

## FROM THE LEFT SEAT

Greetings from the flight deck. This is Michael Baraz, your newly elected president. I have spent the last two years sitting right seat for Arthur Gunn, who skillfully piloted CEPA through some stormy weather. Our check airman, Madeleine Monaco, one of our founding members of (then called) Palwaukee Airport Pilot Association, has been a constant guiding force, giving me, and the rest of the officers and board, advice and reminders (and occasionally a firm nudge) to keep CEPA going in the right direction. It is a wonderful experience to work with them, Rob Mark, and several other board and past board members who have been around from the early days. I am now sitting down for the first flight in the left seat.

These last two years that I have been on the board, I focused on transformation. I just brought my "day job" which is one of organizing, automation, quality management, and continuous improvement, to CEPA to make doing the "work" of the organization as low effort as possible in order to allow us to enjoy the benefits. Trying to find small ways to use the available technologies to work as a group utilizing the cloud and collaboration enablement, we went paperless. That certainly paid off in spades when the COVID-19 pandemic hit us and we had to transition overnight from the normal face-to-face meetings to doing everything remotely. There was the typical learning curve when transitioning from any aircraft to another, getting used to accessing documents in the cloud and using video conference tools was like going from steam gauges to glass panel. But like much of the world has done, we did it too. Good outcomes come from good preparation.

Our regular schedule with the CEPA IMC Club and Safety meetings got disrupted for a short interval. We then started hybrid meetings with face-to-face for those who wanted to meet in person, and livestream for those who preferred to stay in the comfort and safety of their homes. We were a model for the FAASTeam who is set up for in-person meetings and webinars but didn't have the infrastructure for hybrid. But, we're pilots, we figured out a plan "B" en route. Of course, we're in only remote meetings for the near term.

There is a lot more we'll be figuring out this year. But one thing we know fully well, membership is the key indicator of how we're doing. And this isn't an organization of members, it is a member-run organization. I am pleased that three of the four new board members have only recently joined CEPA. If you want more of your pilot association, let me invite you to come aboard, find a topic that you would like to get going, and let us help you to bring it to life. Join us, be part of the future of CEA and CEPA.

Happy tails,

*Michael Baraz*



**2021 OFFICERS, DIRECTORS, COMMITTEE CHAIRS**

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NEWSLETTER ADS	Rusty Stevens cd987rusty@aol.com	847-910-2789

**C.E.P.A. EVENT SCHEDULE 2021**

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

- JAN 27 IMC CLUB Rick Durden CO2
- FEB 1 BOARD MEETING
- FEB 24 IMC CLUB/SAFETY PROGRAM  
STATE OF THE AIRPORT Jamie Abbott
- MAR 1 BOARD MEETING
- MAR 24 IMC CLUB
- APR 5 BOARD MEETING
- APR 28 IMC CLUB/SAFETY PROGRAM
- MAY 3 BOARD MEETING
- MAY 26 IMC CLUB
- JUN 7 BOARD MEETING
- JUN 23 IMC CLUB/SAFETY PROGRAM
- JUN 26 PANCAKE BREAKFAST (possible)
- JUL 12 BOARD MEETING
- JUL 14 JOINT IMC CLUB WITH UGN (possible)
- JUL 21 HANGAR PARTY/SCHOLARSHIPS
- AUG NO BOARD MEETING
- AUG 25 IMC CLUB/SAFETY PROGRAM
- SEP 13 BOARD MEETING
- SEP 22 IMC CLUB
- OCT 4 BOARD MEETING
- OCT 27 IMC CLUB/SAFETY PROGRAM
- NOV 1 BOARD MEETING
- NOV 10 ANNUAL MEETING & ELECTION
- NOV 17 IMC CLUB
- DEC 6 BOARD MEETING
- DEC 15 HOLIDAY PARTY CHEVY CHASE

**Want to get involved?**

It will be easier when we can meet in person again, but for now, offer your assistance with programs, recruiting, public relations, audio-visual materials storage and transport, educational content, scholarship outreach, Facebook content, advertising, whatever you might find interesting. Like any other organization, you get more out of it when you put more into it!

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

# CHICAGO EXECUTIVE PILOTS

## FLY MARKET

Classified Ads

FREE TO MEMBERS

### WHAT'S UP DOC? ASK THE AME

Dr. Sydney Schneiderman 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 [sschneiderman@gmail.com](mailto:sschneiderman@gmail.com).

