



PAPA SEZ

Volume 25 Number 6

June 2011



We support Young Eagles!!

This Spring, Saturday June 18th, Chicago Executive Airport will host another Young Eagles Day.

To sign up for the rally, kids have to be 8 to 17 years old, have a parent's written permission and call the Young Eagles Hotline at 847-484-7142. Follow the instructions to be scheduled for your Young Eagles flight at Chicago Executive Airport. You will be contacted before the rally with your sign-in time and instructions.

Every Young Eagle will need parent's or guardian's written permission (forms available the day of the rally) and each will receive an official EAA Young Eagles flight certificate commemorating his or her first flight. Flights are given by federally licensed volunteer pilot members of the EAA. For more information call 847-579-1225

Volunteers are needed to fly (you must be an EAA member for volunteering as a pilot) as well as work on the ground. This event, as part of the EAA program, has provided an introduction to aviation for more than 1.5 million young people.

EAA members Richard Steinbrecher and Carol MacCabe have led the efforts over the years to make this a big part of PWK's community outreach. Local groups and individuals are welcome to sign up by calling the hotline number. Volunteers can do the same.

847-484-7142

visit www.ceaa.us/youngeagles.html

COME TO OUR JUNE MEETING

LEARN MORE ABOUT HOW YOU CAN USE
YOUR IPAD IN THE COCKPIT.
HEAR FROM SOME WHO HAVE TRIED SOME OF
THE NEW PRODUCTS AND APPLICATIONS

SPEAKER MIKE MILEY WILL ENLIGHTEN US

JUNE 24TH 7PM CROWNE PLAZA HOTEL
Come early and have dinner!!!

WHAT PAPA DID IN MAY

PAPA members met on May 10th for the regular monthly Board meeting. We conducted our regular business and we discussed plans for the rest of the year. Two new members came in and volunteered to help out. You could too!!!

PAPA members attended the May meeting of the Chicago Executive Airport Board. We maintain our commitment to providing a flow of information from the pilot community to the Chicago Executive Board and from them back to the pilot community.

Repairs to the sewer line are taking place as we go to press with this newsletter. Keep your fingers crossed that we will soon see the last of the porta potties at the NE T's. We hope to hear soon.

Come along when we fly on a Saturday or Sunday for an activity with the DuPage Pilots Association. Or join in with Chicago Executive Flight Schools for a free ground school session or a flyout for fun (and food)

We attended the Illinois Aviation Hall of Fame Dinner and Induction Ceremony in Springfield May 25th. The Spirit of Flight Award (which PAPA received not too long ago) went to the Chicago DODO Chapter of the Tuskegee Airmen. Two original pilots who flew in WWII were present to receive this honor and the applause was thunderous. Also inducted were Aurora Airport Manager Bob Rieser, former Director of IL Div. of Aeronautics and AOPA Regional Rep Bill Blake, Galesburg Airport's Harrel Timmons and retired United Capt. Nick Lung of Ogle Cty. Airport.

We have made all of the arrangements for our June 24th meeting and expect it will be well attended. If only we had iPad's to give away <grin>. Plans are in the works for our annual summer picnic and judging is in progress on the scholarship applications received.

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

PAPA 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?

and did you pay your PAPA dues????

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PAPA 2011 EVENT SCHEDULE

All Board Meetings are held at Atlantic Aviation
 in the Conference Room at 7:00 pm
NOW ON TUESDAY NIGHTS EACH MONTH

JUNE 7 Board Meeting
 11 5PM Fly-In to Lansing
 Helicopter Intro Flights
 (contact Jim Kwasek)
 22 Safety Mtg—Mike Miley
 The E-Pilot Fly with IPAD
 Crowne Plaza Hotel
 Northbrook, IL 7:00 pm

JULY 12 Board Meeting
 27 6Pm Fly-In/Drive-In
 Grand Geneva for Dinner

AUGUST 9 Board Meeting
 24 Members Hangar Picnic

SEPTEMBER 13 Board Meeting
 28 General Safety Meeting

OCTOBER 11 Board Meeting

NOVEMBER 1 Board Meeting
 16 Annual General Safety
 Meeting & Election

DECEMBER 6 Board Meeting
 14 PAPA Holiday Party
 17 Toy Drop



MEMBERSHIP REPORT

New Members in April

Regular Members:

ADAM KELLY

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 15th 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

**Minutes of the Papa Scholarship and Safety Foundation Board
MEETING OF May 10, 2011**

Madeleine Monaco, **Vice President**, called the meeting to order at 19:05. Present: Madeleine Monaco, Barry Axelrod, Ken Riesterer, Howard Levinson, Jim Loerzel, Steve Bunde, John Doerner, Marty Kramer, Rusty Stevens.

Minutes from the April Board meeting approved with no changes.

