



PAPA SEZ

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Volume 28 Number 1

January 2014

WHAT PAPA DID LAST MONTH

Chicago Executive Pilots' Association members held their monthly business meeting. It was confirmed that we will henceforth be known by this name. A new era has begun. We finalized plans for and held our Holiday Dinner. The mood was festive; the food was excellent, and the company was good. Thank you to all who worked to fill the room and make the evening so pleasant.

We donated gifts for the Santa Fly in on the 14th. The spirit of the season shines brightly on this event.

Chicago Executive Pilots' members attended the meeting of the Chicago Executive Airport Board. The active presence of our Pilots' Association at the monthly CEA Board meetings is most valuable. We continue our strong commitment to providing a flow of information from the pilot community to the Airport Board and from them back to our pilot community.

We continued our outreach to the community by offering to guide tours of the airport; to speak to interested groups; to take newcomers for their first ride in a light plane; and to discuss and explain our collective fascination with the art and science of aviation. Take a first timer for a ride. It's good for all of us!

Join us in making a commitment to excellence - in safety education, in representation of the CEA pilot population, in working for improvements at KPWK, and in providing scholarship opportunities for aviation students.

Our members fly for business and commercial purposes, give flight instruction, take flight instruction for recurrent training and for new ratings, fly for breakfast, lunch and/or dinner, and just fly for fun.

Did you fly this month?

Plan for the coming year

CHICAGO EXECUTIVE PILOTS' ASSOCIATION EVENT SCHEDULE 2014

February 26	SAFETY PRESENTATION
April 23	SAFETY PRESENTATION
June 25	SAFETY PRESENTATION
July 23	ANNUAL HANGAR PARTY SCHOLARSHIP AWARDS
September 10	SAFETY PRESENTATION
November 12	ANNUAL MEETING ELECTION OF OFFICERS SAFETY PRESENTATION
December 10	HOLIDAY DINNER

Note: SAFETY MEETINGS HAVE BEEN CHANGED
FROM THE 3RD WEDNESDAY DUE TO THE
SCHEDULED AIRPORT BOARD MEETINGS

CHICAGO EXECUTIVE AIRPORT 2014 Regular Board Meeting Dates

January 15, 2014
February 19, 2014
March 19, 2014
April 16, 2014
May 21, 2014
June 18, 2014
July 16, 2014
August 20, 2014
September 17, 2014
October 15, 2014
November 19, 2014
December 17, 2014

ALL MEETINGS BEGIN AT 6:00 PM

OUR NAME HAS CHANGED

The leaders of our pilots' organization have been discussing the pros and cons of changing our name for years. The change from Palwaukee Airport Pilots' Association to PAPA at Chicago Executive was a compromise, but still not a sign of our commitment to the future. A few months ago the Board agreed to poll the membership and decide based on that polling. After the Annual General Meeting the Board voted to become **CHICAGO EXECUTIVE PILOTS' ASSOCIATION**. We are looking forward to a bright future.

2014 OFFICERS & DIRECTORS

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PAPA EVENT SCHEDULE 2014

All Board Meetings are held at Atlantic Aviation in the Conference Room at 7:00 pm

January 6	BOARD/BUSINESS MTG
February 3	BOARD/BUSINESS MTG
February 26	SAFETY PRESENTATION
March 3	BOARD/BUSINESS MTG
April 7	BOARD/BUSINESS MTG
April 23	SAFETY PRESENTATION
May 5	BOARD/BUSINESS MTG
June 2	BOARD/BUSINESS MTG
June 25	SAFETY PRESENTATION
July 7	BOARD/BUSINESS MTG
July 23	ANNUAL HANGAR PARTY SCHOLARSHIP AWARDS
August 4	BOARD/BUSINESS MTG
September 2	BOARD/BUSINESS MTG
September 10	SAFETY PRESENTATION
October 6	BOARD/BUSINESS MTG
November 3	BOARD/BUSINESS MTG
November 12	ANNUAL MEETING ELECTION OF OFFICERS SAFETY PRESENTATION
December 2	BOARD/BUSINESS MTG
December 10	HOLIDAY DINNER

NEW PAPA MEMBERS

NONE THIS MONTH

PWK FUEL

See PWKPILOTS.ORG for fuel price snapshot and for daily fuel prices visit www.100ll.com or airnav.com



PAPA SEZ is published monthly by PAPA At Chicago Executive. PAPA was formed in 1986 as a forum for the users of Chicago Executive Airport (formerly known as Palwaukee) and a means to act as a conduit for information from the users to the governing body and from the governing body to the users. PAPA's mission is to promote the safety of operations and continued development of Chicago Executive Airport in a fraternal environment with the pilots, users and community. Membership in PAPA is open to any user of Chicago Executive Airport. Membership dues are \$30.00 annually and include a subscription to PAPA SEZ.

