

January General/Safety Meeting

By Sheila Macomber

Wednesday's messy weather did not deter 58 people from driving out to the Radisson to hear the story of a long dreamed of flight to Alaska and comments from the new Chicago Executive Airport Board Chairman, Al Engelhardt.

Lou Wipotnik opened the meeting with a safety DVD on radio communications before passing off his General Meeting Host baton to Jack Sheridan. Jack's first duty was to introduce Ken Kaye and his presentation "Alaska and the Yukon, Single-engine VFR". I was really looking forward to this presentation and I was not disappointed - except I now know that I will have to win the lottery and get MANY more hours before I could even think of such a trip.

Ken walked us through the planning and actuality of such a trip, shared stories and great photos. Ask him, next time you see him, how to get a great shot of a mountain from your cockpit. While Ken's journey started many years ago when he earned his wings, the trip began last June when he flew his Bonanza from Chicago to the west coast, solo, and met up with his son who flew the airlines from the east coast. Together they worked their way through the Yukon to Alaska over several days.

For the presentation, Ken had his route mapped out on Google Earth so we could follow along as they flew "tunnels" created by rivers, mountains and cloud ceilings. They took advantage of flying during the first week of July by leaving a stopover town in the late afternoon after sight-seeing and still had hours of daylight left. Truly, the land of the midnight sun. Ken also had a few in-flight videos of glaciers and icebergs which were fun to see.



This trip was not without risks. These included hours of flying over remote, non-flat territory, little or no weather information available, and having no easy way to obtain repairs if forced to land at an emergency landing area. Not to mention fighting off wildlife if forced down - almost as scary as paying \$7/gallon for fuel at unattended fueling stops in the mountains. If I remember correctly, Ken said the round trip from Chicago to Alaska and back was 35 flying hours.



After a brief break, Chairman Engelhardt began by saying that his number one priority for Chicago Executive Airport is safety. Al assured us that this is also number one for the rest of the airport board. He believes that efforts, and money, should be spent "within the roads" that border PWK and that EMAS (Engineered Material Arresting System) would work at both ends of 16/34 as a more practical option than lengthening the runway.

He gave a briefing on the airport improvements undertaken in recent years (i.e. raising, widening, and grooving runways 16/34 and 12/30; taxiways kilo, lima and Charlie and the new tower) as well as those planned for the future. These include extending lima to the 34 pad, building t-hangars in the NE corner, and the development of the SE corner and areas north of Tower Road.

Al would like to see a SE development that attracts pilots of all sorts as well as the public and thinks the facilities should provide for organizations like PAPA ACE, CAP, the PWK board and the flight schools and not just corporate aviation. He said that it is important that "all aspects be provided for" - and he believes the rest of the board understands this. The four proposals for the SE corner will be presented to the Chicago Executive Airport Board on February 20th, starting at 2 p.m. The meeting will be held in the airport manager's office and the public is welcome to attend.

While PWK's biggest asset is location, this creates the biggest problem: taxes. Cook County Property taxes have tripled, in most cases. The airport board attorneys are working on lowering these taxes so that businesses are not forced off

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S. Guru Prasad 847-921-3462 sprasad2@enh.org

VICE PRESIDENT

Sheila Macomber 773-578-1553 arkraiders01-pilot@yahoo.com

SECRETARY

Steve Sandler 847-634-8168 s-sandler@sbcglobal.net

TREASURER

Ken Riesterer 847-343-0088 papamembership@att.net

DIRECTORS

Mike Ballenger 847-609-2238 mballinger21@comcast.net
 Bob Hanaford 312-899-9020 rhanaford@hanafordlaw.com
 Len Jablon 847-309-1885 lenjablonhelicopters@comcast.net
 Jim Kwasek 847-322-7117 information@palwaukee-flyers.com
 Rob Mark 847-864-9780 rmark@commavia.com

