



PAPA SEZ

Volume 25 Number 9

September 2011

ANOTHER FUN NIGHT AT KPWK!!!!



Standing—center of photo in blue shirt—Steve Bunde—winner of the Gene Badal Scholarship. Steve is using the funds for a Multi Engine Instructor Rating.

At this year's annual Membership Appreciation event we presented two scholarships. The first went to Steve Bunde, photo above, for his Multi Engine Instructor.

The next went to Anthony Lalor, a student at Lewis University in the Aviation Management degree program. Anthony is seen here receiving his BIG check from Madeleine Monaco, VP.



Jim Kwasek, PAPA at Chicago Executive President with Ruth Ann Cooper, Hostess for this year's picnic. Thanks Ruth Ann for all the work! We had fun.

There were almost 100 people present and the view was wonderful. There was a beautiful new TBM in the hangar (don't mind a little cramped spacing for THAT) The generous donation of time, talent and real estate is what makes PAPA At Chicago Executive successful.

Jim McLennan—for the donation of Hangar 13.
Signature Flight Support for chairs and tables and coolers
Airport Manager Dennis Rouleau and his staff for tables, chairs, permit help and offers of whatever we needed.
Ruth Ann Cooper for arranging food and setup
Howard Levinson for ice
Rusty Stevens for transport and soda and water
CEA Board members for coming over to visit and share a meal with us after their meeting
And all of the gracious members for setup and tear down.
We appreciate you all.

**MEMBERS ANNUAL HANGAR PICNIC
DON'T MISS IT NEXT YEAR!**

WHAT PAPA DID IN AUGUST

PAPA members met on August 9th for the regular monthly Board meeting. We conducted our regular business and we discussed plans for the remainder of the year. New volunteers are always welcome. You could help!!! Volunteer—be a part of it..

PAPA members attended the August 17th meeting of the Chicago Executive Airport Board. We maintain our commitment to providing a flow of information from the pilot community to the Chicago Executive Board and from them back to the pilot community.

Come along when we fly on a Saturday or Sunday. Or join in with Chicago Executive Flight School for a free ground school session or a fly out for fun (and food).

Our annual summer picnic was held this month on the 24th of August in Hangar 13. For those of you who were tired of hamburgers and hot dogs—we had a Pig Roast! It was great. Unless of course you don't like pork in which case we ask "What would you like next time?" :-). We aim to please!

We arranged for the September Prop Shop meeting. I'll bet you thought you knew everything there was to know about your prop. Maybe not! Come and listen to Sean O'Keefe of Aircraft Propeller Services. Your questions welcomed.

We also set the November educational presentation. Wendy Wenk Deeter will entertain and educate on the subject of aviation insurance. There are a wide variety of possibilities and Wendy has encountered them all. (And she used to be a line girl at PWK—ask her about that job too)

Also in November we will elect 5 Directors for PAPA At Chicago Executive. If you are interested in serving on the PAPA Board, please send an email to papa@pwkpilots.org.

We are making plans for our December Holiday Dinner. The dinner committee is Jim Kwasek, Chris Pesche and Madeleine Monaco. We will be choosing a location soon.

Join us in making a commitment to excellence - in safety education, in representation of the pilot population, in working for improvements at PWK, and in providing scholarship opportunities for worthy aviation students.

PAPA members fly for business and commercial purposes, give flight instruction, take flight instruction for recurrent training and for new ratings, fly for breakfast, lunch and/or dinner, and just fly for fun.

Did you fly this month?

2010 OFFICERS & DIRECTORS

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PAPA 2011 EVENT SCHEDULE

All Board Meetings are held at Atlantic Aviation in the Conference Room at 7:00 pm
NOW ON TUESDAY NIGHTS EACH MONTH

SEPTEMBER	13 Board Meeting 21 AIRPORT BD MTG 28 General Safety Meeting Sean O'Keefe of Aircraft Propeller Services on Prop Care 27 PACE MTG
OCTOBER	11 Board Meeting 19 AIRPORT BD MTG 25 PACEMTG
NOVEMBER	1 Board Meeting 16 AIRPORT BD MTG 16 Annual General Safety Meeting & Election Wendy Wenk Deeter on Aviation Insurance Needs + Issues 29 PACE MTG
DECEMBER	6 Board Meeting 14 PAPA Holiday Party 17 Toy Drop 21 AIRPORT BD MTG



MEMBERSHIP REPORT

New Member in July

Chip Brown

How about bringing a new member to the September meeting
To learn about prop care?

PAPA SEZ is published monthly by PAPA At Chicago Executive. PAPA was formed in 1986 as a forum for the users of Chicago Executive Airport (formerly known as Palwaukee) and a means to act as a conduit for information from the users to the governing body and from the governing body to the users. 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.

