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The Newsletter of PAPA At Chicago Executive

PAPA SEZ

Volume 26 Number 3

March 2012

SAFETY MEETING FEBRUARY 22ND

Our February meeting was very well attended.

A good group of about 70—both members and non-members - came out to hear a presentation by the PWK Tower controllers on the recent accidents in our area. A conversation about fuel starvation and continued flight into IFR conditions is always valuable and informative for pilots.

We began with the introduction of our favorite FAASTeam guy—Lou Wipotnik. Lou was going to explain the Wings program—but everyone was up to speed already.

Next we had a few minutes of info from our CEA CFO—Rita Boserup. Rita modeled the brand new CEA fleece jackets that are now available and offered them for sale. She reminded us that the airport rent bills can be paid with an automatic debit system. Rita introduced the great Joe Wargo and his team of airport operations experts, who came to participate in our role playing exercise for airport movements. Cris Salgado was with us as well.

CEA Assistant Airport Manager Jamie Abbott then spoke of the proposed construction projects for summer of 2012. Primary among them is an extension of Taxiway Echo on the east end. Watch for more info as the projects begin.

Then Dr. Tom Cozzi was introduced. Dr Tom is a local A.M.E. who spoke very briefly on the FAA plan to mandate electronic forms for all medical apps beginning later this year.

Our safety presentation then took place—with tapes of the Navajo communications with PWK Tower and tapes of the DPA ATC communication with the Cirrus. Most of us were reminded of what not to do—and the tips from Peter Sachs and Gary Walker were well received.

We ended the meeting with a chance for pilots to play controller on the big airport diagram Peter and Gary brought with them. It gives you a whole new perspective.

The April 25 meeting on engine operations and maintenance will be presented by Mike Carey of Poplar Grove Airmotive. Mark your calendar.

WHAT PAPA DID IN FEBRUARY

PAPA members met on February 13th for the regular monthly Board meeting. We conducted our regular business, including getting the applications for our scholarships together and a new amount voted to be given as the Mark Turek Scholarship. New volunteers are always welcome. You could help!!! Please volunteer—be a part of it.

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

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 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?



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PAPA 2011 EVENT SCHEDULE

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

MARCH 12 Board Meeting

APRIL 9 Board Meeting
 25 General Safety Meeting
 Poplar Grove Airmotive staff
 on Engine Repair + Replacement
 Location—T.B.D.

MAY 14 Board Meeting

JUNE 11 Board Meeting
 27 General Safety Meeting
 Rob Mark—Flying the A380
 Crowne Plaza Hotel

JULY 9 Board Meeting

AUGUST 13 Board Meeting
 22 Membership Picnic/Expo
 Scholarship Presentation
 On airport location—T.B.D.

SEPTEMBER 10 Board Meeting
 26 General Safety Meeting
 Aircraft Propeller Services
 Tour and Seminar
 Wolf Road Facility

OCTOBER 8 Board Meeting

NOVEMBER 12 Board Meeting
 14 Annual General Meeting
 CEA Mgr Dennis Rouleau
 State of the Airport
 Election of Officers
 Crowne Plaza Hotel

DECEMBER 3 Board Meeting
 12 Holiday Party
 15 Santa Toy Drop

NEW PAPA MEMBERS IN JANUARY



IRA KATZ
 JOHN O'MALLEY
 JASON UNGER
 LAWRENCE THALMANN

WELCOME TO ALL!!!

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
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**MINUTES PAPA SCHOLARSHIP and SAFETY FOUNDATION
MEETING OF February 13, 2012 WHEELING, ILLINOIS**

CALL TO ORDER Jim Kwasek, **President**, called the meeting to order at 1902. Present: Jim Kwasek, Ken Riesterer, Jim Loerzel, Rusty Stevens, Chris Pesche, Keith Miller.

APPROVAL MINUTES January, 2012 Minutes approved. Discussion on Nov, 2011 minutes followed.

TREASURER'S REPORT For the period ending Jan 31, 2011 there was \$24371.89 in scholarship fund

OLD BUSINESS Motion to increase the Mark Turek scholarship award to \$5000.00. Discussed with input from Donna Turek. A new motion was made to split the balance and award \$3000.00 this year and \$3500.00 the following year. To be given to New Trier High School senior to be used for aviation studies. The check will be made payable to the student's school of choice. Passed unanimously.

