

## Monthly Quiz #19 Illusions and Winter Weather

By Lou J. Wipotnik, ATP - MCFI

NOTE: Questions and answers from; IFR REFRESHER Jan. 1998

- 1. An absence of ground features, as when landing over water, darkened areas, and terrain made featureless by snow, can create the illusion that the aircraft is \_\_\_\_ than is actually is.**
  - a. higher
  - b. lower
  - c. the same
  - d. None of the above.
- 2. Sudden penetration of fog can create the illusion of**
  - a. pitching up
  - b. pitching down
  - c. leveling off
  - d. None of the above.
- 3. Bright runway and approach lighting systems, especially where few lights illuminate the surrounding terrain, can create the illusion that the runway is \_\_\_\_ than it actually is.**
  - a. closer
  - b. farther away
  - c. the same
  - d. None of the above.
- 4. Rain on the windscreen can create the illusion that you are**
  - a. higher than actual.
  - b. lower than actual.
  - c. on a normal approach.
  - d. at the same altitude as indicated.
- 5. Over flying terrain that has few lights to provide height cues can prompt you to make a**
  - a. higher than normal approach.
  - b. lower than normal approach.
  - c. normal approach.
  - d. faster than normal approach.
- 6. What is an operational consideration if you fly into rain that freezes on impact?**
  - a. The temperature is above freezing at a higher altitude.
  - b. You have flown into an area of thunderstorms.
  - c. You have flown through a cold front.
  - d. You can get out of the icing by descending.
- 7. What temperature condition is indicated if wet snow is encountered at your altitude?**
  - a. The temperature is above freezing at your altitude.
  - b. The temperature is below freezing at your altitude.
  - c. You're flying from a warm air mass into a cold air mass.
  - d. You're flying through a temperature inversion with colder air below.
- 8. The most frequent type of ground or surface-based temperature inversion is that produced by**
  - a. warm air being lifted rapidly aloft in the vicinity of mountainous terrain.
  - b. the movement of colder air under warm air, or the movement of warm air over cold air.
  - c. terrestrial radiation on a clear, relatively still night.
  - d. widespread sinking of air within a thick layer aloft resulting in heating by compression.
- 9. Which conditions result in the formation of frost?**
  - a. The temperature of the collecting surface is at or below freezing and small droplets of moisture are falling.
  - b. When dew forms and the temperature is below freezing.
  - c. The temperature of the collecting surface is below the dew point of surrounding air and the dew point is colder than freezing.
  - d. Small drops of moisture falling on the collecting surface when the surrounding air temperature is at or below freezing.
- 10. You are about to depart on an IFR flight and are concerned about the possibility of icing. What sources reflect the most accurate information on icing conditions (current and forecast) at the time of departure?**
  - a. Convective sigmets, freezing level chart, and radats.
  - b. Low level significant weather prog chart, radats, and the area forecast.
  - c. The area forecast, and the freezing level chart.
  - d. Pireps, airmets, and sigmets.



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## 2004 PAPA Meeting Dates

December 1	7 PM	December Board Meeting	NAJ
December 4	10 AM	Toy Drop - Santa Flight	Priester
December 8	6 PM	Holiday Dinner	Radisson Hotel

## P.M.A.C. 2004 Meeting Dates

### Palwaukee Municipal Airport Commission

The Commission meets each month at 7:00 p.m. to conduct the business of the airport on:  
December 15th

*PAPA Members are invited to attend*

## 2005 Meeting Schedule

### JANUARY

January 5	Ad Hoc Board Meeting
January 12	Ad Hoc Meeting - <b>Bahamas Adventure Safety Meeting</b> - <i>Speakers: John &amp; Betty Obradovich of the Bahamas/Caribbean Pilot's Guide and Greg Rolle, Chief Aviation Specialist Bahamas Tourism Office</i>