Letters to the Editor, Feedback, Concerns and Questions and any articles submitted for publication must be received by the 20th of the month, will be printed on a space available basis, and may be edited for style, length and appropriate content. Send text as a Microsoft Word file attached to an email to 99mjm@sbcglobal.net. Any files not electronically transmitted, please make prior arrangement with the editor.

PAPA SEZ
1005 S Wolf Road Suite 106
Wheeling, IL 60090-6408

PAPA SAFETY AND SCHOLARSHIP FOUNDATION
MINUTES OF DECEMBER 2, 2013
ATLANTIC AVIATION CONFERENCE ROOM WHEELING, ILLINOIS

Meeting called to order at 7:28 pm Present were Miller, Loerzel, Fiorentini, Riesterer, Haig, Levinson, Monaco, Chrzastowski, Dash, Faden, Doerner, Prasad and Sherman

Approval of minutes as published in the newsletter Motion by Monaco, 2nd by Levinson, approved

Treasurer's report – Riesterer Current Balance is \$17,335.24

Committee Chair report – Sherman Motion by ___ 2nd by Monaco for Sherman to send out a letter in January announcing a single, \$1000 scholarship.

Adjourned 7:39

PAPA A.C.E. BOARD
MINUTES OF DECEMBER 2, 2013
ATLANTIC AVIATION CONFERENCE ROOM WHEELING, ILLINOIS

Meeting called to order: **7:39** Present were Miller, Loerzel, Fiorentini, Riesterer, Haig, Levinson, Monaco, Chrzastowski, Dash, Faden, Doerner, Prasad and Sherman

Approval of 11/4/13 minutes – Fiorentini as published in the newsletter Motion Monaco, 2nd Levinson, approved

Approval of 11/13/13 minutes – Fiorentini as published in the newsletter Motion Monaco, 2nd Levinson, approved

Treasurer's report - Riesterer Current Bank Balance is \$9,785,52

Committee Reports:

By-Laws/legal – Hanaford absent, but Keith said that he had nothing to report.

Newsletter Editor – Monaco All is being properly published on the website. We need more participants for the Christmas Party as only about 18 are currently signed up.

Membership – Riesterer 4 New members, 1 renewal. Total membership now at 135

Safety and Programs – Haig He is lining up a handful of presentations and ideas

Public Relations – Ed Chrzastowski is now the new PR Person.

OLD BUSINESS:

Holiday Party Monaco reported that we have only 18 people signed up, so Spread The Word!

PAPA Membership Application & Membership marketing plan Ed and John had a number of ideas so Fiorentini motioned and Monaco 2ndd that Ed & John put together a Membership Marketing plan, and include such as 'selling points' on the Application form that they will be creating

Bylaws changes to be discussed Tabled until next month

Name change Monaco motioned and Loerzel seconded that the name of our organization be changed to "Chicago Executive Pilots' Association". Any abbreviation/acronym therein (e.g., CEPA) is not part nor binding of the vote, but would be used casually at people's discretion. Until further notice, the name of the scholarship would not be changed. We will change our DBA (Doing Business As) name with the State of Illinois, but retain our original name with them Palwaukee Airport Pilots Association.

NEW BUSINESS:

Monaco motioned, Fiorentini seconded that we add a "Good and Welfare" section to each meeting, which was unanimously agreed to.