Letters to the Editor, Feedback, Concerns and Questions 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, length and appropriate content. Send text as a Microsoft Word file attached to an email to 99mjm@sbcglobal.net. Any files not electronically transmitted, please make prior arrangement with the editor.

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

Minutes of the Papa Scholarship and Safety Foundation August 9, 2011

Call to Order Madeleine Monaco, Vice president, called the meeting to order at 7:00PM. Present Ken Reisterer, Barry Axelrod, Len Jablon, Marty Kramer, Howard Levinson, Jim Loerzel, Steve Bunde, Guru Prasad, Ruth Ann Cooper. Chris Pesche, Bob Hanaford.

Approval of Minutes Minutes of the July meeting were approved with no corrections.

Treasurer's Report \$27,571.96 balance. Scholarships are still to be paid.

Gene Badal Scholarship winner Steve Bunde reported he is nearing completion of his Multi-engine Instructor Rating.

Adjournment Motion made by Barry Axelrod, seconded by Marty Kramer. Meeting adjourned 7:10 PM.

Minutes of the PAPA at Chicago Executive Airport Board meeting August 9 2001

Call to Order Madeleine Monaco, Vice president, called the meeting to order at 7:10PM. Present Ken Reisterer, Barry Axelrod, Len Jablon, Marty Kramer, Howard Levinson, Jim Loerzel, Steve Bunde, Guru Prasad, Ruth Ann Cooper. Chris Pesche, Bob Hanaford.

Approval of Minutes Minutes of the July meeting were approved with no corrections.

Treasurer's Report Balance as of 8/9/11 \$12,565.00

Airport Affairs Howard reported that the letter sent to the Airport did not get put into the Boards packet and there was no discussion of it at PWK Board. Proposed submitting changes to the Rules and Regulations and Minimum Standards. No action taken.

Bylaws/Legal No report

Membership Ken reported 136 members paid to date

Safety/Programs Chris reported 9/28 meeting Sean O'Keefe from the prop shop will be doing a presentation. Working on setting the dates for 2012.

Newsletter Madeleine reported its going well. Asked that everyone submit a history of their flying experience to be published in the newsletter. Ken reported Signature is 60 days behind in paying for their ad.

Public Relations Barry reported he and Madeleine discussed media outlets and a form for press releases. Both will be available at the next meeting. Madeleine asked to board to purchase an IPAD to sell raffle tickets and give away at the holiday dinner. Motion made by Howard seconded by Barry, motion passed.

Old Business

Discussion of rebranding PAPA was tabled until next meeting.

Ruth reported on PAPA Picnic, hangar 13 secured, Permit submitted to Airport, Signature to supply tables and chairs, Jim to bring table clothes, she will bring soda and ask Airport for coolers. Howard will bring ice. Catering to be roast pork with about 30 chicken dinners available.

T-Hangar Committee John reported still a problem with sanitary sewer, no pilot lounge until resolved.

New Business

Calendar dates for meetings to be set and discussed at next meeting

Location needs to be determined for the PAPA Holiday dinner. Motion made by Howard seconded by Jim to have a committee of three research locations.

Adjournment Motion made by Marty seconded by Ken to adjourn. Motion passed. Adjourned 8:10 PM.

Jim Loerzel Secretary Pro Tem

Can anybody tell me how that helicopter flies?

By Len Jablon

That was the question I asked my mom and dad when I was 9 years old, back in 1949. My parents, and my two younger brothers were at the Logan Theatre, in Logan Square, Chicago, watching a demonstration on Movie Tone News, of a Sikorsky helicopter, lifting a person out of the water and putting him down on the bow of a ship. My mom and dad couldn't figure it out, and I didn't, until I attended the US Army Aviation Training Center, as Captain Jablon, in 1979 and 1980, located at Fort Rucker, Alabama (lovingly referred to as "Mother Rucker"). My first solo flight in the helicopter, a Hughes, TH 55, was October 23, 1980.

Previous to the above, I enlisted in the US Army on Lincoln's Birthday, February 12th, 1963, and shortly afterwards was on a Greyhound bus headed for basic training at Fort Knox, Kentucky. As a Sergeant E-5, my training was mainly in Military Intelligence. After I became a Warrant Officer (W-1 to W-3), I chose Aerial Surveillance as my specialty, because I felt safer flying than walking on the ground. I didn't like guns, shooting, or killing people, but as an aerial photographer, armed with a KA-28, 70mm aerial camera, I could "kill em with fil em." This experience, hanging out of the side of a Huey shooting stuff, gave me a serious taste of what aviation and helicopters were all about, which motivated me to earn my commission, which I accomplished, and became a second Lieutenant O-1.