TREASURER'S REPORT \$26384.20 balance in account. (3.4% increase over last year)

3 scholarship applications have been received (2 from Lewis University and 1 from Plainfield H.S.) No Badal Applications have been received.

2011 Scholarship Planning/Advertising discussed

Meeting adjourned at 19.10pm

**MINUTES of the PAPA at CHICAGO EXECUTIVE AIRPORT
MEETING OF April 13, 2011
WHEELING, ILLINOIS**

CALL TO ORDER Madeleine Monaco, **Vice President**, called the meeting to order at 1912 Present:, Madeleine Monaco, Ken Riesterer, Howard Levinson, Steve Bunde, Jim Loerzel, Marty Kramer Barry Axelrod, Rusty Stevens, Guru Prasad, John Doerner, Adam Kelly, Ruth Cooper

Treasurer's Report – Riesterer. Reports were submitted and reviewed by Treasurer Riesterer. Total assets as of April 28 are \$9778.90. Operating loss for April of 441.11. There are two outstanding advertising invoices for OTODM.

Airport Support-Levinson. Reports planning for KPWK 25th anniversary. On field Piston Maintenance is still a concern. Looking for members to please fill out survey @ PAPA website to assist in creating a report based on needs for the airport.

By-Laws/Legal- Hanaford. Via E-mail working on an upcoming newsletter article, not present.

Membership – Riesterer. Report submitted indicating 171 current members. One new member this month. Renewals to be sent out 5-11-11.

Safety/Programs-Pesche Not Present, I pad Flying seminar in May. Prop Shop will host seminar in September. Prasad working on KORD tower tour.

Public Relations – Bunde/Cooper to help with PR. Also will help with Web upgrades.

OLD BUSINESS

T-Hanger Cmte Update – Doerner – Still No bathrooms available yet. No sewer line yet. Doerner will call engineer.

Maintenance survey: delayed to next board meeting.

2011 safety programs are set up

June 22, 2011 Safety meeting IPAD flying

NEW BUSINESS

August 24th PAPA Picnic Cooper appointed chairperson

Notes...5-26 Young Eagles will be having an event at Signature.

ADJOURNMENT Meeting adjourned at 2007.

Respectfully submitted,
Rusty Stevens 5-12-11

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- Additional cost for Pilatus and Caravan models.
- To redeem; present this original voucher When scheduling your detailing service.
- May not be combined with other discount offers.
- Offer expires: June 30th, 2011.

**DOWN TO THE LAST DETAIL &
Signature-PWK Appreciate Your Patronage!**

For office used only:

Aircraft tail number _____

Aircraft Make/Model _____

Date: _____ Aircraft Base Identifier _____



LIVE ATC—FROM PWK

Listen to LiveATC.net - tower communications from Chicago Executive Airport . You can now listen to clearance delivery, ground and tower communications on LiveATC.net or via the Live ATC iPhone App.

More information can be found at:

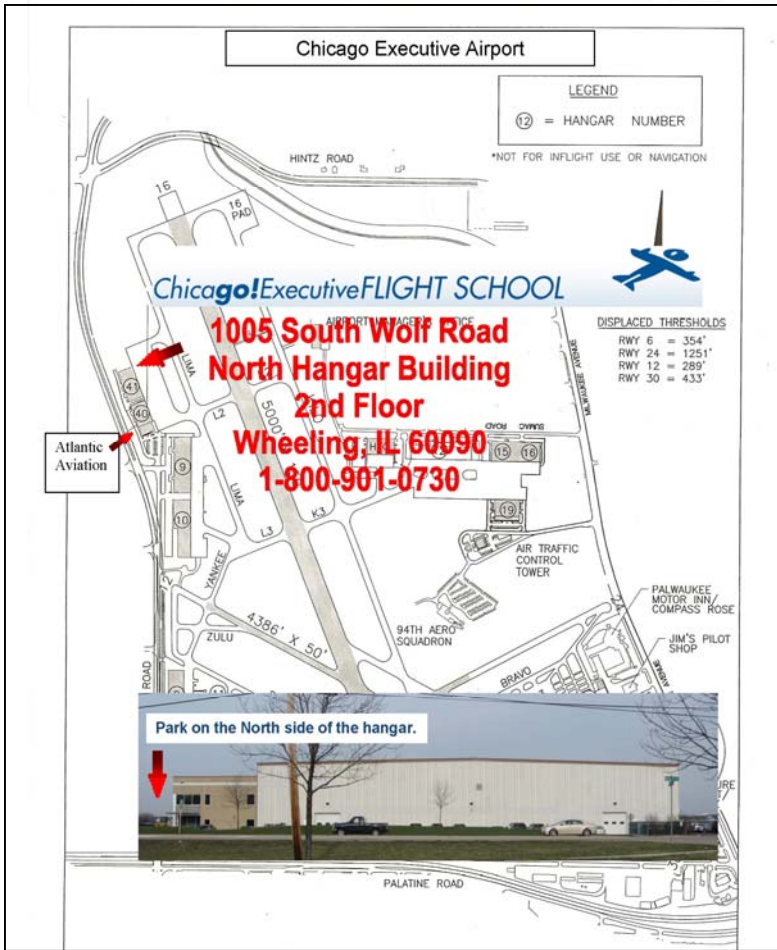
<http://www.myflightblog.com/archives/listen-to-live-atc-communications-for-chicago-executive.php>