COMMITTEE CHAIRPERSONS

AIRPORT SUPPORT NETWORK REP

Howard Levinson 847-480-1118 howdl@sbcglobal.net

AWARDS/SCHOLARSHIP

Ray Chou 312-656-2696 rchou@urbansolutionsllc.com

BYLAWS/LEGAL

Bob Hanaford 312-899-9020 rhanaford@hanafordlaw.com

MEMBERSHIP

Ken Riesterer 847-343-0088 papamembership@att.net

SAFETY/PROGRAM

Jack Sheridan 312-909-2500 highjack13@aol.com

PUBLIC RELATIONS

Barry Axelrod 847-215-0460 takeoff95@aol.com

Sheila Macomber 773-578-1553 aviatrix@core.com

WEBMASTER

Rob Mark 847-864-9780 rmark@commavia.com

PAPA SEZ is published monthly by PAPA At Chicago Executive (PAPA) - a non-profit organization. PAPA was formed in 1987 as a forum for the users of Chicago Executive Airport*. 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. *Formerly Palwaukee Municipal Airport.

Letters to the Editor, Feedback, Concerns, and Questions

Letters to the Editor 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 and length. PDF or e-mail text OK but Microsoft Word files preferred. Please email to: editor@pwkpilots.org or send to:

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

Visit the PAPA Web Site: <http://www.pwkpilots.org>

PAPA 2008 EVENT SCHEDULE

All Board Meetings will be held at
 Atlantic Aviation at 7:00 p.m.

All General Meetings will be held at the
 Radisson Hotel Northbrook at 7:00 p.m.
 (2875 N. Milwaukee Avenue, Northbrook IL)
 unless otherwise noted.

Meeting Dates 2008

February	
13	Board Meeting
March	
12	Board Meeting
April	
9	Board Meeting
23	General Meeting
May	
12	Board Meeting
June	
11	Board Meeting
25	General Meeting
July	
9	Board Meeting
August	
13	Board Meeting
27	Members Hanger Picnic
September	
10	Board Meeting
24	General Meeting
October	
7	Board Meeting (Tuesday)
November	
5	Board Meeting
12	Annual Meeting & Election of Officers & Directors
December	
3	Board Meeting
10	Holiday Dinner
13	Toy Drop

Membership Report

New Regular Members:
 John Hecker
 Rodney Johnson

January General Safety Meeting - Continued from page 1

the field or to charge higher rates just to make ends meet, thus driving away business. He admits to moving his plane from PWK to UGN because of getting a better deal at a lower cost. Even corporate jets tanker in 3000 lbs of fuel because of the costs at PWK. The airport board is "hearing this" and their response is "we don't want people leaving the airport".

Some of the questions the audience asked regarded low cost/self serve fuel, the completion of the NE Ts and what their rents will be, and where the airport's revenue comes from. On low cost fuel, he says that the board's general feeling is that no one will actually use self-serve, however, they are going to "try" to provide it, and are "working on something now". The NE t-hangers are awaiting approval for up to 64 with plans to build two sets of eight first. The airport says rents would have to be \$800 for them to break even, but they are working on bringing the numbers down.

Al explained that airport revenue comes from hangar rentals, leases to Atlantic and Signature, and from government grants. He realized the next day that the question was on operational revenue and asked that we put the correct information in the newsletter. So here it is: The revenue sources for CEA are as follows: Long term leases 58.7%, Fuel flowage 21.1% (11 cents per gallon), U.S. Customs 7.4%, T-Hangars 6.0%, Tiedown fees 3.3%, Permit fees 1.0%, Other fees 2.5%.

Chairman Engelhardt summed up the feelings of the CEA Board with this, "the airport is for everyone from the bare bones 172 owner to the corporate jet owner who rents a heated hanger". This is nice to know and I hope the board's decisions will back it up.



PWK Fuel

As of January 26, 2008

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100LL \$6.08 full serve retail
Weekday M-F toffoff \$5.47 & Weekends \$5.58

Atlantic

100LL \$6.07 full serve

For daily fuel prices visit: www.100ll.com

WriteUps

We are looking for aviation stories, comments, anecdotes, travelogues, or photos, etc. for the WriteUps Column. PAPA members may submit material to: editor@pwkpilots.org and put "WriteUps" in the subject line. Stories should be 1000 words or less and may be edited for length or language.



