



FROM THE LEFT SEAT

I originally joined Chicago Executive Pilot Association, or CEPA as we usually call it, because CEPA always has such great meetings. I truly love flying and was drinking from the proverbial firehose to learn everything I could, ergo, CEPA meetings were the light and I was the moth. And when the request to join and support the organization that sponsors these meetings was made, it wasn't even a decision. It is less than the cost of avgas for a single practice approach. I figured I was getting the better end of that deal, easily! And a happy member I was, I came to several meetings each year and was always pleased to learn what topics each of the presenters offered.

Along the way, I got to know a few of the people at the meetings and then a few more, that's how it normally works, right? And from there friendships develop. Well, of course it's easy to make friends with a room full of people at a pilot association, we share a special bond.

One of the people that I met through CEPA and am pleased to call a friend is Rob Mark. And when I meet a local guy who is a pilot in a room of a bunch of other pilots, it is easy to not pay attention to some of the other stuff going on with that person for a while. But, when that person is standing up at the front of the room with a 100 people or so and is receiving the [Wright Brothers Master Pilot Award](#), and the presenter tells everybody that [Robert P Mark](#) is a distinguished pilot of 50 years, you have to stop and think, "holy cow!" I mean, geez, that's just "Rob," he's one of the guys here.

But that award isn't the end of this story. Rob isn't just *Rob*, the guy who was awarded the Wright Brothers Master Pilot Award, he is also [Rob Mark, Senior Editor of Flying Magazine](#), who has 49 pages of articles on their website and a world-renown author and journalist, and his own website and blog, and pod cast for a while, [JetWhine](#). Rob is a regular guest on Max Trescott's [Aviation News Talk](#), and other podcasts you'll find. There are too many achievements to list here. Yes, Rob is a pretty amazing guy. But, wait, there's more...

This news came out in last month's newsletter. Rob has been chosen to be inducted into the [Illinois Aviation Hall of Fame](#). Rob, from all of us at CEPA, congratulations! Even saying that just doesn't feel like enough. We are so proud to have your name added to those of other CEPA members who have been honored in the past: Al Englehardt, Lou Wipotnik, Charlie Boyle, Howard Levinson and Doug Powers. All nominated for their long term contributions to aviation in Illinois by their peers on the Hall of Fame selection committee. (*Our CEPA organization won the prestigious "Spirit of Flight Award" and holds a seat on that committee*)

Why am I going into all of this? Being a member of CEPA has so much more value to me than I can tell you in a few words. CEPA isn't an organization of thousands of members; if you get to the meetings you will walk away with a better attitude on safety, and you are way ahead of the statistical averages, a way safer pilot. If you happen to go the extra distance and take on a role with CEPA, be it a chair of a committee, an officer, or board member, you will find the benefits of taking that safety mind up a couple more notches... that's the stuff we do at CEPA.

Join us for a meeting. While I do miss seeing all of you in person, being able to pop open the meeting from my home study surely makes it easy to show up! I hope to see you at the next meeting.

Fly safer, be smarter,

Michael



Luanne Wills-Merrell FAA FSDO, presenting Wright Master Pilot Award to Rob as his wife, Nancy stands with him.

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C.E.P.A. EVENT SCHEDULE 2021

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

- 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

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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.

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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Some of you may wish to take advantage of a new ground school - on line - Zoom version, with the opportunity to receive recorded classes if missed. No obligation to take flight training at othe same school, and a reasonable cost make it a good opportunity if the timing is right for you. When beginning Instrument training it is extremely valuable to have the written taken very early on - or even before starting flight training.

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2021 PAPA Scholarship & Safety Foundation Program Requirements

PAPA Scholarship & Safety Foundation will award one or more scholarship(s) of **up to \$1,500** for the 2021 school year to an individual who is an Illinois resident, attending or accepted as a full time student at an accredited university, college or aviation technical school located in the state of Illinois, pursuing a course of study in a recognized professional aviation program.

Applicants must be full-time students with a minimum GPA of 2.5 (based on a 4.0 grade point system). A need for financial assistance must be demonstrated.

A course of study in a recognized professional aviation program is defined as a flight training program, a professional aviation technician program, such as A&P or avionics technician, an aeronautical engineering program, an aviation business management program, or a program to become a professional in any field of aviation.

All applicants **must** submit or provide for the submission of:

1. Completed online application form www.pwkpilots.org select SCHOLARSHIPS
2. Proof of residence in Illinois (please black out any sensitive information, e.g. driver license number, birth date, etc.)
3. A one page letter describing yourself, your activities in school and community, your activities and experiences related to aviation, your life goals, your statement of financial need, and how receiving this scholarship would help you realize your goals.
4. A letter of recommendation by an individual not a family member, who can attest to your character, work ethic and seriousness of purpose.
5. Transcripts for the most recently completed term from attending school.
6. If you are in a flight training program, provide a copy of your current FAA medical certificate and/or pilot certificate, as appropriate.