**The DuPage Pilots Association
has invited us to join
in their FLY-OUTS**

MEET AT THE TIME AND PLACE SHOWN

SUNDAY, JUNE 5 DEKALB 9AM
PANCAKE BREAKFAST

SUNDAY, JUNE 19 SCHAUMBURG ,IL 8 AM—11 AM
EAA #153 PANCAKE BREAKFAST



PWK FUEL



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

IS THERE ADEQUATE PISTON MAINTENANCE AVAILABLE AT PWK?

Please fill out this survey and send your response to us

Scan and email to papa@pwkpilots.org

AIRCRAFT MAINTENANCE SURVEY

WHAT AIRCRAFT DO YOU OWN?

WHERE WAS YOUR LAST ANNUAL INSPECTION DONE?

WHAT WAS THE BASE RATE FOR THE ANNUAL?

(IF NOT KNOWN—WHAT WAS THE TOTAL?)

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YOUR AD CAN BE HERE NEXT MONTH

CLASSIFIED ADS RUN THREE MONTHS UNLESS CANCELLED OR RENEWED

**PAPA Pilots in Action
Recollections of the Good Times**

*Except For the Moment All Our Entire Lives Are Spent In Memory
By Albert E. Riley, Pilot and Author*

Into the jaws of Death, into the mouth of Hell rode the 600. Well, not quite. My beautiful Up-To-Date-State-Of-The-Art Comanche had only 260 horses as we flew along Cheyenne Mountain, over the Royal Gorge Bridge and down, down into the canyon of the Arkansas River. Our mountain flying training had begun with the Comanche fully fueled, nearly at gross weight, ready for an early morning takeoff from the Colorado Springs Airport on a bright, visibility unlimited, cloudless day.



"We'll try a few steep turns down in the canyon," Clyde Ericson, our mountain flying expert instructor said. "Those rocks and ledges out there will concentrate your mind on a required mountain flying mountain flying skill ... judging how wide the canyon really is and believing in the truth that the slower the airspeed the smaller the radius of the turn."

"Is the canyon really wide enough?" We asked.

"What do you think? Remember, in this clear mountain air you can see forever," he said "The mountains seem closer than they really are. Flatlanders take a while to adjust." Clarity of the mind was instantaneous. Well below rim, above the river and close to the jagged rocks of the north canyon wall that ancient Comanche immediately slowed to ninety knots fully capable of a 360 turn well before midpoint of the river appeared.

Although I have owned my beautiful Up-To-Date-State-Of-The-Art Comanche 260 for thirty years and flown more than 1,800 hours in the left seat there are times when that ungrateful plane wants to argue with me and act like a fifteen year old teenager.



But when Clyde Ericson touches the controls that old plane snaps to and behaves like the CEO of an International Company safely ensconced in his Gross Point mansion when his wife orders him to get moving and take out the trash. His altitude and demonstration steep turns are precise. In the clouds, his attitude indicator and DG are immobilized as if the instruments were not functioning.

Those nearby canyon walls did the trick. Our turns were tight, the altitude did not change, there was no crash into the looming cliffs and the flight north along the winding river to Salida and Leadville uneventfully continued.

A retired United Airlines 747 Captain, Clyde stands five foot six inches tall, losing a bit of his now-graying top hair and weighs about 175 pounds. He projects a friendly, outgoing manner and a look of open availability for those meeting him for the first time. When he tells a joke, his face lights up, a shy mischievous grin begins to form, his blue eyes twinkle, and the punch line comes with a "How do you like them apples?" kind of expression, followed by a full blown, gut jiggling laugh.

Even so, this easy going luncheon companion morphs into a serious, dedicated, and commanding instructor-leader in the cockpit. He has the uncanny ability to assess and guide a student to a higher skill level in a most direct, uncomplicated way ... with the ease of a magician and the authority of a long-time 747 Captain. With his take-charge confidence and knowledgeable aviation persona he demonstrates his flying skill with the precision and accuracy of a surgeon.

