



Finding Fisk During AirVenture

For an unincorporated community in the Town of Utica and Winnebago County, Fisk, Wisconsin, is without a doubt the most well-known small town in the world of aviation. Also known as Fisk Corners, [its concise Wikipedia page](#) explains its notoriety in three words: Fisk Approach Control.



As “a temporary FAA approach control facility guiding planes visually toward the active runways at Wittman Field during EAA AirVenture Oshkosh,” over the years millions have flown over Fisk, but few have ever found their way to the small white trailer on top of a hill on the way into the center of town.



In the shade of the trailer’s blue awning sit three pink-shirted FAA air traffic controllers, two scoping the sky to the south with binoculars and the man sitting between them talking almost nonstop to the pilots of the planes buzzing overhead.

It’s like the three of them are connected by some Vulcan mind meld. Both lookers are voicing instructions to the separate airplanes they have in view and the talker conveys them over the radio.

Establishing the arriving airplanes in a line at the proper speed and with the necessary separation is the goal. “RV up high, rock your wings. Piper, too fast, too high; lower your gear and flaps and come on down; there’s no one below you.” A fourth member of the team follows the Piper announces that its gear and flaps are in transit. “Good job listening,” says the first looker, and “Good job listening,” said the talker, “Welcome to Oshkosh.”

Another pink-shirted is talking to a husband and wife who found their ways to Fisk from Oshkosh. Eavesdropping on their conversation I learned that he was the facility supervisor who, along with an operation’s



manager, spends the week at Fisk. Everyday starts at 0630 so the team of four controllers is ready to go when AirVenture opens for arrivals at 0700. Without any numbers, he said “it’s been a record year, and Sunday was a big day!”

2022 OFFICERS, DIRECTORS, COMMITTEE CHAIRS

PRESIDENT	Michael Baraz Michael@Baraz.us	630-781-8890
VICE PRESIDENT	Madeleine Monaco 99mjm@sbcglobal.net	847-431-1847
SECRETARY	Warren Bruhl dc4kids@aol.com	847-867-2919
TREASURER	Chuck Heftman cheftman@gmail.com	847-757-8412
DIRECTORS	Rob Mark rmark@commavia.com	847-644-1575
	Dave Montgomery Dav.montgomery@gmail.com	708-267-3095
	Barry Moore Barry_dxb@yahoo.com	224-420-6880
	Matt O'Reilly mjoreilly33@comcast.net	224-343-2243
	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	Rob Mark rmark@commavia.com	847-644-1575
	Barry Moore Barry_dxb@yahoo.com	224-420-6880
AVIATION HALL FAME	Madeleine Monaco 99mjm@sbcglobal.net	847-431-1847
	Rogers Faden rogers.faden@gmail.com	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	
9-10	Flyout	Museum	KOSH	11a
9-12	Board Mtg		Atlantic	7p
9-28	IMC Club	Rob Mark	1098 Bldg	7p
10-03	Board Mtg		Atlantic	7p
	Flyout	cancelled	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 MEMBERS

Jack Kintzle Taher Sobhy
Thomas Maka Ward Anderson
Dan Wirt Manny Yalda

Welcome

We are happy to have you with us!

CEPA FLY OUT PLANNED FOR SEPTEMBER

Plans for a trip to OSH on September 10th have not been finalized, but tentatively meet at the Museum at 11:00am and we will tour and then go to lunch

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

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

FLY MARKET

Classified Ads

Do you have a small airplane in a large hangar?
Interested in splitting the cost? I have an RV6
and am interested in renting/sharing 1/2 of a
hangar anywhere on the field.

847/727-6221 or iggykhan@gmail.com

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



SOAR LIKE AN EAGLE

EARN ADDITIONAL RATINGS



Call (847) 599-9955

or visit

www.skillaviation.com

It is time to renew your FAA Medical Certificate



Taher Sobhy, M.D. AME

Chicago Executive Airport
1061 S. Wolf Rd., Hangar 9 Bay 4
Wheeling, IL 60090
Phone (847) 244-6900

All Classes of Medicals Performed *
Quality * Accessibility * Convenience *



www.personamd.com

CEPA FLYOUTS

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

AUGUST 24 Program

TOM TURNER

Postflight Briefing

Tom Turner spoke to our attendees (CEPA members and interested area pilots) about Mastery of Flight at the Crowne Plaza Hotel on August 24th. The room was not full, but those present were educated and entertained by Tom. Here are some photos from the event.



