

REMEMBERING BARRY AXELROD



It was in 1986 in the old Hangar Restaurant, when Barry Axelrod and Madeleine Monaco were approached by Barry Dainas with the idea to form a pilots' organization to help us sort out what was going to happen when Priester sold to Prospect Heights and Wheeling. The rumors were flying - \$100 landing fees one of the scariest. We knew we needed to work at it. So the three pilots brought their separate strengths and their many connections together to make the Palwaukee Airport Pilots Association come to life. Now we have lost one of our founders.

We mourn the loss of co-founder and dear friend Barry. His life was full—of family, of friends, of financial work and of flying. He owned a Cessna 182RG but also flew many other aircraft and flew with his friends until he got too sick to fly and then he flew in his memories. He contributed so much to this organization, we are all the richer for his contributions.

Barry leaves behind his dearly loved Holly Axelrod, their daughter Rebecca and her family, their daughter Jessica and her family and countless friends from all of his years on this earth. We will miss him terribly and know that now that he has flown west, he is free of pain and at rest.

And he leaves us behind as well. We who have loved him and laughed with him and known him through good times and bad over all of his years. Remember him, please, and think of his many efforts on our behalf.

Madeleine
Monaco



Barry
Dainas

Barry Axelrod

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PAPA EVENT SCHEDULE 2015

All Board Meetings are held at Atlantic Aviation
 in the Conference Room at 7:00 pm

APRIL 6 BOARD MEETING
 APRIL 29 GENERAL MEETING & SAFETY PROGRAM
 Stephen Fiegel of Gauntlet Warbirds
 Stalls and Spins: Flight Beyond Critical Alpha"
 Crown Plaza on Milwaukee Avenue
 MAY 4 BOARD MEETING
 JUNE 1 BOARD MEETING
 JUNE 24 GENERAL MEETING & SAFETY PROGRAM
 JULY 6 BOARD MEETING
 JULY 15 ANNUAL MEMBERS PICNIC
 AUGUST 3 BOARD MEETING
 SEPTEMBER 14 BOARD MEETING
 SEPTEMBER 23 GENERAL MEETING & SAFETY PROGRAM
 OCTOBER 5 BOARD MEETING
 NOVEMBER 2 BOARD MEETING
 NOVEMBER 18 GENERAL, SAFETY & ANNUAL MEETING
 DECEMBER 7 BOARD MEETING
 DECEMBER 16 ANNUAL HOLIDAY DINNER

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**COUNTING DOWN TO
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NEW MEMBERS THIS MONTH

**Daniel Hefter
 Jim Krieger
 Marc Niccoli
 Ronald Sodini**

The Chicago Executive Pilots' Association Newsletter is published monthly. This organization 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. Our 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 is open to any user of Chicago Executive Airport. Membership dues are \$30.00 annually and include a subscription to this newsletter.

Letters to the Editor, Feedback, Concerns and Questions and any articles submitted for publication must be received by the 20th 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.

CHICAGO EXECUTIVE PILOTS' ASSOCIATION NEWSLETTER
 1005 S Wolf Road Suite 106
 Wheeling, IL 60090-6408

PAPA SCHOLARSHIP & SAFETY FOUNDATION

Board of Directors Meeting Minutes

Atlantic Aviation Board Room, CEA, Monday, 3-9-15

CALL TO ORDER Meeting called to order at 706 PM by President Monaco Present: Haig, Riesterer, Fiorentini, Faden, Miller and Dash. Also present Doerner, Loerzel

APPROVAL OF MINUTES Minutes approved as published

TREASURER'S REPORT \$17,920.75

CHAIRMAN'S REPORT Email receiving showing schools have been notified.

ADJOURNMENT by consensus at 708 pm

**CHICAGO EXECUTIVE PILOTS' ASSOCIATION
BOARD OF DIRECTORS MEETING MINUTES**

CALL TO ORDER The meeting was called to order at 7:09 pm by President Monaco. Also present were Haig, Riesterer, Fiorentini, Dash, Doerner, Prasad and Loerzel.

APPROVAL OF MINUTES on a motion by Haig/Dash Passed

TREASURER'S REPORT Bank Balance: \$ 7,960.41

Committee Reports:

Membership—Riesterer 147 current members

Membership Outreach - Ray Dash to speak to Leading Edge Flying Club.

WebMaster: Riesterer working on additional changes.

Facebook Manager Gunn 61 members now

ADJOURNMENT The meeting was adjourned by consensus at 843 pm

Respectfully Submitted, Henry Fiorentini, Secretary

OUR NEXT SAFETY MEETING APRIL 29TH

Airport Manager **Jamie Abbott** will bring us a brief State of the Airport Report followed by our safety presentation.

Assistant Chief Pilot, **Stephen Fiegel, of Gauntlet Warbirds** at Aurora Airport.will speak to us on Stalls and Spins.

