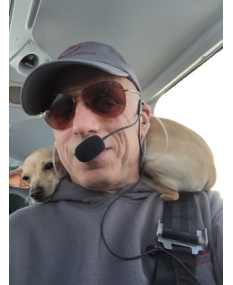


From the Left Seat

Don't Minimize This, it is Personal.

A lot has been written about personal minimums. I was listening to a discussion between Max Trescott and Catherine Cavagnaro on Aviation News Talk podcast earlier this week. The topic was personal minimums. Most of you know Max Trescott, he spoke at a CEPA Safety Seminar back in 2019 (thank you Arthur). For those of you who don't know Catherine Cavagnaro, let me tell you that she is a wonder! The short version of her resume is, she is a professor and chair of the mathematics department at Sawanee, The University of the South, she owns, instructs, and operates Ace Aerobatics School, is a CFII, and a DPE. I've had the pleasure of meeting her a couple of times at AOPA events and she is just as warm and engaging as she is smart, accomplished, and an incredible speaker. If you haven't noticed, yes I am a fanboy.



While listening to her discuss personal minimums, it reminds me of how nuanced the conditions are to make an honest and intelligent assessment and determine the appropriate decision thresholds. There are at least two problems with an attempt to manage these decisions to the level of complexity they deserve. First, to create the guidance on how to specify the computation method for each of the various factors, e.g., winds, ceilings, turbulence, icing potential, runway length, approach minimums, etc. Second, to manage the human tendency to rationalize the preferred outcome by weighing the factors that support and/or minimizing the factors not supporting that choice.

Presumably because of the complexities of the first issue and the risk of the second, many take a simplistic approach to personal minimums. They choose to write down a number for each of the above factors. They do this with a very reasonable purpose, use the KISS (keep it stupid simple) approach. They want a hard deck that they just follow, period, never deviate from. Of course, this requires that the worst conditions are assumed.

I don't discourage the hard deck approach for those who choose it. It is the most conservative approach and unimpeachable. However, this follows the same reasoning that some pilots use, they do not choose to attain their instrument rating and accept the limits of only flying in VFR only. And some restrict it further with personal minimums that do not allow MVFR. Again, no one could (or should) fault this choice. Many of us look at that and say, I want more utility out of flying and am willing to train to a higher skill and capability level. That's another good choice.

Perhaps an application of this principle that many don't consider is the FARs on supplemental oxygen. Can a person who is morbidly obese, smokes, and in their 80s be safe at 12,500' MSL for three hours in cruise at night? The regs (91.211) allow it. On the other hand, should an athletic person who has excellent aerobic physiology be limited by that regulation when they can comfortably maintain a high oxygen saturation level to 18,000' or even higher? This one is different in the opposite direction. So, it is clear that the altitude is an exceptionally bad proxy for maintaining a safe oxygen saturation level. Pulse oximeters that directly measure blood oxygen sats are readily available and reasonably accurate. Why can't we use a generally acceptable number of 90% or so, as our personal minimums? If there were pulse oximeters with a TSO, perhaps we could, but there isn't so there is no chance such an approach would become legal.

In the FAA's guidance on Personal Minimums article (GA Joint Steering Committee Safety Enhancement Topic, February, 2015), there is a recognition of the pilot's "experience and comfort level," and to "consider other conditions." This is not a static system. Your experience and comfort level will be different in the days following your flight review or an instrument proficiency check rather than some 23 or 5.9 months later, respectively. Your personal minimums may change from flight-to-flight. The important point is that you be honest in your evaluation and then be firm.

Establishing personal minimums is a worthy tool. Use it and use it wisely.

