

# PAPA SEZ

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November 2008 ~ Volume 22 Number 11

The Newsletter of PAPA At Chicago Executive

*Advocacy. Camaraderie. Education.*

## November Annual Meeting

PAPA Board of Directors

This year is the full election of the PAPA Board of Directors. All officer and director positions are up for election. Officers serve a two-year term and directors serve a one-year term.

For voting members, there is a ballot enclosed in the newsletter. You may vote and return by mail according to the instructions on the ballot. You may also bring your ballot to the Annual Meeting and vote there. Additional ballots will be available at the meeting if you need one. Please check in at the registration table when you arrive.

Following the voting, there will be a presentation by Howard Levinson about his flying career that spans over five decades.

*The Annual Meeting/  
Election and  
Howard's presentation  
will be November 12<sup>th</sup>  
starting at 7:00 pm  
at Glenbrook Hospital  
2100 Pfingsten Road  
Glenview*

## PAPA Celebrity to Present at November Annual Meeting

By Jack Sheridan, Meetings and Programs



It is our pleasure to have our very own PAPA member, and one of our most active PWK pilot's over the past 25 years, speak to us about his dream to be a B-24 military pilot for the USAAF.

Howard Levinson joined the Army early in 1943. His PowerPoint pre-

sentation will cover his successful years in the Army Air Force. In 1947 he continued with the USAF Reserves at ORD as a CFII/ME keeping up pilot proficiency with the 2471st Troop Carrier Squad. His family and business developed during this period and he later got involved with general aviation at PWK.

Howard worked with flying clubs at PWK as manager and CFI check pilot, encouraging new people to join aviation for all the good reasons, and was in on the start of PAPA. He has offered assistance to everyone who asks! He has been involved in Young Eagles flights, and flies young burn victims for the Shriners Hospital to their hospital in Cincinnati, Ohio. All of his work has been done without charge for years!

Currently, Howard is an Airport Support Network volunteer with AOPA and is their point man for PWK. He also represents the FAA as a FAST TEAM Counselor and works with PAPA and Chicago Executive Airport on public tours for those who request them.

Howard recently upgraded his Commercial certificate to ATP-ME just before his 85<sup>th</sup> birthday. This is a record you have read about recently. You will enjoy this presentation!

The Annual Meeting/Election and Howard's presentation will be November 12<sup>th</sup>, starting at 7:00 pm.



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## PAPA 2008 EVENT SCHEDULE

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

Pilot Meeting locations to be decided.  
Please check PAPA SEZ or  
[www.pwkpilots.org](http://www.pwkpilots.org) for information.

### Meeting Dates 2008

#### November

5	Board Meeting
12	Annual Meeting & Election of Officers & Directors Howard Levinson - Flying the B24 in WW II

#### December

3	Board Meeting
10	Holiday Dinner
13	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](mailto:editor@pwkpilots.org) or send to:

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



## 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 to 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.**”

Note: Reprinted from last years PAPA SEZ By Lou Wipotnik

December  
PAPA SEZ deadline  
is November 15<sup>th</sup>

## *'It should be an intravenous drip'* Creating a safe pilot is a continuous process

By Meg Godlewski

"Safety takes a lot of self-discipline." - Bruce Landsberg, ASF executive director.

"When machines break we fix them. We can't re-engineer humans," says Bruce Landsberg, executive director of the Aircraft Owners and Pilots Association Air Safety Foundation. The foundation puts out publications and conducts more than 200 free educational seminars annually, most of them having to do with improving aviation safety with a focus on human factors. It's necessary, says Landsberg, because about 75% of all accidents are caused by human error. "It's not just in aviation," he notes. "That amount of human error is true of human-machine relations in any form."

According to Landsberg, one of the most useful tools in the ASF arsenal is the Nall Report. Named for Joseph T. Nall, a NTSB board member who died as a passenger aboard an airplane crash in 1989, this annual safety report presents an overview of the previous year's general aviation accident statistics, including trends and contributing factors. "The Nall Report allows us to not go after the accident du jour, necessarily, but to look where the problems are," he explains. "In that respect, the numbers are pretty consistent in terms of what causes accidents. The idea is to reduce the number of accidents through training and education."

Reading the Nall Report, it is uncommon to find an accident caused by a single factor. Most often it is a series of events, such as an inexperienced pilot feeling pressured to complete a flight, then continuing a flight into deteriorating conditions, that lead to disaster. "Very rarely is the accident scenario caused by the hardware," says Landsberg, but comments that some changes in aircraft equipment can be credited with reducing the number of accidents.

"Airline accident safety increased dramatically with the invention of jet engines, because they are a lot more reliable than the pistons," he says. "For the light general aviation market, the safety level went up in the 1960s when tailwheel airplanes gave way to tricycle-gear-equipped models. That really cut down on landing accidents, because pilots didn't need to have such a high skill level."

**AN ACCIDENT WAITING TO HAPPEN?** You may know someone who has the resources to buy and own a high-performance aircraft but, in your opinion, lacks the experience to fly it safely. "We call that condition 'financially gifted, aeronautically challenged,'" says Landsberg.

While most aircraft manufacturers have training programs that consist of a few hours of dual instruction for new owners, those programs can't turn someone into a good pilot. "It's like taking golf lessons," he says. "You pick up

the skills you need during lessons, but it will likely take between 12 and 18 months for you to become proficient. Aviation is like that, but with a harder learning curve and greater consequences."

Additionally, if the skills are not practiced on a regular basis, they tend to fall by the wayside. The ability to calculate weight, for example, may weaken after a pilot has earned his or her private pilot certificate, because the pilot doesn't use the skills. "For the type of flying they do they might not need do weight and balance," he says. "They know that two people in a Skyhawk with full tanks is no problem. Three people might be no problem. When you get to four people, you have to think."