### FEBRUARY

February 9	Board Meeting
February 23	General Meeting - <b>Lost Warbirds of Lake Michigan and Their Recovery</b> by <i>Taras Lyssenko of A&amp;T Reovery (312-437-1311 www.atrecovery.com)</i>

### MARCH

March 9	Board Meeting
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### APRIL

April 13	Board Meeting
April 9-12	Bahamas Adventure Departure
April 27	General Meeting - <b>Props and Their Controls</b> by <i>John DeJoris - Aircraft Propeller Service</i>

### MAY

May 1	Board Meeting
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### JUNE

June 8	Board Meeting
June 22	General Meeting - Prospect Heights Fire Department - <b>Hands-On Extinguisher Use-Aircraft Fire Fighting</b>

### JULY

July 13	Board Meeting
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### AUGUST

August 10	Board Meeting
August 24	Members Hangar Picnic

### SEPTEMBER

Sept 14	Board Meeting
Sept 28	General Meeting - <b>Woman's Careers in Aviation</b> by <i>Grummann Test Pilot Deanne M. Drozd</i>

### OCTOBER

October 12	Board Meeting
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### NOVEMBER

Nov 9	Board Meeting
Nov 30	General Meeting & Election of Officers and Board <b>"Winter Operations"</b> by <i>Lou Wipotnik</i>

### DECEMBER

Dec 7*	Board Meeting - *First Wednesday due to busy schedule
Dec 14	Members Holiday Party and Get Together
Dec 17	PAPA Toy Drop

PAPA SEZ is published monthly by the Palwaukee Airport Pilot's Association (a non-profit organization). The Palwaukee Airport Pilot's Association (PAPA) was formed in 1987 as a forum for the users of Palwaukee Airport. PAPA's mission is to promote the safety of operations and continued development of the Palwaukee Municipal Airport in a fraternal environment with the pilots, users and community.

Membership in PAPA is open to any user of Palwaukee Airport. Membership dues are \$25.00 annually and include a subscription to PAPA SEZ. Letters to the Editor 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 and length. Please email to:

[claudrich@aol.com](mailto:claudrich@aol.com)

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Visit the PAPA Web Site  
[Http://www.pwkpilots.org](http://www.pwkpilots.org)

## Lost Your Certificate Enroute?

By Lou J. Wipotnik, ATP - MCFI

Reprinted in part from "Flight Guide Briefing 9/04

"Did you know that you can call the FAA to request temporary replacement certificates (pilot and medical) by FAX? The Airmen Certification Branch will fax you a temporary certificate that gives you authority to fly. The representative will verify that you are who you claim to be and will ask you for the phone number of a fax machine to which to send your certificate information. Flight Guide is excellent and is well worth the money to supplement the AF/D. But for those without Flight Guide, the toll free number for the FAA is: 866-878-2498.

You can also request replacement certificates, and temporary authority to fly, by computer; visit <http://registry.faa.gov>. (You'll still need access to a FAX machine.)

### 1-877-ANY-AWOS

A new service began early this year that allows you to dial up toll-free any ASOS or AWOS station that is accessible by telephone (not all of them are). Flight Guide lists AWOS and ASOS numbers in their guide, of course, and fined it easier just to dial them directly. But if you lack the phone number, or change to feed the pay phone, you can call (877) ANY-AWOS, key in the location identifier for the field, and listen to the automated weather broadcast. (PWK's ASOS direct number is: 847-465-0291.)

Because each keypad of your telephone can represent one of three letters, your selection of an identifier will likely be ambiguous. For example, if you key in "S-B-D," you will find that those same keys (7-2-3) also represent RBD, PAE, and other stations. The system will list all the valid possibilities and ask you to choose (by number). Then you get to listen to an ad. (Someone has to pay for the system's operation.) Then you hear the desired broadcast.

If you want to listen to another AWOS or ASOS, you have to go through the entire process again-and listen again to the advertising. Flight Guides advice: Keep your Flight Guide with you when you head for the motel from the airport. Make your calls to AWOS by using the number they provide. You get quicker results, and the call costs you only a few cents.