Stephen began flying gliders when he was 16 years old at the Philadelphia Glider Council near his hometown. Shortly after receiving his glider certificate at age 17, he began flying powered aircraft and achieved his single engine certification at age 18. Stephen additionally learned to fly aerobatics, helicopters, and earned his commercial, instrument and flight instructor certifications

Stephen teaches aerobatics, tailwheel flying, aircraft transition training, and upset recovery training. He has flown more than 30 different types of aircraft including the: Grob 103/102, Cessna 152/172, Piper Warrior, Decathlon, Great Lakes, J-3 Cub, L-19, DA-40, SR-20, R-22, R-44, Extra 300 and T-6/SNJ.

Join us for an informative session.



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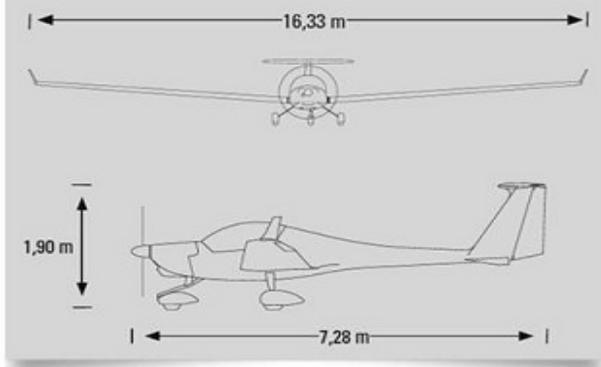
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MEMBER DISCOUNT PROGRAM

Your membership card was recently mailed to you. Use it for discounts at select local businesses.

Current discounts include:

- **Allgauer on the Riverfront:**
10% discount on food purchases
- **Aviation Universe:**
20% off all chart purchases with free Media mail shipping
- **B. Colman FBO at Gary Municipal**
10 cents per gallon discount on 100LL
- **Crowne Plaza Northbrook:**
10% discount on food purchases. Standard Room Rate \$109 plus tax (includes internet & breakfast).
- **D'Agostino's in Wheeling:**
10% discount on food purchases
- **Future Automotive Warehouse**
70 East Hintz Road , Wheeling :
Currently available group discounts on aviation and automobile related products
- **Gary Jet Center:**
\$.30/gallon discount for all fuel purchases or will meet the lowest on-field retail price, whichever is better for the customer.
- **Signature Flight Support at PWK:**
10% discount on 100LL fuel
- **State Farm Agent Ernesto Ramirez**
224 S Milwaukee Ave , Wheeling: \$10 gift card for getting an insurance quote

We will be publishing additional discount opportunities in the monthly Chicago Executive Pilots' Association Newsletter, and alert members via the webpage, Facebook and in periodic e-mail notices.

To obtain your discount, you MUST show your membership card at time of purchase.

CHICAGO EXECUTIVE PILOTS' FLY MARKET Classified Ads

FREE TO MEMBERS

Chicago Executive based pilot with heated hanger (#13) is seeking a new partner for the joint purchase of a turbo-prop twin. Upgrading from current Super 700 Aerostar, which is used approximately 100 hrs yearly but not at all Jan 1 to May 1 while we winter in Florida. Contribution suggested is UP to \$500,000 each partner Please call J McLennan at 847 894 4756 cell



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WHAT DECISION WOULD YOU MAKE?

Excerpt from NASA Call Back

Half of all GA weather-related accidents involved attempts to continue to fly under VFR into IMC. Among these accidents, more than 72% were fatal versus a 17% fatality rate among other types of GA events.

A Dangerous Descent

NTSB accident reports dealing with VFR flight into IMC often leave investigators wondering just what the pilot was thinking. This ASRS report gives some insight into what the pilot of an Experimental, Homebuilt aircraft was thinking when he gambled on a "somewhat confident" assessment that the reported ceiling was correct.

■ The clouds had broken up...and while the ceiling was still only around 3,000 feet, I launched, confident I'd at least be able to get to [my destination] less than an hour away.... Not long after launching I ran into showers and zigged and zagged along, until I saw broken sky. Being on top seemed a better option than trying to cross the mountains by scud running.

The buildup ahead seemed to grow and [my destination] was now reporting overcast.... I knew better than to let myself get stuck on top, and yet here I was, unwilling to turn around and too stupid to check the weather ahead to see if it had afforded me any options. Instead, I circled the field (as judged by my GPS), and then descended through 2,000 feet of clouds, somewhat confident that the ATIS reporting 3,900 broken was correct. It was.

It was illegal. It was stupid.... There were so many better options I could have made, but didn't.

"I Should Have Turned Around"

An instrument rated, but not IFR current, DA40 pilot got caught between converging cloud layers.