An application will not be considered complete without the above 5 items (6 if FAA Pilot and Medical Certificates apply.)

All above items must be submitted electronically to the Scholarship Chairman, through the on line app or via email to Scholarship@pwkpilots.org not later than **May 1, 2021**. An incomplete application will not be considered.

All applicants will receive an email notification of receipt of their application. The winner will be selected by the PAPA Scholarship & Safety Foundation Board of Directors based on the review of the following criteria: financial need, motivation and achievement. All materials submitted become the property of the **PAPA Scholarship & Safety Foundation** and will not be returned. The Board's selection decisions are final.

The winner(s) will be notified in June 2021 with the presentation to take place at the Chicago Executive Pilots Association Annual Picnic Dinner during summer of 2021.

For questions please email scholarship@pwkpilots.org.

All materials submitted with this application are subject to review & confirmation with the applicant's school. Include an authorized copy of your most recent completed grades with this application.

www.pwkpilots.org

Wednesday, February 24, 2021



IMC CLUB 6:30 live, but not in person (yet)
Wings credit available.
Moderator/coordinator—Rob Mark



SAFETY PROGRAM 7:30
Chicago Executive Airport Executive Director,
Jamie Abbott “State of the Airport”

Followed by
WINGS QUALIFYING SAFETY PRESENTATION

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

FAA Safety Team | Safer Skies Through Education

FAAST Blast — New Video on Wrong Surface Landings, Safety Briefing Archives, New Challenge and Response Issue

Notice Number: NOTC1652

New From the Flight Deck Video Covers Wrong Surface Landings

A top contributing factor for pilots landing on the wrong surface is parallel runway configurations with staggered thresholds. A new From the Flight Deck (FTFD) safety video provides best practices for landing at an airport with this common runway configuration. Check out the video here: <https://www.youtube.com/watch?v=n5fyP8FkZ5E>. You can view other FTFD safety videos at www.faa.gov/go/FromTheFlightDeck.

FAA Safety Briefing Archives

Looking for previous issues of *FAA Safety Briefing* magazine? Visit our recently updated archive page at <https://bit.ly/FAASB-Arc>, which offers issues back to 2008. A tab for each year shows the six issues for that year on the same page. You can now more easily scan the titles, headlines, and cover images to search for an issue or topic.

Are You Up to the Challenge?

The January/February 2021 issue of *FAA Safety Briefing* takes a unique look at the "challenge and response" environment that is prevalent within the aviation community. Feature articles and departments provide a variety of tools and resources that can help you rise to the challenge, whether it's shaking off rust from inactivity, pursuing new aeronautical goals, or leveraging technology to stay at the top of your game. For starters, have a look at the feature "On Recovering from Rustiness," which looks at productive ways to use your winter down time to plan your next aeronautical goal (<https://medium.com/faa/on-recovering-from-rustiness-47f880339814>). Maybe it's a new rating or endorsement, or maybe you're interested in flying a drone. You can also use this time to sharpen your aeronautical skills. The sky's the limit. Be sure to check out our entire new issue at www.faa.gov/news/safety_briefing.

Produced by the *FAA Safety Briefing* editors, www.faa.gov/news/safety_briefing

Address questions or comments to: SafetyBriefing@faa.gov

Follow us on Twitter @FAASafetyBrief or <https://twitter.com/FAASafetyBrief>

A Barely Successful Go Around

reprinted with permission from JetWhine

If you've already earned a Private Pilot certificate – a PPL they call it in some other parts of the world – you'll probably remember those final words of encouragement from the government official who oversaw the checkride ... "Remember, you now have a license to learn."

That's instructor lingo for, "No one has enough time to teach you absolutely everything you'd need to know in order to become a safe pilot." All any instructor can really offer is solid training in line with the airman certification standards and as much extra personal wisdom as possible before they kick you out of the nest. The check pilot's job is to within an hour or two get a glimpse of your knowledge about what makes an airplane fly – or prevents it – and that you seem to exercise relatively decent judgment. But sometimes, the barest minimum of training is called that for a really good reason.

When I was a newly minted private pilot with maybe 80 hours under my belt, I proved to myself one warm, sticky July afternoon that my practical flying education definitely had a few major gaps. The final few months of my private pilot training took place in an old, burgundy-painted Cessna 150 at Sky Harbor Airport. No, not the one in Phoenix, but a now bulldozed little field of the same name (OBK) just north of Chicago with a single 2,430-foot north-south runway. The field elevation was 680 feet and a graveyard stood ominously just off the south end of the airport, as a warning I often thought, not to swoop too low on final when landing north.

If you haven't tried one yet, some 22,000 150's were produced by Cessna in cookie-cutter fashion until they introduced the updated 152 in the late 1970s. The original 150 was powered by a 100 hp Continental O-200 motor that was just enough to lift two people airborne with a couple of hours of gas. Luckily for me, as a solo bird, it climbed OK, even in the summer.