Michael Baraz

2022 OFFICERS, DIRECTORS, COMMITTEE CHAIRS

PRESIDENT	Michael Baraz Michael@baraz.us	630-781-8890
VICE PRESIDENT	Vacant	
SECRETARY	Warren Bruhl dc4kids@aol.com	847-867-2919
TREASURER	Rob Mark rmark@commavia.com	847-644-1575
BOOKKEEPER	Madeleine Monaco 99mjm@sbcglobal.net	847-431-1847
DIRECTORS	Sebastian Koziura sebastiankoziura@hotmail.com	847-757-6171
	Madeleine Monaco 99mjm@sbcglobal.net	847-431-1847
	Dave Montgomery Dav.montgomery@gmail.com	708-267-3095
	Barry Moore Barry_dxb@yahoo.com	224-420-6880
	Rusty Stevens cd987rusty@aol.com	847-910-2789
AIRPORT SUPPORT NETWORK REP	Rogers Faden Rogers.faden@gmail.com	847-312-8805
SCHOLARSHIPS	Jason Simpson jwsimpson971@gmail.com	773-842-5088
BYLAWS/LEGAL	Larry Kream lkream@kreamlaw.com	312-419-9100
MEMBERSHIP	David Montgomery Dav.montgomery@gmail.com	708-267-3095
SAFETY/PROGRAMS	Barry Moore Barry_dxb@yahoo.com Rob Mark rmark@commavia.com	224-420-6880 847-644-1575
AVIATION HALL FAME	Madeleine Monaco 99mjm@sbcglobal.net Rogers Faden rogers.faden@gmail.com	847-431-1847 847-312-8805
FLY OUTS	Dave Montgomery dav.montgomery@gmail.com	708-267-3095
PR/SOCIAL MEDIA	Rob Mark rmark@commavia.com	847-644-1575
WEBMASTER	Michael Baraz papa@pwkpilots.org	630-781-8890
NEWSLETTER MGR	Madeleine Monaco 99mjm@sbcglobal.net	847-431-1847
AD SALES	Rusty Stevens cd987rusty@aol.com	847-910-2789

C.E.P.A. EVENT SCHEDULE 2022

PLEASE NOTE: LOCATION & TIME

	BOARD MTG	ATLANTIC AV	CONF ROOM	
	IMC CLUB	CEFS	1098 MWK	
	SAFETY MTG	CROWNE	PLAZA	
	HANGAR	PARTY	HGR 13	
6-04	Flyout		KBTL	11a
6-06	Board Mtg		Atlantic	7p
6-22	Safety Mtg	Max Trescott	Crowne Plaza	7p
6-25	Run Runway	CEPA Board	KPWK	8a
6-25	Firewrks/Band		At PWK	7p
7-09	Flyout		KEYE	
7-11	Board Mtg -		Atlantic	7p
7-13	Hangar Prty	Scholarships	Hangar 13	7p
8-01	No Board			
8-06	Flyout		6Y3	
8-20	Flyout		IA23	
8-24	Safety Mtg	Tom Turner -	Crowne Plaza	7p
9-10	Flyout		KOSH	
9-12	Board Mtg		Atlantic	7p
9-28	IMC Club	Rob Mark	1098 Bldg	7p
10-03	Board Mtg		Atlantic	7p
	Flyout		Astronomy	
10-26	AOPA	Kyle Lewis	Crowne Plaza	7p
11-07	Board Mtg		Atlantic	7p
11-09	Annual	Michael Baraz	Crowne Plaza	7p
Dec	No Board			
12-14	Holiday Prty		Renaissance	6p

NEW MEMBER

WILLIAM BOSCARINO

Welcome—happy to have you with us!

GET READY TO PARTY

We are gearing up for our Member Appreciation Hangar Dinner and Scholarship Presentation. Mark your Calendar for Wednesday, July 13 at 6:00pm.

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 1005 S WOLF ROAD STE 106 WHEELING, IL 60090-6408

CHICAGO EXECUTIVE PILOTS

FLY MARKET

Classified Ads

1/3 SHARE OF A CIRRUS SR22T FOR SALE based at PWK. INTERESTED? contact seller Blake Konrardy, blake.konrardy@gmail.com, 630-991-6711

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 member's questions 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.