Chicago Executive Tower Report

By Howard D. Levinson

We, the pilots at PWK, have not always been on the same page as the controllers in the tower. However, I have had numerous occasions to visit with the tower lately and find that they are generally pleased with our cooperation in response to their necessary deviation requests. Our flexibility helps them tremendously and increases safety at PWK when they ask for a 360, extend the downwind, fly through the final, cross over the field to enter downwind, and etc. After all, that is the purpose of having a control tower.

Margit McKee, the PWK Acting Air Traffic Manager noted that the instructors have been doing a great job, staying on top of their students and their efforts are evident. She also noted that when ATC calls us our response time has improved, with very little delay.



Margit submitted a few reminders:

1. When departing PWK stay clear of the inbound traffic on the ILS or OBK.
2. When inbound give the tower a call around 10 miles out rather on the edge of their airspace to help them with sequencing.
3. Call the tower when ready in the run-up pad. Tower will advise you to depart, pull up to and hold short of the runway, or give a sequence if there are numerous departures waiting.

Finally, and this is something you may be waiting to hear: we can, once again, visit the PWK control tower by calling 1-847-229-6000 for an appointment.

Howard is an AOPA Airport Support Network Representative and the PAPA At Chicago Executive Control Tower Liaison

Monthly Quiz #54

ATC OPERATIONS

By Lou J. Wipotnik, ATC - MCFI

1. **A special VFR clearance authorizes the pilot of an aircraft to operate VFR while within Class D airspace when the visibility is:**
 - A. Less than one mile and the ceiling is less than 1,000 feet.
 - B. At least one mile and the aircraft can remain clear of clouds.
 - C. At least three miles and the aircraft can remain clear of clouds.
2. **What minimum radio equipment is required for operation within Class C airspace?**
 - A. Two-way radio communications equipment and a 4096-code transponder.
 - B. Two-way radio communications equipment, a 4096-code transponder, and DME.
 - C. Two-way radio communications equipment, a 4096-code transponder, and an encoding altimeter.
3. **Under what condition may an aircraft operate from a satellite airport within Class C airspace?**
 - A. The pilot must file a flight plan prior to departure.
 - B. The pilot must monitor ATC until clear of the Class C airspace.
 - C. The pilot must contact ATC as soon as practicable after takeoff.
4. **An ATC radar facility issues the following advisory to a pilot flying north in a calm wind: "Traffic 9 o'clock, 2 miles, southbound..." Where should the pilot look for this traffic?**
 - A. South.
 - B. North.
 - C. West.
5. **How can you determine if another aircraft is on a collision course with your aircraft?**
 - A. The other aircraft will always appear to get larger and closer at a rapid rate.
 - B. The nose of each aircraft is pointed at the same point in space.
 - C. There will be no apparent relative motion between your aircraft and the other aircraft.
6. **When should your transponder be on Mode C while on an IFR flight?**
 - A. Only when ATC request Mode C.
 - B. At all times if the equipment has been calibrated, unless requested otherwise by ATC.
 - C. When passing 12,500 feet msl.
7. **To comply with ATC instructions for altitude changes of more than 1,000 feet, what rate of climb or descent should be used?**
 - A. As rapidly as practicable to 500 feet above/below the assigned altitude, and then at 500 feet per minute until the assigned altitude is reached.
 - B. 1,000 feet per minute during climb and 500 feet per minute during descents until reaching the assigned altitude.
 - C. As rapidly as practicable to 1,000 feet above/below the assigned altitude, and then between 500 and 1,500 feet per minute until reaching the assigned altitude.
8. **TRSA Service in the terminal radar program provides:**
 - A. Sequencing and separation for participating VFR aircraft.
 - B. IFR separation (1,000 feet vertical and 3 miles lateral) between all aircraft.
 - C. Warning to pilots when their aircraft are in unsafe proximity to terrain, obstructions or other aircraft.
9. **The correct method of stating 10,500 feet msl to ATC is:**
 - A. "Ten Thousand, Five Hundred feet."
 - B. "Ten Point Five."
 - C. "One Zero Thousand, Five Hundred."
10. **An operable 4096-code transponder with an encoding altimeter is required in which airspace?**
 - A. Class A, Class B (and within 30 miles of the Class B primary airport), and Class C.
 - B. Class D and Class E (below 10,000 feet msl).
 - C. Class D and Class G (below 10,000 feet msl).
11. **While being vectored, if crossing the ILS final approach course becomes imminent and an approach clearance has not been issued, what action should be taken by the pilot?**
 - A. Turn outbound on the final approach course, execute a procedure turn and inform ATC.
 - B. Turn inbound and execute the missed approach procedure at the outer marker if approach clearance has not been received.
 - C. Maintain the last assigned heading and query ATC.
12. **Each pilot of an aircraft approaching to land on a runway served by a visual approach slope indicator (VASI) shall:**
 - A. Maintain a three-degree glide to the runway.
 - B. Maintain an altitude at or above the glide slope.
 - C. Stay high until the runway can be reached in a power-off landing.

