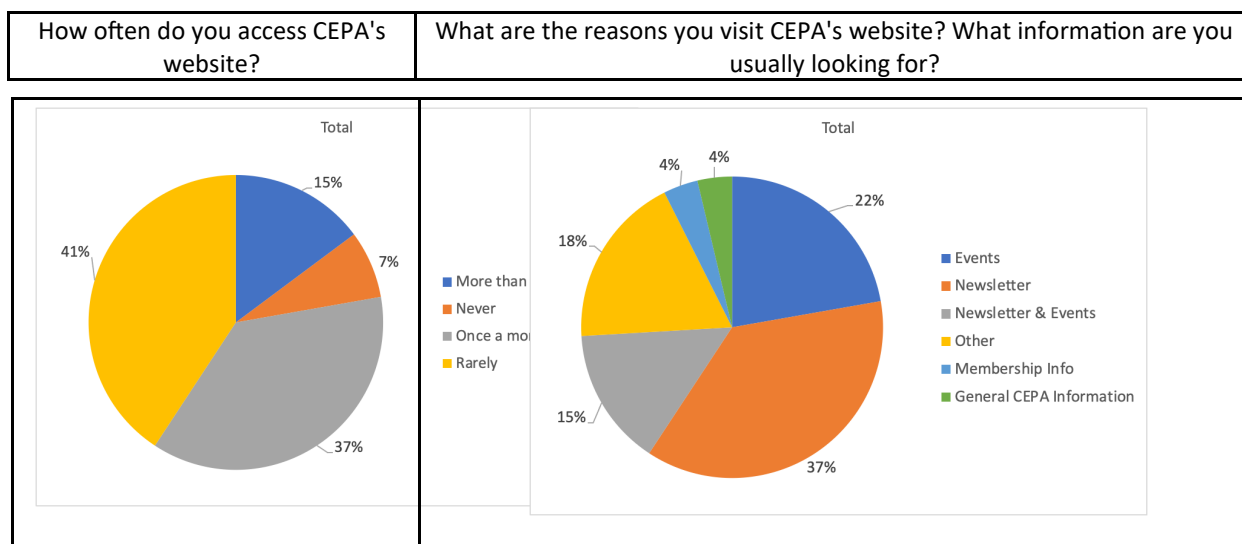


Dear Members,

Recently we asked you to help us formulate a plan for improving our website. Pwkpilots.org

Thanks everyone who took the time to answer CEPA's website survey. We are sharing below a couple of key data points from the answers submitted, which will help improving our website.

### Website Survey Results



We appreciate the participation of our CEPA members and look forward to showing you the new and improved site.

Corbin Schwalm was the winner of the \$50 Sporty's gift card. Congrats, Corbin!

*Matt Souza*, Webmaster

### SCHOLARSHIP DONATIONS NEEDED

After the successful 2024 scholarship season, with many applications and 3 wonderful winners, we are working towards a repeat of that success. The dollars we are allowed by ByLaws to award, are based on the total we gather in the year prior. Half of every dollar donated, plus interest goes toward the new scholarship year. So what you give during 2024, will fund what we can give in 2025. We received a few donations after our recent mass mailing, but for those of you who would like to share your success and pay it forward, we can happily make good use of your contributions. All donations to the 501 c 3 PAPA Scholarship and Safety Foundation are tax deductible to the extent allowed by law.

Fund the future of aviation <https://pwkpilots.org/scholarship-donate/>

Or mail your check to CHICAGO EXECUTIVE PILOTS ASSOCIATION  
 PAPA Safety & Scholarship Foundation  
 1005 S Wolf Road # 106  
 Wheeling, IL 60090



Thank you sincerely,

*Madeleine Monaco* Scholarship Chair

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 Michael@baraz.us

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**NOMINATING** Arthur Gunn 847-962-9311  
 arthurgunncpa@icloud.com  
 Jay Trivedi 847-644-1321  
 jay.s.trivedi@gmail.com

**2024 CALENDAR**

**OUR BOARD MEETS MONTHLY**  
 Except February & August

**BOARD MEETINGS**

|       |            |
|-------|------------|
| 2-Oct | Atlantic   |
| 6-Nov | Aviation   |
| 4-Dec | Conference |
|       | Room       |

**SAFETY PROGRAMS**

|        |          |
|--------|----------|
| 25-Sep | Harper   |
| 23-Oct | College  |
| 13-Nov | Prospect |
|        | Heights  |

**SOCIAL EVENTS**

11- DECEMBER

**NOMINATIONS OPEN FOR NEXT YEARS ELECTION**

Our Nominating Committee Chair Arthur Gunn has been preparing the slate for the 2025 Directors and for 2025-26 Officers. Please contact Arthur 847-962-9311 or committee member Jay Trivedi 847-644-1321, with your interest in running for office.

