



### Program **Post**flight Briefing **JANUARY 25 7:00pm 1098 MILWAUKEE AVE**



Winter's not over yet

*Winter Wisdom with Wipotnik was our presentation for January 2023.*

Long-time PWK flight instructor Lou Wipotnik offered an in-depth look at several winter topics. Preheat, when, why and how: crosswinds, takeoffs and landings on slick runways, tailplanes stalls, and icing in the clouds. Thanks to the 30 or so who came out to listen and learn. The meetings now will move to Harper College Learning and Career Center. Thanks to Jim Kwasek and the Chicago Executive Flight School staff for sharing their space.

## PAPA SCHOLARSHIP AND SAFETY FOUNDATION

We are happy to announce that we will be giving 2 scholarships this year, because of the generous donations and hard work of our members and friends.

The ByLaws of our 501c3 scholarship fund directs that we give half of what is donated each year in scholarships and save the other half for future giving. Any increase in the interest rate would help with this :-).

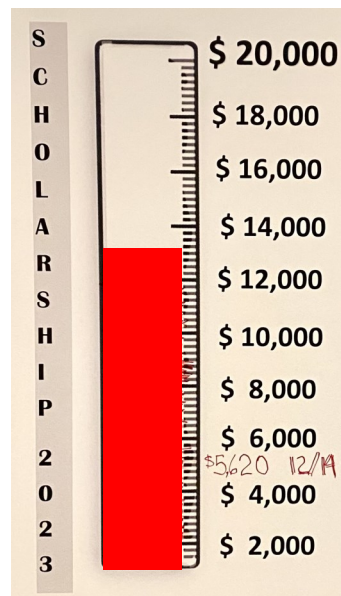
In summer of 2023, therefore, we will be awarding \$3,250 to an academic winner and \$3250 to a flight student at KPWK.

Applications will be posted on our website and sent to Illinois aviation colleges and trade schools in Illinois as well as our own CEA flight schools

We were very pleased



by your support .



## NEW LOCATION FOR CEPA SAFETY PROGRAMS AND IMC CLUB MEETINGS



**HARPER COLLEGE LEARNING & CAREER CENTER  
1375 S WOLF ROAD PROSPECT HEIGHTS IL**

**Program **Pre**flight Briefing **FEBRUARY 22 7:00pm****

### WHAT HAPPENS WHEN WHAT IF BECOMES WHAT IS?

Join us to listen and learn how experienced aircraft owner, Marc Epner, encountered the "what is" on his flight.

This will be our first presentation in this facility. We are grateful for Harper College's support of our efforts to provide continuing education for pilots. The building is on the east side of Wolf Road, just half a block south of Palatine Road.

Parking available in the school parking lot.

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**C.E.P.A. 2023 EVENT SCHEDULE**

Date	Event	Presenter	Location
2023	All Meetings 7pm		
2-01	Board Meeting	Michael Baraz	Atlantic
2-22	What Happens When What if Becomes What Is?	Marc Epner	HARPER
3-01	Board Meeting	Michael Baraz	Atlantic
3-22	IMC Club	Rob Mark	HARPER
4-05	Board Meeting	Michael Baraz	Atlantic
4-26	Safety Program	Rob Mark	HARPER
5-03	Board Meeting	Michael Baraz	Atlantic
5-24	IMC Club	Rob Mark	HARPER
6-07	Board Meeting	Michael Baraz	Atlantic
6-28	Safety Program		HARPER
7-05	Board Meeting	Michael Baraz	Atlantic
7-12	Scholarship Wins Hangar Party IMC Club	TBD	TBD
8-02	No Board meeting		
8-23	IMC Club	Rob Mark	HARPER
9-06	Board Meeting	Michael Baraz	Atlantic
9-27	IMC Club	Rob Mark	HARPER
10-04	Board Meeting	Michael Baraz	Atlantic
10-25	Safety Program	Rob Mark	HARPER
11-01	Board Meeting	Michael Baraz	Atlantic
11-29	Annual Business Meeting & IMC Club	Michael Baraz	HARPER
12-20	Holiday Dinner	TBD	TBD

**Welcome our new members**

**JOHN MUNGER OMAR VARGAS**

**WALTER SZULCZEWSKI**

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

Do you have a small airplane in a large hangar?  
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and am interested in renting/sharing 1/2 of a  
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847/727-6221 or [iggykhan@gmail.com](mailto: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 many years. He's active with CAP, practices Emergency Medicine, and Aviation Medicine. He will 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. Contact him with questions/concerns at [sschneidman@gmail.com](mailto:sschneidman@gmail.com).

