

## 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.

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?

## SAFETY MEETING FEBRUARY 26th

Our first safety meeting of the new year was held on the 4th Wednesday of the month at the Crowne Plaza Hotel in the CongressRoom.

A good group of pilots and aviation enthusiasts came in from the cold to hear Airbus 300 Captain, Terri Donner, talk about her aviation career flying cargo at night.

Captain Donner was able to share the tricks of her trade as it might apply to General Aviation pilots flying at night. Adequate rest and the greatest attention to detail on checklists becomes vitally important when daylight is gone.

Program and Safety Chair, Gene Haig, reminded us that our safety record at night could use improvements.

Wings credit was granted by the FAAS team officers present, Scott Landorf and Lou Wipotnik.



President Keith Miller opened the meeting with the announcement of our new name and briefly discussed our two major lobbying efforts.

Join us in April to hear another expert discuss his approach to handling crosswinds.

Spring WILL come—it has to eventually :-)



**2014 OFFICERS & DIRECTORS**

PRESIDENT	Keith Miller	847-736-3045
	Keith@RobertsHeating.com	
VICE PRESIDENT	Jim Loerzel	847-220-7969
	jloerzel@sbcglobal.net	
SECRETARY	Henry Fiorentini	847-682-4550
	henry@panatechcomputer.com	
TREASURER	Ken Riesterer	847-456-1791
	papa@pwkpilots.org	
DIRECTORS	Ed Chrzastowski	847-826-5435
	edwardc@cceng.net	
	Ray Dash	847-251-4281
	raydash@comcast.net	
	Rogers Faden	847-312=8805
	rogersfaden@comcast.net	
	Gene Haig	224-578-5066
	gene.haig@gmail.com	
	Howard Levinson	847-480-1118
	howdl@sbcglobal.net	

**COMMITTEE CHAIRS**

AIRPORT SUPPORT NETWORK REP	Howard Levinson	847-480-1118
	howdl@sbcglobal.net	
AWARDS/SCHOLARSHIP	Rob Sherman	847-870-0700
	rob@robsherman.com	
BYLAWS/LEGAL	Bob Hanaford	312-899-9020
	rhanaford@hanafordlaw.com	
MEMBERSHIP	Ken Riesterer	847-456-1791
	papa@pwkpilots.org	
SAFETY/PROGRAMS	Gene Haig	224-578-5066
	Gene.haig@gmail.com	
PUBLIC RELATIONS	Ed Chrzastowski	847-826-5435
	edwardc@cceng.net	
WEBMASTER	Jim Kwasek	847-465-8359
	webmaster@pwkpilots.org	
NEWSLETTER EDITOR	Madeleine Monaco	847-431-1847
	99mjm@sbcglobal.net	
NEWSLETTER ADS	Rusty Stevens	847-910-2789
	cd987rusty@aol.com	

**PAPA EVENT SCHEDULE 2014**

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

March 3	BOARD/BUSINESS MTG
April 7	BOARD/BUSINESS MTG
April 23	SAFETY PRESENTATION CROSSWIND STRATEGIES by ALAN ZIELINSKI, D.P.E.
May 5	BOARD/BUSINESS MTG
June 2	BOARD/BUSINESS MTG
June 25	SAFETY PRESENTATION FROM 172 TO F16 IN 3 YEARS J B HOFF, USAF F16 PILOT
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 TURN WITH YOUR TOES OR SPIN WITH YOUR NOSE by GORDON PENNER CFI
October 6	BOARD/BUSINESS MTG
November 3	BOARD/BUSINESS MTG
November 12	ANNUAL MEETING ELECTION OF OFFICERS SAFETY PRESENTATION DR. GARMIN GOTCHA'S ON YOUR 530/430 by LOU WIPOTNIK CFI
December 2	BOARD/BUSINESS MTG
December 10	HOLIDAY DINNER

**PWK FUEL**

See PWKPILOTS.ORG for fuel price snapshot and for daily fuel prices visit [www.100ll.com](http://www.100ll.com) or [airnav.com](http://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](mailto: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 PILOTS ASSOCIATION MEETING MINUTES Monday, January 6, 2014**

**PAPA SCHOLARSHIP FOUNDATION:**

Meeting called to order:7:00P Present: Keith Miller, Jim Loerzel, Ken Riesterer, Gene Haig, Howard Levinson, Ed Chrzastowski, Ray Dash. Rogers Faden and John Doerner

Approval of minutes – Faden motioned to approve as published, Riesterer 2<sup>nd</sup>, all in favor.

Treasurer's report – Riesterer reported as of December 31, 2013 the fund balance is \$17,356.73 a 27.7% from last year, the decrease due to payout of the Turek Scholarship.

