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## Chicagoland's First VLJ Calls North American Jet Home

By Rob Mark, editor Jetwhine.com

One of the cool parts about flying a jet airplane is being pushed into the back of your seat when you shove the throttles to the firewall (yes, I know, jets don't really have firewalls). The second most ego-boosting event comes when ATC asks you to slow down because you're catching up with slower airplanes. As the first of the Very Light Jets appear on the scene, more pilots are going to have the opportunity to experience these jet sensations for themselves.



PAPA member Ken Ross is President of North American Jet Charter Group LLC, which happens to be the first charter company in Chicagoland to manage one of the newest of the VLJs, the Eclipse 500. The FAA has just completed the final charter certification of serial number 18, also known as N875NA, making it the first Eclipse in the nation certified under Part 135. NAJ's Eclipse is available to both old and new customers.

### Let's Go Fly

Ken recently invited me to ride along on a short training flight. The experience was nothing short of eye opening. When Ken Ross and co-pilot Ed Lavigne started the 950-lb thrust Pratt and Whitney engines at NAJ's PWK facility, the motors were barely audible. The all digital cockpit is made up of three Avio system screens, one in front of each pilot functioning as Primary Flight Displays and a central screen that acts as a multi-function display for tracking engine, fuel and electrical activities.

At takeoff, the Eclipse was carrying four people and 1325 lb of fuel. The humid outside air temperature hovered around 85 degrees making for a significant density altitude issue. As Ken pushed the throttles forward the engines spun up, but

never came close to reaching the high noise level I thought they might. Another passenger and I continued to carry on a normal conversation during the 2,200 foot ground roll. By the way, loss of an engine on takeoff is greatly simplified: just keep flying the airplane. There's nothing else to worry about.

The Eclipse accelerated quickly and found a comfortable 2,000 fpm rate at about 170 knots IAS. Not bad with four folks on board and nearly full fuel. Bumpy IFR weather west of the airport and, at the time, the lack of IFR Certification on the airplane meant a short VFR trip to Lake Geneva and back would be about it.

We stayed beneath the cloud bases at 4,500 feet. Ken said the current fuel would have given us a range of about 1,000 miles once we climbed up into thinner, more efficient air. The Eclipse is miserly on fuel burning 600 lb the first hour, 500 lb the second and 400 the last hour. Do the math. That translates into 92 gallons, then 77, and finally 61 gallons per hour.

The room in the cabin - I sat in the seat behind the pilot - offered ample space for my legs with room to spare, certainly more than on any airline coach flight. And no one in front of me would be running the seat back either. We ended up cruising at about 220 knots once clear of the Class B airspace. The noise was the same as takeoff - nice actually. Visibility from the back was excellent with large bright windows. The baggage compartment is small with room for perhaps three small suitcases and a garment bag hung-up and no more, but the Eclipse is a two-hour airplane, tops, anyway.



As we headed back to PWK, I found myself wondering if the aircraft would be easier for new pilots to fly with the sidestick control. Although the Eclipse uses a sidestick, it is connected to conventional cables and rods for control. In Paris, I'd recently had an opportunity to fly Dassault Falcon's

*Continued on page 3*

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PAPA SEZ is published monthly by the Palwaukee Airport Pilot's Association (PAPA) - a non-profit organization. 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 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 \$30.00 annually and include a subscription to PAPA SEZ. \*Renamed: Chicago Executive Airport, Oct. 2006.

#### 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](mailto:editor@pwkpilots.org) or send to:

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

## PAPA 2007 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 2007

#### SEPTEMBER

- Sep 5 Board Meeting
- Sep 26 General Meeting: Sport Pilot Q&A plus  
Video of Multi-Continent Flight
- Sept 30 PAPA 20th Reunion Celebration (see  
back page)

#### OCTOBER

- Oct 10 Board Meeting

#### NOVEMBER

- Nov 7 Board Meeting
- Nov 14 Board Meeting/Annual Meeting and Election

#### DECEMBER

- Dec 5 Board Meeting
- Dec 12 Holiday Dinner
- Dec 15 Toy Drop

### Membership Report

#### New Regular Members:

Vasken Kodjavakian  
Todd McClamroch  
Peter Tobin

#### New Family Affiliate Members:

Jean Van Ness

No new Student Members

### 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](mailto: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.



*North American Jet*  
Continued from page 1

7X which includes a fly-by-wire - totally computer controlled - sidestick. Ten seconds after trading a control wheel for a sidestick, I couldn't imagine flying the old way. I think the era of the sidestick, as also used aboard the Cirrus and Airbus aircraft, is the future.