*Disclaimer: Although Dr. Schneidman is a long time CEPA member and supporter, he is offering these services independently of CEPA.*



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## Letter to the Editor

To the Membership and Friends of PWK

How many of you have paid attention to the Airports Budget? I would bet not many of you.

At an Airport Board meeting it was reported that the Airport was 15% over budget on revenues and 13% under budget on expenses. I did not think much of this at the time except its good PWK was operating in the black.

Later I started thinking about this and wondered just what 15% and 13 % really meant. It turns out, it means a lot. It meant the Airport had a surplus of unallocated funds of \$1.4 million dollars in FY 2022. I did more digging and found they also had a \$1.5 million dollar surplus in FY 2021. In the current FY 2023 they are on pace for a \$1.6 million dollar surplus. These are large sums of money that are unallocated to anything in the budget. That is a surplus total of \$4.5 million dollars in a three-year period. These surpluses are over and above what is called for in the budgets, yet each year they raise the rents and fees the full CPI. These surpluses would have covered the next years increases and still have had funds remaining.

In doing more digging into airport documents I found that there is an airport policy that allows the surplus to be carried forward to cover or offset the following years increases, if the Board chooses to do that. They have never done this to my knowledge, but it is in their very own policy.

I have asked the Airport Board to apply this surplus to next years budget and not raise the rents or fees for anyone on the airport.

As a single voice I do not carry much sway with the Airport Board. I ask that if you agree this surplus should be carried forward make your feelings be known. Please contact the airport board, airport management, elected officials of both communities, and the CEPA board. The voices of many carry more weight than a single voice.

Thank You

Jim Loerzel  
CEPA member 422

## NASA CALLBACK IN THE BLEAK MIDWINTER

**Aircraft icing can be a major threat to all aircraft and aviators operating in icing conditions—loosely described as occurring on the ground when the outside air temperature is 10° C (50° F) or below with visible moisture present, and in flight, when total air temperature is 10° C or below with visible moisture present.**

**Hazards can be of several types. Weight, aerodynamic lift, drag, and controllability can be adversely affected, as can engines or cockpit visibility. Systems issues could multiply the effects of icing and may render a situation worse.**

**Carburetor Calories....a reminder of the possible consequences of carburetor icing during this short, pre-solo training flight.**

☒ My student and I decided to go out and practice VFR landings...before low ceilings arrived later that evening. The temperature was around 40 degrees F and the dew point spread about 4 degrees C [7.2 degrees F]. We taxied out to and flew two right VFR patterns. I flew the first pattern to demonstrate, and the student flew the second pattern. As we came in on final for the second pattern, the engine RPM dropped, and the propeller came to a stop at the end of the ground roll of the second landing. We quickly used the momentum to exit XRR onto Runway XY and hold short of XXL. I stated to Tower that my engine just quit, and the Tower Controller confirmed observing this over the Tower frequency. My student and I were immediately able to get the engine started on Runway XY to taxi back to the ramp.

In hindsight, I realize what likely occurred, but it is speculation. As my student performed the run-up before I took off, I recall noticing a 200 RPM drop when the student tested the carburetor heat. Having flown a fuel injected C172 a couple times before this flight, I was not in the habit of turning the carb heat on.... I did forget to turn the carb heat on during my first pattern and mentioned this out loud to the student while on final during my demonstration. The student took the controls for the second pattern. During the student's pattern, our downwind was extended for landing traffic, and he also forgot to turn the carb heat on as he configured for landing. I noticed this, but being a pre-solo evaluation, I decided to make a note for later and did not correct it immediately. While on final for his landing, he pulled the throttle to idle for the entirety of final approach. As we continued the ground roll after his landing, the prop stopped turning about halfway down the runway. I do not recall hearing the engine quit, just that the RPM began to get pretty low. With the weather conditions, I strongly suspect carb icing. The engine didn't have time to warm up, either, after two patterns in these conditions. To prevent further occurrence, I will be more diligent when switching between aircraft with different systems and identify differences before beginning a flight. I also need to emphasize the landing checklist while on downwind for myself and my students. I...am fully aware of the consequences of not turning on the carb heat in conditions where carb icing is prevalent.