QUIZ ANSWERS ON PAGE 6.

News from the Airport Manager's Office

By Lou J. Wipotnik, ATP, MCFI

On January 15, 2008, the Chicago Executive Airport Manager held a Special User Meeting - Topics were:

1. Future Navigational Approaches
2. Chicago Class B Airspace Changes
3. Palwaukee Two Departure

First of all, everything is in the planning stages between; O'Hare and ARTCC. Chicago Executive has a champion, by the name of Mark Zakula, who is in contact with ATC and makes suggestions for General Aviation at Executive, regarding the various recommendations that ATC is requesting. He is working with the Airport Manager and local committees to assist all interests at PWK.

Regarding Navigational Approaches - Executive desperately needs a runway 34 approach, but due to the close proximity of ORD, we will most likely never obtain one. However, it might be possible to receive an GPS-A approach to run-way 30 from the east, which could give us a circling approach to runways 34, 30 and 24. This would be very expectable.

There is a proposal to expand the Class B airspace all the way out to the 30 miles, with some exceptions. Mark is trying to fine tune this with ATC, to have some cut-outs, and this should not impact most of the GA airplanes. Once everything is finalized, it could be implemented with the Chicago Sectional Chart changes of Dec. 08.

The Palwaukee Two Departure could change around April 08. For most light GA aircraft departing on runway 16 IFR, any new changes should not present any problems. Changes are likely to impact the jet traffic to some degree. The likely new name would be "PWK Three Departure."

It was suggested that single engine IFR arrivals, inbound to PWK from the east or south, file to South Bend (SBN), Gary (GYG), PWK. This will bring you along the lakeshore or within gliding distance of land at 3,000 MSL. Otherwise, you will have to traverse O'Hare's airspace, usually west of Du Page airport. It is only a recommendation, but you should be aware of it.

NOTE: This meeting of great importance to *ALL*

General Aviations operators at Chicago Executive, was poorly attended. I suggested to the Airport Manager, that it should be held in the evening hours, for better attendance, since most people work. (Meeting was held at 10:30 AM) .

PAPA SEZ Mailed Hard-Copy Opt-Out

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If you would like to receive email information and correspondence from PAPA and you are not already on our list, please send an email to papa@pwkpilots.org and put *your name* and *add-me* in the subject line.

Chicago ARTCC Customer Symposium February 27th

The following notice was sent out regarding the symposium:

Chicago Center, Chicago TRACON and O'Hare Tower are joining together to host a Customer Symposium on Wednesday, February 27, 2008. This event will be conducted at Chicago Center, in Aurora, Illinois. The primary intent of the Customer Symposium is to listen to you, our customers. We want to hear your feedback on our performance, as well as your ideas for improving service delivery.

