



PAPA SEZ

Volume 25 Number 3

March 2011

IT'S NOT TOO LATE PAPA WINE TASTING

The PAPA Safety and Scholarship Fund has planned a community social event to support our efforts in providing aviation education.

We hope to reach out to acquaint many more enthusiasts, both wine and aviation lovers, with our goals, our hopes and our dreams.

Come and enjoy the fellowship
Come to support the fund (its deductible)
Come to learn about wine from an expert.



FRIDAY, 11 MARCH 7:15 PM
370 Rosewood, Winnetka
(NW corner of Rosewood and Willow Road)

BRING FRIENDS AND NEIGHBORS

At least 6 tastings and discounts on future purchases will be provided for your entry fee of \$30.00pp

Preregister and pay at the door
(last minute attendees are welcome)

JOIN US—BRING FRIENDS—
RSVP NOW TO papa@pwkpilots.org
[WE NEED A COUNT](#)

WHAT PAPA DID IN FEBRUARY

PAPA members met on February 8th for the regular monthly Board meeting. We conducted our regular business and discussed plans for the rest of the year.

PAPA members attended the February meeting of the Chicago Executive Airport Board. We have been asked to participate in a special committee and will provide you with more information as it becomes known.

PAPA officers have continued to plan for a celebration of the occupancy of the new T Hangars. Watch for news of the date and time for this event. There may be a vacancy—if you have an interest in the new NE Ts please call Astrid at the airport office. 847-537-2580.

The first General Safety Meeting of 2011 was held on February 23rd at the Crowne Plaza on Milwaukee Avenue. Our tower personnel led by Gary Walker started out the year with a short talk about changes at KPWK and a terrific question and answer sessions. (We asked—they answered) Then we put ourselves in their place. With a huge canvas rug showing the runways, buildings, ramps and taxiways, they led us in actual movements—arrivals and departures, sequencing traffic, and we learned a little about what its like to “Be a Controller”

We have renewed our commitment to improving PWK for general aviation users, and providing a voice for the users of our outstanding airport.

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 for 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?

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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

MARCH 8 Board Meeting
 11 Wine Tasting to benefit
 PAPA Scholarship Fund

APRIL 12 Board Meeting
 27 General Safety Meeting

MAY 10 Board Meeting
 Fly-In/Drive-In Event

JUNE 7 Board Meeting
 Fly-In/Drive-In Event
 22 General Safety Meeting

JULY 12 Board Meeting
 27 Fly-In/Drive-In Event

AUGUST 9 Board Meeting
 24 Members Hangar Picnic

SEPTEMBER 13 Board Meeting
 28 General Safety Meeting

OCTOBER 11 Board Meeting

NOVEMBER 1 Board Meeting
 16 Annual General Safety
 Meeting & Election

DECEMBER 6 Board Meeting
 14 PAPA Holiday Party
 17 Toy Drop



MEMBERSHIP REPORT

New Member
 in January
RUTH COOPER

PAPA SEZ is published monthly by PAPA At Chicago Executive. PAPA was formed in 1987 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 Board

February 8, 2011

Meeting was called to order at 19:04 pm Madeleine Monaco, Vice President chairing the meeting in President Kwasek's absence. Present were Rusty Stevens, Ken Riesterer, Howard Levinson, John Doerner, Barry Axelrod, Jim Loerzel, Len Jablon and Chris Pesche. Minutes of the January meeting were approved as published,

Treasurers Report Balance in the scholarship fund is 26078.15, a 4.2% increase over last year.

Chairperson Donna Turek was not present but has plans in place for our March 11th event.. Bring friends!

Meeting adjourned 7:07 pm

Minutes of the PAPA At Chicago Executive Board

FEBRUARY 8TH

Board called to order at 7:07 pm

Minutes were approved on a motion by Stevens/Loerzel. Passed.