Next meeting Monday January 6, 2014

Adjourned at 8:38

Henry Fiorentino, Secretary

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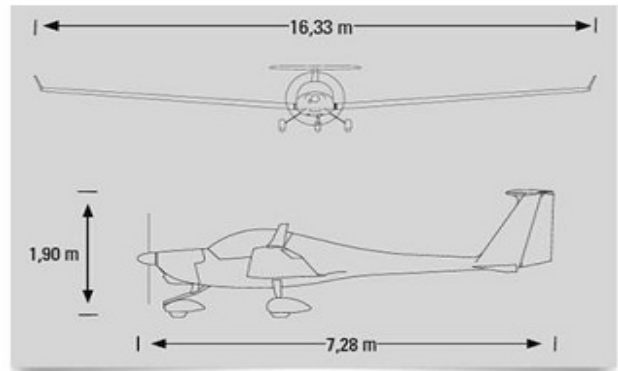
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SANTA FLEW IN TO CHICAGO EXECUTIVE AIRPORT ON DECEMBER 14TH



Saturday 12/14/13; Santa Claus visited Chicago Executive-PWK where 110+ fortunate children & adults were waiting. The visit was coordinated and/or sponsored by the following which included but were not limited to; the Nistler family, Future Automotive, the Hillerich family, PAPA, the Orsinger family, CEA & Signature-PWK. "On the Road Catering" supplied a feast for the attendees.

Many gifts were donated by employees and users of the Airport. Smiles and hugs were abundant. There were 8-elves (volunteers) supporting the event.

When it was all over; Santa departed by his airworthy and decorated sleigh. I've attached a few photos to show the happenings and you'll see that a good time was had by all no matter how young or old or big or small. Happy Holidays.

Al Palicki
Signature Flight Support—PWK



CHICAGO EXECUTIVE PILOTS' FLY MARKET

Classified Ads

FREE TO PAPA MEMBERS

YOUR AD CAN BE HERE NEXT MONTH

RADIOS FOR SALE



1 Icom Handheld transceiver model IC-5 with charger, head set connector, 2 battery packs, manual, excellent condition \$125.00

1 Garmin GPS model 195 large screen, includes 8' remote antenna, 3 battery packs 2 ni cad and one aa, Garmin interface to update data, charger case, excellent condition \$150.00



Contact mdb7201@aol.com

AIRCRAFT PARTNERSHIP AVAILABLE



For Sale 1/4 share of 1976 Cessna 172 M Skyhawk \$12000 160 HP TT 5554 SMOH 1530 Annual 6-13 Transponder & Radios 2012. Hangar in NE T's PWK Always hangared. Well maintained. Very good interior and good paint. The Airplane has 12K in engine rebuild fund.

RUSTY 847-910-2789 or cd987rusty@aol.com

LOOKING FOR ACCESS TO 6-SEATER



Do you have a C-210, Piper Lance, Cherokee Six or other 6-seater to share?

I'm looking for occasional access to a 6-seat aircraft for family trips.

Looking for a partner?

Occasional renter?

Someone to buy your share in an aircraft?

All could work for me.

I am a private pilot, ASEL/ASES, IFR. Have been flying for 38 years. My wife and I own a 4-seat aircraft at PWK (with a really small back seat), and are looking for an auxiliary way to carry more family members on occasional weekend trips

Steve Whitney

swhitney@whitneym.com 847-452-4305

FORMING AN AIRCRAFT PARTNERSHIP



Looking to form an aircraft partnership for purchase of a single engine aircraft. Two pilots flying out of KPWK wishing to form a partnership (LLC) for the purchase of an aircraft such as a Piper Pathfinder/ Dakota, Cherokee 6 or its ilk, or Comanche.

While not set on the type of aircraft, aircraft should be a comfortable cross country aircraft, 140kts or better, useful load of 1,100+ pounds, fully IFR and have a fully functional autopilot coupled to a Garmin 430 WAAS or similar. One partner is a CPA and will be handling the LLC books and tax returns. The other current partner is a CFII.

IF you are an interested party, contact Arthur at 847-962-9311.

Chicago Executive Airport currently has 4 vacant T-Hangars with Immediate Availability.

Northeast T-hangars:

The first hangar is a **west facing end unit** in building **56** with approximately **1,197 square feet**- the dimensions are noted in red on the first page of the first attachment. It currently rents for **\$508.00 a month**.

The second hangar is an **east facing inside unit** in building **56** with approximately **1,050 square feet**- the dimensions are noted in green on the first page of the first attachment. It currently rents for **\$446.00 a month**.

