



FOX FLYING CLUB DECEMBER 2019

Nafis Noorali PPIC: Party Planner in Command



The Social Aspect of a Flying Club

Upon first joining a flight club you realize you share these beautiful machines with other like-minded people. We all love sharing our stories about the airplanes and some lessons we've learned along the way. Better yet, the picture perfect places we've visited.

Dennis, our club president often says, this isn't a FBO. He even took it one step further and now offers rock bottom rates on these beautiful birds. You just have to attend three club events a quarter.

One of the most exciting and entertaining club events is just around the corner! In addition, you'll receive a club credit. Along with a club credit you'll get to meet your fellow pilots, who we share these beautiful machines with.

When you need a safety pilot or would like to share an adventure with a fellow member the perfect place to meet your fellow club members is the Fox Flying club holiday extravaganza!

You'll be treated to great food and drinks, in addition to out of this world entertainment. Get a club credit and come join your fox flying club family for a holiday dinner.

Trust me, you won't want to miss this for the entertainment value alone.

Copy and paste this Evite to your Browser,

<http://evite.me/hJeTP1p8Ez>

get a club credit, have some great Italian food and experience the greatest entertainment spectacle since 1956.

Participate in this great event. Do whatever it takes and join us Thursday Dec 12, 2019 at 19:00 Francesca's Restaurant in Elmhurst



NOTAMs

Fox Flying Club Holiday Party

Thursday December 12, 2019 19:00
Francesca's Restaurant Elmhurst

Chicago Aviation Expo 2020

Saturday January 25, 2020
Itasca Holiday Inn

The deadline for article submission and club information for the January edition of THE COMPASS Friday December 27, 2019

TAILWIND

Henry Southam Secretary



Just like ATC, you asked, and we answered. *The Compass* is available in the Members section of the Fox Flying Club website (<https://www.foxflying.com/newsletters/>). Next up for your reading enjoyment will be the Board and Membership meeting minutes. The Board expects to post the approved minutes shortly after they are approved at the next monthly meeting.

What's the big deal about a flying club? To me, the answer is easy. It's the members. A great example was a comment in passing to Jerry Borkowicz. "I'm thinking about taking the Cirrus to Florida to see family and friends." I had started planning the trip solo, but when Jerry asked to "tag along" I jumped at the opportunity. Here, I thought, is a chance to take the Cirrus flying and share the encounter with another pilot.

The plan is to fly to Knoxville and then on to the Daytona area. After departing Daytona, we'll zig-zag across Florida like vagabonds from one free night stay to the next. After wandering around Florida, Jerry and I will fly up the east coast to Kill Devil Hills, NC to thank Orville and Wilber, and return through Columbus, OH to DuPage. The entire trip will be VFR, and will take in every type of airspace below 18,000 feet. This is one guy looking forward to the camaraderie and challenge of the journey.

Tailwinds both ways,

Editors Note

Hank and Jerry, the members of the Fox Flying Club wish you Blue Skies and Tailwinds both ways!

The Sec

THE RIGHT SEAT

Highlighting our Club CFII's



Fox Flying Club Member and CFII
David Berenson

David and his wife Lydia, along with their daughter Nicole Salonga live in Hoffman Estates.

David grew up in Normandy France through high school, and moved to the US to pursue a career in aviation.

He is a pilot for American Airlines and has been a member of the Fox Flying Club since August of 2017

"In 1985, I visited my grandfather in Lenox Massachusetts during the winter holidays; he gave me as a gift 3 hours of flight instruction in a Piper Cherokee. I was hooked from that day on."

Certificates held: ATP, Commercial S.E.L and S.E.S, CFII, MEI.

