

A VIEW FROM THE PATTERN

In our last newsletter of 2019, we want to wish you the best of the holiday season, no matter how you celebrate, and all good things in the coming year.

We are proud of the great year we have had and the accomplishments and goals that we have met. In the new year we are counting on our members to continue supporting our association's flying and social activities; our educational presentations for all area pilots; our scholarship fund for students in aviation programs; and our advocacy for general aviation at Chicago Executive Airport.

This past year there were some new things we tried. *We don't want to get stale.* Our AOPA meeting in October was very well received. We do have an Airport Support Network Rep but the public offering of both an area wide advocacy meeting and a safety presentation were so well attended that we overflowed our space. We promise a larger room next time.

Our fly out in September to North Fox Island was a flight back in time. Mike Purpura of the Recreational Aviation Foundation has been speaking at pilot meetings in the Midwest for years, and we decided to go

and see what he was talking about. The experience of visiting an uninhabited island with a grass strip and camping supplies (and a port-a-potty) was unique. We will schedule other fly outs in 2020. Watch for an announcement in a future newsletter.

We will be giving scholarships, attending our local government meetings, supporting Young Eagles, the Santa Fly in charity drive, the airport July 4th events, and more.

The Chicago Executive Pilots Association is grateful for your membership, your attendance, your support and your participation.

We wish you sunshine and gentle breezes.

Arthur Gunn, President
Michael Baraz, Vice President
Rob Mark, Treasurer
Warren Bruhl, Secretary
and
Larry Kream, *Jason Simpson*,
S. Guru Prasad, *Rhett Dennerline*
+ *Madeleine Monaco*, Directors

Pretty



dangerous

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C.E.P.A. EVENT SCHEDULE 2019 2020

BOARD MEETING—ATLANTIC AVIATION CONF ROOM
SAFETY PROGRAMS - RAMADA PLAZA
IMC—ALTERNATES SFS HGR 19/RAMADA PLAZA

HOLIDAY PARTY 12-18	6:00pm	CHEVY CHASE CC
RESERVATIONS STILL AVAILABLE		see page 8
IMC CLUB 1-22	6:30pm	SIGNATURE HGR 19
MODERATOR/TOPIC TBD		
BOARD MEETING 2-3	7:00pm	ATLANTIC
IMC CLUB 2-26	6:30pm	RAMADA PLAZA
GARY REEVES FOREFLIGHT FOR IFR		
SAFETY MEETING 2-26	7:30pm	RAMADA PLAZA
GARY REEVES IFR EMERGENCIES		
BOARD MEETING 3-2	7:00pm	ATLANTIC
IMC CLUB 3-25	6:30pm	SIGNATURE HGR 19
MODERATOR/TOPIC TBD		
BOARD MEETING 4-6	7:00pm	ATLANTIC
IMC CLUB 4-22	6:30pm	RAMADA PLAZA
JASON SCHAPPERT SCENARIO TBD		
SAFETY MEETING 4-22	7:30pm	RAMADA PLAZA
JASON SHAPPERT TOPIC TBD		
BOARD MEETING 5-4	7:00pm	ATLANTIC
IMC CLUB 5-27	6:30pm	SIGNATURE HGR 19
TOPIC TBD		
BOARD MEETING 6-1	7:00pm	ATLANTIC
IMC CLUB 6-24	6:30pm	RAMADA PLAZA
SAFETY MEETING 6-24	7:30pm	RAMADA PLAZA
RYAN MCBRIDE		
BOARD MEETING 7-6	7:00pm	ATLANTIC
HANGAR PICNIC 7-8	6:00pm	LOCATION TBD
JOINT IMC CLUB 7-15	7:00pm	UGN
MODERATOR/TOPIC TBD		
IMC CLUB 8-26	6:30pm	RAMADA PLAZA
FLIGHT SIMULATION		
SAFETY MEETING 8-26	7:30pm	RAMADA PLAZA
ATC C90/ORD RMADA 1 ARRIVAL		
BOARD MEETING 9-14	7:00pm	ATLANTIC
IMC CLUB 9-23	6:30pm	SIGNATURE HGR 19
JERRY SECKLER SKEW T		
BOARD MEETING 10-5	7:00pm	ATLANTIC
IMC CLUB 10-28	6:30pm	RAMADA PLAZA
TOPIC TBD		
SAFETY MEETING 10-28	7:30pm	RAMADA PLAZA
ANDY MILLER/KYLE LEWIS INVITED TO RETURN		
BOARD MEETING 11-2	7:00pm	ATLANTIC
ANNUAL/ELECTION 11-18	7:00pm	RAMADA PLAZA
STATE OF THE AIRPORT ADDRESS		
HOLIDAY DINNER 12-16	6:00pm	LOCATION TBD

HAPPY NEW YEAR!

