave. ramp

## Old Business:

- ◇ Plane acquisition and loan agreement was discussed.
- ◇ BBQ was well attended by many potential members. Good job to the Membership Department (Dave and Rob)!
- ◇ Plane wash is scheduled for October 8 at 0900—heated hangar
- ◇ It was agreed that we will purchase 100 “cling” decals for use on planes and available for purchase by members vehicles

## New Business:

- ◇ Rule changes were discussed concurrent with the previous month’s motion that required a rules change in lieu of a fourth aircraft.
- ◇ Motion was made by Bill Everson and seconded by Jerry Borkowicz to approve the revised Rules and Schedules, based on changes circulated earlier and discussed at the meeting. Passed unanimously.
- ◇ Motion was made and seconded to approve the slate of officers for election by the general membership at the September meeting. Passed unanimously (see sidebar for slate)
- ◇ Discussion was had about moving plane(s) to the ramp tie down area. It was mutually agreed upon to table the issue until spring. We are waitlisted to move 3SP and 598 to the Powis T area where 681 parks.

## **Training Report**

by [Brad Schroeder](#)

- Fall checkride period ends September 30. Please check out the NOTAMS page at [www.foxflying.com](http://www.foxflying.com) and look under the link for participating CFIs and a new checkride card
- If you have ideas or suggestions for future safety presentations, please contact [Brad Schroeder](#) or [Chris Thomsen](#).

## **2011-2012 Slate of Officers:**

President—Chris Thomsen

VP—Jason Herber

Secretary—Val Mertens

Treasurer—Jerry Borkowicz

Maintenance—Ed Godfrey

Membership—Dave Jeziorski

Training—Brad Schroeder

# Articles of Interest

Inside view of the [shuttle cockpit](#)

by Mike Sandman

Chicago and the Illinois Aero Club (Chicago Aero Club) played a pretty big part in early aviation (financed to a large extent by the son of Cyrus McCormick, the reaper inventor and head of the large farm implement business).

Cicero Field (later moved to Ashburn Field) was a place where MANY aviators (crazy men and their flying machines) learned their craft or died doing it:

<http://lincolnbeachey.com/cicart.html>

There were also air shows ("flying exhibitions") downtown along south Michigan Avenue for a few years. They were eventually banned after a crash, I believe into a building, downtown (the building won).

During the 1933 World's Fair, held mainly on the South Side near the Museum and Science and Industry, they had an air show around Navy Pier downtown (including seaplanes), and races up north in Glenview.

They had mainly static displays at the Fair, but there was a Dirigable and some fairly safe flying demonstrations (I think they were concerned about one of the planes crashing into the large crowd at the main site).

**Fly out to KOSH:** On 9/17, four planes and eight people met to fly to KOSH's Pioneer Airport. Once there we took a ride to a local diner for breakfast, then headed back to the airport for a guided tour of the EAA's vintage aircraft collection. A fun time was had by all and we hope to continue getting together with different ideas. If you would like help organizing a fly out with a destination you have in mind, contact [Chris Thomsen](#).

Earlier this summer we took a trip to NE, ND and MN. Here are some things to keep in mind for your trips.

### **IT'S NICE TO HAVE THE PILOT SHOP AT DUPAGE**

Because we weren't sure that we'd actually "do" the ND and MN parts I chose to save some \$ and just get the charts along the way. Big Mistake. We've made a lot of longish trips and I always had charts for the whole trip. This time, we were going over an IFR plate expiration date so I figured "no big deal." However, I learned that charts are hard to come by, especially in the hinterlands like Chadron, NE; Rapid City, SD; Dickinson, NE; Grand Forks, ND [home of a big flight training program];... you get the picture. I was able to get Billings and Twin Cities charts courtesy of an instructor in Dickinson but for Ely, MN ended up buying a Skysectional chart for Green Bay over the internet. Not a good substitute on my laptop. Works great for Mike Sandman on his I-Pad, though.

### **TFRS YOU DON'T SEE EVERY DAY AROUND HERE**

We paid close attention to TFRs, of course. Grand Forks has one surrounding much of the area around the air force base that is for drones that patrol the Canadian border.