SEPTEMBER 28

IMC CLUB

Program Preflight Briefing

This month our IMC Club meets again at 1098 Milwaukee Avenue to have an interactive, pilot participation discussion on a "What Would You Do?" situation encountered in IMC flight. This session will be led by our President, Michael Baraz.



Michael is a newly minted CFII and holds an ATP certificate. He has a desk-bound day job and flies and instructs whenever he can get away.

Whether it's your first IMC Club meeting or you are an 'old hand' you will gain in knowledge and understanding of flight from this experience. The scenario will be presented, a question posed, and YOU will get involved with the discussion. Has something like this happened to you? What else should the pilot have done? The premise of IMC Club is learning from each other, and we have the guidance of our experienced moderator to keep us on track.

Join us on Wednesday, September 28th at 7:00 pm for an exercise in sharing information and learning from each other. We will meet at 1098 Milwaukee Ave, in the first floor classroom of Chgo Exec Flight School.

FAA WINGS CREDIT PROGRAM EVENT



Getting ready for the shift change at 1230, keeping his eyes on the sky and ears attuned to the lookers' and talker's steady flow of instructions, he works in answers to the visitors' questions and prepares the charcoal grill so the incoming shift can prepare its lunch. All of the controllers seem to have developed multitasking to an impressive artform.

As AirVenture volunteers, during the week, each of the four-controller teams rotate among the four ATC facilities: Fisk Approach Control, the World's Busiest Control Tower at Wittman Regional Airport, the temporary tower at Fond du Lac Airport (the closest divert field), and the two "Moo-Cows" (pink-shirt short-hand for mobile operating controller). Stationed on platforms adjacent to the runways, these pink shirts flag pilots on their way home into streams of arriving traffic.

With moderate winds this Thursday, controllers were using Runway's 9/27 and 18/36 and their parallel taxiways as runways. The Moo-Cows work with a waived hold-short line that's closer to the active runway, so departing aircraft can safely and efficiently fill the open space in the arriving traffic flow. If something big is arriving, like the C-17 or the Boeings and Airbuses hulking over Boeing Plaza, Moo-Cows keep everyone at the everyday hold-short lines painted on the pavement, and the tower shuts-down arrivals to the parallels so the bigger arrivals have the necessary safety space.



When this situation arises, or like it did this Thursday, and the tower dedicates a runway or two to shortening the line of departing aircraft, it is up to Fisk to adjust the flow of arriving aircraft so they find their way to the arrival runways at a constant rate. When a runway is dedicated to departures, the lookers and talker barely have time to take a breath, but their tone of voices doesn't change or resonate with any sense of stress. But when departure backlog has shrunk and is again ready for arrivals, the pink shirts can again take deep breaths between their instructions to follow the railroad tracks to Oshkosh.

Scott Spangler, Editor

Our thanks to Scott Spangler, Editor and Rob Mark, Publisher for this article.

It was reprinted with permission of JetWhine.com

JetWhine is a CommAvia publication.

You can opt in to receive their regular emailed articles at Jetwhine.com

Please spread the word.

F A Qs

Frequently asked questions—and answers!

- How old is CEPA? We began in 1985, as Pal-Waukee Airport Pilots Association, and formed the separate Safety and Scholarship Fund in the early 90s.
- Are we a 501c3 ? Our Scholarship Fund is—donations are tax deductible to the extent provided by law (always ask your accountant—and look us up on line)
- Is every meeting open? All of our Safety Presentations and IMC Club Meetings are open to all.
- Is every meeting free? Yes they are. Social events/dinners are not free, but education? FREE
- Can members help? Absolutely. Our purposes for existing are **Advocacy**, **Camaraderie** and **Education**. “we are all ACE’s - see what we did there?” You can help with Advocacy by attending the CEPA Board meetings and learning what we are working on to improve general aviation at KPWK. You can help with Cameraderie by bringing friends and fellow pilots to social events and making everyone feel welcome—or help to put one on....hosting duties! You can help with Education by participating in safety meetings and IMC Club sessions, by volunteering to help set up, bringing friends, spreading the word. Or presenting if you have a special talent for that!
AND MOST OF ALL - you can help us to nurture the next generation of aviators and aviation professionals by donating, raising money, and supporting the activities of the PAPA Safety and Scholarship Foundation.

Contact any members listed on the 2nd page of every newsletter. Your participation is welcome.