Committee Chair report – Sherman absent, Web site up dated with 2014scholarship application and information  
Adjourned 7:08P

**Chicago Executive Pilots Association BOARD:**Meeting called to order:7:08P

Approval of minutes – Loerzel motioned to approve as published, Levinson 2<sup>nd</sup>, all in favor

Treasurer's report - Riesterer reported 12-31-13fund balance is \$10,234.58 a 2.8% increase from last year.

Committee Reports:

By-Laws/legal – Loerzel motioned to approve bylaw changes with the amendment for the name change, Dash 2<sup>nd</sup>, all in favor. Riesterer reported the state has accepted our name change  
Membership – Riesterer reported 135 members no new members in December. Dash joined committee.

Safety and Programs – Haig reported "Nite Flight By UPS" for February and listed all safety meetings for 2014

Public Relations – Chrzastowski reported with samples of new logos.

OLD BUSINESS: Holiday Party recap, Great success Name change: in progress New logo: in progress

Next meeting Monday Feb 3 Adjourned 7:48P Respectfully submitted Keith Miller Acting Secretary

**CHICAGO EXECUTIVE PILOTS ASSOCIATION SCHOLARSHIP FOUNDATION MINUTES Monday, Feb 3,**

The meeting was called to order at 7:01 Present were Miller, Loerzel, Fiorentini, Riesterer, Haig, Levinson, Chrzatowski, Dash, Faden, Doerner, Hanaford and Monaco

Minutes of the January meeting were approved on motion by Fiorentini/Haig passed

TREASURER'S REPORT 1-31-14 Balance: \$17,358.16

COMMITTEE REPORT Sherman. Rob not present, sent email report all schools contacted. Have apps

OLD BUSINESS We are listed in the Peterson survey of Aviation Scholarships

The meeting was adjourned by consensus at 7:06 pm

Proposed minutes respectfully submittred, Henry Fiorentini, Secretary

**Chicago Executive Pilots Association BOARD MEETING MINUTES FEBRUARY 3, 2014**

The meeting was called to order at 7:06 pm Present were Miller, Loerzel, Fiorentini, Riesterer, Haig, Levinson, Chrzatowski, Dash, Faden, Doerner, Hanaford and Monaco

Minutes of the January meeting approved o motion Fiorentini/Haig passed

TREASURER'S REPORT 1-31-14 Balance: \$ 10,126.13

COMMITTEE REPORTS

ASN/ATC/Corporate-Levinson Call from Bob McKenzie soliciting support for Landing Fees at CEA. Haig/Faden Motion CEPA should not take a position on the question of landing fees at CEA" Following a brief discussion, vote 1 Yes 8 No

Motion by Fiorentini/\_\_\_\_\_ "CEPA opposes landing fees at Chicago Executive Airport under all circumstances, with a detailed description of objections forthcoming." vote 7 Yes, 2 No votes An ad hoc committee was appointed to detail our objections, composed of Rogers Faden, Gene Haig, Ray Dash, and Jim Loerzei, with the understanding that the proposal could be drafted, distributed/discussed via email, and voted upon prior to the next meeting of the CEA.

Membership Riesterer 1 new member, bringing total to 136

Safety/Programs Haig On track for Airbus speaker wants a 'smartphone credit card reader' to facilitate PayPal receipts

Public Relations Chrzastowski Work in progress on brochure Suggested a 'Discount book' to offer prospective members, at which point it was mentioned that a few local restaurants already do offer our members discounts in the 10% range. Ed to compile list and distribute, as many members where unaware of existing discounts.The idea of a 'membership card' was discussed, to substantiate to such establishment offering a discount that the person is a CEPA member

Madeleine to publish profiles of officers/committee chairs also "Pilot of the Month" to the 'rank and file' members Henry will draft outline for approval

.....continued on page 5

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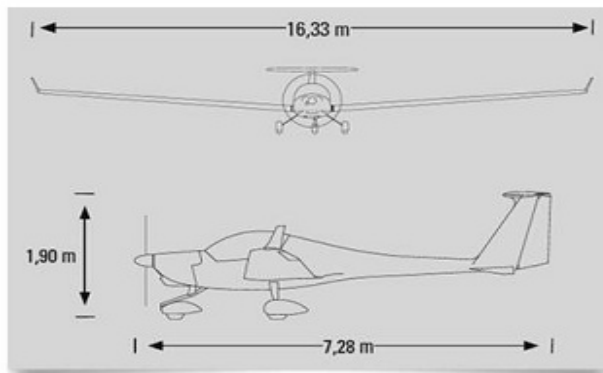
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FREE TO PAPA MEMBERS

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## LET YOUR SPIRIT SOAR!