## Quiz #19 Answers

1. a. Known as the "featureless terrain illusion," this can prompt you to descend too early during an approach.
2. a. AIM 8-1-5: "The pilot who does not recognize this illusion will steepen the approach, often quite abruptly."
3. a. AIM8-1-5: "Bright runway and approach lighting systems, especially where few lights illuminate the surrounding terrain, may create the illusion of less distance to the runway. The pilot who does not recognize this illusion will fly a higher approach."
4. a. AIM 8-1-5: "Rain on the windscreen can create the illusion of greater height, and atmospheric haze the illusion of being at a greater distance from the runway. The pilot who does not recognize these illusions will fly a lower approach."
5. c. The high cloud family is cirriform and includes cirrus, cirrocumulus, and cirrostratus. They are composed most entirely of ice crystals. Since the ice crystals are frozen, they are less likely to adhere to aircraft surfaces.
6. a. In order to have freezing rain, the rain must fall through air that is colder than the air above it. Therefore, freezing rain indicates warmer air above.
7. a. Precipitation can change its state as the temperature of its environment changes. Falling snow may melt in warmer layers at lower altitudes to form rain. If you encounter wet snow, the freezing level is above you.
8. c. The ground radiates and cools much faster than the overlying air.
9. c. Frost forms in much the same way as dew. The difference is that the dew point of surrounding air must be colder than freezing. Water vapor then sublimates directly as ice crystals or frost rather than condensing as dew. Sometimes dew forms and later freezes; however frozen dew is easily distinguished from frost. Frozen dew is hard and transparent while frost is white and opaque.
10. d. Check for airmets and sigmets, since these are issued when ever there's an icing hazard. Of course, pireps will give you the latest information about what pilots have actually encountered.

## Papa's Short Approach

NOTE: The following is reprinted from the NASA Aviation Safety Reporting System (ASRS).

Put together by: Lou J. Wipotnik, ATP-MCFI

### An Alarming Takeoff

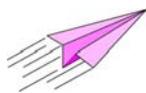
After making mistakes that almost led to an accident, this C172 pilot generously shared the experience through ASRS. It would be a mistake not to heed the lesson.

*[I] proceeded with the departure on a grass strip approximately 2,200 feet long. At 60 kts. I rotated and started to climb. I had packed the plane and messed up because I had an aft center of gravity. Without enough runway left to put down, I climbed (with the stall warning screaming) to avoid trees at the end of the runway. [I] just cleared the trees. The contributing factors were too much baggage, not knowing the density altitude, and complacency. Thank God I am still around to share this lesson.*

Holiday fatigue and haste contributed to this private pilot's runway incursion.

*After landing on Runway 36, I was instructed by Tower to make a right turn on the next taxiway and hold short of Runway 6....My attention was not where it should have been. I was concentrating on the distant taxiway and ramp lighting and on my desire to finish this flight and return to my home base. As a result of my lack of attention, I proceeded to cross Runway 6 without clearance and with an aircraft on final for runway 6. I was immediately advised and admonished for my error....I was tired due to the holidays and my personal workload....As the saying goes, haste makes waste....*

Can you see yourself in any of these stories? How many times have we rushed to depart or had our minds/thoughts elsewhere? It only takes one time to mess up and get a violation or worse yet ruin the Holidays for your family. Stop -Think and Slow down especially if you feel your fatigued or in a hurry. The Holidays should be a happy and loving time. God Bless.



## Letters to the Editor

PAPA Members: Send your letters and comments to Richard Steinbrecher at: [ClaudRich@aol.com](mailto:ClaudRich@aol.com). Please include your PAPA membership number. PDF or e-mail text OK but Microsoft Word files preferred. Newsletter submissions must be received before the 15th of the month.