"I first soloed in a Cessna 152 and continued my flight training with a Piper cadet PA28-161, my multi engine with a PA44 Piper seminal and then the M20J Mooney for my CFI. My first flying job was for KTAR radio station, flying over traffic in the Phoenix area in a Skyhawk C172. Flight instructed at the West Wind Flight Academy out of the Deer Valley airport AZ and flew mostly C152 and C172. I then flew freight for Central Air Southwest in a AC500 B Aero commander. In early 1999, I got hired by American Eagle and flew ATR 42 and 72 out of San Juan Puerto Rico and flew all over the Caribbean Islands. I then went back to the main land on the ERJ145 and CRJ700 out of O'Hare airport. In 2015 I flowed through to American Airlines in the right seat of a B737. I did pick up a seaplane rating along the way, at the Jack Brown's Sea Plane Base in a J3 Cub on floats."

"I love skiing, hiking and camping (which I don't do much anymore), spending time and/or traveling with the family to build lasting memories. Riding my motorcycle with my wife on country roads."

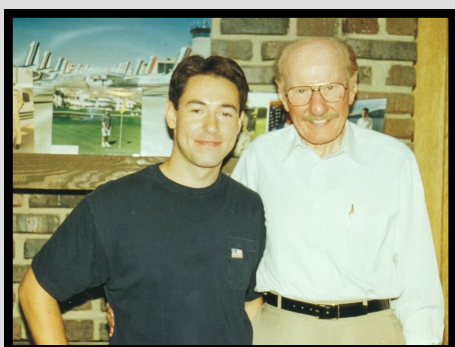
Future Aviation Goals: "Sharing the love of flying with my daughter and friends and seeing them progress to become accomplished pilots."

Career wise: "to fly the Dreamliner, the Boeing 787."

David's flight training philosophy: "If you stop learning, stop flying. Keeping in mind that it should always be a fun and exciting adventure, never overlooking the safety of flight, which shall always be number one."

One of David's favorite Hanger Stories!

"I was working as a freight pilot in 1997 flying aero commanders based out of Kansas City downtown airport. The owner, John Towner, of Central Air Southwest, the company I worked for, invited all of the pilots for a BBQ at his home in Kansas. John happens to be a good friend of Bob Hoover, who to everyone's surprise was also invited. In fact, he turned out to be the main event! It was a memorable experience being able to spend a little bit of time with this legendary pilot, and I felt very privilege to be there listening to a few of his stories which he was generously willing to share with all of us that day."



Invitation from David Alfano:
Operations Supervisor at DPA Tower

PILOT CONTROLLER BRIEFING

I am writing to invite all tenants and users of DPA airport to a Pilot/Controller Briefing.

The Briefing will consist of a short presentation followed by a questions/answer session and should take no more than an hour. The purpose of this briefing is to discuss the new Letter to Airmen as well as introduce the new traffic pattern altitude which is now published in our Chart. In this briefing we will lay out what we expect of the uses of the airport so we can help foster a safer and more efficient airport for all users and controllers as our traffic continues to significantly increase.

We also want to give all the users a point of contact at the tower so if they ever have any questions in the future you all know who you can contact.

This will be the first of a series of meetings we plan to have on a regular basis throughout the year, but this is our first attempt at fostering an open, productive and ongoing dialogue between Controllers and Pilots.

The sessions are going to be in the 3rd floor conference room of the DPA Flight Center, and can handle approximately 30 people.

Please see below for scheduled dates and times.

December 4th at 1pm and 6 pm

December 5th at 6pm

December 12th at 1pm and 6pm.

Editors Note: If you would like to attend any of these Briefings, please contact David Alfano directly:

David.alfano@faa.gov



CHECKRIDE

Annalise Eure CFII, Training Officer



Darkness has fallen, Foxers. These days the sun packs it in at around 1620 after having been on duty for a whopping 9.5 hours. Most dread these bleak months but I'm not ashamed to admit that my early bird dinners and toddler-like bedtime are well suited to the seasonal shift. With almost two thirds of the 24-hour cycle thrown into blackness, it's tough to avoid flying at night. There are many aspects of aviation after dark that are worth a mention, but nobody wants to read a fifty page newsletter.