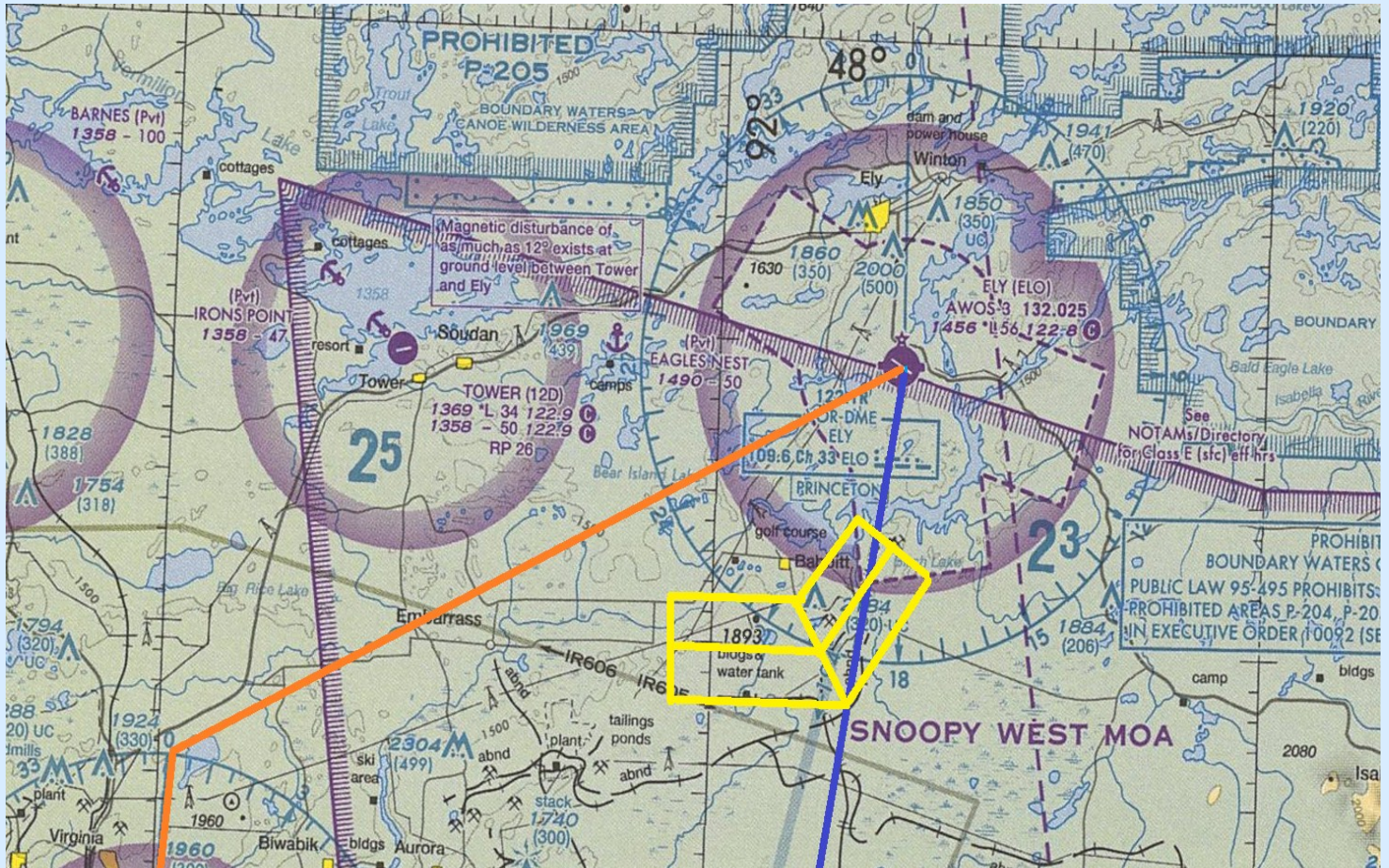
On the way from Detroit Lakes, MN to Ely, MN the VFR chart showed an area over the iron mines: "CAUTION – Blasting area hazardous to flight below 5000' AGL." Kind of interesting. Then while planning the flight from KELO to KDPA the following TFR appeared:

EFFECTIVE 1107081415 UTC UNTIL 1107081615 UTC. PURSUANT TO 14 CFR SECTION 91.137A(1), TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT DUE TO BLASTING ACTIVITY AT BABBITT IRON MINES. ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION OF NORTH SHORE MINING COMPANY COMMUNICATION ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 10000 MSL WITHIN 2 NAUTICAL MILES EITHER SIDE OF A LINE 474319N/914958W AND THE ELY /ELO/ VOR/DME 181 DEGREE RADIAL AT 006 NAUTICAL

MILES TO 473945N/915408W AND THE ELY /ELO/ VOR/DME 197 DEGREE RADIAL AT 010 NAUTICAL MILES TO 473904N/920356W AND THE ELY/ELO/VOR/DME 223 DEGREE RADIAL AT 014 NAUTICAL MILES. NORTH SHORE MINING COMPANY COMMUNICATION, TELEPHONE

218-827-2005, OR SECURITY TELEPHONE 218-827-2021, IS IN CHARGE OF THE OPERATION. MINNEAPOLIS CENTER /ZMP/ ARTCC TELEPHONE 651-463-5580, IS THE FAA COORDINATION FACILITY.

On the chart it looks like this [yellow]:



The blue line from KELO was the original planned route to KDPA via Duluth [to avoid going over Lake Superior] and the orange was the filed plan to avoid the blast area. As it turned out the blasting was completed early and we were able to refile on the original plan.

Blasting is done about 3 times/month. Each blast is planned to “free” a million tons of material and uses the equivalent of about 500,000 pounds of TNT. After crushing and pelletizing the taconite ends up at a steel mill in Cleveland. The 10,000 ft limit on the TFR is due to the shock wave from the blast, which can be felt several miles away [horizontally]. According to the airport staffer, the cloud looks like an atomic blast.

So, read and absorb those TFRs.

# Fox Flying Club Board Members

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## MAINTENANCE OFFICER

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[www.foxflying.com](http://www.foxflying.com)