NEW BUSINESS PAPA Scholarship committee received a donation from Mackenzie for congress in the amount of \$250.00 Thank you to MacKenzie for congress will be mailed.

ADJOURNMENT Meeting adjourned at 1910.

**MINUTES PAPA at CHICAGO EXECUTIVE AIRPORT
MEETING OF February 13, 2012 WHEELING, ILLINOIS**

CALL TO ORDER President, called the meeting to order at 1942. Present: Jim Kwasek, Ken Riesterer, Jim Loerzel, Keith Miller, Rusty Stevens and Chris Pesche.

REPORTS January, 2012 Minutes approved.

Treasurer's Report – Riesterer. Report was submitted and reviewed by Treasurer Riesterer. Total assets as of January 31, 2012 were \$9356.97. 11% reduction from 2011
Monthly PAPA ACE expenses average \$550.00 monthly including all functions.

Membership – Riesterer. Report submitted indicating 157 current members. The four new members are: Ira Katz, John O'Malley, Jason Unger and Loren Thalman. Welcome

Safety/Programs- Chris Pesche next safety mtg February 22nd 50 FAAsteam reservations have been made already. The February topic is Cockpit communications, CEA controllers will participate. The April program topic will be aviation piston engines. Airmotive engine builder will be presenting.

Webmaster- Jim Kwasek- . New software has stabilized website from hacker attacks.

OLD BUSINESS Keith Miller volunteered to handle picnic operation.

NEW BUSINESS None

ADJOURNMENT Meeting adjourned at 1921.

Respectfully submitted,

Rusty Stevens
Dated: Feb 13, 2012

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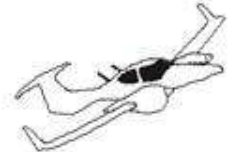
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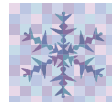
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Vicky Mayr 847-537-2580 x 123**

SNOW HOTLINE AT KPWK



The airport has created a Snow Hotline. Simply dial the main office number 847-537-2580 and press 9 for the Snow Hotline. We will update the message when snow events occur and give a brief description of the pavement conditions and weather. We ask that you do not leave a message after the recording because it will not be monitored.

NOTE FROM THE EDITOR

We are running a series of stories from our members on how they got into flying.

Send an email with YOUR story and we will publish it.

Who took you for your first ride?
What airport did you drive by and wonder about?
Did you join the military and serve?
What's your story?

Send it to 99mjm@sbcglobal.net



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CHICAGO EXECUTIVE ATCT LETTER TO AIRMEN NO: 1

SUBJECT: RUNWAY 16 DEPARTURES

Aircraft departing PWK Runway 16 could conflict with aircraft departing O'Hare International Airport (ORD) Runway 4L. To ensure separation, departure restrictions at either airport are required. To continue to run the most efficient operations at both airports, the following procedures have been instituted, and will continue when ORD is departing Runway 4L:

PWK IFR Runway 16 departures will be required to complete a left turn to an assigned heading to the northeast within one NM of the departure end of Runway 16.

If unable to accept the turn required above the following options will be utilized:

1. Depart PWK Runway 34 if operationally feasible
2. Depart PWK Runway 16 VFR and pick up the IFR clearance when airborne. This needs to be coordinated with PWK Control Tower.
3. A ground departure delay may be necessary if aircraft cannot comply with any of the options listed.

If a pilot loses radio communications after departing VFR and before receiving their IFR clearance, remain VFR.

Tyree W. McAfee, Manager Chicago Executive Tower

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TIRED OF DULL, NORMAL, STRAIGHT-AND-LEVEL FLYING?

Tell you what you ought to do! Take time out to develop a higher level of aircraft control and precision. Chandelles, Lazy Eights, Eights-on-Pylons, Steep Spirals and Power-Off 1080, 360 and 180 Accuracy Approaches and Landings will improve your airmanship and reinforce skills necessary for safe, everyday flying.

The benefits gained from accomplishing the Chandelle include:

- Fine control of rudder with changes of pitch, bank, angle of attack and airspeed. Good for stall avoidance during all maneuvering and for maximum performance.
- Timing of roll-in and rollout to achieve wings level on a prescribed heading. A good skill for precise airport traffic patterns and instrument flight.
- Minimum control airspeed as a function of a given power setting and a predictable pitch attitude translate into getting maximum climb performance while avoiding power-on stalls during a short-field takeoff or a go-around over obstacles.
- The Chandelle teaches us to avoid rolling and pitching at the same time. This is valid for large bank and pitch excursions in the Chandelle maneuver.