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 Palwaukee) and 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 users of Chicago Executive Airport who support the goals and objectives as stated in the bylaws. Dues are \$40.00 annually and include newsletter.

Letters to the Editor, feedback, concerns or questions and any articles submitted must be received by the 20th of the month. Submissions 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 editor@pwkpilots.org. Please make prior arrangement with the editor for any files not electronically transmitted,

CHICAGO EXECUTIVE PILOTS ASSOCIATION NEWSLETTER 1009 S WOLF ROAD STE 106 WHEELING, IL 60090-6408

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WAR BIRDS IN LAKE MICHIGAN

By Taras Lysenko

Illinois Aviation Museum Dec. 8

Over the past thirty-five years the Illinois Aviation Museum has done a great amount of work to rescue and present, to the American public, the once lost in Lake Michigan World War II U.S. Navy aircraft. For almost the entire time we have been opposed by the staff of the Underwater Archaeology Branch of the U.S. Navy's History and Heritage Command.

Their claim has been that they "manage" the collection of lost aircraft "in-situ." They do not manage anything. Time has almost run out to rescue the remaining aircraft from the Lake Michigan environment and the invasive quagga mussel.

On December 8, 2019 I will present this fantastic story at

The Illinois Aviation Museum,
Clow International Airport,
130 Clow International Parkway,
Bolingbrook, Illinois, 60490

Join me to hear more! Taras

Warbird Squadron 4 presents a conversation with author
TARAS C. LYSSENKO

THE GREAT NAVY BIRDS
OF
LAKE MICHIGAN
The True Story of the Privateers of
Lake Michigan and the Aircraft They Rescued
TARAS C. LYSSENKO

Books are available on the
Warbird Squadron 4 web site

Cash Donations accepted and split between
Warbird Squadron 4 and the Museum

Don't miss this fascinating presentation!
Sunday, December 8th.
Lunch will be served 11:00 - 12:00.

Squadron 4 General Meeting
-Public Invited-
Sunday, December 8, 2019
11:00 A.M. - 2:00 P.M.
Illinois Aviation Museum
Clow International Airport
130 Clow International Pkwy.
Bolingbrook IL

www.warbirdssquadron4.org • Contact: Jerry Czupryn: njrs9229@comcast.net • cell (630) 452-0845
Warbird Squadron 4 is 501(c)3 Registered Non-Profit

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WHAT'S UP DOC? ASK THE AME

Dr. Sydney Schneidman is a Senior Aviation Medical Examiner with HIMS certification. He has a Cardinal at PWK and has been a CEPA member for several years. He's active with CAP, practices Emergency Medicine, and Aviation Medicine. He is willing to answer any questions from members about FAA medical certification, alcohol issues, or anti-depressants, a difficult group of medications to deal with for the FAA. Email him with questions or concerns at sschneidman@gmail.com.

Disclaimer: Although Dr. Schneidman is a long time CEPA member and supporter, he is offering these services independently of CEPA, and not as a CEPA AME.

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Automatic Dependent Surveillance - Broadcast (ADS-B) equipment is a part of the FAA-led Next Generation Air Transportation System (NextGen) that is transforming all segments of aviation.^{1,2} The equipment is *automatic* because it periodically transmits information with no pilot or operator involvement required. It is *dependent* because the position and velocity vectors are derived from the Global Positioning System (GPS) or other suitable Navigation Systems (i.e., FMS). It is called *surveillance* because it provides a method of determining 3-dimensional position and identification of aircraft, vehicles, or other assets. It is termed *broadcast* because equipment transmits the information available to anyone with the appropriate receiving equipment. ADS-B equipment is further designated as *in* or *out*. *In* refers to equipment that provides operators with weather and traffic position information delivered directly to the cockpit. *Out* refers to equipment that broadcasts information about an aircraft's GPS location, altitude, ground speed, and other data to ground stations and other aircraft, once per second.³ Starting January 1, 2020, an aircraft must be equipped with ADS-B Out to fly in most controlled U.S. airspace.⁴

ADS-B information is plentiful. Sources include 14 CFR 91.225 and 91.227, Advisory Circular 114A Change 1, the Aeronautical Information Manual Chapter 4, and the FAA website.