Treasurer's report—Riesterer Current balance in the Treasury is \$10573.44—a 21.4% increase over last year. January's bills not paid yet

ATC/Corporate Committee—Levinson led a discussion regarding piston maintenance and the Chicago Executive Airport Minimum Standards. Changes to these standards may help attract small FBO's and/or a piston maintenance shop to KPWK.. The Chicago Executive Board has asked for comparative numbers to help them make their decisions, including facility costs, maintenance charges, cost comparisons. The CEA Board has requested that our organization participate on a committee with airport them to work to get this moving. Madeleine is willing to serve on such a committee and asked for others who would like to help to contact President Jim Kwasek or her to discuss their interest..

Bob Hanaford—ByLaws/Legal submitted a report on a recent incursion into TFR airspace. Bob's article will be published in the newsletter.

Riesterer—Membership Chair reports one new member in January. A membership event will be held at the new NE's T's but we will await completion of pilots lounge. It has been reported that the CEA Board expects the pilot's lounge to be opened.

Safety/Program Chair Chris Pesche is working on upcoming programs and events. It is our hope to have our safety meetings published by the FAA—on the FAast TEAM SYSTEM, BUT THIS IS STILL BEING WORKED ON BY Jim Kwasek.

Public Relations—Steve Bunde not present, but Barry Axelrod, who had held this position in the past, will assist Steve in getting the contact information together for future news releases. The Board wants the neighborhood to know what we are doing.

Our Facebook group is okay—but we will attempt to make it easier for people to find.

Meeting was adjourned at 1956pm

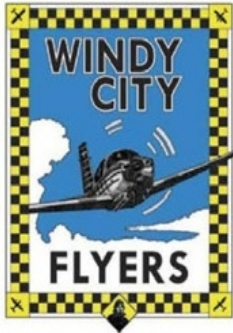
Rusty Stevens, Secretary

Landing Safety Tip

During the landing roll, wheel barrowing can occur if you touch down on the main wheels and the nose wheel simultaneously while holding excessive speed, and then add forward pressure to the yoke. Wheel barrowing will not occur if the pilot maintains the correct speed, and touches down main wheels first, then gently lowers the nose wheel.

In nose wheel airplanes, a ground loop is almost always a result of wheel barrowing. The pilot must be aware that even though the nose wheel-type airplane is less prone to ground looping, virtually every type of airplane, including large multi-engine airplanes, can be made to ground loop when sufficiently mishandled.

PILOT SHOP NOW OPEN



- * Aeronautical Charts for the entire U.S.
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GOOD PILOTS CAN HAVE BAD THINGS HAPPEN

Temporary Flight Restrictions (TFRs) are common and violating a TFR will result in certificate action by the FAA. In general, a TFR is a type of Notices to Airmen (NOTAM) that defines an area restricted to air travel due to a hazardous condition, a special event, or a general warning for the entire FAA airspace.

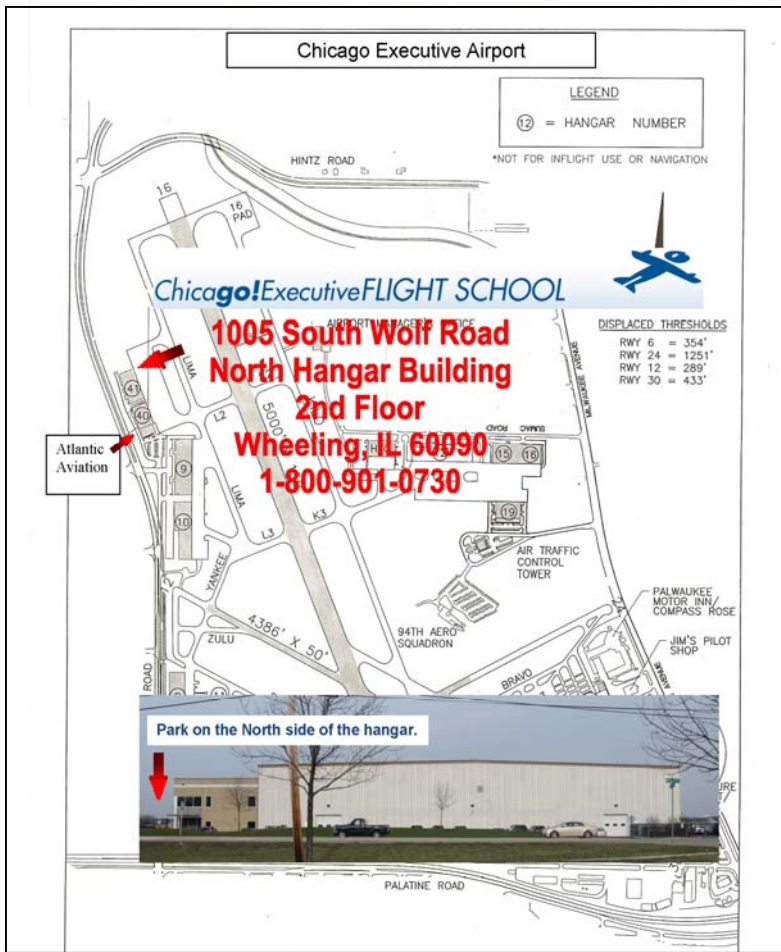
I recently had an informal hearing at the FAA Regional Counsel's Office involving the inadvertent entry to a presidential TFR near Racine. The 4500 hour instrument rated pilot had checked with flight services earlier and was aware that a TFR was in place in the Milwaukee area. The President later had a motorcade from Milwaukee to Racine which then brought his home airport Southwest of Racine within the 30 nautical mile radius of the TFR. The pilot departed to check mechanical repairs that had been performed on his airplane.

