

PAPA SEZ

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June 2009 ~ Volume 23 Number 6

The Newsletter of PAPA At Chicago Executive

Advocacy. Camaraderie. Education.

My Skydiving Experience at Chicagoland Skydiving Center, June 5, 2009

By Don Puls, Longtime PAPA Member

When I first received the announcement from PAPA about the June 14th Safety Meeting in Hinckley, IL, and the opportunity to perhaps participate in a tandem free fall, I quickly went to my calendar only to discover that I had a conflict that day. I thought that sometime, maybe, I'd like to try skydiving, having heard about former President Bush making a jump several years ago.

Coincidentally, I had need to update my GPS data base, and planned to fly to Aurora (Sugar Grove ARR) to have it done. Before going there, I thought I'd fly to Hinckley (0C2) to get information about jumping in the future and possibly scheduling a date to do it. Then I thought, "what the heck, I'm here, why not do it now?" So I signed on, and had the wonderful experience of doing one of the things that I've had on my 'to do' list for a long time.

Having bungee jumped in New Zealand a number of years ago, I had some idea of what the feeling would be like, so I was not apprehensive about it, but still the butterflies came.



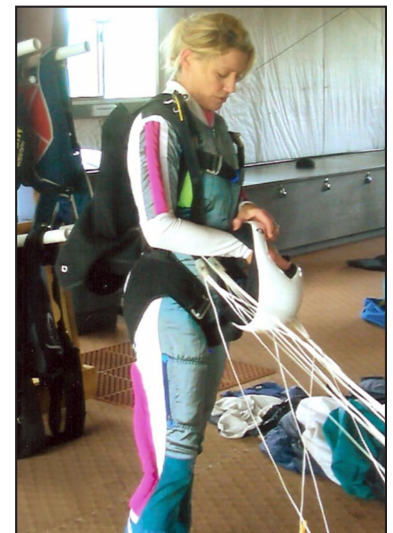
With a brief introduction by my 'jump partner', we were installed in jump harnesses, and boarded the wonderful PAC P750XSTOL 750 horsepower turbine powered single engine aircraft. The climb to 14,500 feet was accomplished quickly and impressively with about 14 jumpers aboard, some singles, and some of us tandems.

Having reached the desired altitude and having my new best friend Emily attached securely to my back, the pilot pulled

the power, put on the red jump light, and off the jumpers went. Being a newbie, we were the last pair off, then WOW. I did my best to follow instructions I was given, but mostly I was awed by what I was seeing and feeling. Emily tapped me on the shoulder, which meant I could extend my arms, and I then realized I could exercise some influence over the direction of our flight. The extreme videos you've seen with jumpers casually doing maneuvers are not quite what the actual experience is. They are falling FAST while they're doing it. Really fast.

In fact, the next thing I knew, Emily pointed to the altimeter on my wrist which showed 5,000 feet, and time to pull the 'rip cord' to open the chute. The 9,500 feet we fell was over in probably a minute and a half, then the jerk of the chute opening, and total peace, floating over the beautiful fields of northern Illinois. My 'driver' then executed some very smooth, though steep turns, and it was a very exciting feeling. She then came to the landing point, executed a smooth final approach, repeated landing instructions ("lift your legs, and we'll slide down on our bums" (that New Zealand speak for arses). We landed smoothly and were helped to our feet, and walked to the Center for high fives all around. Emily gave me an 'attaboy, and peck on the cheek, and invited me back to do it again soon.

Well, because the operation is so professional, I was a very satisfied customer, but like bungee jumping, I allowed as how I would not repeat it again. However, as part of the PAPA package, I was able to go aboard the plane with the next batch of jumpers, and ride in the jump seat and observe their jump. One of the highlights was seeing a very pretty young lady jumper aboard with us, and realized it was none other than Jackie Bange, an anchor person on WGN



Continued on page 3

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PAPA 2009 Event Schedule -

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

All General Meeting locations TBA

JULY

8 Board Meeting

AUGUST

12 Board Meeting

26 Membership Hangar Picnic

SEPTEMBER

9 Board Meeting

19 Aviation Career Expo - PWK

23 General Safety Meeting

OCTOBER

14 Board Meeting

NOVEMBER

4 Board Meeting

18 Annual General Safety Meeting & Election of Directors - Topic TBA

DECEMBER

2 Board Meeting

9 PAPA Holiday Party

12 Toy Drop

Membership Report:
No New Members

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:

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

My Skydiving Experience
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TV. I wanted to, but didn't tell her, that she's one of my favorite news people.