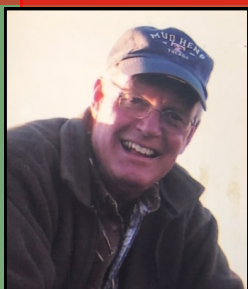
Before you dust off your flashlights and blast off into the night, complete your regulation roundup. Night can be logged at the end of civil twilight (14 CFR 1.1) but night currency must be 1 hour after sunset (61.57b). Position lights must be functioning and turned on while moving on the surface starting at sunset (91.209). Landing lights are not required for our non-commercial operations, but they sure are helpful (91.205c).

We've all heard tips about protecting our precious night vision, but what exactly makes it all that special? At night, your peepers switch from using cones to rods to better detect movement over color and detail. Since the cones are busy hogging center stage of the eye anatomy, the rods play second fiddle to these divas and are shoved to the periphery. In order to have focused vision, you must use a slightly offset gaze. As you adjust to the dimming conditions, the rods are busy firing up to make rhodopsin, or visual purple, allowing you to actually see in the dark. If that's not a Marvel-worthy superpower, I don't know what is. If visual purple is exposed to light it does this neat trick called photobleaching, which blows out your night vision for about 30 minutes until more rhodopsin can be made. The extra activity in the eye means more oxygen must be provided which in turn lowers the hypoxia threshold.

As I'm sure many of you were not interested in a chemistry rabbit hole, just remember to cool it with sloppy handling of your light sources so as not to blind yourself or your poor unsuspecting instructor. Also consider that the FAA recommends supplemental oxygen use at altitudes above 5,000 feet at night to prevent drunk-goggle vision.

And finally, the elephant in the room: emergencies. Electrical failure has a greater impact when you rely on the airplane's lights for safe operation. Encroaching weather is harder to detect and pesky clouds or fog can easily launch a sneak attack and trick you with some trippy visual sleight of hand. An engine loss is most worrisome. Well-lit areas tend to be populated and riddled with obstacles. Dark areas are a total toss-up. Diversion airports may be playing hide and seek with pilot-activated and possibly poorly maintained lighting systems. There is no one good solution for these risks (except for CAPS for all you Cirrus lovers) but they can be mitigated with thorough preflight planning and preparation.

Until next month, fly smart. And maybe take some Vitamin D or sit under a sun lamp.



PRE-FLIGHT

Randy Kastor Fox A&P Mechanic

I live in Batavia Illinois with my wife Gayle. We have two adult boys, Matt, who lives with his family in Burlington Wisconsin and Daniel, who lives in Geneva Illinois with his family. We have five wonderful grandchildren!

I grew up on a farm near Princeton Illinois and became interested in aviation at an early age. Our neighbor was a Flying Farmer and I got my first ride in his Cessna 170 in the summer of 1968. After high school I attended Danville Junior College and learned to fly at the Vermilion Co. Airport. My first solo was in a PA-28-140, N95192, on October 16, 1970. I got my PPL in January 1971 and then earned my Commercial ASEL, instrument rating and Associate Degree in Aviation Technology by June 1972.

Jobs were scarce, so I continued my training at Colorado Aero Tech at Jefferson County Airport near Broomfield CO in September 1972. I earned my A&P license on November 30, 1973. Aviation jobs were still scarce but my college roommate told me of an opening in their shop in Toledo Ohio where he was a CFII.

Who leaves Colorado for Toledo??? John Denver even wrote a song about that. Anyway, in late 1973 I started my first A&P job in the shop at Crow Inc., Great Lakes Aero Distributor, a Piper Aircraft distributorship at KTOL.

After working there about a year on all types of Piper aircraft, I decided to return to Illinois. I took a job at the old Sandwich Airport when it was still a grass runway. In April 1975, my boss moved his entire operation to KDPA. That's what brought me to the Fox Valley. Our operations were run out of the old Pilot Shop hangar and office off of Powis Road, operating mostly PA-31's and PA-23's.