An aviation safety report was timely filed with NASA within 10 days of the incident. The pilot was charged with careless or reckless operation; improperly operating an aircraft within a TFR; and failure to conduct an adequate preflight by familiarizing himself with "all available information concerning that flight."

The FAA penalty guidelines for violating a TFR call for a minimum 30 to 90 day suspension. In this case, the pilot was advised to obtain a log book entry for ground training. Ultimately the Careless or Reckless charge was dropped and a 20 day suspension was imposed waiver of penalty because of the timely filed report with NASA.

Significantly, the Regional Counsel and FAA Investigator mentioned that charges have been pursued for TFR violations even when a flight briefing was obtained within the hour. The short time period is a mitigating factor, but not necessarily a defense. What this means is if flying VFR the best practice would be to call FSS shortly before takeoff.

By Robert H. Hanaford



PWK FUEL



See PWKPILOTS.ORG for fuel price snapshot and for daily fuel prices visit www.100ll.com or airnav.com

P.A.C.E.

Are you interested in working with P.A.C.E. to do airport outreach in the community? Go to their website at

<http://aliquis-llc.com/pace-center>

PACE

Public Awareness for Chicago Executive is a volunteer group that provides a connection between Chicago Executive Airport and the surrounding communities.

It's time to take the mystery out of your aircraft maintenance



Get your hands dirty with Galt Airport's owner-assisted maintenance program. Learn your airplane, save money, and become a safer pilot.

- Annuals flat-rated at \$450
- \$72/hr shop rate
- Free rides to/from PWK

Come try the best general aviation shop in Chicagoland. Contact Brian at (815) 648-2642 to schedule or email maintenance@onezerocharlie.com



www.galtairport.net

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Classified Ads
FREE TO PAPA MEMBERS

1964 Cessna 182G, 1260 SMOH, LR Tanks, STOL, Tanis, 6/10 Annual, Hangar PWK
1/3 share \$14,500
DRK76@aol.com Don Keiser

Light Twin Partnership Wanted 1000-hr, instrument rated Cirrus pilot would like to find a Partner to purchase and own a Cessna 310 or Aztec, based at PWK. Rick Voit, richard_voit@ml.com or 312-925-4690

Items for Sale

Two Softie Emergency Parachutes, One Mini Wedge and one Mini Softie. One B-UR-O Power Stick electric tow bar. Call Mike 224-588-2989 or email mdeger@sbcglobal.net

YOUR AD CAN BE HERE NEXT MONTH

CLASSIFIED ADS RUN THREE MONTHS UNLESS CANCELLED OR RENEWED



2011 SAVINGS ACT NOW

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- May not be combined with other discount offers
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Signature- PWK Appreciate your patronage!**