As I departed Hinckley's grass strip in my PA 28-181, I wagged my wings to the PAC jump plane taking off to 'dump' another bunch of crazy-like-me people, to have the 'high' of falling through space.

I encourage all who think they might enjoy this kind of sport, to 'just do it'. CSC is very professionally run, the people are friendly, and the experience is wonderful. This is not a commercial, but it might bring a chuckle to end this message: their web site is (why would anyone want to jump out of a...) www.perfectlygoodairplane.com.

Proficiency Training For Pilots

By Ray Klaus, NAFI MASTER CFIA-II-MEI

Spring has sprung, the grass has risen, and that means that most of us will be getting back into the air. But, there are a few things to think about before getting into the cockpit: Currency vs Proficiency.

Sure, it only takes three takeoffs and landings to become current. But does that mean you are ready to take your family on a cross-country trip? Just because you are legal to fly doesn't mean you are properly prepared to fly. Feeling rusty? When is the last time you received dual instruction? Get an instructor to help you regain your confidence as PIC.

Weather can deteriorate rapidly and even become explosive with the blink of an eye - thunderstorms, tornados, hail, wind shear, do. Check the weather often and don't be afraid to postpone a flight.

Has that GPS become a crutch? Try a flight or two relying on pilotage and dead- reckoning. When is the last time you did a weight and balance calculations or prepared a Navigation Log? Do you remember how to use that E6-B? Take time to do some math.

Warm weather brings out all kinds of wild life hazards. Keep an eye out for wildlife both in the air and on the ground - especially when at an airport where it is likely for some aircraft to not have a radio. Be sure to announce your intentions frequently - but briefly.

Spring means construction starts. Has your destination runway been closed or displaced. Be careful when using a sod strip. Substandard conditions such as wet soil, long grass, ruts or dips can be difficult to see before it is too late. When in doubt, call ahead.

Stay safe and arrive alive!

The best way to ensure safety is to advance your training and improve your flying skills:

Climbs and descents at 500 fpm full and partial panel, should be conducted using various power settings, including minimum controllable airspeed. It takes more skill to fly slow. Steep turns should be practiced with at least a 45-degree bank, 360 degrees in one direction, followed by rolling into a turn in the opposite direction using full and partial panel. Good pitch control is required to maintain altitude and avoid a spiral or upset.

Recovery from unusual attitudes should be conducted using full and partial panel. Your goal should be a simultaneous correction of pitch, bank and power during recovery. Upset and emergency upset recovery training is a good investment that pays dividends throughout one's flying career. Once pilots experience life beyond the "stall" and learn to master recovery skills, they wonder how they survived without it.

Falling-leaf stalls offer a compromise to "spin" training. The airplane is held in a mushing stall while alternately dropping one wing and then the other through the use of rudder control. The wing drop while stalled accurately simulates the initial entry into a spin. All spins start with a wing "drop" and the corrective actions include the prompt application of opposite, or top rudder. If this is the pilot's initial, immediate, and instinctive reaction to a wing drop, it is unlikely for any aircraft to enter a spin. The falling-leaf stall training gives the pilot knowledge of the proper corrective action to take and reinforce this with actual experience. It is a lot of fun performed vertically into a stiff wind, descending at around 1,500 fpm over a landing spot.

An emergency descent is a way to reach a lower altitude or the ground for an emergency landing. The need for this maneuver may result from tire, loss of cabin pressurization, or any other demanding situation. A three-turn spiral of 1080 degrees to a landing is a great confidence builder. It is nothing more than descending turns around a point, controlling the radius of the turns around the point with the bank angle in relation to the wind.

Power-off accuracy approaches from the 90, 180 and no-degree positions will help instill the judgement and procedures necessary for accurately flying the airplane, without power, to a safe landing. Also, accomplishing the procedures for a simulated engine failure during other phases of flight will help you perform the steps and cockpit

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*Proficiency Training
cont. from page 1*

procedures to use in an actual emergency while planning and flying the approach.

It would be a good idea to dust off your short-field and soft-field take-off and landing skills with an instructor, and also relearn the application of forward and side-slips.

There are a variety of additional performance maneuvers useful in developing a high degree of pilot skill. Although they are not performed during everyday flying they aid the pilot in analyzing the forces acting on the airplane and in developing the fine control touch, coordination, and division of attention for accurate and safe maneuvering of the airplane. Among the maneuvers to consider are the chandelle and lazy-eight.

And if you really want to have fun, take tailwheel transition training and perform these maneuvers in a tandem, stick and rudder airplane.

Editor - Ray Klaus, a PAPA member, has received the designation of Master Instructor from the National Association of Flight Instructors and has been awarded the FAA Wright Brothers Master Pilot Award. Ray is a sport aviation enthusiast.

