



The Newsletter of PAPA At Chicago Executive

Get To Know Your PAPA Officers and Directors

The leaders of our organization for 2008 are in place - and some of our members don't have the pleasure of knowing them. Here are some mini-bios with aviation and PAPA information for you.

President - S Guru Prasad

Prasad started taking flying lessons at Wagon Wheel in Wisconsin and received his private ticket in 1978. Since then he has found his way to PWK via Elgin and DuPage airports. He currently holds SEL, MEL, commercial with instrument and has a total of 4200 hours to date. He owns a Piper Turbocharged Saratoga along with a Cessna 140 and has flown in foreign air space in addition to US. After serving on the Board, Prasad agreed to serve as our President for the 2007-2008 term.

Vice President - Sheila Macomber

Sheila took her first flight at PWK in October, 1996 at the urging (nagging) of a pilot friend. She got her private license October 2, 1998. Her favorite student pilot memory is landing at ORD after midnight, behind a 757, at the end of a long night cross-country. She joined PAPA at the urging of Lou Wipotnik, her flight instructor, and Richard Steinbrecher, who was generous enough to share his Cardinal with her for several years. After joining, she attended every general meeting, picnic, holiday party and Young Eagles Rally. Sheila agreed to fill a vacant position on the PAPA board and then joined the PR committee. She says that she has made some dear friends through her service on the PAPA board. She is VP for the 2007-2008 term.

Treasurer - Ken Riesterer

Ken started flying in 1989 - taking lessons from Priester Aviation at Palwaukee. Ken has amassed 300 plus hours of flight time both at PWK and at UGN. Since first becoming involved with PAPA, Ken has served in many capacities for the organization and has been elected to different officer positions over many years. He has provided us with printing services over the years and been the conduit for PAPA SEZ newsletters. Ken and his computer are a constant presence at PWK. As Membership Chair, he has provided invaluable service to the organization. He is Treasurer for the 2007-2008 term.

Secretary - Steve Sandler

Steve's dream of flying began in December 1964, when he was 11 years and took a trip to Florida on a Boeing 727 "Whisperjet" to visit his grandfather. With the 3 engines in the rear, it was quieter than other commercial jetliners of that generation. He couldn't wait to go home just to get on that airplane again. It wasn't until 1991 when he started taking lessons at the Stick & Rudder Flying Club at the Waukegan Regional Airport and began to fulfill that dream. He currently has a private pilots' certificate with a complex endorsement. Professionally, Steve is an attorney in Chicago, working with the law firm of Merlo, Kanofsky, Brinkmeier and Gregg. They handle legal matters in the aviation industry, with aviation clients ranging from individual aircraft owners, fixed-base operators and pilot associations to aircraft and aircraft component manufacturers, corporate aviation departments, airports and commercial and commuter airlines. In addition to air crashes, they represent clients in virtually every type of aviation dispute, including warranty claims, contractual disputes, hull damage and loss, sales and distribution disputes and personal injuries on aircraft and in airports and related terminal facilities. Steve is our Secretary for the 2007-2008 term.

Director - Mike Ballenger

Mike took his first intro ride at the old Sky Harbor back in 1969, got the bug and headed to SIU for Carbondale's aviation program. He soloed on 10/21/1970 and received his private 42 days later. By the end of the next year he had his commercial and CFI-A and started teaching for SIU until graduation. He then headed to his first flying job with Priester Aviation. The instrument, multi, multi instructor, ATP, and a type rating in the Citation 500 soon followed. Mike has worked as a flight instructor and a corporate pilot at PWK and was an early member of PAPA. He has served on the board in the past. He is again a Director for 2008.

Director - Bob Hanaford

Bob recently had a four day trial before the NTSB on medical certification issue for a commercial pilot. His first "leson" was an intro flight at the Outer Banks of North Carolina summer 2002. He started lessons at Windy City July 2005 and was licensed July 21, 2006. He showed his first interest in flying as a 5 year old. Bob's Dad was in the Air Force Signal Corp and maintained the teletype system for United Airlines in the early 1960s. A typical flight for him would be to Cherryland Door County or Dubuque, Iowa in a Cessna 182.