The Lazy Eight on the other hand, shows us that we can safely pitch and roll at the same time so long as we limit the rate of change in both axes. The lazy Eight is a graceful exercise in aircraft control. The objective is to develop a pilot's feel for varying control forces, and the ability to plan and remain oriented while maneuvering the airplane with positive, accurate control.

The benefits gained from achieving the Lazy Eight include:

- Rapid integration of visual and instrument flight. You can't bank five degrees or adjust pitch by three degrees entirely with the horizon. Also, you can't adjust your maneuver to roll out referring to ground references on instruments. The Lazy Eight requires including visual and panel reference to your scan.
- Rudder coordination by instinct, not in response to the slip-skid indicator.
- Using rudder not as you expect it, but as you need it. In some airplanes, it takes as much left rudder in a descent as it takes right rudder in a climb. Most pilots are not used to pressing on the left pedal. But, there are times when it is needed and we should be willing to do so.

Eights-on-Pylons are the most advanced and difficult of the low-altitude flight maneuvers. It is unsurpassed for developing subconscious control of an airplane. It focuses the pilot's attention almost completely outside the cockpit while maintaining a pivotal position on a selected pylon. Control of the airplane must be instinctive with bank, pitch and rudder control correctly varied without looking at the flight instruments.

The benefits of flying Eights-on-Pylons include:

- Rudder coordination by feel and anticipation in turns, climbs and descents.
- Bank control compensating for the airplane's over-banking tendency when exceeding 300 degrees of bank.
- Altitude control without scanning the instruments as you fly through slight increases and decreases in altitude to meet pivotal requirements.
- Division of attention, a good skill for all flying.
- Drift control and its effect on groundspeed—especially useful in the traffic pattern. On calm days in the traffic pattern, we can make 90 degree turns with little effort, but add a bit of wind and the effort required to fly perfect ground reference maneuvers increases with the wind velocity.

The purpose of the Steep Spiral is to prepare the pilot for a power-off landing in the event of an engine failure. It combines the Best-Angle-of-Glide airspeed with wind correction and planning of Turns-Around-a-Point while descending over a selected spot.

The Steep Spiral reminds the pilot:

- Bank angle must increase with a tailwind and decrease with a headwind to maintain the same distance from the reference point. This reinforces shallow bank angles in the turn from base to final approach in a typical, into the wind traffic pattern.
- Pitch attitude must remain constant to result in a consistent airspeed for a given power setting, even if that power is simulated "zero."
- Increasing bank angle for a given airspeed reduces glide performance. At "Best Glide Speed," turning increases the rate of descent. However, it still gives the best possible forward distance for any given bank angle.
- A good spiral approach keeps us close to the runway for a power-off approach.

TIRED OF DULL

.....continued from page 6

The Power-Off Landing helps develop judgement in estimating distances and glide ratios. It is a high, tight approach close to the runway:

- The approach must be flown fairly tight if you have any hope of reacing the runway.
- Extending flaps will change the glide characteristics of the airplane. Good to know for normal, short-field and engine failure landings.
- Extending the landing gear will dramatically affect glide performance. Something to know for normal and emergency operations.
- Learn to aim for a precise touchdown point and hitting it, or a point slightly father down the runway. Avoid landing short of the original goal. This is especially helpful in short-field operations.

Perfecting these maneuvers will make you a far safer and more confident pilot. Executing these maneuvers will instill a habit that will avoid rapid bank changes concurrent with pitch excursions. "Yanking and Banking" can be bad for your health.

Airplanes are designed to handle significant g-loads in coordinated wings-level flight, but can stand far less load when uncoordinated or while rotating around the longitudinal axis when tht load is applied. Yanking and banking puts unusual bending loads on wing structures, and is considered a factor in in-flight structural failures.

By Ray Klaus
National Association of Flight Instructors
Master CFI-II-MEI

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PAPA At Chicago Executive General Safety Meeting

**Next meeting is scheduled for
7:00 pm April 25th
Mike Carey of
Poplar Grove Airmotive
will present a seminar on
maintaining your aircraft engine**

LOCATION TO BE DETERMINED