FAA: 2 Planes In Close Call At O'Hare Associated Press

The Federal Aviation Administration says two American Airlines planes came close to each other while landing at O'Hare International Airport because of an error by an air traffic controller on June 5, 2009.

Both planes landed safely in Monday's incident and no injuries or aircraft damage was reported.

The FAA said Friday that the planes were landing on parallel runways. A McDonnell Douglas MD-82 that turned at the direction of a controller crossed in front of a Boeing 767.

A preliminary review of radar data shows that at their closest point the planes were at the same altitude and .35 miles apart laterally.

The FAA is investigating the incident along with the National Transportation Safety Board.

The controller worked at the FAA's radar facility in Elgin.



PWK Fuel

See pwkpilots.org for fuel price snapshot and for daily fuel prices visit: www.100ll.com or Airnav.com

Pet Airways

This concept has been bandied about for years, and according to reports, paw-sengers will be flying high this July. PetAirways is a pet-only airline where the animals ride in the main cabin, not in the cargo. No humans are allowed in this Beech 1900, except for the pilots and "pet attendants."

Pet Airways will be flying night flights from secondary airports in or around the major cities of Chicago (Palwaukee Airport), Denver (Rocky Mountain Airport), New York (Teterboro Airport), Los Angeles (Hawthorne Airport) and Baltimore/Washington International Airport. The introductory fares are \$149 each way and pet owners can drop their loved ones off two to 72 hours in advance. Here's how it works.

1. **Drop your pet off** at our Pet Lounge, located at the airport. You must check in your pet no later than 2 hours before take off. If you choose, you may check in your pet up to 72 hours before the flight. We'll be happy to board your pet at our PAWS Lodge until the flight

2. **Potty Breaks** are very important to your pet. With the human airlines, your pet

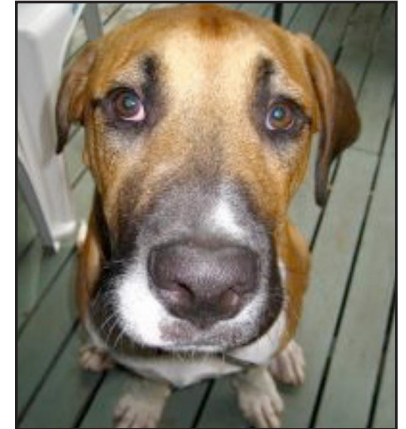
could be made to hold themselves for a very, very long time. Pet Airways monitors the last time your pet had a potty break, and makes sure that they get regular potty breaks along the way. This means that it may take us longer to get to where we are going, but the care of our pawsengers is our first priority.

3. **Pets board the plane** and our Pet Attendants make sure they're all comfortable and that they, and their pet carrier, are secure.

4. **A Pet Attendant** monitors and checks the comfort of all pawsengers every 15 minutes during the flight. After landing, pets will be disembarked, given a potty break, and will be available for pickup at the Pet Lounge.

5. **Pick up your pet** at the Pet Lounge at your destination, knowing he or she has traveled comfortably and safely in the main cabin of our plane. If you cannot pick up your pet that day, we will be happy to board your pet overnight at the PAWS Lodge.

Each time pets move anywhere, from the Pet Lounge to the pet limo or from the pet limo to the plane, Pet Airways tracks and records their progress, which means you can monitor your pet's journey every step of the way online. For more information go to www.petairways.com.



Village Helps Fuel Taxiway Project

By Bobby Chilver, Journal Online

Prospect Hts. and Wheeling each approved the fronting of funds to Chicago Executive Airport in an effort to help push through a taxiway extension project aimed at improving airport safety.

Prospect Hts. and Wheeling jointly own Chicago Executive, formerly known as Palwaukee. Airport Manager Dennis Rouleau asked each community to approve this week the fronting of \$1.35 million to help push through extension of taxiway Lima.

The project needed to be approved quickly as Rouleau said the low bid expired June 5. He explained that the bid had already been extended and the airport did not want to lose the price, which came in lower than expected.

Thanks to approval by Prospect Hts. on Monday and Wheeling on Tuesday, the bid was awarded Wednesday to Liddell Brothers Inc.

Rouleau is hoping to receive government funding to close the cost gap. He explained that there is currently \$2.3 million in reserves at the Illinois Dept. of Transportation (IDOT). Rouleau said the FAA has given him a strong indication that the \$2.3 million will be given to Chicago Executive for the Taxiway Lima project. The money has been sitting unused for a couple years now but if the Lima extension was delayed any longer, the funding may have been passed on to another project.