The Eclipse has no thrust reversers for landing. We crossed the approach end of 16 at about 95 knots, then turned off at runway 30 with very little use of the brakes, and taxied back to NAJ. Turning the two engine-control knobs on the eyebrow panel to 'OFF' cuts the fuel and the engines quickly spooled down.

Even this short flight proved two things to me. The noise in the cabin is beyond comfortable. It's downright conversation provoking. The amount of room in the Eclipse with two pilots and three in the back is plenty for an hour or two flight.

If you have an Eclipse delivery position, you're going to like this machine when yours shows up, despite the items that still need work, like certification into known icing, and a pitot static problem. If you don't have a delivery position for one of the new \$1.6 million jets, stop by and visit Ken Ross at NAJ. Maybe you can thumb a ride.

## Monthly Quiz # 51

By Lou J. Wipotnik, ATP - MCFI



"You're right, Killer... It does look like a nice day to spin-train students!"

- About what percentage of fatal or serious accidents involves a stall/spin?  
A. 2%    B. 5%    C. 25%    D. 60%
- Most stall/spin accidents occur:  
A. During practice of intentional spins.  
B. In the traffic pattern (takeoff, approach and landing, go-around).  
C. When practicing intentional spins in aircraft not certified for them.  
D. When practicing stalls.
- A significant factor which may cause inadvertent stalls is:  
A. Distraction.    B. Too lean of a mixture.  
C. Instrument failure.    D. Darkness.
- Which of the following is true in a spin?  
A. The airspeed will be near the stall speed.  
B. The turn needle will indicate opposite to the direction of the spin.  
C. The ball indicator will always deflect in the direction of the spin.  
D. The engine will stop, during the spin entry.
- Which of the following are necessary to enter a spin?  
A. Full rudder and aileron.  
B. Full back elevator and full aileron.  
C. A stalled wing and a yawing moment.  
D. A stalled wing and full power.
- An airplane stalled in a left turn tends to spin:  
A. To the left.    B. To the right.  
C. Cannot be determined from information given.  
D. In a direction dependent on rudder position when the airplane stalls.
- Accidental stalls are more likely than intentional stalls to be followed by a spin because:  
A. The pilot is not expecting the stall.  
B. The airplane is likely to be yawing in an unintentional stall.  
C. Both of the above.  
D. Neither of the above.
- The most effective control for avoiding a spin and maintaining directional control during a delayed stall recovery is:  
A. Rudder    B. Aileron  
C. Elevator    D. Throttle
- An aft center of gravity location usually:  
A. Makes it easier to enter and more difficult to recover from stalls and spins.  
B. Makes it more difficult to enter and easier to recover from stalls and spins.  
C. Can be moved forward during a spin to assure recovery.  
D. as little effect on stalls and spins.
- In most airplanes, spin recovery is made by:  
A. Applying full power and forward wheel.  
B. Reducing power to idle and rudder against the rotation followed by forward wheel.  
C. Applying forward wheel followed by aileron against the spin.  
D. Applying full forward wheel followed by coordinated rollout.

Quiz Answers on bottom of page 6.

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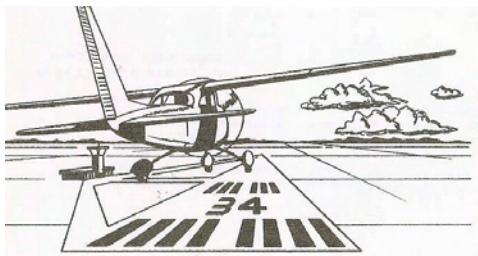
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# Executive's Short Approach

By Lou J. Wipotnik, ATP - MCFI



## Short Field Takeoffs & Landings

At Chicago Executive Airport we seldom worry about short takeoffs or landings, unless using runway 6/24. Actually, runway 24, in my estimation qualifies as a short runway of 2409 feet, due to a displaced threshold. Really, I'm thinking more of other airports one might encounter while on a week-end journey.