*Disclaimer: Although Dr. Schneiderman 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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# CHICAGO EXECUTIVE PILOTS

## FLY MARKET

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Have you replaced your head set?

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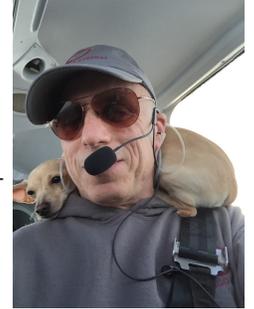
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# OFFICERS AND DIRECTORS INTRODUCTIONS

**President—Michael Baraz** Michael Baraz fell in love with flying and earned his Private Pilot certificate, instrument rating, and bought a Mooney aircraft in 2004. He went on to get his Commercial Pilot certificate, multi-engine rating, and recently his Airline Transport Pilot (ATP) certificate. He is now working on his CFI certificate.

As soon as he was qualified, Michael began flying missions for Angel Flight Central, an organization of volunteer pilots who provide free transportation to people with life-threatening medical conditions needing transportation. Additionally, Michael has flown hundreds of rescued dogs and cats to the safety of no-kill shelters, fosters, and fur-ever adoptee homes. Michael organized Aviation Career Days to youth and young adults in high stress, difficult home lives in support of Rick Butler and Pathway to Harmony. Michael is an officer in [Gift of Flight](#) and created a STEM Aviation program for Chicago Public Schools.



**Vice President—Judy Skotzko** Judy started flying in 1979 at O6C. She is rated ASEL and has achieved her Commercial Pilots license, Advanced and Instrument Ground Instructor. She is a CFI and CFII and instructed for a while at KMDW after the PATCO strike. She is currently working on reinstating her CFII and reports that she is a member of NAFI and AOPA, as well as the Chicago Executive Pilots Association. Judy also volunteers with Gift of Flight.

**Secretary—Warren Bruhl** Dr. Warren Bruhl, CFI, Chiropractor, Author, Charity Director

Provides flight instruction, ferry services, parachute jumping pilot, and currently flying SIC in a Citation 550. Holds ASEL, AMEL, Tailwheel endorsement and Instrument Rating. Began flying in 2015 and still practices chiropractic part time and travels abroad frequently providing charitable work through his non-profit, Dreamweaver International. Working toward an ATP certificate to fly larger jet aircraft and also completing CFII training. Has 1150 hours, flying 450 hours a year and owns a Cirrus SR22 Turbo Normalized aircraft (N32WB). Was a past partner in a Cirrus SR22 Normalized (N302TD). Has flown Diamond DA40, 42, Cessna 172, 182, 152, Mooney, Piper Saratoga, Decathlon, Extra, Aero L-29 Delfin, & Citation 550.



**Treasurer—Rob Mark** Pilot, Aviation Writer, Editor and a Video & Audio Producer Rob flew single pilot for small companies in a Piper Seneca and Navajo Chieftain before flying for the original Midway Airlines until 1991. He has been an ATP-rated business aviation and charter pilot in both Part 91 and Part 135 operations having logged nearly 7,000 hours. He holds Certified Flight Instructor and seaplane ratings. A veteran of the U.S. Air Force, Rob also spent 10 years of his career as an air traffic controller. Currently senior editor at Flying Magazine, Rob wrote operations, safety and training stories for *Aviation International News*, *Air & Space*, *AOPA Pilot-Turbine*, *Air Line Pilot*, *Career Pilot*, *P1*, *The Chicago Tribune* and many others.

He was twice awarded the Airbus Aerospace Journalist of the Year at the Paris Air Show and also twice awarded the National Business Aviation Association's Gold Wing award for Outstanding Journalism, most recently in 2018. Rob has authored five aviation books published by McGraw-Hill and published the award winning industry blog, [Jetwhine.com](#). He has served as an on-air aviation expert for [CNN](#), [Fox News](#), [NBC-TV](#), WGN-TV, the BBC and a number of radio outlets. An audio producer, Rob co-hosts the [Attitude Adjustment](#) show each day on EAA Radio during AirVenture. He created Comm Avia, a marketing communications company focused on the aviation industry. He taught at Northwestern University's Medill School of Journalism, his alma mater for 6 years in that same graduate program.