Now with the bid awarded and project locked in, Rouleau is confident the airport will receive that extra funding.

As for the project itself, the extension of taxiway Lima will improve safety by eliminating an airport "hot spot." The taxiway runs parallel to the airport's main runway (16/34). The upcoming project will extend it about 1500 ft. to Runway 6/24. The taxiway extension will get rid of a crowded crossing, where Rouleau said there have been frequent issues.

Work is expected to begin around mid-July and be mostly complete by the fall.

Rouleau said construction will cause slight changes in flight times but the airport is working with Liddell Brothers to have most of the work done during non-peak times.

"Our number one goal is to be as safe as possible and to minimize the impact on our users," he said.

For now, the main initiative will be to notify all airport users of the project and work with them to set arrivals and departures around construction.

In total, the project will cost around \$4 million, with about \$3.6 coming from federal funds.

Firefighters Called To PWK

Journal Online

Firefighters from Wheeling and Prospect Hts. were called to Chicago Executive Airport June 8, 2009 when a plane that departed moments earlier was forced to turn around after experiencing engine trouble.

At approximately 1:49 p.m., a Falcon 2000, medium size business jet carrying four people reported engine and landing gear problems.

"The plane was departing and at some point blew or lost its engine but we are unsure why or how this happened at this time," said Airport Manager Dennis Rouleau. "The plane then circled back and landed safely."

The jet is now inside one of the airport's hangars and is being looked at to determine what happened.

"At this time, we don't suspect birds," Rouleau said as to why one of the plane's engines malfunctioned. "During the incident, as a precaution, the airport was shut down so we can deal with the emergency as quickly as possible and to also inspect the runway."

A short time later, the airport re-opened for airplanes to take off and land. No one was injured in the incident and the plane remains intact.

O'Hare Starbucks Shut Because Of Flies

Chicago Tribune

The Starbucks Coffee in O'Hare International Airport's Terminal Two was closed today after the coffee shop failed to do away with flies that had been found on a visit by city inspectors last week, a city official said.

Inspectors with the Mayor Daley's Dumpster Task Force visited the Starbucks, 11601 Touhy Avenue at O'Hare's Terminal Two, on June 4 and ordered the cafe's management to correct the fly problem within five days. But when inspectors returned today they saw more than 40 flies on the ceiling and walls and near a sink drain, according to a city news release.

The Starbucks was cited for inadequate pest control and failing to correct a serious violation. Host Company International Inc., which maintains the terminal's garbage Dumpster used by the Starbucks, was cited for failing to properly maintain it.

The Starbucks will have to revamp their pest control and housekeeping programs as well as clean the shop, according to the city. Then they will have to pass a re-inspection before reopening.

PAPA Fly Market

Classified Ads are FREE TO PAPA 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 and put "WriteUps" in the subject line. Stories should be 1000 words or less and may be edited for length or language.



Aviation Career Exposition

Chicago Executive Airport (PWK)
Saturday, September 19, 2009

1985 Piper Saratoga retractable. 530WAAS, KLN 90B, Engine Mon. KNOTS 2U Speed mods, new leather interior, 8/10 exterior, wing landing lights, elec. back-up attitude ind., many more extras. raydash@att.net, 847-251-4281.

For sale -1978 Centurion Turbo 210:
Full IFR. Storm scope and Northstar LORAN. Gear door mods. Recent TBO. Less than 50 hours. \$119,950.00. Will take part payment in a Note. Can also sell 1/3 interest. Hangared at Midway. Call 847/849-4803.

Anyone interested in flying American Champion's Light Sport Tailwheel Airplane - the Champ? Doc Eberhardt, some other folks, and myself are working on a shared ownership plan with four pilots per plane, and quality-control structure. Let's keep flying safe, fun and affordable. If interested contact Ray Klaus at: arayaviation@aol.com, or call 847.823.5995.

For sale: Porsche Boxster "S". 12,500 miles, full factory warrantee 48,000 miles/end of 2009. Grey metallic, grey top, full leather, Tiptonic auto, Bose sound with CD. Pristine. Howard Levinson, 847-480-1118, 847-858-3638

¼ share partnership 1976 172M. 4800TT 1076SOM, hangared PWK, dual Narco 12KD, IFR capable, Garmin 196, Trafficscope Tpas. Tanis heater, recent leather interior. \$13,500. Call Jerry Krandel 847-347-7423.

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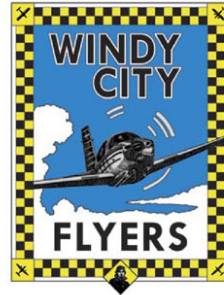
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Details TBA**