One quirk that would become important that July day was the 150's barn door-like flap system. When commanded, they'd drop to 40 degrees which made the airplane fall like a brick if the pilot pulled the throttle to idle about the same time. For retraction, the spring-loaded switch would bring all the flaps up in a few seconds if the pilot didn't pay attention. I vowed never to let that get me.

After an hour or so of counting sailboats in Lake Michigan near the Loop that day and surveying areas north toward Waukegan (UGN) I realized it was time to head back and give my pal Tim a crack at the airplane for a few hours. The tollway extension to I-94 ran just north of the airport and was pretty easy to pick out from the lakeshore, as was the big yellow office building then used by Walgreens as a corporate HQ. Sky Harbor sat just south of Walgreens so making my way to a left downwind was a snap for a newly licensed guy such as myself.



I announced on the Unicom frequency that "50967 was entering a left downwind at Sky Harbor." I didn't hear anything and realized I probably had the pattern to myself. Abeam the 36 numbers, I reduced the power and added 10 degrees of flaps. I didn't need to look at the flap indicator since my instructor had taught me a trick; "hold the switch down, count to four and you'll add about 10 degrees of

flaps." On base, power back again and "One, two, three, four," and let go of the flap switch. On final, I went to 30 degrees as I made my radio call "Cessna 967 on final for 36 at Sky Harbor." It was met only with silence.

With the graveyard in sight just short of the numbers, I went for 40 degrees already thinking I'd make the first turnout near the tiedown since the airplane didn't need any fuel. It was about then that I saw that single-engine airplane pull out on to the runway. No radio call, he just taxied on to the runway. I knew he couldn't be crossing because there was nothing on the west side of the runway.

"Cessna 967 is short final 36 at Sky Harbor," I said, almost pleading with the other guy to get moving. I slowed to around 60 mph, but the guy just sat there. At a hundred feet or so, I knew I needed to do something, so I pushed the throttle all the way in and the nose of the old Cessna pointed itself toward the blue sky above me. I remember my shoulders began shaking as I pushed hard against the control wheel trying to keep the airplane under control. The wings seemed to be wagging and I remember drifting to the right side of the runway where I saw some other airplanes and cars parked. With me approaching at 100 feet and the flaps down full, people near the cars began to scatter with most of them heading back toward the hangar.

.....continued on page 7

Why I even noticed them I'll never know because the stall warning was intermittently blaring sounding like someone strangling a chicken. I saw the hangars on the east side of the runway coming up even closer, enough that I worried my wheels might touch them as I started a gentle turn back toward the runway. I don't think I'd climbed a single foot yet and as my eyes darted around the cockpit, I couldn't think of anything else to try as I saw the Walgreens building come into view.

My left hand seemed to have frozen on the control wheel while my right one just kept shaking on the throttle. Then it happened. I saw the vertical speed indicator flip up slightly and then again a few seconds later. I tried pulling the wheel back ever so slightly, but the airplane felt as if it were going to fall out from under me so I stopped. The stall warning was also still yelling but the altimeter read about 900 feet. I knew that was good, but then I saw the office building looming closer again.

I don't even remember why I let go of the throttle and grabbed the flap switch, but I must have retracted about 10 degrees of flaps because the VSI jumped again, thankfully up. I pulled up more flaps and the airplane seemed to leap up as if someone had removed a big weight tied to the tail. I felt the pressure on the control wheel ease some too.

The Walgreens building passed beneath me but no way was I going to try turning. As the altimeter wound up past 1,100 feet, I finally remember breathing again. I had no idea when I'd last tried that. I looked over at my right hand resting on the flap switch and must have had one of those "duh," moments in my aerodynamics training, but I hit it again and brought up the rest of the flaps. I quickly realized that now I was going to outclimb the traffic pattern so I pulled the power back and reentered the downwind.

I saw Tim waiting near the tiedown as I taxied in after a successful landing. He walked over after I shut down and asked me, "What the heck were you doing after that guy pulled out in front of you?" I just stared at him for a few seconds before I blubbered out something like ... "Scaring that crxx out of myself." He looked at me and said, "I guess you learned something eh?" All I could do was nod as he began his preflight.

I was still shaking as I opened the Cessna POH a few minutes later looking for the go-around procedure. It said, "Add full power, select flaps 20 and a climb at 65." Maybe my instructor has mentioned go-arounds during training, but I know we never actually tried one ... ever. I know I never saw or heard anything about raising the flaps.

Years later when I began teaching people to fly, I made it a point to demand at least three decent go-arounds – among other bits of knowledge of course – of my students before I'd even sign them off for solo, let alone for a check-ride.



Rob Mark, Publisher

BTW, if you enjoyed this story, please tell your friends or suggest they subscribe. It doesn't cost a dime and you can cancel at any time.

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CEA Executive Director Jamie Abbott**

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A back to basics cautionary tale**

Members Only discount programs

PAPA SCHOLARSHIP APPLICATION INFO