**Past President—Arthur Gunn** Arthur is a second generation pilot. His dad was in the RCAF, and later flew an Apache in which Arthur developed the flying bug. For his 15th birthday, his parents bought him 5 hours at a local flying club's "co-pilot" course. He soloed a couple of weeks after his 16th birthday, and received his Transport Canada license the day before his 17th birthday. His LLC purchased a 2006 SR22 NA in the summer of 2015. Arthur obtained his Instrument Rating in 2016, and is currently working on his commercial certificate. Arthur is a CPA licensed in the State of Illinois, and earned a BA in Economics, a MBA in Finance, as well as a MSc in Taxation. He also is a Certified Fraud Examiner. In his professional life, after working at the Federal Reserve Bank and Deloitte, he was a partner in a small CPA firm before starting his firm in 2003. His firm's niche is working with not-for profits. He serves as a Peer Reviewer in the State of Illinois, serves on the Professional Standards Department Executive Committee of the CPA Alliance, the Audit and Assurance Committee of the IL CPA Society, and is a former chair of the Illinois CPA Society Not for Profit Conference. In his personal life, Arthur and his wife Rhonda maintain a home in the northern suburbs of Chicago. He has two children, a daughter who is a teacher and a son who is an cyber defense IT professional, and a third generation pilot. Arthur's other passions are Facetiming with his granddaughter, music (his Celtic rock band recorded 3 CDs), guitar collecting and he rides a motorcycle.



## OFFICERS AND DIRECTORS INTRODUCTIONS

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**Madeleine Monaco** Co-founder and Past President, Madeleine is a current part time CFI at Chicago Executive Flight School. She took her first flight in July of 1977 and has earned ASEL, AMEL, ASES, COMM, CFI, CFII, Multi Instructor. Madeleine has approximately 4000 hours, many of them are hours of basic instruction given. She has in her logbook 3 flights in the Goodyear blimp, (courtesy of her day job as an IBEW Business Manager), and one (very short) flight in F16 Sim. Aircraft owned in the past Cessna 172 N84289, Mooney 201 N201UW, Mooney 201 N201GR, Cessna 150 N3103V

**Dave Montgomery** Retired businessman, started flying in 1998 at Aurora Airport (KARR). He has earned ASEL, ASES, and his instrument rating. Dave enjoys long cross country flights to places like Chatham, Bedford, and Norwood Massachusetts, Niagara Falls NY, Myrtle Beach SC, Jekyll Island Georgia, and the Grand Canyon. Dave was a partner in a Cherokee N3054L for 12 years, and he has owned a Cardinal N177BL since 2016. Dave is also active in The Cardinal Flyers Online organization and Cessnas2oshkosh.



**Barry Moore** Barry had his first flight in 2014 at KLGB in a Robinson R-22 helicopter and now holds Commercial Instrument ratings for Helicopters, ASEL, soon to be AMEL and was recently bitten by the aerobatic bug. Aircraft flown include the Robinson R22 & R44, Cessna C140, C172 & C182, Cirrus SR22, Mooney M20k, Diamond DA42 and the Aerovodochody L-29 Delfin. Barry is aspiring to be a professional pilot with enough free time to enjoy GA and Aerobatics, and one day hopes to join the exclusive club of aircraft ownership.

**Rusty Stevens** Long time CEPA member and our newsletter ad salesman for many years, Rusty has participated but not previously served on our Board. He is a Private Pilot SEL, who started flying in 2006 and now has approximately 280 hours. Rusty owns a quarter share partnership in Cessna 172 N73213



## SCHOLARSHIP WINNERS UPDATE

Some recent follow up from our past winners—and a thank you from the 2020 winner!!



**Matt O'Reilly** is from Palatine IL and was a student at KPWK's Chicago Executive Flight School for his Private ASEL. He got his Instrument Rating at Lewis University and then continued on to recently earning a Commercial Certificate. Matt shared a photo on the day of his Commercial Checkride! Watch for Matt in the front seat of a Regional in the near future!!! After graduation from Lewis, of course.

**Adam Darst** Adam was invited to come and speak to our members last year. He had returned to KPWK to work as a CFI and attributed a part of his success to the PAPA Scholarship. Shortly after that he got a call for a slightly different position—he nows flies helicopters at Fort Rucker in Alabama. He is pictured here with the Lakota he has been training on and will soon move to his advanced airframe—the Blackhawk!