Let's take a short quiz, then review answers and procedures to rejuvenate our memory base.

1. What do you consider a short field?  
A. A runway less than 1500 feet in length.  
B. A runway less than 2500 feet in length.  
C. A runway less than 3000 feet in length.
2. By definition, what is Vx speed?  
A. The airspeed that provides the greatest gain in altitude per unit of time.  
B. The airspeed that provides the greatest gain in altitude for a given distance over the ground.  
C. The airspeed that provides the shortest ground roll.
3. By definition, what is Vy speed?  
A. The airspeed that provides the greatest gain in altitude per unit of time.  
B. The airspeed that provides the greatest gain in altitude for a given distance over the ground.  
C. The airspeed that provides the shortest ground roll.
4. If you had a short and soft runway, which takeoff technique would you deploy?  
A. The short field takeoff technique.  
B. The soft field takeoff technique.  
C. The combination of the soft and short field takeoff techniques.
5. What do you consider a soft runway?  
A. Tall grass and wet snow.  
B. Mud or plowed field.  
C. Anything that is not a dry, hard smooth surface.
6. Why might short grassy strips present a hazard?  
A. They might have electrical wires and other obstructions that are hard to see.  
B. They might offer unseen hazards, be surrounded by trees, which block the the wind, causing unexpected drift and turbulence on short final. Have wild animals that could run on the runway.  
C. All of the above.

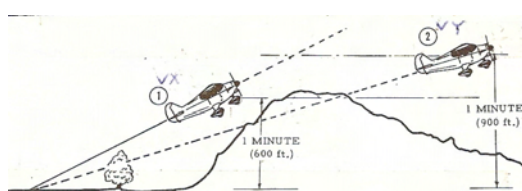
7. When departing on any runway, what is your "Abort Point?"  
A. Accelerate Stop Distance.  
B. POH performance section.  
C. All of the above.
8. When landing on any runway, where is your "Go-Around Point?"  
A. 5/8 down the runway.  
B. 1/2 down the runway.  
C. 3/4 down the runway.
9. Do you perform a personal briefing, before every takeoff, consisting of - what do I do in case of an engine failure or mechanical trouble during takeoff.? What items should be included?  
  
\_\_\_\_\_

Answers:

1. (B) Looking at a C172SP POH, Section 5 Performance; one can see that on a typical summer day at 2000 feet density altitude, 30°C, a ground roll of 650 is needed to land and 1455 feet to land over a 50 foot FAA obstacle. However, to takeoff under those same conditions the pilot will need 1285 foot ground roll and 2190 feet to clear that same FAA 50 foot obstacle. Therefore, for a margin of safety, a soft/short field should be at least 2500 feet.

As a review - what are the worst conditions for takeoff? High Density Altitude, High Temperature, High Humidity, High Pressure and Little to No Wind. You can also add a Soft/Short field with Obstacles.

2. B.
3. A. (see Figure 1)



⊕ Vx Figure 1 • Vy

4. C. One **MUST** become airborne before you can obtain the necessary airspeed to climb.
5. C. Even runway 16/34 can be short/soft if it is wet (rain/snow) and you land long, to fast, and then hydroplane off the end of the runway.
6. C. No explanation necessary.
7. C. Accelerate Stop may be determined by using the POH. Add the takeoff distance for a 50 foot obstacle to the landing distance over a 50 foot obstacle together, to gain the Accelerate Stop Distance. Refer to answer One.

8. A. If the wheels are not firmly down in the first third of the runway, you should consider a Go-Around. Always have a *POINT/SPOT* on the run-way (somewhat beyond the very end) that you're aiming for, and if your not on the ground with in 200 feet on or after the point Go-Around.
9. There is no correct answer or technique, but you might consider the following:
  - a). Up to 250 feet AGL, basically land straight ahead, minimal turn.
  - b). Up to 500 feet AGL, 90° turns.
  - c). 1000 feet AGL, consider turning back to the airport. Which way I turn depends on the wind.
  - d). In any case, at least brief a plan of action with your crew or yourself, before each takeoff.