FAAST Blast

Biweekly FAA Safety Briefing News Update

New Pilot Minute Video Covers How to Check the Status of Your Medical

Pilots: Do you know how to check your current medical application status in MedXPress? FAA’s Federal Air Surgeon Dr. Susan Northrup demonstrates how in the latest *Pilot Minute* video [here](#). The video highlights the new “Application Status” tab in MedXPress that shows information to about 95% of users on their issued medical certificates. “If your application was deferred to the FAA for a decision, MedXPress will give you details about the status of your case,” Dr. Northrup explains. If the FAA needs more information, MedXPress will display an Action Required icon. Check the Help tab on the site for more details. Be sure to check out the complete list of *Pilot Minute* videos [here](#).

Got Weather?

As pilots, you have access to more weather information than ever before. But having that information available is only part of the weather decision-making equation. Knowing how to acquire, interpret, and make operational decisions based on weather information is essential to safe flying. Look at this month’s [FlySafe](#) topic, which covers how to make the most of your weather resources when planning a flight <https://medium.com/faa/use-of-weather-information-a16cc1d4c003>.

How an Air Show Can Help Sharpen Your Skills

Everyone knows air shows are a lot of fun, but they are also great opportunities for airmen to pick up some trade skills, try out new technology, and network with safety experts. For some good ideas on how to make the most of your next air show or aviation event experience, check out the article “[Sharpen Your Skills – Don’t Fly Past the Educational Benefits of Air Shows and Aviation Events](#).” Check out the entire air show-themed July/Aug 2022 issue here: <https://www.faa.gov/newsroom/faa-safety-briefing-magazine>.

FROM NASA CALLBACK

The Green Half-Mile

This C152 pilot experienced a common assortment of hazardous, hot weather factors that combined to produce an insidious, but predictable situation and potential disaster.

■ After landing at MRC for fuel, we elected to take off using the grass runway. The winds had been relatively calm, and despite training numerous soft field takeoffs and landings for private and commercial ratings, we had never actually used a grass runway. We spoke with some of the regulars in the FBO, who said that the turf condition was good, and they provided some tips for using that particular field. We had two pilots in the aircraft, which put the C152 within 3 pounds of maximum gross weight when full of fuel. We back-taxied the length of the field to reposition and test the smoothness of the turf. At the end, we turned a 180 and conducted a rolling takeoff without coming to a stop.

The plane reached rotation speed after about 1,000 feet (1,800 feet available), but on climbout, it became apparent that we would not clear the power lines and trees on the far side of the airport. With no more power to give, the aircraft already in clean configuration, and the stall horn starting to sound, I cut power and put the plane back on the runway, resulting in the plane coming to a stop in the grass after the end of the turf runway across Runway 24 and the taxiway. There was no damage to the plane or facility, or any injuries, but we were definitely two shaken up pilots after a close call.

A combination of factors contributed, most of which were related to operating at maximum gross weight on a hot summer day. Application of soft field considerations (not coming to a stop) over short field considerations (max power before releasing brakes) reduced the amount of available runway to less than full length.

The performance charts indicate we needed a total of 2,020 feet to clear a 50-foot obstacle with approximately 1,000 feet of ground roll. We had 1,800 feet of runway plus another 900 to 1,000 feet of clear climbout space before the first obstacle, which should have been more than adequate, but was not enough on that day.

We suspect the combination of flying a 40-year-old airplane with pilots relatively new to the C152 also significantly reduced aircraft performance from the best-case numbers in the published charts. The biggest lesson learned is that when close to the margins on gross weight and high density altitude, always take the longest runway winds will allow.

Inflight medical emergencies manifest themselves in many ways, and each event is unique unto itself. Procedures to handle these occurrences in flight are well-developed and mature, but no one size fits all. Crews are frequently called to improvise in one respect or another.

A Pinch Hitter Hero

This C210 pilot experienced an unusual medical emergency that could have been fatal or may have been prevented.

■ [Enroute] everything was normal. We had a portable oxygen system, which was engaged. I climbed to 17,000 feet and then climbed to 25,000 feet. I observed the passenger leaning forward, as the oxygen line was not long enough to reach the rear seat. I moved the oxygen bottle from between the pilot and copilot seat. I assume my oxygen line kinked, but the passenger's [line] was working well. I subsequently lost consciousness, and the passenger moved to the copilot seat. With help from Air Traffic Controllers, the plane was brought back down to a lower altitude. I recovered and...landed at the nearest airport where emergency personnel checked...our vitals and oxygen. All was normal.



1005 S WOLF ROAD SUITE 106
WHEELING IL 60090-6408

ADDRESS SERVICE REQUESTED