Get your chin up off the runway, and treat yourself to some tailwheel stick-time. Perhaps the single most substantial contribution a pilot can reward him or her self with is the skill and proficiency acquired by learning to fly a tailwheel airplane. You will come down from your flight with a grin from ear-to-ear and a sack full of knowledge stuffed away in your brain. This kind of flying removes you from the concerns that occupy you on the ground. It lifts you into a pristine wilderness, and a journey that strengthens and renews your spirit.

Tailwheel airplanes are a link to an era when "seat -of-the-pants" was a valid instrument, and navigation involved actually looking outside to see the countryside. It is a pleasantly different kind of flying with irresistible appeal. You will find highways and section lines easier and more fun to fly than electronic displays.

If you have never set foot on the rudder pedals of a tailwheel airplane, there are several reasons why you should consider doing so. First, flying a tailwheel airplane is its own brand of novelty. Tailwheel airplanes with tandem seating offer the same percentage of right and left viewable area for looking outside. Add a control-stick and you are thrown back into an era where airplane control seemed more natural than artificial - more fun than work. That's why it is called a "Joy-Stick." Flying a tailwheel airplane will enhance your piloting skills and offer a greater appreciation for rudder control in all phases of flight. It will make you a more proficient and safer pilot.



Flying a tailwheel airplane is not difficult. It is just different. The difference is great enough however that you cannot safely teach yourself tailwheel landings. The learning process must let you go right to the limits of the aircraft's landing capabilities; and how to recover from the bunny-hop you make from a bounced landing.

Many pilots spend a lot of time focusing on electronic displays instead of reading what the aircraft's attitude is relative to the horizon. As a result they drive the aircraft to the desired numbers instead of flying it. Tailwheel flying is also a great way to hone pilotage skills so you are not so dependent on electronic equipment.

A tailwheel airplane extends your flying time because you are not finished just because you are on the ground. It remains half flying machine and half ground machine. The breeze that passes unnoticed by the nosewheel pilot requires a tailwheel pilot to remain a pilot all the way to shut-down. Once mastered, you can look forward to those big toothy grins after each flight. It is the greatest amount of enjoyment a person can have with their clothes on. It will make you a more competent pilot regardless of what you usually fly.

Red Baron Ray

*Ray Klaus*

MINUES

Continued from page 3

NEW BUSINESS Fiorentini motioned that we spend \$50 to buy a "Thank You" gift basket for the Tower controllers, (in addition to their complimentary picnic invitation that we give them). The motion was seconded and unanimously approved, with Fiorentini having the responsibility of getting the gift+card.

Motion was made to give founding member Barry Axelrod a lifetime CEPA membership, with complimentary dues, which was seconded and passed unanimously.

Membership Directory coming soon.

The meeting was adjourned by consensus at 8:52 pm

Respectfully submitted, Henry Fiorentini, Secretary



## Chicago Executive Airport Landing Fee Proposal

At the Chicago Executive Airport Board meeting on 01-15-2014, there was a discussion regarding the implementation of landing fees at Chicago Executive Airport. CEA hired Aviation Management Consulting Group to conduct a "LANDING FEE STUDY". AMCG prepared a draft summary report titled "LANDING FEE STUDY" for the Chicago Executive Airport dated 12/18/2013 for review and consideration. During the commission meeting a SKYPE live interview with a representative from AMCG was conducted. Among items discussed were various structures, methods, pros and cons of implementing landing fees at CEA. The overall recommendation from AMCG was that CEA implement landing fees for transient, turbine aircraft that do not purchase fuel at CEA, based on weight.

The Airport administration has a responsibility to maintain the overall financial health of CEA. Chicago Executive Airport has always been a profitable, well administered, and financially sound government body. To enhance and maintain this health, the Airport administrators are currently focused on developing additional sources of revenue generation.

The Chicago Executive Pilots' Association applauds the efforts of the CEA administrators to maintain the healthy financial position of CEA. To fulfil the need for additional revenue, the CEA administrators have successfully attracted a third FBO which is projected to bring significant profits from lease/rents, fuel flowage fees, etc. Bringing in our newest FBO should be a primary example of the best way to increase revenue for CEA. This new business activity will definitely have a significant benefit to CEAs' bottom line and to our surrounding community.

The addition of the recent new T-hangers has increased CEA net income by \$204,513 for fiscal year ending 04-30-2013 and is projected to net in excess of \$225,000 for fiscal year ending 04-30-2014 as noted in PAPA Self-service Fuel Farm at CEA document submitted 2 months ago.

**The Chicago Executive Pilots' Association respectfully rejects the imposition of landing fees as a viable method to raise revenues at CEA.** Landing and user fees are not popular and are a disincentive to most pilots and business organizations. The AMCG study specified that "**piston aircraft owners/operators have the greatest sensitivity to fees**". It would be naive to believe that turbine aircraft would not be sensitive to these fees. This landing fee proposal sends a negative business message to users. It is important to note that landing fees are and continue to be opposed by the two of the largest General aviation organizations, namely AOPA and EAA. An intranet search on the AOPA website for "landing fees" resulted in over 900 hits !