ASRS has received reports relating to ADS-B. More issues and increased numbers are anticipated once the deadline passes. This month, *CALLBACK* shares reported incidents that involve ADS-B and exemplify enhanced safety. Subtle implications may portend some unintended benefits.

First Indication of Conflict

For this C172 crew, ADS-B provided situational awareness with respect to unannounced traffic at a non-towered airport.


■ While climbing on departure leg, my student noted traffic on the ADS-B screen, so...[the student] was already looking when I lifted the wing preceding a turn to left crosswind... We saw the C182 at our 10 o'clock position, with nearly no lateral movement against the horizon, about 800 feet away. The student saw it first at about 800 feet distant, and yelled. I saw the aircraft at about 600 feet away and pushed the yoke hard.

I estimate the other aircraft passed nearly overhead and about 200 feet above us, slightly behind us, owing to the hard push we made on the yoke. The other aircraft (whose number we got from ADS-B) was not talking on frequency. Nobody else in the pattern heard him either. The other aircraft cruised through our pattern southbound, two to three hundred feet below pattern altitude. He was about 200 or so yards... closer to the...runway than...traffic usually turns crosswind. Had we not seen him, I believe he would have hit us.

Indisputable Flight Data

A C182 pilot in IMC observed conflicting traffic displayed in the cockpit.

.....continued on page 7.



Chief Pilot
Jim Kwasek

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The following story written by Scott Spangler, is reprinted from Jetwhine.com by permission.

Jetwhine

Flying After Getting a New Hip or Knee

Needing to keep my mind occupied after they wheeled my wife into the shop to get a new hip, I wondered how joint replacement surgery would affect a pilot's ability to fly. Thankfully, the surgical waiting room had wi-fi.

My only knowledge of orthopedic consequences to a pilot's medical certification was Frank Tallman, the renowned movie pilot. In the mid-1960s, he fell while pushing his son's go-cart and injured his knee. An infection set in, and the doctors had to amputate. Tallman got his medical certificate back with a Statement of Demonstrated Ability (SODA).

But was the the time-consuming process of getting a SODA necessary? A joint replacement returns a body to its original operating condition, fixing the problem that led to its replacement, like the pain involved with the arthritic corrosion.

Wandering through the halls of the FAA's website led me to the Guide for Aviation Medical Examiners: Decision Considerations—Aerospace Medical Dispositions Item 42. Upper and Lower Extremities. First up was Amputations. Apparently nothing had changed since Tallman lost his leg in the mid-1960s. A SODA is still the solution.

In this table, there was nothing specific to joint replacement. Atrophy, neuralgia (and its related ailments), osteomyelitis, and "tremors, if sufficient to interfere with the performance of airman duties," all required an FAA decision based on detailed reports specific to the condition.

The closest this table got, in the neuralgia entry, was "limitation of motion of a major joint...sufficient to interfere with the performance of airman duties." Okay, but the doc said the new hip would (after she'd healed up) restore her full range of motion.

Hmmm. Google told me that docs replace approximately 700,000 knees and 400,000 hips every year. Certainly some of them had to be pilots.

Finally, in the *Federal Air Surgeon's Medical Bulletin, Vol. 48, No. 1 2010-1*, I found information specific to hip and knee replacements. It was the last item in Dr. Warren S. Silberman's "Certification Update: Information About Current Issues," under the subhead: Orthopedic Surgical Procedures. After talking about Herniated Nucleus Pulposus (spinal disk) and rotator cuff surgery, it said "The FAA allows all types of joint replacements," which generally do not need a special issuance medical certification. "We need to know why the joint was replaced and when the procedure was done (provide us the Operative report). When the treating physician and the airman feel he can return to flying, the FAA needs to know the range of motion and strength of the involved joint. It would be ideal if whoever generates this report addresses whether the airman can function in the aviation environment."