#### TAKEOFF CONSIDERATIONS

- ✦ The takeoff should be started from the very beginning of the takeoff area and the airplane accelerated as rapidly as possible.
- ✦ Flaps applied per POH. Full power applied before brake release. (Lean to Best Power per Density Altitude requirements). (Best Power in the C172 is leaned to 100° Rich of Peak).
- ✦ On the takeoff roll, the airplane's pitch attitude and angle of attack should be adjusted to that which results in the minimum amount of drag and the quickest acceleration. (Remember, there is usually a three second delay from input of the controls and what the airspeed indicator reads).
- ✦ Since the airplane will accelerate more rapidly after lift-off, additional back pressure becomes necessary to hold a constant airspeed.
- ✦ It is usually advisable to raise the flaps in in-crements to avoid sudden loss of lift and settling of the airplane.
- ✦ An attempt to pull the airplane off the ground prematurely, or to climb too steeply, may cause the airplane to settle back to the runway or into the obstacles.
- ✦ It is generally *UNWISE* for the pilot to be looking in the cockpit or reaching for flap and landing gear controls, until obstacle clearance is assured. When best rate-of-climb speed has stabilized, retraction of the flaps may be started.

#### LANDINGS CONSIDERATIONS

- ✦ It is always prudent and contestant with safety to do a high overhead reconnaissance of any landing field that you are unfamiliar with. Check for wires and hidden hazards on or around the field. You may even wish to perform a low approach and go-around.
- ✦ To land within a short field or confined area, the pilot *MUST* have precise, positive control of the rate of descent and airspeed to produce an approach that will clear any obstacles, result in little or no floating during the round-out, and permit the airplane to be stopped in the shortest possible distance.

- ✦ Since short field approaches are power-on approaches, the pitch attitude is adjusted as necessary to establish and maintain the desired rate or angle of descent and power is adjusted to maintain the desired airspeed. Just like flying a glide slope - pitch for the attitude that gives you a certain rate of descent and power for your airspeed. However, a coordinated combination of both pitch and power adjustments is usually required.
- ✦ In gusty air, no more than one-half the gust factor may be added to the final approach speed.
- ✦ Touchdown should occur at the minimum controllable airspeed with the airplane in approximately the pitch attitude which will result in a power-off stall when the throttle is closed.
- ✦ Upon touchdown, nose wheel-type airplanes should be held in this positive pitch attitude as long as the elevators remain effective. On a hard surface, once the nose wheel is down, full brakes and aft elevator can be deployed for full braking.
- ✦ Care *MUST* be taken to avoid an excessively low airspeed. If the speed is allowed to become too slow, an increase in pitch and application of full power may only result in a further rate of descent ("Region of Reverse Command," or "Back Side of the Power Curve").
- ✦ Care must be exercised to avoid closing the throttle rapidly before the pilot is ready for touchdown, as closing the throttle may result in an immediate increase in the rate of descent and a hard landing.

Next month I will discuss Soft Field Takeoffs and Landings.

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### QUIZ ANSWERS

- |      |      |      |      |       |
|------|------|------|------|-------|
| 1. A | 2. B | 3. A | 4. A | 5. C  |
| 6. D | 7. C | 8. A | 9. A | 10. B |

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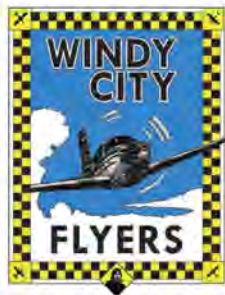
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## September Meetings and Events



### **PAPA General Meeting**

*September 26th at 7:00 p.m.  
Radisson Northbrook*

### **Sport Pilot / Light Sport Aircraft**

*Jim Blair, a United Captain, FAA Designated Examiner and Sport pilot instructor, will present a program on Light Sport Aircraft (LSA) and the Sport Pilot license.*

**PLUS**

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### **PAPA 20th Anniversary Celebration**

*and*

### **Palwaukee-Sky Harbor-Chicagoland Pilots Reunion**

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