2008 OFFICERS, DIRECTORS & CHAIRPERSONS

PRESIDENT

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	TBA	
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 TBA 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

January

9 Board Meeting
23 General Meeting - Alaska and the
Yukon, single-engine VFR

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

8 Board Meeting

November

5 Board Meeting
12 Annual Meeting & Election of
Officers & Directors

December

3 Board Meeting
10 Holiday Dinner
13 Toy Drop

Letter to the Editor

Rob Hillerich, PAPA Member #219

I read PAPA SEZ every month and thank all those who donate the time and effort required to publish a great monthly newsletter. Although I do not always agree with the opinions stated, the writers are usually well meaning. However, the December 2007 article "PAPA's Year in Review at PWK" has crossed the editorial line for me. As a long-standing and involved member of PAPA, I request that this correction be published in the next PAPA SEZ:

The article says that "... one of the primary purposes of our organization is to provide a voice for the pilot community... PAPA has been very active this year in fulfilling that part of their mission." The underscored heading below says "Complaints filed on behalf of the airport users" leads one to believe that the next two items were PAPA led and sponsored. Item two references the Part 16 complaint that I filed against the airport for denying my business at PWK for a self-service fueling operation.

The fact is that in 2005 and 2006 our past president Lou Nistler's mission statement included (among many other hot topics) the support of a self-serve fueler. During that time I was a PAPA Director and was given the task to work with the airport and develop a business plan. It seemed to me at the time that I had a lot of "support". At the start of 2007 under new PAPA leadership, I specifically asked PAPA for support of my business and a potential Part 16 Complaint. I was flatly denied. An article that I wrote in the spring of 2007 to update the membership on the status of the fueler was not published. The reason that I was given was that the topic was too "provocative". I was also told that a search was done of previous PAPA Board meeting minutes and there had never been a motion made or vote taken to support my efforts and therefore "officially" PAPA had never endorsed my activities.

In my opinion, PAPA leadership needs to become more aggressive. Choose between what is good or bad for the airport LONG TERM! Look beyond the current leadership issues to a time when we won't be here. Will the next generation of pilots thank us for the direction we helped steer the airport or will they look at us as a club that would not take a stand?

Don't be afraid to take sides. I'm not asking you to take mine. Just don't take credit for something you have not supported.

(Editor: The article, "PAPA's Year in Review at PWK" was published with the belief that Mr. Hillerich had given his approval for the item in question and apologizes for the error. PAPA appreciates Rob's efforts on behalf of the pilot population.)

Officers and Directors - Continued from page 1

A Private pilot, attorney on AOPA Legal Services Panel, Bob has his own law firm, specializing in Personal injury (including work injuries, construction and transportation accidents), commercial and insurance law (including insurance coverage and contract disputes). Bob serves as our By-Laws and Legal Committee Chair and is in his 1st term as Director for 2008.

Director - Len Jablon

According to his oldest log book, Len's aviation career began on 8-11-73. He was a member of the Ft Sheridan Army Flying Club, training out of Chicagoland Airport, flying airplanes. When Chicagoland Airport got gobbled up by developers, that club consolidated with the Navy Flying Club at Glenview until the Base was given to Glenview and the developers. Len learned to fly helicopters in the US Army beginning in September 1979, and received his training at Fort Rucker, Alabama (lovingly called Mother Rucker). In 1980, he worked with Army buddies who opened a company called Eagle Air Helicopters. Working for no pay in order to build time, Len maintained a body shop and three gas stations to put food on the table. In 1984, he started his own company called Len Jablon Helicopters, and in 1992, incorporated as Len Jablon Helicopters, Inc. With three helicopters, hoping for four soon, Len's goal is to have a fleet of 5 helicopters without tailrotors (NOTAR). Len has 10,400 hours, only 700 fixed wing. He reports that as an addict to helicopters if depressed, he just says "Pass me the helicopter needle," and things are alright. He reports never having a dull moment flying helicopters. Len was re-elected as a Director for 2008.

Director - Jim Kwasek

Jim started flying in 1988 at Priester Aviation at Palwaukee. After earning his Private Certificate, he headed to Southern Illinois University. While there, he earned his Commercial, CFI, CFII, MEI, AGI, IGI and FE TurboJet as well as an Associates in Aviation Flight and Bachelors in Aviation Management. After graduation Jim returned to KPWK and started working at Service Aviation in line service. Shortly thereafter, he started his flight school. To date, Palwaukee Flyers is one of the largest flight schools in the Chicago area and growing, catering to beginners. Jim has just been re-elected to his Director position for 2008.