And this won't happen until the patient is off all of the industrial grade pain medications. I didn't have to look up anything to know that a pilot taking an opioid does not fly. But, the doc said, my wife will be up and taking her first steps on her new hip as soon as the anesthetic wears off, so pilots getting a new hip or knee should know that their patch back to the cockpit starts there. – Scott Spangler, Editor



Maneuvering was required, and the ADS-B data later revealed the closeness of the encounter.

■ We were IFR and level at 10,000 feet. We received an alert on the Avidyne Traffic System and also on Foreflight, which was running on an iPad. I advised the Controller that we had traffic showing at 9 o'clock near our altitude. [The Controller] advised us that they were going to pass 1,000 feet below us at 9,000 feet. We showed that the aircraft was still at 10,000 feet and getting very close (less than 1/2 mile). At that time we received an alert that showed the other aircraft was at our location and less than 100 feet below. We made an immediate 90 degree turn to the right...and climbed. As we were talking, another Controller came on and said that the other aircraft was descending. We advised ATC of the deviation and returned to our assigned course when the traffic was past us.

Upon landing, we were still not sure how close we were. We downloaded the ADS-B data from both aircraft and plotted them in Excel (we had the call sign from the traffic system and hearing ATC talk to them after). We were chilled to see just how close we had come. The ADS-B data shows that the Citation Jet began a descent, but then briefly leveled off at 10,000 feet (our altitude). Unfortunately this happened just as they were passing our location.

Practical Limitations

Many ADS-B targets were displayed while this pilot transitioned Class C airspace in VMC. The absence of any traffic advisory resulted in a false sense of security, but a threat still existed in close proximity to the aircraft.

■ I was...on an Oakland transition through Class C airspace. I was given an instruction to fly from the Coliseum to the 30 numbers of Oakland at 2,000 feet.... I passed over the Coliseum and turned right to 30. Right before the handoff from North Tower to South Tower, an aircraft came directly head-on at my 12 o'clock and passed underneath me way too close – probably 100 to 200 feet. I was never given a traffic advisory or any info about this aircraft, even though I was in the middle of the Oakland Tower airspace pretty much right over the parallel runways. My guess is [the other aircraft] was transitioning to the east, probably talking to the South Tower, but they didn't give the North Tower the memo. Very disconcerting. ADS-B wasn't too helpful there, because I was right over the airport and there were a lot of targets on the ground and in the air, so it was hard to make any sense of the traffic scope with the targets overlapping. I was about to notify Tower of the close encounter, but was then given another target at my 12 o'clock, but this time ahead of me and headed in the same direction over the bay. I focused on flying the airplane and [continued to my destination].

What You Can't See Could Hurt

A potential conflict was observed on the cockpit ADS-B display. After the hazard developed and without visual contact, this Cherokee pilot used ADS-B data and FAR 91.3 authority to increase separation and mitigate the threat.

■ While being vectored for the RNAV...approach, I was instructed to descend to 6,000 feet. During the descent I...saw a potential conflict on my ADS-B traffic display. ATC also called the traffic, but I was un-able to make visual contact. The traffic was approximately 12 o'clock at 2 miles, maintaining altitude about 400 feet below us. I stopped my descent at about 6,200 feet. I still didn't have visual contact and informed ATC. The traffic began to climb directly toward us (according to the ADS-B display, which then issued a conflict alert). I took evasive action by turning right and initiating a climb. Strangely, the traffic turned in the same direction and continued to climb directly toward us. ADS-B showed 100 feet separation, directly below us. I went to a full-power climb and continued into a 360 degree turn. I informed ATC I was doing so. Thankfully the traffic broke off its turn, and the conflict was resolved without incident. I never saw the traffic and assume [they] never saw me.

We are giving thanks to our many friends for our many blessings

Our FBO's who support us with discounts, donations, meeting space and more.

Our KPWK flight schools who train new pilots every day, all year round

Our local business partners who support us with discounts for our members.

Our volunteers who help us raise money, lead IMC Club discussions, gather gifts for Santa to give W.I.N.G.S. families, talk to Scouts, educate students, Run the Runway, speak at safety meetings, sell raffle tickets, host picnics and pancake breakfasts, fly for Young Eagles, attend airport board meetings and join us to help out whenever, wherever and however we need it.



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ADDRESS SERVICE REQUESTED

Happy Holidays!

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WEDNESDAY, DECEMBER 18TH

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