■ I would normally do any type of cross-country flying under IFR, but my IFR currency had lapsed. Preflight weather briefing called for VFR conditions along my route of flight with ceilings...gradually decreasing to 3,500 feet at my destination.... Initial cruising altitude was planned to be 5,500 feet and descend as needed to maintain VFR.... Approximately 50 NM from my destination, an overcast layer formed about 2,000 feet below me. I was VFR on top of the layer. ATIS at my destination was reporting a scattered layer around 2,600 feet. I made the decision to continue on until the layer broke up.

I continued on between two layers, still in VFR conditions. In the distance it appeared that the lower layer was breaking apart and I believed I could break through.

As I began descending, it was thicker than I had anticipated. I was able to maintain VFR cloud clearance, but I was down to 1,800 feet MSL and there were still clouds below and in front of me. I did not want to scud run or descend any further. I turned back to the north, where it was VFR between two broken layers. As I climbed, it appeared that the layers were converging and there would be no space to maintain VFR. With no remaining safe options, I called Approach and told them I was declaring an emergency, was unable to maintain VFR, and needed a pop-up IFR clearance to my original destination.

By this time I was in solid IMC. I climbed to 4,000 feet and advised ATC of my altitude.... ATC asked me to verify I was IFR trained. I responded that I was instrument rated, but neglected to tell them I was not current. I flew an ILS approach and landed without any problem.

There were many signs of this problem arising. First, when I read the weather briefing, there were parts of my flight that were at my minimums for VFR flight. I softened my VFR minimums

even though I was not IFR current. Furthermore, as I began seeing overcast cloud layers above and below me, I continued on because I thought my destination would have a layer I could break through based on the ATIS. I had neglected to consider that ATIS information is sometimes up to an hour old and based on what I was seeing out the window, I should have turned around into better conditions and landed to reassess the situation.

The lessons are to set strict minimums for VFR and IFR and don't violate them. Continuously analyze evolving weather conditions during flight and proactively deal with them. Make sure you are prepared for the worst-case scenario. Have a lower threshold for turning back into better weather conditions and land at a suitable field if you can't. I should have told ATC that although I was instrument rated, I was not current.

"I Should Have Made a No-Go Decision"

Getting short on fuel and viable options, this C172 pilot was lucky to get vectors to a nearby airport that cleared enough for a VFR landing. Our thanks to the pilot for sharing a cautionary tale that ends with no less than five "**I should have...**" observations worth remembering.

■ I was planning on going on a short local flight. We had been experiencing low ceilings throughout the prior week, but it usually lifted significantly once the sun rose. Upon checking the METAR for [destination], I found the visibility to be 9 miles and the ceiling to be 1,400 feet. I decided to wait until the ceiling became higher. After about 30 minutes it appeared that the ceiling had lifted more and I was seeing much more blue sky than previously, although it appeared somewhat hazy. I rechecked the METAR and found that they were now reporting 7 miles and a 300 foot ceiling. The ceiling didn't appear that low near the airport I was departing from. I thought that there were probably some localized low clouds at [destination] that were skewing the METAR reading. I elected to takeoff since I thought I could always stay in the pattern and land quickly if I found the ceilings to be lower than they appeared.

Once I took off, I started to enter the haze at approximately 200 feet and quickly found myself in IMC. I am instrument rated so I transitioned to instruments and continued climbing since I knew that it wasn't thick. I cleared the low ceiling at approximately 500 feet and was in bright blue skies, but I couldn't see the airport to land. I listened to the ATIS and found that they were now reporting 1/2 mile visibility and a 300 foot ceiling with another close airport reporting the same. Upon hearing that, I immediately called the FSS and asked them what the nearest VFR airport was. They said that every airport within about 50 miles was IFR due to fog that had rolled in quickly. I called the Tower and told them about my situation and that I had about 1.25 hours of fuel on board and asked if they had any suggestions. Since my plane wasn't IFR certified/equipped, they suggested waiting for the fog to burn off since visibility appeared to be getting better from their vantage point.

I leaned the mixture and throttled back to conserve fuel. Once I realized I couldn't wait any longer due to my fuel, I advised Approach. The Controller told me that [another airport] just became VFR and he gave me vectors. The ceiling broke up and I was able to make a normal descent and landing.

I learned a great deal from this flight. When I saw the ceiling drop so quickly, **I should have** pulled up the METAR for several other airports in the area to see if they were reporting similar weather. **I should have** gotten a weather briefing from a FSS before I took off. Although the fuel I took would have normally been sufficient for the short flight I was doing, **I should have** taken more fuel if the weather looked marginal so I would have more options in case the weather took a turn for the worse. And, most importantly, **I should have** realized that the weather originally reported before I took off (the 1,400 foot ceiling) was below my personal minimums and **I should have** made a no-go decision.



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SAFETY MEETING

WEDNESDAY, APRIL 29, 7:00 PM

CROWN PLAZA HOTEL, 2875 N MILWAUKEE AVE, NORTHBROOK

STEPHEN FIEGEL of GAUNTLET WARBIRDS



STALLS AND SPINS: FLIGHT BEYOND CRITICAL ALPHA