In June of 1977, I was hired by Delta Air Lines. I began my airline career as a line mechanic at KORD working various shifts and on all types of Delta aircraft. I was avionics trained on the Delta fleet and became Auto Land Qualified on B757/767, MD88, MD11 and L1011.

After nearly 30 years at Delta, and in the middle of a huge airline industry downturn, Delta closed our mtc base at ORD. I was offered KBDL or KSFO. I took a retirement package and left the big D.

While at Delta, I had kept my hand in GA and was working "side jobs". One of which was working on Fox Flying Club planes, along with many other various aircraft. My side jobs have turned into real jobs, and they have kept me very busy.

ABEAM THE NUMBERS

Jerry Borkowicz Treasurer



To receive the participation rate, a member needs to attend 3 club approved events in the preceding quarter. Events are Board Meetings, General Membership Club Meetings, Belly Washes, Plane Washes, 99's Seminar, Earn a Wings Level, Fly outs, and other events that may be approved by the board as they come up.

Piper Archer N41598:

\$120/tach hour Non-Participation Rate

\$104/tach hour Participation Rate

Piper Arrow N31401:

\$140/tach hour Non-Participation Rate

\$121/tach hour Participation Rate

Cessna 172S N773SP:

\$115/tach hour Non-Participation Rate

\$99/tach hour Participation Rate

Cirrus SR20 G2 N700ZG

\$185/ hour Non-Participation Rate

\$160/ hour Participation Rate

Dues: \$100/month



FLIGHT PLAN

Nafis Noorali



ADS-B & ME

After hearing the training officers' presentation about ADS-B & me I thought an important ADS-B and me story would be appropriate.

It was a clear summer's morning with gorgeous blue skies. We departed in the Arrow out of Menominee Wisconsin northeast to Mackinaw.

At a certain point, while following the lake shore north, we had to cross over the water. At 3500 feet we crossed over and could see through the clear blue waters. It was postcard picture perfect.

Upon approaching 10 nm southwest of Mackinaw, I announced 10 nm SW on CTAF.

Few seconds later a Cirrus announced his position 10 nm Northeast. I again keyed 5 miles out and then entering left downwind. About 10 seconds later I hear some random audible voice, which i didn't know existed say "traffic 12 o' clock same altitude."

I immediately announced my position, now at midfield downwind. The Cirrus pilot who never made an announcement ever since the first one then says, "where are you. Oh there you are right above me."

He said he would break it off and follow me in.

Thank God for the random ADS-B lady announcing there was traffic, which prompted me to key up the mic again.

After we landed we said hello and realized we both learned a lesson.

Announce your position often and gently rub the ADS-B transponder lady before every flight and say I love you.



Mackinac Island



This is your newsletter!

To help keep this monthly publication vibrant, informative and fun,
we need your involvement.

This is the place for questions about the Fox Flying Club, sharing of information, places and flights you might feel the other members would enjoy hearing about.

Our newsletter is to create a community within the membership. Meeting new people, learning from experienced pilots and just getting involved with the passion we all know as "Aviation"

Please don't feel like a novel or professionally prepared article needs to be created. A simple outline or idea is a great place to start!

Our EIC will help prepare and answer any questions.

Photos are always welcome! "a picture is worth a thousand words"

We hope you enjoyed this second edition of THE COMPASS

Blue Skies...

Secretary: Henry hsoutham@nezpique.com

EIC: Charley chucksoumar@gmail.com

Do you have some amazing stories about any of your flights?
Do you like to share those stories with your friends and family?
Do you like to take photos before, during and after those flights?
Do you often take videos before, during or after those flights?



Well Fox Flying Club is interested in those stories, photos and videos!

Fox Flying Club is ready to develop and create a YouTube Channel and we need your help!

Let's share our events, guest speakers and all of your amazing flights and stories with not only each other, but with your friends, family and the World!!

For more information and how to participate,
email: Charley Soumar bigsotostudios@gmail.com



Happy Holidays

Fox Flying Club Board Members

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