Director ... Rob Mark

Rob Mark has been around Palwaukee so long he remembers when Charlie Preister gave him his multi-engine check ride in a Cessna 310 (he passed). Rob is a corporate pilot and a former air traffic controller at PWK tower. When he's not trying to help figure out PAPA's next move, he's the editor of **IFR Refresher** magazine, as well as a contributing editor to **Aviation International News**. He is the author of a **Professional Pilot Career Guide** published by McGraw Hill and writes an industry blog at **Jetwhine.com**. Oh yes...he also runs CommAvia, a marketing and public relations company focused on the aviation industry. Rob continues as a Director for 2008.

Thank them when you see them. Each of these people is serving without pay and giving of their time to make PAPA At Chicago Executive a better organization.

Year End Reflections, New Year's Projections

By Ray Klaus, NAFI Master CFI

These comments are subjective observations. Perhaps you will find something here to stimulate your thinking, and aid in your future planning.

Last December, I completed a three-day AOP A Flight Safety Flight Instructor Renewal Clinic. There was much discussion about the trend, and on-going evolution, of aircraft electronics, glass-cockpits, and the introduction of Very Light Jets; and how this will require flight instructing in systems management and high-altitude operations. We are now dealing with a new generation of high-tech aircraft and needs for fast, efficient transportation. Also, there are still people who desire to fly simply because they like to.

Where are we going to get the instructors to train them? There have been a number of articles in the aviation press about "why you can't find a CFI." As airlines have started hiring again, CFIs have become a scarce commodity. The airlines' need for pilots is outstripping the availability of qualified applicants. Reportedly, the world's airlines will need 17,000 pilots each year for the next 20 years. As the airline needs grow, it will reduce the ranks of instructors. The rumored pilot shortage has arrived.

We can expect to see training facilities dedicated to training qualified applicants for a commercial certificate, then type-rating qualification, along with a new pilot license alternative - the Multi-Crew Pilot License to prepare pilots to fly as copilots. Airlines will create their own flight training facilities for this purpose or contract with qualified flight training organizations. These things are already blowing in the wind.

Type specific training in manufacturer designated schools is already a requirement in order to get aircraft insurance for high-tech personal-use aircraft. Privatization of the Air Traffic Control System and the talk of user fees trouble me. Perhaps, the only pilots that will be able to avoid using the future system are those flying Light Sport Aircraft.

Mid-year, I had surgery to remove cataracts and implant lens. For the first time in my life, I can see 20/20 without glasses. I couldn't be happier with the results, and I was able to renew my Second Class Medical. If I were younger, I would opt for training in VLJs. However, now, in my twilight time in aviation, I'm more inclined to fly simple, piston-engine airplanes on sunny days, and to teach pilots how to really be "pilots-in command" of an aircraft and not just systems managers. That's where the fun is - especially in a tail-wheel airplane. Every flight is a refreshingly new challenge.

Holiday Dinner Successful!

Just short of 90 guests made merry at the Radisson Hotel Wednesday night, December 12th. A wonderful meal arranged by dinner Chairman Howard Levinson was enjoyed by all. Entertainment provided by the barbershop quarter "Seriously" was harmonious and hilarious - thanks to Dennis Rouleau for the referral. President Prasad made 2 awards for outgoing Board members, Barry Axelrod and Lou Wipotnik, both also Past Presidents of the association.

Thanks to Madeleine Monaco and her anonymous helpers for reservations and party favors; Sheila Macomber and Jim Kwasek for registration and collections at the door; and the fine staff at the Radisson for fantastic service, as usual.

Mark your calendar for next December and let's make it 100 or more for the 2008 Holiday Dinner!



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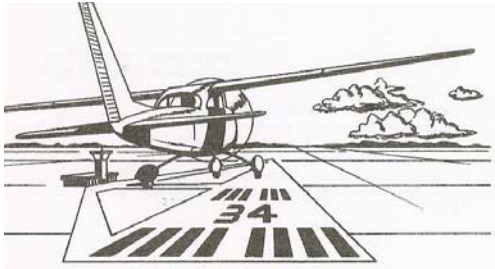
Atlantic

100LL \$5.82 full serve

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.





Winter “NOTAMS” Review

By Lou J. Wipotnik, ATP - MCFI

FAR91-103 Preflight Action - Requires you to be a “Know It All”, pertaining to any flight. For winter operations a few worthwhile contractions should be familiar in your Notam aviation vocabulary.

Contractions from the AIM (5-1-3) used in” Notams.”