Members can advertise here (non business) FREE



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Track Your Medical in Real-Time

The FAA has added a new feature to [MedXPress](#) that allows pilots to track the status of their medical certificates online throughout the application and review process. Prior to adding this new feature, pilots had to call the Office of Aerospace Medicine to check their application status.

"If you can track where your ridesharing car is or the status of a company delivering your package, pilots should be able to see online the real-time status of their application," said Federal Air Surgeon Dr. Susan Northrup. "We will continue to explore how we can be more transparent with the aviation community. As soon as an application is submitted, it will appear in the pilot's MedXPress profile. Status updates will change as the application moves through the FAA's review process. If an application is deferred or denied, the applicant will receive detailed information through the mail. The certification process itself does not change. You can learn more about FAA's medical certification process at https://www.faa.gov/licenses_certificates/medical_certification/.

2022 CEPA FLYOUT SCHEDULE

June 4	Saturday	Battle Creek, MI	Breakfast or Lunch arrive by 11 EDT
July 9	Saturday	Eagle Creek (Indianapolis)	Flyout lunch
August 6-7	Sat-Sun	North Fox Island, Michigan	(overnight for Perseid meteor shower)
August 20	Saturday	Abel Island Fly in	2600 ft grass strip on an island in the Mississippi River
September 10	Saturday	EAA Museum tour, then lunch at Fox River Brewing	
October ??-??	Sat-Sun	(If held) Havana, Illinois	Astronomy night (overnight, in conjunction with The RAF and University of Illinois Astronomy)

Contact Dave Montgomery with questions at 708-267-3095 or dav.montgomery@gmail.com



MAY 25 Program Postflight Briefing

A good group of intrepid aviators joined the IMC Club meeting and the conversation got heated. Strong opinions, served up with examples and good reasons, were definitely educational. The best of these meetings are the ones that bring out anger and frustration—and bring about change. Warren’s presentation really did provoke that kind of interchange. Thank you Dr. Bruhl.

We really appreciate our volunteer moderators, and what we learn from them and from each other.

Join us next time, and thanks to Chicago Executive Flight School for the room. It’s much appreciated.



JUNE 22 Program Preflight Briefing

Wednesday 6-22-22

7:00pm

MAX TRESCOTT

SAFETY PROGRAM

WAAS MINIMUMS EXPLAINED

at the Crowne Plaza



"If you still have trouble keeping an LPV approach straight from an LNAV/ VNAV and the gotchas inherent in any of the new generation IFR procedures, join us June 22nd when our presenter is Max Trescott, a National CFI of the Year. He'll help everyone decipher WAAS minimums once and for all. Trescott also hosts the popular Aviation News Talk podcast and is the author of the GPS WAAS Instrument Flying Handbook. "

JUNE 4 FLY OUT TO KBTL

JOIN US AT 11:00 AM (EDT) FOR BREAKFAST OR LUNCH AT THE WACO KITCHEN IN BATTLE CREEK, MI!

UNFORTUNATELY THE WACO FACTORY IS CURRENTLY NOT ALLOWING TOURS SO YOU WILL HAVE TO GO HOME IN THE SAME AIRPLANE THAT YOU ARRIVED IN



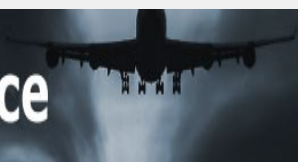
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Dave Montgomery
Membership and Flyout Coordinator
Chicago Executive Pilots Association
Dav.montgomery@yahoo.com 708-267-3095



SAFETY BRIEFING

Wake Turbulence



Wake turbulence refers chiefly to the two counter-rotating vortices trailing behind aircraft in flight, which are generated when aircraft produce lift. During flight, all aircraft generate wake turbulence, while the strongest vortices are formed when aircraft are heavy, clean, and slow. With consequences ranging from minor to disastrous, an aircraft's wake turbulence may be encountered during any phase of flight.

