

## WHAT PAPA DID LAST MONTH

Chicago Executive Pilots' Association members held their monthly business meeting.

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.

Our organization is currently focusing on two very important issues that the airport board is considering; the sale of reasonably priced fuel at our home airport through a self-serve facility, and the possible imposition of landing fees by the airport in addition to the ramp fees charged by our FBOs. Please see the letter reprinted on page 7 from our Airport Support Network Rep, Howard Levinson.

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?

## FAA Safety Briefing *News Update*

### **NTSB Issues New Safety Alerts**

The National Transportation Safety Board (NTSB) issued five new Safety Alerts in December that provide GA pilots with mitigating strategies for preventing accidents. A Safety Alert is a brief information sheet that pinpoints a particular safety hazard and offers practical remedies to address the issue.

The five new Safety Alerts issued cover restraint system inspections, carburetor icing procedures, emergency locator transmitter (ELT) awareness, securing items in the aircraft cabin, and the proper use of fiber or nylon self-locking nuts.

The five GA Safety Alerts released, as well as the 25 others issued since 2004 (including five video Safety Alerts), are available at <http://go.usa.gov/2BeA>.

### ***We Have the Technology...***

With all eyes set on the latest gadgets and gizmos coming out of the Consumer Electronics Show ....., what better time to announce our new technology-themed issue of *FAA Safety Briefing*, now available on [http://www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/).

This first issue of 2014 explores the important role technology plays in keeping general aviation safe and efficient. Articles discuss the many benefits of emerging technologies as well as the potential safety hazards of being too technologically focused. Download it for free to your new e-reader device today!

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**PAPA EVENT SCHEDULE 2014**

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

February 26	SAFETY PRESENTATION CROWN PLAZA HOTEL NITE FLIGHT: HOW CAN WE DO BETTER by TERRI DONNER A300 CAPTAIN
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**

**PWK FUEL**

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



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

## 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 1<sup>st</sup> 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](mailto:jgriffith@chiexec.com)

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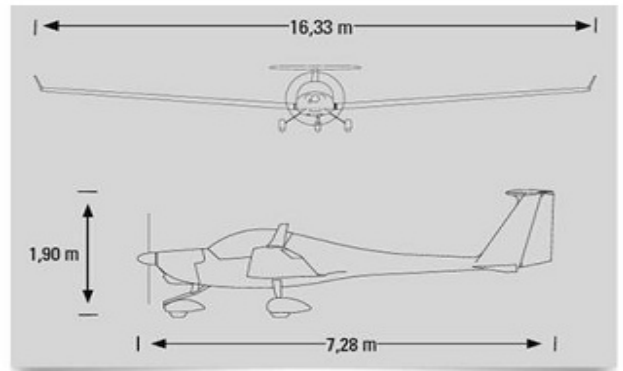
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## CHICAGO EXECUTIVE PILOTS' FLY MARKET Classified Ads

FREE TO PAPA MEMBERS

**YOUR AD CAN BE HERE NEXT MONTH**

**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.

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RUSTY 847-910-2789 or [cd987rusty@aol.com](mailto:cd987rusty@aol.com)

## SURVIVING A TAIL ROTOR EMERGENCY

Returning home from my military service in 1967 and in the following years, I decided to take advantage of the GI Bill. Since I already had a Commercial ASEL, I added on a CFI-A, plus CFI Rotorcraft Helicopter.

I then started instructing in the Brantly B2B helicopter which I received my experience in and at a school at Pal-Waukee Airport (PWK), in Wheeling, IL. One of my former fixed wing students decided to take lessons from me in the B2B. My student Norm had about 1.5 hours, when on April 12, 1975, while practicing hover maneuvers in a somewhat strong wind, the helicopter started to spin. I said to Norm in my reassuring instructors voice "I've got it" and put in opposite anti-torque (rudder peddle) against the ever-increasing rotation. I suddenly realized I didn't have it, as it was already starting to spin faster and the outside scenery was becoming a blur.

My former emergency hover training said I should cut power and perform a hovering autorotation. I realized that we were spinning so fast, and if I did that, when we hit the ground (around 3 to 5 feet below) we would roll over and the helicopter would trash itself to death. We would probably walk away, but from a totaled aircraft. The only option I could think of was to lower the collective until the skids got lightly into the grass, this slowed down the rotation a little and the machine started to tip. I gently pulled up on the collective, stabilized the machine and performed this procedure two more times. Finally I got the Brantly slowed enough to set it down in a level attitude with little rotation.

I stepped outside and looked at the tail rotor, it was still turning. I couldn't figure out what had just happened, but got back in and shut down the helicopter. We walked back to the flight school, me on rather rubbery legs.

My student Norm asked me if I was scared. I answered, "yes" once I shut down the helicopter and realized what had just taken place. Much later, I was told that the incident was caused by mechanical shaft breakage that occurred after a mechanic replaced the shaft with an unauthorized part. The bad part was the shaft that runs from the tail rotor gear box to the pitch change tail rotor blades. When the RPM was low the shaft would turn, so on the ground it looked just fine, but when it broke, only torque was turning airframe and the tail rotor had no effect.