For office used only:

Aircraft tail number _____

Aircraft Make/Model _____

Date: _____ Aircraft Base Identifier _____

**FAA Approves Use of Jepp
Chart App for Operator;
Trees Rejoice!**

In a precedent-setting move, the FAA recently approved the use of an iPad App as an alternative to paper aeronautical charts for charter airline Executive Jet Management. The approval for the Jeppesen Mobile TC App for iPad came after a three-month evaluation that involved both the FAA and members of Executive Jet Management. The authorization allows pilots to use iPad and the Jepp App as the sole reference to electronic charts, even during taxi, takeoff, and landing. According to Executive Jet Management, pilots involved with the evaluation were impressed with its ease-of-use, speed, and display clarity.

In a press release, Jeppesen President and Chief Executive Officer Mark Van Tine commented, "This serves as a model for how the FAA can be engaged in working through a challenge and defining a solution that moves the industry forward safely and efficiently."

Editor's note: PAPA is planning a program for the e-pilot.

The DuPage Pilots Association has invited us to join in their FLY-OUTS

MEET AT THE TIME AND PLACE SHOWN FOR THE FIRST TWO EVENTS

SATURDAY, MARCH 12	SHEBOYGAN WI	NOON	LUNCH
SATURDAY, APRIL 9	JANESVILLE WI	NOON	LUNCH

Safety Tip

Are you a pilot who has vehicle access to your local airport? Perhaps you are an aircraft maintenance technician or an airport employee who has to use vehicles or tugs on the airport movement area? Do you know what one of the major causes of Runway Incursions is? If you guessed vehicle/pedestrian deviations then you are correct! Vehicle/Pedestrian Deviations are on the rise. This trend of Airport Vehicles, Tenant Vehicles, and pedestrians accessing the movement areas of an airport has increased in recent months.

Whether you are an Airport employee or a tenant, help stop this trend by becoming familiar with areas where vehicles and pedestrians have access to the secure side of the airport and be vigilant in policing those areas. See that warning signs are posted in a conspicuous place near all entrance points.

As an airport vehicle/tug operator be familiar with the runway signage, markings and two way communication requirements. Utilize the "Ground Vehicle Guide to Airport Signs and Markings" placard available through your local FAASTeam Program Manager or the FAA Office of Runway Safety (www.faa.gov/runwaysafety).

Airport tenants need to also realize that vehicle operations on the movement area of any airport must conform to the same procedures as an aircraft. Two-way communication must be established and all ATC instructions must be followed in order to operate a vehicle on the movement area of the airport.

OUR GOAL IS TO FIND OUT IF THERE IS ADEQUATE PISTON MAINTENANCE AVAILABLE AT PWK?

We need your help to accomplish our goal.
Please fill out this short survey and send your response to us
Fax to Madeleine at 847-991-4553
Scan and email to Ken at papa@pwkpilots.org

AIRCRAFT MAINTENANCE SURVEY

WHAT AIRCRAFT DO YOU OWN?

WHERE WAS YOUR LAST ANNUAL INSPECTION DONE

WHAT WAS THE BASE RATE FOR THE ANNUAL?

(IF NOT KNOWN—WHAT WAS THE TOTAL?)

New PAPA At Chicago Executive logo items are available!



Show Your PAPA Pride!



TWO Shirt Styles!

T-Shirt (\$12) and Sports Shirt (\$18)
- Sport available with and w/o pocket.

TWO Colors! Gray and White.

Mug available in White.

Adult Sizes: S, M, L, XL, XXL, XXXL

Specify Size & Quantity for each shirt.

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Shipping & Handling: \$4.00 (shipping fee waived if item picked up at a PAPA event)

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PAPA At Chicago Executive

COME TASTE THE WINE

FRIDAY Night

MARCH 11

7:15 pm

**\$30.00 per person
to benefit the PAPA Scholarship
and Safety Foundation**

370 Rosewood, Winnetka
(NW corner of Rosewood and Willow Road)

Email your indication of attendance to
papa@pwkpilots.org
and JOIN US!!!!