"Weather is also not a concern, since most people are very conservative at first," he continues. "But when the weather reports are for bad weather and it turns out to be good weather that day, you might stop trusting the weather reports and take a chance. That's when you get careless." Landsberg points out that, although a flight instructor can teach you stick and rudder skills and how to calculate aircraft performance, the one thing that can't be taught or truly measured is decision-making skill.

"The challenge is trying to teach judgment effectively to people who don't normally have it - people who are risk takers," he says. "While they might be able to behave themselves during flight training, the big question is, can we infuse them with a sense of integrity so that they will do the right thing when they are not being watched by the CFI or flight school?"

As an example, Landsberg notes how people slow down when they see a police officer at the side of a road with a radar gun. "Everyone's behavior changes. It's the same with flight training. They are conservative when they are being watched."

When the pilot no longer is under a CFI's supervision and has external pressures to make a flight, such as a need to get home, avoid bad weather or keep an appointment, behavior may become more risky.

"The airlines and military have a culture of safety in place, but it is harder to impose that culture on individual pilots," says Landsberg. "Some people are just hard-wired to be risk takers."

Landsberg notes that weather, specifically maintaining VFR practices into instrument meteorological conditions, remains a big killer of pilots. "They'd been told during the flight briefings that VFR flight was not recommended, so they canceled the trip, let's say. Then the weather was okay to fly. So the pilot has built up a false dossier of times when the weather was not as forecast but better. They may push

*Safe Pilot**Continued from page 4*

the weather and, if they get away with it one day, the mindset is that they might get away with it again.”

Sometimes, when people continue into deteriorating conditions, it may be because they are trying to get too much utility out of the airplane or themselves, he says. “The airplane may be IFR capable but the pilot is not, or vice-versa. We have all heard pilots say, ‘I am going to go up and look around,’ but what you have to ask yourself is, ‘am I willing to turn back?’ he says. “That is a hard thing to do, especially when you are 20 miles from your destination and you have already flown 200 miles. It comes down to integrity and discipline.”

According to Landsberg, how and when the concept of safety is introduced to a student pilot is crucial.

“It isn’t a module that gets bolted on at the end of the training. It should be an intravenous drip,” he says. “It needs to start on that first flight. Flight instructors don’t need to dwell on the blood and guts aspect, as in, ‘if you don’t do this right you will die or damage the airplane.’ They need to demonstrate that ‘if we do it this way it will be more comfortable for you and the passengers’ and why that will be so. Safety takes a lot of self-discipline. You have to understand that some very smart people tried things in airplanes before you did, and survived, so that it why we do it that way. It is like how we learned not to touch the hot stove as children. Most of us learned very quickly through the consequences.”

For more information: [AOPA.org/ASF](http://AOPA.org/ASF).

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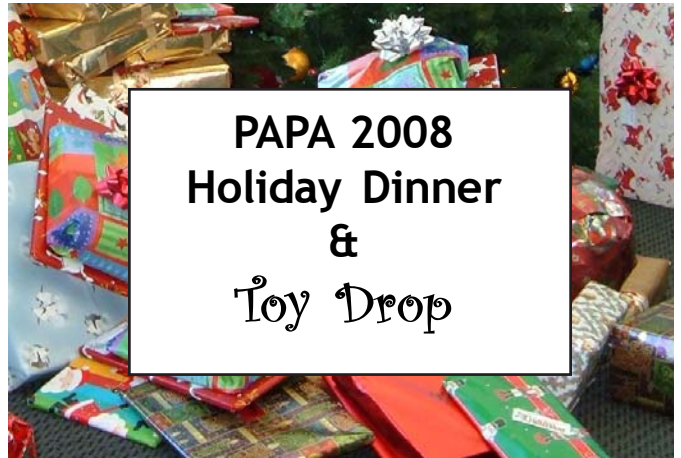
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## PAPA 2008 Holiday Dinner & Toy Drop

Please set aside Wednesday, December 10<sup>th</sup> for the PAPA Holiday Dinner. Once again, we will gather at the Radisson Northbrook, 2875 N. Milwaukee Avenue, Northbrook. at 6 pm for an evening spent with PAPA friends and family.

If you attended the party the last two years you know that the food was incredible, the service excellent and fun was had by all - and NO boring speeches! We promise more of the same this year.

The registration form will be available on the PAPA website, [pwkpilots.org](http://pwkpilots.org), and in the December PAPA SEZ newsletter, which will be delivered early.

Please remember to bring a wrapped toy or children’s book, with gender/age noted on the back, for children confined to the hospital over the holidays. In lieu of an airport gift distribution, we will be collecting gifts for the Shriners Hospital in Chicago.

## PAPA SEZ Mailed Hard-Copy Opt-Out

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**For Sale - Aviation Headset:**

Telex Headset with Boom Mic 5X5 Pro. Make an offer. Call Barry Axelrod at 847-217-0707 or email: [takeoff95@aol.com](mailto:takeoff95@aol.com)

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](mailto: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

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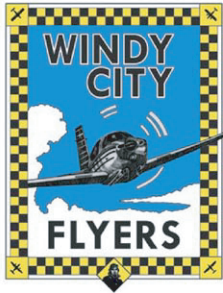
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### WriteUps

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.

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***Wednesday, November 12th ~ 7 pm***  
***Glenbrook Hospital ~ 2100 Pfingsten Road, Glenview***



**Vote For PAPA  
Officers and  
Directors**



**Howard Levinson,  
B24 Captain:  
The Inside Scoop  
(from the man himself)**



***PLUS: Save the Date for the PAPA Holiday Dinner on Dec. 10th***