As we left Leadville for Hagerman Pass, Aspen and a pit stop at Eagle, the crisp bright sunshine of the morning had waned. A few showers appeared along the snow capped mountains west of our route. Cloudless days in the mountains can change rapidly. The Comanch performed flawlessly at that high altitude. The bright sunshine had disappeared with an uneventful landing at Leadville.



"If you can see through the rain shower you can fly through it," Clyde said.

Leaving Eagle, the I-70 Interstate took us through Loveland Pass at the continental divide, (Elevation: 12,060), where it passes through the Eisenhower Tunnel sixty miles west of Denver to bring us back down to the lower plains near Denver about 70 miles north of Colorado Springs. The Pass felt narrow. The jagged rocks on either side of the plane seemed very close.

PAPA Pilots in Action continued...

Just past the ridge of the pass, an obscuring rain cloud suddenly enveloped the plane. "What do we do now," I said. There was a pronounced quiver in my voice. My recollection is that Clyde seemed to momentarily turn ghastly white. But, the serious, dedicated, instructor-leader's brain coolly analyzed the situation and with the ease of a seasoned airline Captain the solution was revealed. The lowest scale on the Garman 430 shows the Interstate highways. He reached over and adjusted the GPS scale.

"Follow I-70 on the 430 and you'll be OK," he said.

We quickly and safely flew out of the shower. There was an extended moment of dead silence as the tension of the moment receded and assurance of a future life returned. We continued on to Colorado Springs. Showers could be seen out on the plains. Shutdown came just before 35 knot winds swept the airport. We sat in the plane for a while and enjoyed that feeling pilots have who've "slipped the surly bonds of earth, and danced the skies on laughter-silvered wings."

There is a mischievous fun side to Clyde. Shortly before events of 9-11 more than fifty friends assembled at the O'Hare arrival gate to celebrate his final United Airlines retirement flight from Denver. The crowd watched with great excitement as the nose of that huge 747 slowly came to a rest only a few feet from the gate windows. Passengers streamed off slowly. There was a long wait before a seriously minded attendant arrived and boarded the plane with a wheelchair. An air of saddened concern and quiet apprehension drained the joyful expectant faces of the many assembled well wishers.



A Stewardess appeared and announced that, although severely injured, her valiant Captain, in spite of his near catastrophic injuries, had safely brought that huge plane with its 200 passengers home to a safe landing. The rest of the crew then slowly pushed Clyde up the ramp in the wheelchair, his right leg in a splint, his head swathed in bandages with his Captain's hat perched on top. With a huge grin he announced that he had saved the day, really done it all ... and that everyone was invited to a buffet dinner at the nearby Hilton Hotel ... a fitting celebration and conclusion for a wonderful career.

Retirement from United Airlines did not close Clyde's career flying the Boeing 747. Global Peace Initiative (GPI), a Christian outreach organization, was created in 1992 to bring emergency supplies to disaster struck communities throughout the world. In 2002 GPI was given \$1 million to buy a retired Boeing 747 SP from the Arizona desert bone yard. Experienced volunteers were needed to restore and fly the plane. Ericson agreed to manage this effort and quickly assembled a team of retired United Airlines pilots and maintenance specialists. Over the next few months they completely restored the plane known as the Global Peace Ambassador. The GPI Team was prepared to load and deliver 76,000 pounds of cargo and up to 99 doctors/nurses and other critical relief staff to places like India, Europe, Africa or Japan without stopping for fuel thus cutting lead times for emergency relief. The Ericson led flight crew flew the plane fully loaded with emergency supplies to Ethiopia, Haiti and to Sri Lanka just after the Tsunami Disaster.

Each time we fly an Instrument Check-ride Clyde brings forth great improvement in my piloting skills, most recently with the sage and subtle comment "Albert, that famous wise and gentle Asian philosopher Genghis Kahn said "Pilot who flies 5400 feet altitude can fly at 5500 feet."

CHICAGO EXECUTIVE FLIGHT SCHOOL IS SCHEDULING EDUCATIONAL AND FUN EVENTS FOR SUMMER

Join them if you can!

June 5, 8am Breakfast Flyout to Janesville

June 11, 5pm Helicopter Intro Rides at Lansing

June 18, 4:30 pm Emergency Procedures Ground School

June 19, 8am, Breakfast Flyout to Clow

June 25, 5pm, Dinner Flyout to Racine

For more information contact

info@chicagoexecutiveflightschool.com



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PAPA At Chicago Executive

**JOIN US FOR OUR JUNE MEMBERS MEETING
AT THE CROWNE PLAZA**

**MIKE MILEY OF MYTRANSPONDER.COM WILL PRESENT
AN INTERESTING AND INFORMATIVE TALK ON
THE USES OF THE IPAD WITH FLIGHT APPLICATIONS.**

**7:00 pm
JUNE 24, 2011**



Okay—so the graphic isn't an iPad— We don't have the copyright