**Brett Kovac our 2020 winner** sent us a letter of thanks that we want to share with you!

Dear Chicago Executive Pilots' Association,

I am truly thankful for the extremely generous scholarship reward you have presented to me. This will help to cover transportation costs, class fees, and any materials needed to continue my learning towards an AAS degree in aviation.

After entering the work force full time immediately after high school, working a wide array of jobs from a mechanic for John Deere and Company, repairing automatic doors at numerous places of business all over Chicagoland, to becoming a CDL truck driver and driving more than 2 million miles in my 21 years of commercial driving. I knew my heart and passion was in working with my hands fixing various small machines to cars. At the age of 41, I began the huge undertaking of a complete career change into the fantastic world of aviation. Jumping in feet first with a 15-credit class schedule, as well as working part-time after not attending school for 23 years was a major undertaking.

Continued on page 6

## Kovac 2020 Scholarship thank you letter (continued from page 5)

With loads of reading, and learning something completely unlike anything I've worked with before soon became a passion to learn everything I could. This certainly was not an easy road with many late nights and weekends full of studying and reading. With half of the semester attended in the classroom and the remaining attended online due to Covid-19, added another level of dedication learning remotely.

With the numerous amounts of students studying in this field, I thought, "What would be the best way to get my education and come out ahead of everyone else?" I couldn't think of a better way than getting some hands-on knowledge of what I'm learning in school. With some persistence I was able to secure a job at Win Aviation in DeKalb IL, a major player in military lease contracts for planes to train our military paratrooper soldiers. What a great experience it has been learning the field of aviation at school and bringing my fresh knowledge to the workplace and sharing with my co-workers. Obtaining my A&P coupled with 2 years of experience in the aviation industry will hopefully be the edge needed to flourish my new career.

I am very grateful to the Chicago Executive Pilots' Association for believing and assisting all non-traditional college students who return to college for additional skills or a complete career change as myself. With receiving the Chicago Executive Pilots' Association Scholarship, I will be able to concentrate on my career goals with less worries about how I will finance my next semester.

Sincerely,

Brett Kovac

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### JANUARY IMC CLUB (virtual) MEETING

1-27-2021 6:30 pm

INVISIBLE ASSASSINS

by RICK DURDEN



### Carbon Monoxide poisoning and aeromedical factors pertinent to winter flying

On Wednesday, January 27<sup>th</sup> Rick Durden will be talking to us about the dangers of Carbon Monoxide poisoning and what we as pilots can do to prevent it and its serious consequences.

As we embark on some winter flying, we are probably going to be using the heaters in our aircraft more often. This poses a risk to us as pilots. A common way for Carbon Monoxide to enter the cockpit is through the airplane's cabin heating system. Being odorless and colorless, Carbon Monoxide is almost impossible to detect without the use of specialized detectors, and no, not the little card often seen in rental and training aircraft. In fact, we will be talking about why relying on one of those is just as dangerous as not having a quality detector at all.

Join us as Rick brings us years of first hand experience and knowledge to keep ourselves safe for this winter and many more to follow.



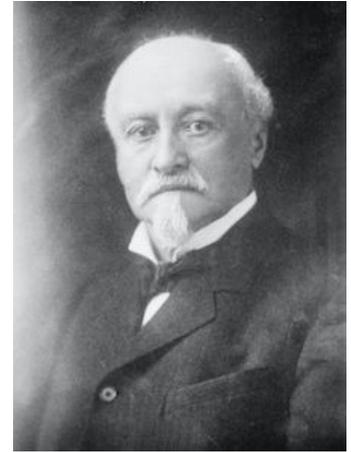
*Rick Durden was once described as aviation's Renaissance Man. He is Airline Transport Pilot rated with experience in some 200 types of airplanes, a practicing aviation attorney who has been involved in hundreds of aircraft accident cases, writer, aviation magazine editor, safety counselor, flight instructor, volunteer pilot in remote areas of the U.S. and Central America, and has been the executive director of a nonprofit conservation organization making use of aircraft and volunteer pilots throughout much of North America.*

## An Unexpected Christmas Gift from the Illinois Aviation Hall of Fame

Unless you're an aviation history geek or just a pilot who resides in Illinois, you might not have heard of Octave Chanute. I only knew the name early on when I joined the Air Force because there was a Base in southern Illinois named for the famed French-born railroad chief engineer. Early in his life, Chanute became fascinated by flight. He died in Chicago in 1910. Once bitten by the aviation bug, Chanute was determined in the latter part of the 19<sup>th</sup> Century to interest others in the hurdles of then-modern aviation. A bit of a writer himself, Chanute corresponded with other aeronautical experts of the time and gathered their insights into a publication, [Progress in Flying Machines](#), published in 1894.