FAA recently updated wake separation tables to "reclassify the existing fleet of aircraft and modify the associated wake turbulence separation minima." Nine aircraft wake turbulence categories are now established and derived from wake performance data for each aircraft type rather than legacy weight-based data. Each aircraft type falls into one of the nine categories, and in a flight scenario, leaders and followers are designated by the wake categories of the aircraft involved.

The work is detailed, but pilots may obtain more information from FAA Order JO 7110.126B, Consolidated Wake Turbulence, the Aeronautical Information Manual, or FAA Order JO 7110.65Z, Air Traffic Control. NASA ASRS also conducts an ongoing special study on wake turbulence encounters and provides a link to that Database Report Set on its website.

This month, *CALLBACK* shares wake turbulence reports that feature aircraft from multiple wake turbulence categories during different phases of flight. Common threats are revealed; others more serious may be envisioned



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Flight Instruction
Simulation
Ground School
ATC Keynote



Ground Topics
Avionics
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Registration Link

<https://na.eventscloud.com/ereg/index.php?eventid=675608&>

Questions cpppchair@gmail.com

Making the Most of Your Flight Service Online Weather Briefing

Most pilots are not meteorologists, so the plethora of available weather information can cause some "analysis paralysis," especially with the migration towards online self-briefings. The folks at Leidos Flight Service know how important it is for pilots to get the essentials they need to make sound go/no-go flight decisions. Leidos' website 1800WXBRIEF.com has evolved significantly in recent years to give pilots greater access to the information they need and when they need it, but in such a way that doesn't make your brain explode. To read more on how these advancements can help you get familiar with all available resources before your next flight, check out the article "Leveraging Leidos — Making the Most of Your Flight Service Online Weather Briefing" here: <https://medium.com/faa/leveraging-leidos-ec6882a980bb>. Be sure to check out our entire weather and technology-themed issue here: <https://www.faa.gov/newsroom/faa-safety-briefing-magazine>.

PAPA MENTOR SCHOLARSHIP HONOREE MADELEINE MONACO PRESENTING AWARDS AT JULY PICNIC

More than a century ago, the origins of flight instruction began in 1910, when the Wright brothers determined they needed to pass on their knowledge and newly acquired skills for powered man flight. Having invested thousands of hours and enormous expense to develop their flying mastery, they wanted to embark on flying exhibitions to promote their Wright Flyer. However, they needed pilots to fly their airplanes in different parts of the United States. The first student to solo, Walter Brookins, was an employee and long time friend of the Wrights. Brookins would eventually set records and train others to fly. The birth for 'passing the love and skill for flying' was born and has continued ever since. However, in the modern era of flight instruction, financial considerations often impede pilots from pursuing their dreams to learn how to fly. The Annual PAPA Mentor Scholarship helps local pilots realize their dreams and provides a way for senior pilots to pass along the love for aviation.

This year, Madeleine Monaco, a CFI with Chicago Executive Flight School, will participate as an honorary presenter for a \$2000.00 PAPA scholarship. Known by many of the users of Chicago Executive Airport as a long time CFI and airport activist, Madeleine is one of the founders of this association known today as CEPA, Chicago Executive Pilot's Association. She served on the Airport Commission for several years and as a two-term elected Alderman from Prospect Heights, one of the two municipalities that own this airport. Members of this organization, her flight students, and in fact, all users of this airport have benefited from her pursuit of diversity and fairness in aviation and her diligence in keeping general aviation pilots' needs in the forefront of airport management's consciousness.



Madeleine began her flying career in July of 1977, taking her first lesson right here at PWK. She decided on the day she soloed that helping others to achieve that landmark goal was what she wanted to do. Madeleine completed her Private training in a brand new Cessna 152 straight off the field in Wichita. Her recommending instructor was Marjorie Sundmacher, a former Priestess CFI, who was then working with Clyde Erickson's flight school on the field. She took the Instrument Written immediately, and started working toward that goal. She followed that in short order with Commercial and then CFI. There it was – the goal was reached. A seriously nerve-wracking check ride successfully done.