A recent position letter from the EAA is attached for your review.

It is the Chicago Executive Pilots' Association belief that the implementation of a Self service Fuel Farm at CEA in lieu of the proposed landing fees will result in a similar increase of revenue than from the proposed landing fee. It will do this without the potential of creating an economic disincentive that an additional landing fee would certainly impose. A self-serve fuel station will encourage increased operations rather than the negative effect of landing fees. This will fill both a need at the airport and increase user satisfaction.

The Chicago Executive Pilots' Association also believes that the best course of action for CEA to increase revenues is through growth and aggressive marketing plans. The focus should be to increase our customer tenant base and general aviation business activity at CEA. It is the responsibility of the CEA administrators to create a business environment that will attract businesses to relocate here and call CEA their home. **Growth brings profit.**

The Chicago Executive Pilots' Association urges the airport board to postpone approval of landing fees until the data, allegations and reports of the ill-effects have been thoroughly reviewed.

Chicago Executive Pilots Association  
Board of Directors

**Link [http://www.eaa.org/govt/briefing\\_userfees.asp#Position](http://www.eaa.org/govt/briefing_userfees.asp#Position)**

### **EAA's Position on User Fees**

Working on behalf of its 160,000 members, the Experimental Aircraft Association is patently opposed to the implementation of a user fee system. The U.S. enjoys by far the largest, safest, most efficient, aviation system in the world and extends that system freely to all of its citizens. No other place in the world allows an individual of relatively modest means to enjoy the freedom and rewards of personal flight. Sixty percent of the world's pilots live and fly in the United States. Nearly seventy percent of the world's aircraft are registered and operated solely in this country. Our aviation infrastructure is unique in the world and it has been successfully built and maintained using the existing system of fuel taxes, ticket taxes, cargo fees, and general fund contributions. There can be no justification for imposing a user fee system on U.S. general aviation.

User fees have proven time and again to be expensive, inefficient, and damaging to general aviation in every country in which they have been tried. Canada, Germany, Australia, the U.K., the Netherlands, the Philippines, Austria, Israel, and other nations have implemented user fees in one form or another, all with disastrous results for their limited general aviation communities. Each of these countries has aviation transportation infrastructures that are a tiny fraction of the U.S. aviation system, and none enjoy the vibrant opportunities for personal and recreational flight that we have here.

General aviation as a whole stands united in opposition to user fees. Business aviation is general aviation. It would be naïve to think that such a user-fee requirement imposed on business aviation would not quickly encompass all of general aviation. EAA and other aviation organizations stand united in the defense of all general aviation from this coordinated attack.

# CHANGING THE CHICAGO LAKEFRONT VFR FLYWAY

The Chicago Tracon published a new arrival flow for Midway airport. This new flow will put airplanes in the middle of the lakeshore VFR airspace. According to this notice, when Midway is configured for runway 22L, you can expect traffic to cross the shoreline between 2,400' - 3,000'! As a reminder, VFR aircraft are allowed to fly from the surface to 3,600' in this location!

So, the next time that you fly the lake front, check the KMDW ATIS (132.75) and fly accordingly!

## CHICAGO TRACON-LETTER TO AIRMEN NO. 14-01

Notice Number: NOTC5155  
DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Chicago TRACON  
1100 Bowes Road  
Elgin, IL 60123

**ISSUED:** January 30, 2014 **EFFECTIVE:** February 6, 2014

## CHICAGO TRACON-LETTER TO AIRMEN NO. 14-01

**SUBJECT:** VFR ALTITUDES FOR NEW MDW ARRIVAL FLOW FROM EAST

**CANCELLATION:** February 5, 2016

Chicago TRACON will begin a **new arrival flow for Midway (MDW)** airport on February 6, 2014. During times that MDW airport is operating on this configuration, MDW arrivals will cross the Lake Michigan shoreline (from Navy Pier to Gary/ Chicago Int'l. airport) **between 3,000 feet and 2,400 feet**, inbound to runway 22L.

When transitioning the Chicago Metropolitan area along the Lake Michigan shoreline, VFR aircraft are advised that **lower altitudes are strongly suggested** whenever MDW is on a runway 22L configuration.

MDW ATIS frequency - 132.75 or call (773) 581-9967.

Should you have any questions pertaining to this change, please contact the Chicago TRACON Plans and Procedures office at (847) 608-5591.

Doris Arno  
Acting Air Traffic Manager



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## NEXT SAFETY MEETING

CROSSWIND STRATEGIES by  
ALAN ZIELINSKI, D.P.E.



APRIL 23RD, 7 pm

CROWNE PLAZA, NORTHBROOK



### EMPLOYMENT OPPORTUNITIES

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