In the meantime, as a civilian, starting in 1969, and through 1985, I owned and operated my body shop, and three gas stations. The Standard Oil, the Phillips 66, and the body shop were in Northbrook, IL, which was close to Glenview Naval Air Station, and the Citgo station was on Wolf and Dundee roads (now a Juffy Lube) in Wheeling, IL which was close to Palwaukee Airport. Being close to Glenview Naval Air Station distracted me from doing my civilian work, because I always envied, and always had to look up at the helicopters passing over my shop on training missions, and practicing maneuvers. Depending on the Army's need for my skills, I would be called to active duty from time to time. My unit, the 910th Military Intelligence Detachment, was based in Chicago, at 71st Street, and Jeffery Avenue. I just had to do something to satisfy my need.

.....Continued on page 7

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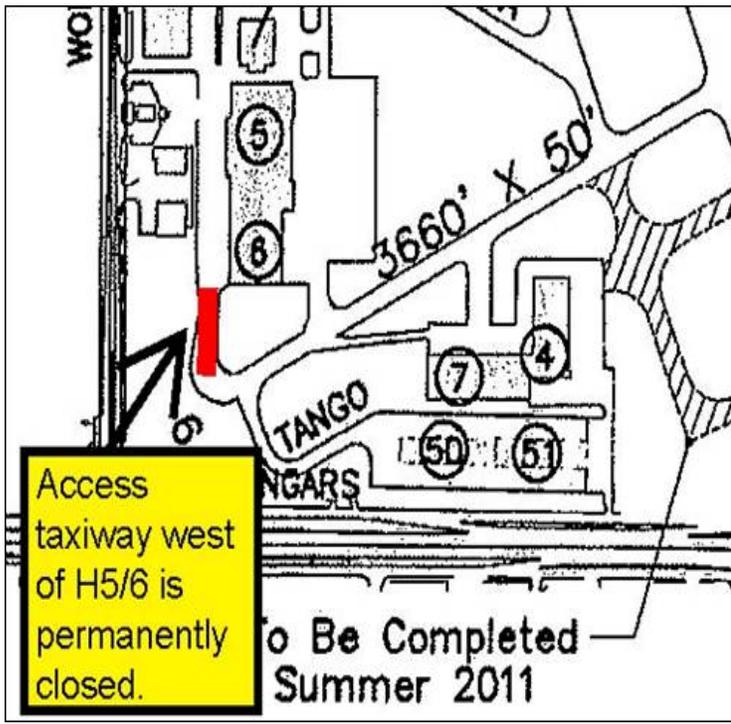
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The access taxiway just West of Hangars 5 & 6 is **permanently closed** to prevent any possible vehicle incursions. The FAA deemed this area as a hot spot for incursions. The airport has taken steps to prevent any incursions



LIVE ATC—FROM PWK

Listen to LiveATC.net - tower communications from Chicago Executive Airport . You can now listen to clearance delivery, ground and tower communications on LiveATC.net or via the Live ATC iPhone App.

More information can be found at:

<http://www.myflightblog.com/archives/listen-to-live-atc-communications-for-chicago-executive.php>

NOTE FROM THE EDITOR

We are running a series of stories from our members on how they got into flying.

Send an email with YOUR story and we will publish it.

Who took you for your first ride?
What airport did you drive by and wonder about?
Did you join the military and serve?
What's your story?

Send it to 99mjm@sbcglobal.net



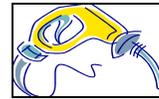
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- 1-Oct Ground School Lost Procedures / Air Traffic Control

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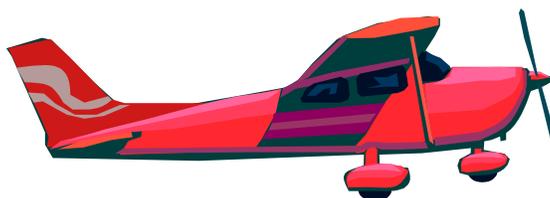
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Pilot and passenger required

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over the entire course and their actual speed in knots.



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Spot Landing contest will be held—entries accepted for both pilot and co-pilot

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Can anybody tell me how that helicopter flies? Continued from pg 3

I tried to find ways of learning how to fly a helicopter, but soon learned that it was quite cost prohibitive, and that people in general did not like helicopters because just about every day they would see a helicopter getting shot down on TV. They also did not understand that the helicopter was the best and most effective way to save lives, which was something an airplane could never do, and that there are certain risks involved, like taking on ground fire, and dealing with other hazards that airplane pilots don't have to deal with. Helicopters are also safer than airplanes due to their ability to autorotate and land in an area just big enough for the size of the helicopter to fit into.

As you can see, it was not that easy for me to accomplish my helicopter desire, so as a substitute, I decided to lower my ambitions, and focus on learning how to fly an airplane first, and that some day in the future, I would be able to make the helicopter thing happen.