The third hangar is a **west facing inside unit** in building **57** with approximately **1,050 square feet**- the dimensions are noted in green on the first page of the first attachment. It currently rents for **\$446.00 a month**.

Southwest T-hangar:

The fourth hangar is a **north facing end unit** in building **51** with approximately **1,552 square feet**- the dimensions are noted in blue on the second page of the first attachment. It currently rents for **\$581.00 a month**. This is the second largest hangar we directly issue permits for.

These hangars will go to the first person/group that return the completed tenant application, which is the second attachment, and check or cash totaling the first month's rent and security deposit for the hangar they would like to the airport manager's office located at 1020 South Plant Road Wheeling, IL 60090. A permit will be issued and then you will receive the keys and gate codes to your T-hangar here at Chicago Executive Airport. The hangars are on a first come first serve basis.

If you know someone who would be interested in this hangar space, please forward this on to them. We can schedule a hangar viewing for anyone interested in seeing the available units. If you would like to view any of the hangars over the weekend you can reply to this email or call/text me at 847.302.6782 so we may schedule a viewing. For those that miss out on these opportunities but would like to get on the Waitlist for potential future hangar openings, please contact us so we may get that information to you. We are more than happy to answer any questions you may have. Prices are generally adjusted on May 1st of each year by the CPI index.

Additional Items will be needed but can be submitted/furnished at a later date:

Thank you,

Jason G. Griffith, Accountant
Chicago Executive Airport
847-537-2580 x118
jgriffith@chiexec.com

ASRS continues to receive reports in which Flight Crews appear to focus on the autoflight system to the extent that situational awareness is reduced, sometimes during critical phases of flight. In the following reports, awareness of the aircraft's actual flight path seems to have been compromised by:

Attention to programming the autoflight system

Assumption that autoflight system is accomplishing the task despite input/mode errors

Failure to reference other visual cues or raw data

In many of these reports, workload, confusion, unexpected situations, distractions and fatigue are seen as factors that may exacerbate autoflight related issues.

Autoflight human factor issues are a particular concern when both pilots lose situational awareness. This may occur with greater frequency as flight crews are trained primarily or exclusively in the more passive task of autoflight system management. ASRS reports suggest that the ability to maintain real world awareness can be eroded by over-reliance on the highly dependable programmed control of the aircraft. With that in mind, perhaps the following incidents should be viewed as the result of human nature rather than human error.

Managing the Automation — More or Less?

An A320 First Officer's focus on managing the automation led to an approach deviation that prompted a warning from the Captain and triggered ATC low altitude alerts. Proper programming and proper use of the automation might have eliminated the problems in this incident, but errors can be made and systems can malfunction. Situational awareness will save the day (or the dark and stormy night).

■ In the transition to the visual (backed up by the ILS), I thought I needed to cross [the Outer Marker] at 1,600 feet, placing the aircraft high on profile. I selected 1,800 feet/minute [descent] Vertical Speed to intercept the glide slope from above. As the Captain crosschecked he realized the aircraft was low on profile. At that time (approximately 1,600 feet), I disconnected the autopilot, arrested the descent, and maintained level flight until re-intercepting the glide slope (at approximately 1,400 feet).... Approach Control and Tower informed us they had received a low altitude alert.

Spend more time flying the aircraft and less time managing the automation. Had I tracked the LDA course and flown a visual approach it would have eliminated a high workload in a time-compressed situation.

**DO YOU REMEMBER BEING TOLD TO AVIATE, NAVIGATE, COMMUNICATE - IN THAT ORDER ?
FLY THE AIRPLANE FIRST**



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NAME THE NEWSLETTER

IF OUR ORGANIZATION IS NOW KNOWN AS THE
CHICAGO EXECUTIVE PILOTS' ASSOCIATION
WHAT SHOULD WE CALL THIS NEWSLETTER?

IT SHALL BE 'PAPA SEZ' NO LONGER

CLEVER CREATIVE OR SIMPLE
WHAT SHOULD WE CALL OUR MONTHLY COMMUNICATION?

EMAIL NEWSLETTER EDITOR 99MJM@SBCGLOBAL.NET
THERE'S NO PRIZE, BUT BRAGGING RIGHTS AND SATISFACTION