## Feedback, Concerns, and Questions

Submit by mail to PAPA, 1005 S. Wolf Road, #106, Wheeling, IL 60090  
or email to [Claudrich@aol.com](mailto:Claudrich@aol.com)

## Membership Report for November

### New Members:

**Scott Falbe    John Sjaardemal**

Kenneth W. Riesterer  
Membership Chairman

# TFR Trauma/ FSS Numbers

By Ken Kaye

I spent last weekend at the Bonanza Pilot Proficiency Program, where a segment on TFRs revealed something scary that none of us, including active pilots from all over the eastern U.S., had heard before.

The lecturer reported that an ATP pilot had his license suspended for a month or two (I forget how long, but it was his license to earn a living) for the following incident on his day off, in a Bonanza. He crossed the perimeter of a TFR on an IFR plan, after saying to ATC, "I thought there was a TFR in that location." The controller said, "let me check," then came back and said it was OK, it wasn't active. As a result of the ensuing flight into a TFR, The controller received a suspension as well as the pilot.

They said this is not the only incident, just the most striking because of the impact on an airline pilot. We're used to ATC taking us across MOAS — and in the event of a mistake, ATC clearance gets you off the hook. But NOT SO with TFRs. Their enforcement is under the TSA; FAA has no authority whatsoever, so an incorrect ATC clearance only means that the controller will go through the same series of interviews (separate ones with TSA, Secret Service, FBI, etc.) and exposure to possible suspension as you do. The only difference is, the controller's not up there with you when the F-16 slides in on your left wing, with his partner at your 6 o'clock.

## Calling FSS

We've probably all noticed on cross-country flights, dialing 1-800-992-7433 on one's cell phone gets you Kankakee Flight service. They're not certain to know or find today's TFRs in Arizona or Florida or wherever you happen to be.

The free, 866- numbers for anywhere in the country can be downloaded from this page and printed out to carry in your flight bag:

<http://www.faa.gov/ats/afss/bdrafss/HTML/cellphone.htm>

Or, in case there's still a PAPA member who's not internet-savvy, here they are:

Flight Service Ident Toll free number

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# PAPA Holiday Party

Wednesday, December 8th, 2004 at 6pm

Radisson Hotel Northbrook

2875 North Milwaukee Avenue

847-298-2525

## Complimentary Cocktail Reception

(6:00pm - 7:00pm)

International Cheeseboard

Assortment of Wines and Domestic Beer

## Dinner Buffet

Greek Salad, Cherry Tomato Caper Salad,  
Mixed Salad of Romaine, Spinach and Lettuce

Grilled Chicken Bourcin

Filet of Salmon with Dill Sauce

Smoked Roasted Tenderloin of Beef

Garlic Infused Mashed Potatoes, Pasta Carbonara, Seasonal Vegetables

Assorted Rolls, Butter & Lavosh

Assortment of Cakes and Pies with Fresh Whipped Cream

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## Winter Young Eagles

By Richard Steinbrecher

Where do snow birds go in the winter? Well, nowhere, of course. They happily stay right here. The air is cool and clear, the flying superb. So start your snow bird and start the new year off right with PAPA's winter Young Eagles rally Saturday, January 15th, 2005. Kids from 7 to 17 are invited to join the PAPA Young Eagles crew for the time of their life. Kids can go on their first ride in a small airplane and it's all free! The fun will begin at 10:00AM at North American Jet's Palwaukee corporate terminal, 1005 south Wolf Road, Wheeling. Ground volunteers should plan to be there at 8:30 AM to help set up. Pilots briefing will be held at 9:30 and kids begin to fly at 10:00. Individuals and groups can be scheduled by calling the

PAPA Young Eagles hotline at 847-883-8388 and following the menu. After 7:30 the morning of the rally, pilots, volunteers and parents can call the hotline for a rally status. If the rally is weathered out, the weather date will be in 1 week and 1 day—Sunday, January 23, 2005. Call Richard at 847-579-1225 for more information.

We all make those new year's resolutions. Here's one you can keep! Get out and about, have fun and help introduce a new generation to the wonders of flight. And for those of you who don't know: yes, airplanes have heaters.

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