Being military, I tried to take advantage of what it had to offer. And what could be more fitting than to join the Fort Sheridan Army Flying Club, which was located at Chicagoland Airport (3CG). I joined the club on August 11th, 1973, and became a Student Pilot. Vic Allen was my first instructor. I first soloed a Cessna 150, on August 10th, 1978. Chicagoland Airport closed and became an industrial park, and the Army Flying Club consolidated with the Glenview Navy Flying Club, which was located at Glenview Naval Air Station. This move provided a perfect opportunity for my aviation career. It familiarized me with the different units on the base, to a point where I was able to find an Army Reserve unit, the 305th Aviation Company, that had a slot opening for a Captain, which was my rank, as the Executive Officer of the unit, which was also an aviator's position. This justified the need for me to go to "Mother Rucker" for flight training, which I did.

When I returned home from active duty, I was motivated, and decided that it was about time for me to finish acquiring the ratings I had been working on for such a long time, which I did. I became a civilian Private Pilot, Airplane SEL, on March 13th, 1982. Rudy Zimmerman, an old Navy guy administered the check-ride. On April 9th, 1982, Rudy Zimmerman administered check-rides enabling me to become a Commercial Pilot, and also my civilian Rotorcraft rating. Then, on November 18th, 1982, Rudy gave me the check-ride for my Instrument – Airplane rating. Finally, you guessed it, Rudy gave me the check-ride for my Airplane, Multi-Engine, Land rating, on April 29th, 1983. The last rating that I received, was my CFI-Helicopter, which was in 1984. Dennis Caravella administered that check-ride.

It was very difficult for me to find a job flying airplanes, even though I was highly qualified, but, with only about 400 hours. I turned back to one of my dear Army (US Army, that is) buddies, by the name of Jim Kramer (he died in 2006). He worked full time at the Aviation Maintenance & Supply shop at Glenview Naval Air Station, and was a Warrant Officer pilot in my unit, which I was the XO of. He told me that he was starting a company called Eagle Air Helicopters, Inc., and that he was going to quit his job at the AMSA, and had his 20 years in for retirement, and just wanted to be on his own, and just be a Reservist. He said that he was working part time for Crescent Helicopters at DuPage (DPA), and that he has a number of opportunities to bid on certain jobs like power line patrol, traffic and news, etc. and that he already had a hangar rented at the Aurora Airport (ARR), where he would also perform maintenance on aircraft. He asked if I would be willing to work for no pay for a while until he got established, then he would pay me \$13 per flight hour. I told him that I love to fly, and needed to start somewhere. I told him that I would accept his offer. This meant that on the military side of the house, I would be his boss, and on the civilian side of the house, he would be my boss.

I started off by flying traffic and news for WGN and WLS. I did mornings and evenings. In the middle of the day, I would instruct students. Flying activities developed in other jobs like power line patrol, waterway patrol, aerial photography, Part 135 Air Charter, police work, human organ harvesting, rescue, touring, and so much more. Unfortunately, in 1987, he ran into financial difficulty, which was caused by two other pilots that worked for him, who left him and started another company called Great Lakes Helicopters and tried to win over Eagle Air customers. Jim offered to lease the Hughes 500D turbine helicopter to me, which I accepted, and fortunately, the majority of the contracts and customers that I serviced stayed with me. In 1990, I changed the name from Eagle Air Helicopters, Inc. to Len Jablon Helicopters, Inc. The rest is history. During my 30 odd years of providing helicopter service, and loving every minute of it, I was able to own four turbine helicopters at one time, two MD 600N's (both NOTARs, or no tail rotor), one MD 500E, and one MD 500 Super E (4 bladed tail rotor, and a bigger engine).

Over the years, I have operated a total of nine helicopters. The last four were unique and got a lot of attention, and a lot of questions were asked, because of the NOTAR, and their tail numbers. The tail numbers read as follows:

600TV, 737TV, 500TV, and 501TV.

It never fails, people always ask me, "How does that helicopter fly without a tail rotor?" and "What is the TV there for, is that for Television or somethun?"

The answer to the first "always asked" question is: A tail rotor isn't the only anti-torque device in the World for a helicopter. It is the most expensive, because it has more parts to wear out and replace, and it is the noisiest. The helicopter does not need a tail rotor in forward flight, or for auto-rotation. The only purpose of the tail rotor is to keep the pilot from getting dizzy while in hovering flight. The helicopter will fly just fine without the tail rotor in hovering flight, it will turn continuously to the right with a counterclockwise main rotor system (Newton's Law), and the pilot would not be able to fly in a straight line. MD (Hughes) Helicopters uses a patented device which other makers are not allowed to copy, that blows low pressure air through the tail boom, that comes out of a slit on the tail boom, that produces sideways lift. That is the anti-torque explained in its simplicity.

As far as the second question, for example, the call sign for 600TV is referred to as 600 Tango Viagra. It simply means that I can keep it up there for about two and a half hours before I need more fuel. Need I say more?

Len Jablon



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PAPA At Chicago Executive

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