It all goes back to the old adage; "Fly the aircraft and keep control all the way to touchdown".

P.S. Norm went on to solo the Brantly B2B, and I received my ATP Helicopter in Dec. 1997.

Lou J. Wipotnik, ATP – MCFI  
CFI – A/M/G/AI/RI/RH/RG



## Don't Let Your Skills Erode

It is necessary to fly the airplane regardless of the high-tech stuff you have on board. NTSB files are stuffed with pilot loss-of-control accidents. The reason appears to be forgotten, or perhaps, never acquired stick-and-rudder skills. Certainly, some of the blame can be shared by the flight instructor community. You can't teach what you haven't learned. Stick-and-rudder proficiency is a very personal thing. It is an investment in your future and you are worth it.

Statistics show an increase in aviation accidents as a result of technically advanced aircraft. Especially since a larger portion of General Aviation today is used for transportation, This demands a higher level of professionalism. The FAA/Industry Training Standards (FITS) embraces concepts such as Risk Management, Aeronautical Decision Making, Situational Awareness, and Pilot Resource Management. These concepts are a part of every instructional exercise. The idea is to "train the way you fly, and fly the way you're trained."



If you fly a new technology glass-panel airplane on long cross-country trips, then you need to train to support your need. GPS has proven to be very reliable. It can depict warning areas and Class B airspace, predict arrival times, present ground speed and fuel consumption data, and even fly autopilot to your destination, with a WAAS precision approach to landing.

Nevertheless, it is still essential to maintain basic skills. Knowledge and judgment are the best tools for keeping you out of trouble. There has been a definite shift from stick-and-rudder skills to technology. Pilotage is becoming a lost art. While technology is great, it will never replace skills and judgment.

If you don't fly frequently, it is important to refresh your skills in a structured program to suit your needs. Quarterly would be ideal in keeping with seasonal weather. Twenty-four months between flight reviews, and six-month instrument checks is hardly enough.



Being able to fly GPS and leap entire states in a single bound doesn't help when the weather turns crappy and you are forced to use an alternate where the wind is howling, the runway is short, you have to do a circling approach, and you are dog-tired. Right there, the only thing that counts is good, old-fashioned stick-and-rudder skills.

Red Baron Ray, at your service,

*Ray Klaus*

**HERE IS A LETTER FROM OUR AIRPORT SUPPORT NETWORK REP TO THE CHICAGO EXECUTIVE BOARD**

Howard D. Levinson  
2523 Osage Drive  
Glenview Illinois 60026

January 24, 2014

Chairman Robert McKenzie  
Chicago Executive Airport  
1020 Plant Road  
Wheeling IL 60090

Dear Chairman McKenzie:

Most everyone in the prestigious Chicago Executive Airport Board is old enough to remember the phrase, "Don't kill the goose that lays the golden egg." In the opinion of the writer, that is exactly what is being proposed in the form of a landing fee, if not thought out properly. Please realize, contrary to some opinions, that many flying Jets are cost conscious. It is evident because pilots are tankering fuel to save money and some will look at a landing fee as an onerous expense, one to avoid if at all possible. The Airport shouldn't take the step to unnecessarily lose customers with this new proposal especially since the study by AMCG shows Gary International, the only competitor with a landing fee and their fuel prices are considerably lower.

In observing the financial reports announced at the CEA board meetings through the years it appeared that the Airport was and is on pretty sound financial ground. I am reticent to bring this up but history has shown the airport decision makers have squandered hundreds of thousands of dollars with no appreciable rate of return in a number of ways. This is not accusatory or has little if any bearing on the present administration. Bad history, however, should not be repeated. Regardless, with the advent of self service fuel, dispensed by CEA, a new substantial amount of money should flow into the income stream with a positive effect upon the pilot and business community without a landing fee.

Please bear in mind that it is understood CEA tenants would not be charged a landing fee. This is not a selfish plea, but being a pilot and a business person for many years, I just know that this is a terrible idea that could back fire and actually hurt CEA'S bottom line. We should try our best not have the reputation of gouging the customer but rather one of being user friendly. It is agreed that CEA should not necessarily support free loaders but landing fees are not the way to go. In fact, a copy of some AOPA articles is included for your perusal indicating what other states are proposing to help general aviation which results in more business for the communities. It is understood that the FBO'S must make money and they charge a ramp fee for transients that do not make a purchase. I personally would feel more comfortable with the idea of the FBO charging more for the ramp fee and passing that on to CEA and not add another line item to their invoice. This idea should be considered only after the Self Serve is in place and producing income rather than greed that could kill the golden goose.

Thank you for your consideration in this important mater,

Howard D. Levinson ATP, CFIISMEL , ILAHOF Recipient, AOPA ASN for PWK

Please copy to all CEA Board Members



1005 S WOLF ROAD SUITE 106  
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JOIN US FOR OUR FIRST SAFETY MEETING OF THE NEW YEAR  
FEBRUARY 26, 7:00 PM, CROWN PLAZA HOTEL



**NITE FLIGHT: HOW CAN WE DO BETTER?**

Speaker Terri Donner Airbus 300 Captain