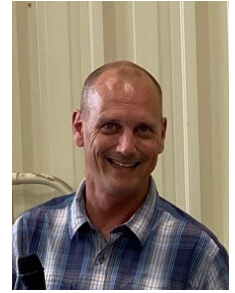
These ratings were not ever focused on earning a living. It was that original goal of bringing the joy of flight to others. So a CFII, a Multi Rating, a Multi Instructor, and a Seaplane rating happened. So many wonderful learning experiences. So many great friends. All the while she was earning her living doing something else.

Right from the start, the Ninety-Nines, International Organization of Women Pilots, were part of Madeleine's flying life. The support and friendship, the scholarship opportunities, and the opportunities to give back – all made pilot life more fun, and more rewarding. Community really counts. So when the time came to form PAPA – which our organization was originally named – it was just the right thing. Our PAPA Scholarship is one of the ways the pilots choose to pay it forward. We are grateful, and we want to pass it on. And maybe, hopefully, the airport and especially its pilot community are better because of it. We are extremely grateful for those who choose to donate to this fund.

The PAPA Mentor Scholarship honors aviators who are passing the torch of knowledge on to the next pilot generation, like Madeleine. Join us in July at the CEPA picnic to meet the 2022 scholarship honorees and meet our 2022 Mentor Scholarship honoree, Madeleine Monaco.

DID YOU KNOW this about CEPA ?????

Our PAPA SCHOLARSHIP AND SAFETY FOUNDATION is a separate entity—a separate corporation designated as 501(c)3 tax deductible. Within a few years of our founding, the members decided to make a stronger impact on the future of aviation by providing funding assistance to students of aviation. The new corporation was set up and ByLaws written to protect the donations over the years and grow the fund.



Many members have provided their time and talents over the years to make the scholarship process go smoothly. Our current Scholarship Chair is Jason Simpson. The Officers and Directors of CEPA also serve as the Scholarship Board, judging, voting on, and refining the process from time to time.

Our current requirements for applicants are residency in the State of Illinois, attendance in an institution of higher education in Illinois, and a career goal in any area of Aviation. There are some excellent examples of this funds' success—some of our past winners fly for the military, teach at KPWK, work at repair facilities, and are career pilots for charter, corporate and airline companies.

Your donations are ALWAYS welcome. Go to pwkpilots.org/scholarship-donate/ and pitch in to help the next aviation career. AND COME TO THE HANGAR PARTY JULY 13 TO CHEER ON THE WINNERS

CEPA IS SPONSORING AND MANNING A BOOTH AT THIS YEAR'S RUN THE RUNWAY



On June 25, Chicago Executive Airport will once again hold their event for runners, walker, stroller pushers, and more. 5 K run or 1 mile walk.

This year CEPA will have a tent as well as participants. We have a canopy cover to protect you from the sun, a table and chairs for you to be comfortable, and handouts for the public to get to know us.

Please volunteer to man the booth for an hour or so, and help make this event a success.

Contact Madeleine Monaco by text 847-431-1847 or email 99mjm@sbcglobal.net

ADVANCE NOTICE!!!! HANGAR PARTY SCHOLARSHIP AWARDS

July 13 6:00pm Membership Appreciation Dinner Safety Presentation

Location on the airport
HANGAR 13
Behind the 1098 building



Checks to be presented
to our lucky
scholarship winners!



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SUMMER IS HERE MAKE PLANS TO FLY

**JUNE 4 FLY OUT TO BATTLE CREEK MICHIGAN FOR LUNCH
AT THE WACO KITCHEN MEET AT 11AM EDT AT THE AIRPORT**

JUNE 4-5 CAVALCADE OF PLANES CLOW AIRPORT

JUNE 25 CELEBRATION AT OUR HOME AIRPORT

CHICAGO EXECUTIVE AIRPORT
ROCK AND RUN THE RUNWAY
VISIT THE CEPA BOOTH AND SAY HI!