As those of you who attended a similar meeting earlier this past year will recall, the success of the symposium depends on participation by our customers. We are inviting you to tell us what is important to you. A final agenda will be distributed prior to the symposium.

Also, please request any information you would like presented by our facilities. We are already planning to provide an update on O'Hare Modernization, including operational changes planned for April 2008. We would be happy to present any other information that is important to you.

The objective of this meeting is to establish a better link between you, our valued customers, and the people of O'Hare Tower, Chicago TRACON and Chicago Center. Our success depends on meeting your needs. We look forward to your participation. Please send replies or questions to 9-CSA-EnRoute-ZAU-ARTCC@faa.gov

You may contact me directly with any questions: Michael O'Brien, Manager, System Operations, Chicago ARTCC, 630-906-8445 or 630-200-0954 Cell

Editor: Please note that pre-registration is required. However, finding information about it was very difficult. I could not find it at all on the faa.gov site. I did find a link to the registration form by Googling the title of this article. It is on the [nbaa](http://nbaa.com) website, but again, I could not find it listed on their homepage.

Are You the Owner of an Aircraft?

PAPA SEZ is looking for PAPA member aircraft owners for a series of feature articles. The articles would be about the airplane, the pilot's history with flying and the airport. We would also include one or two photos of the pilot and his/her aircraft.

Anyone interested in being featured should contact Rob Mark at:
rmark@commavia.com.

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For Sale - Aviation Headsets:

1 Pair AudioCom Pilot & co-Pilot with self-contained Intercom; Also: Telex Headset with Boom Mic 5X5 Pro. Make an offer. Call Barry Axelrod at 847-217-0707 or email: takeoff95@aol.com

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CLASSIFIED ADS RUN THREE MONTHS UNLESS CANCELLED OR RENEWED.

PLEASE CONTACT: editor@pwkpilots.org

QUIZ ANSWERS

1. B. Special VFR is available in controlled airspace designated for the surface of an airport if the visibility is at least one mile and the aircraft can remain clear of clouds. Pilots must request and receive an ATC clearance to operate under special VFR from sunset to sunrise, the pilot must be instrument rated.

2. C. A communications radio and a Mode-C equipped transponder are required for operations within Class C airspace. The ATC facility can make an exception, provided it is properly requested by the pilot.

3. C. When departing a satellite airport in Class C airspace, ATC should be contacted as soon as practicable. A satellite airport sits in the surface area of Class C, near the primary airport, you are in Class C airspace without permission; however, the rules permit the pilot to do this as long as ATC is contacted as soon as practicable after takeoff. No flight plan is required.

4. C. In this situation, the pilot would look to the 9 o'clock position, which is directly to the pilot's left. Since the pilot is flying north, the 9 o'clock position would be to the west.

5. C. If two aircraft are converging on a collision course, the other aircraft will appear to be stationary. This is best determined by picking a reference point in your airplane (such as a door post, wing tip, etc.) and watching how the other aircraft moves in relation to the point. Aircraft rarely become gradually larger as they approach. Remember your right-of-way rules when avoiding other aircraft.

6. B.

7. C.

8. A.

9. C.

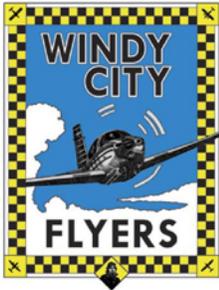
10. A. According to FAR 91.215, a transponder with Mode C or Mode S is required in Class A, B, and C airspace. A Transponder is not required while operating in Class D, E, or G airspace.

11. C.

12. B. The VASI provides a glidepath that assures safe obstacle clearance to the runway, provided the pilot maintains an altitude at or above the glideslope. While a typical VASI provides a three degree slope to the runway, the slope can vary. In the case of answer C, it is better to be too high than too low, especially at night, but waiting until a power-off landing can be assured may leave you too high to complete a safe approach and landing.

NOTE: "Never let an airplane take you somewhere your brain didn't get to five minutes earlier."

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