**Membership** in Chicago Executive Pilots Association is open to any user of Chicago Executive Airport. Dues are \$40.00 annually and include a subscription to our monthly newsletter.

**Associate Members** (family members, businesses at KPWK, youth aviation organization members-like Aviation Explorers, Civil Air Patrol and others) are \$15.00 per year. **Student Members** are expected to change to another category upon earning their first certificate.

CEPA has many ways you can maximize your membership  
 Safety programs Social events Newsletters  
 Discounts on Fuel at our FBOs and local restaurants  
 Outreach to our neighboring communities/residents

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

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## Illinois Wing Civil Air Patrol Finds Missing Plane

On August 10<sup>th</sup>, 2024 I received a call from the Air Force Rescue Coordination Center (AFRCC) at Tyndall AFB, FL. AFRCC was notified that the pilot was supposed to be on a commercial flight from Colorado but never showed up. There were 5 Wings involved, Illinois, Missouri, Kansas and Colorado. The pilot, a man in his 70s, had purchased a 1958 Erocoupe in Grand Rapids Michigan. He was planning to fly it to Colorado and board a commercial flight. When he didn't show a friend notified the AFRCC. The pilot called his friend from Danville, IL around 8pm on the 6<sup>th</sup>. This was the starting point for our search. AFRCC had their radar team looking for clues, but it was the CAP cell phone forensic team that offered the next clue. They received a cell phone "ping" north of Mount Pulaski, IL. The friend told AFRCC his next intended destination was Fort Riley. This gave some validity to the cell phone ping. Further information was that the aircraft had no transponder, was not on a flight plan but the ELT was inspected in 2023.

As the Illinois Incident Commander for the mission, I put a call out for an aircrew. Due to maintenance inspections, we had only one aircraft available at DuPage Airport. I briefed the crew to fly to Mount Pulaski and flew the potential route west to the Mississippi. They were monitoring 121.5 in the on-board Direction-Finding (DF) equipment. Once at the big river they would return to DuPage and the Missouri Wing would pick up the search from there. I was on a google meet call with my Air Branch as we monitored the progress of the flight, thank you internet. We were in contact with the crew via radio through our network of repeaters. Less than 10 miles into the search we noticed they had veered off course and begun to circle an area south of Elkhart, IL. They reported to us they had a possible target. I put out another call for a CAP Ground team near Springfield. As they mobilized, I contacted the Logan County Sheriff's Office, and they dispatched Deputies and rescue equipment. Logan county reported to me they saw the aircraft but could not determine the exact location. We all remember making turns around a point. Sure, we can see what we are using as a target, but for folks on the ground, it's not so easy. They deployed a drone and spotted the target. As their personnel moved in, they determined it was the charred remnants of an aircraft with one soul onboard, also badly burned. It took 2 days to positively identify the pilot as the person we were looking for. The poor soul had been lying dead in the wreckage for 3 days before being located.

The aircrew had notified Springfield approach what they were doing. Springfield asked if this was regarding the ELT that was heard a few days before. The CAP crew heard no ELT on any of our equipment. While the outcome was not what we had hoped, finding the missing aircraft would at least give the family some closure.

As we wait for the NTSB to make a final determination on the cause of the crash, there are some lessons to be learned. When flying a long cross country, always file a flight plan. If you survive the crash, CAP will come quicker, if you are overdue, we'll find you and ensure that we bring medical assistance with us. If you are flying, even locally and hear an ELT while you are monitoring 121.5, notify ATC, whether it is a tower or an approach control facility. Satellites do not monitor 121.5 any longer, so it is up to pilots to report these. After receiving enough reports the FAA will notify AFRCC and get the ball rolling for Search and Rescue.