BRAG	Braking Action = Good - Suggests caution, conditions could change.
BRAE	Braking Action = Fair - Always be on guard.
BRAP	Braking Action = Poor - Be extremely careful.
BRAN	Braking Action = Nil - Reconsider Plans or Airport/ S.
FRNZ SLR	Frozen Slush on runway/s
IR	Ice on runway/s
LSR	Loose Snow on runway/s
SIR	Packed or Compacted Snow and Ice on runway/ s
SLR	Slush on runway/s
SNW	Snow
SNBNKS	Snow banks - Along runways also watch the taxiways.
WSR	Wet Snow on runway/s
WTR	Water on runway/s - Could freeze anytime especially after sundown.

Note: During the winter snow and ice season, it is always a good idea to call ahead too the local FSS, FBO and/or a local flight school. Check on hours of operation for fuel, storage, pre-heat and ground transportation, etc.

*Taxi - Takeoff - Landing Tips:

- ▶ Whenever the taxiway is wet or slippery, reduce your taxi speed accordingly. Take precautions to avoid jet and prop blast, and watch for snow ridges and unplowed areas. Such hazards can snag a wheel and pull you off a taxiway or runway. To avoid an inadvertent slide during your run up, find some dry pavement on which to plant your airplane’s wheels.
- ▶ If the runway is slick, snowy, or slushy, a soft-field landing is your best approach. The extra propwash makes the rudder and elevator more effective, and you have the positive control response needed to make corrections during the flare and touchdown.

Because a contaminated runway reduces braking action, your landing distance can easily Double. Be prepared to go around rather than land long.

- ▶ Select your touchdown spot based on the runway’s condition. In some cases, landing off centerline may be a good option if it puts you on dry pavement. Balance this decision against your touchdown spot’s proximity to snow banks at the runway’s edge. If you must land on a slick runway, remember that on patchy ice or snow, heavy braking can cause a wheel to lock and a tire to blow. Landing with a slow touchdown speed will reduce your need for heavy braking.
- ▶ Slippery runways can make crosswind operations especially difficult because wheel friction may not enable you to maintain directional control. Unless the pilot operating handbook makes other recommendations, a rule of thumb is to use one-half the manufacturer’s demonstrated crosswind capability as the limit when landing on a slippery runway. A better choice, perhaps, would be to divert to an airport with better wind and/or runway conditions.

***Notes:** Tips were taken from AOPA’s Flying Smart Jan.97 article “Tips for Winter Takeoffs and Landings”

Additional reading: FAA-P-8740-24 Tips on Winter Flying. FAA Advisory Circular AC NO: 91-13C Cold Weather Operation of Aircraft.



AIM 4-3-8 Braking Action Reports and Advisories

When available, ATC furnishes pilots the quality of braking action received from *pilots* or airport management. The quality of braking action is described by the terms “GOOD, FAIR, POOR and NIL,” or a combination of these terms. When pilots report the quality of braking action by using the terms noted above, they should use descriptive terms that are easily understood, such as, “braking action poor the first/ last half of the runway,” together with the particular type of aircraft. Note: Reporting braking action as NIL, will close that runway, so be careful of your reports.

When tower controllers have received runway braking action reports which include the terms poor or nil, or whenever weather conditions are conducive to deteriorating or rapidly changing runway braking conditions, the tower will include on the ATIS broadcast the statement, “braking action advisories are in effect.”

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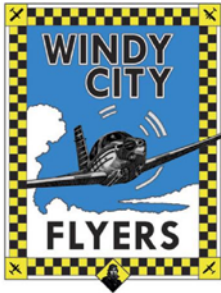
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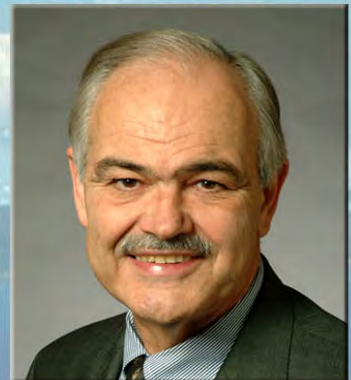
PAPA General Meeting - January 23rd at 7:00 p.m.

Alaska and the Yukon, Single-Engine VFR

Presented by Ken Kaye

Plus.....

**Captain Allan Engelhardt,
New Chairman, Chicago
Executive Airport Board,
talks to PAPA.**



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