## Chicago Executive Airport Board 2023 Regular Board Meeting Dates

Meetings begin at 6:00 p.m. \*The Joint Workshop begins at 7:00 p.m. location to be announced later.

February 15, 2023  
March 15, 2023  
April 19, 2023  
May 17, 2023  
June 21, 2023  
July 19, 2023

August 16, 2023  
September 20, 2023  
October 11, 2023  
TBD - Joint Workshop\*  
November 15, 2023  
December 13, 2023

### Meeting Schedule - GA Users

Mondays at 10:30 a.m. preceding the Chicago Executive Airport Regular Board Meetings

January 16, 2023  
February 13, 2023  
May 15, 2023  
August 14, 2023

### Meeting Schedule - Corporate Users

November 13, 2023  
April 15, 2023  
July 17, 2023  
October 9, 2023

### Meeting Schedule - Residential Sound Insulation Program Update Meeting

Meetings begin at 6:00 p.m. at the airport office.

March 1, 2023  
June 7, 2023

September 6, 2023  
December 6, 2023

### 2022 Holidays

Monday, Feb 20 - President's Day  
Friday, April 7 - Good Friday  
Monday, May 29 - Memorial Day  
Tuesday, July 4 - Independence Day  
Monday, Sept 4 - Labor Day

Monday, Oct 9 - Columbus Day  
Thursday, Nov 23 - Thanksgiving  
Friday, Nov 24 - Day After Thanksgiving  
Monday, Dec 25 - Christmas Day  
Tuesday, Dec 26 - Christmas Holiday Observed



Jan. 20, 2023

Dear CEPA Directors and Members:

It was my pleasure to meet with the leadership and members of the Chicago Executive Pilots' Association to hear pilots' thoughts about Chicago Executive Airport and to provide an update on projects to benefit general aviation at CEA.

In December, the Chicago Executive Airport Board directors approved a plan to allocate funding for 2023 to prioritize a new general aviation campus on the northeast quadrant of the airport. CEA has dedicated \$2.6 million in grant funding for this project.

The funding will accommodate the necessary environmental and engineering study as well as the complete build-out for a new general aviation tie-down area to replace the decades-old area on the southeast corner of the airport. That funding will also accommodate a study for the new T-hangars planned for that campus.

In addition, I was pleased to share information about the pending launch of the airport lighting modernization project, which will begin this Spring. Phase 1 of this project, part of our overall modernization of the airport's electrical infrastructure, will include new cabling and light fixtures, upgrade our airport signage plan, provide a computerized airfield lighting control and monitoring system (ALCMS) and relocate the existing rotating beacon for improved pilot visibility.

Benefits for the airport and all our aviation partners include improved airfield safety, reliability and operations. In addition, these improvements will decrease maintenance and operation costs and ensure uniform circuitry for the future.

I look forward to our next conversations and to keeping our community and aviation partners updated on our projects.

Best regards,  
Jeffrey Miller  
Executive Director



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ADDRESS SERVICE REQUESTED

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*Thank you to:*



**Our CEA Administrators for their communication and cooperation.**

**Our FBO's for their support this past year.**

**Our meeting hosts Chicago Executive Flight School for IMC meeting space**

**Atlantic Aviation for monthly meetings of our Board of Directors**

**AND going forward HARPER COLLEGE in Prospect Heights**

**Our volunteers Every Officer, Director, Committee Chair and member who helps out**

**Our speakers Those educators who help us learn to be and remain safe pilots**

**Our advertisers Those companies that help to defray our operating costs**

**Our donors The many generous supporters of our scholarship program**

**Our members For their participation in our advocacy, camaraderie and education**

**For February (and every other month of the year)**