According to Britannica.com, "Chanute also organized sessions on aeronautics at the meetings of major engineering societies, arranged conferences on flight [technology](#) at the [World's Columbian Exposition](#) in Chicago (1893) and the [Louisiana Purchase Exposition](#) in St. Louis (1904), and offered assistance to promising young aviation enthusiasts." One of Chanute's early gliders became the foundation of the early design work for both Wilbur and Orville Wright. "No one was too humble to receive a share of his time," [Wilbur Wright](#) noted in 1910. "In patience and goodness of heart, he has rarely been surpassed. Few men were more universally respected or loved." So around Illinois for sure, Octave Chanute was a pretty big man around campus.

I first noticed Chanute's name again as an early inductee to the [Illinois Aviation Hall of Fame](#) (IAHF). Scrolling through the list I ran across other – somewhat more recent inductees – like my friend, the late [E. Allan Englehardt](#), a retired United captain, CFI, and DPE who ran what was without a doubt the best CFI refresher course known to man. I found George Priester there too. My first assignment as an air traffic controller back in the 1970s was to [Palwaukee Airport](#) (now called Chicago Executive), then a private airport owned by Mr. Priester. I still talk to his son Charlie – who somehow managed to pass me on my multi-engine check ride in a Cessna 310 back in the 70s.



Jesse Stonecipher is there too. He ran the University of Illinois' Institute of Aviation back in the 1960s that I attended for a short time. Famed airshow aerobatic pilot and instructor Duane Cole's made the list of inductees, as did Frasca International's Rudy Frasca. [Merill Meigs](#) is on the list. You might know him as the name behind Chicago's Meigs Field (CGX) where I also worked as a controller. While I didn't know [Carl Unger](#) or his "Breezy" personally, I feel like I did because I flew with Carl's son Rob at Midway Airlines ("Once the pandemic is over, I am coming down for that Breezy ride Rob").

My friends Jack Sheridan and [Bev Greenhill](#), as well as Al Palicki, [Howard Levinson](#), Doug Powers, and even my CFI buddy [Lou Wipotnik](#), are on the list of people Illinois wants to remember. Even before they were famous inductees, I knew Bev and Allan, and Howard and Jack and Al and Lou from the [Chicago Executive Pilots Association](#) where I've been serving as treasurer the past few years.

### The Plot Thickens

So you're probably wondering why you're reading this history lesson about Illinois Aviation. I was working up to that ... I feel a bit awkward admitting it actually.

I received a letter recently from Springfield that read, "Dear Rob. On behalf of the delegates of the Illinois Aviation Hall of Fame, Congratulations! It is with distinct pleasure that we inform you that because of your many achievements and contributions to aviation in Illinois, you have been selected as a 2021 inductee into the Illinois Aviation Hall of Fame."

Now many who receive this kind of honor would probably be jumping up and down about now. Me, I just kind of stood there with my mouth agape figuring they must have confused me with someone else. I was honestly lost for words, a problem that anyone who knows me will find more surprising than almost anything else.

All I ever thought of during my life is trying to do the best job I could for the people who signed my paycheck, as well as the flying public I knew I also served.

To believe that the work during my career as an air traffic controller with the FAA, as a pilot, flight instructor, writer, blogger, podcaster, and speaker are considered significant enough to have earned me a seat at a table with this incredible mix of friends and colleagues of Illinois aviation note is just ... well, in a word ... awesome.

The exact date for the induction ceremony is not set in stone yet, nor is the location thanks to the COVID-19 pandemic still ravaging the world. Heck ... I'd be honored with a certificate to hang on the wall, to be honest, but I'll let everyone know the details when I learn them. Hopefully, some of you will be able to join in that night as I've managed to do myself with a couple of these induction events.

Till then, Merry Christmas and stay healthy my friends.

*Rob*



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**CHICAGO EXECUTIVE PILOTS ASSOCIATION  
Hosts the first IMC Club meeting of 2021**

**JANUARY 27 6:30 pm**

Log in info will be available online and via FAA Safety Website

**INVISIBLE ASSASSINS  
by RICK DURDEN**



Carbon Monoxide poisoning and  
aeromedical factors pertinent to winter flying