For more information regarding the Civil Air Patrol, visit [ILWG.cap.gov](http://ILWG.cap.gov), [IL049.cap.gov](http://IL049.cap.gov) or [gocivilairpatrol.com](http://gocivilairpatrol.com)

Captain Joe Long  
Commander Palwaukee Composite Squadron  
Incident Commander



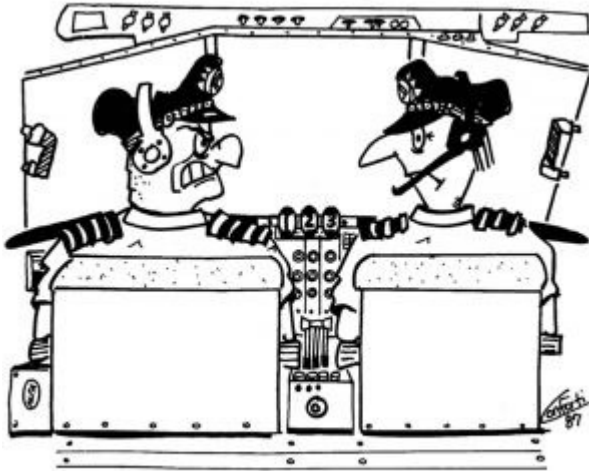
Missing Erocoupe



Crash site

# Flight Planning Demands a Dose of Common Sense

by Robert Mark



"Oh, I believe in resource management all right... you're the resource and I'm the management!"

Decades ago, when I learned to fly, it was well-known that a commercial co-pilot/first officer was *allowed* to occupy the right seat of a transport airplane only if they'd proven themselves subservient enough to understand that the guy in the left seat was perfectly capable of handling the airplane all by himself.

Captains believed the FO was only there to check a regulatory box. If the co-pilot was lucky, the captain might let them work the radios and help with a few navigational duties, but the phrase "Gear up and Shut up" was considered a normal cockpit environment.

Questions, opinions, or ideas from the right seat were not welcomed. If the FO had learned anything, it would have been by accident. And there were plenty of accidents; a few airliner crashes a month, while tragic, were not unheard of.

In 1979, a pivotal moment in aviation history occurred when NASA psychologist John Lauber's research team revealed that human error was the cause of nearly 75 percent of commercial aviation accidents. This finding highlighted the role of communication, decision-making, and leadership in cockpit behavior and the resulting accidents. It also led to the birth of cockpit resource management (CRM); a process designed to train crews to utilize all the flight deck's human resources effectively. CRM became a leading force in preventing 'pilot error' and reducing accidents. Pilots actually began talking with each other before making any life-or-death decisions. Later, the Commercial Aviation Safety Team (CAST) combined with CRM (now called crew resource management) led to a global reduction of air carrier accidents. There hasn't been a fatal air carrier accident in the US since 2009.

Despite the incredible improvements in commercial aviation safety, the same cannot be said for general aviation. The fatal accident statistics remain alarming despite the dedicated efforts and safety enhancements from groups like the General Aviation Joint Safety Committee (GAJSC). Nearly 50 years after NASA's groundbreaking research, most accidents in non-airliner flights are still attributed to pilot error, indicating that much work is yet to be done in this sector.

**Hawker Accident at Aspen** On February 21, 2022, the crew and four passengers aboard a Hawker 800 nearly lost their lives when the twin-engine business jet sailed off the end of Runway 33 into soft snow at Aspen Pitkin County Airport (ASE), Colorado, during its takeoff run. The aircraft sustained substantial damage to the right wing and fuselage.

Unique to this accident was the wind that morning. "The ATIS indicated the wind was from 170° at 18 knots and gusting to 30 knots," according to the NTSB's final report. That represented nearly a direct tailwind at takeoff. The Hawker certification limits the aircraft to a tailwind component of no more than 10 knots for landing or takeoff.

I took a special interest in this accident because I've flown in and out of ASE many times and also flew the Hawker 800.

To pilots unfamiliar with the region, Aspen Airport, with a field elevation of nearly 8,500 feet, is nestled in the Rockies between peaks that quickly rise above 14,000 feet. For turbine operators, Aspen is pretty much a one-way in, one-way-out airport; land Runway 15 and depart Runway 33 under all weather conditions. Air carrier operators require special training to use the few instrument approaches to the airport.



Most business aviation crews operating at ASE take advantage of the unique training offered by Flight Safety International and CAE, which outlines the variety of hazards any crew might face during various times of the year. This unique geography and weather conditions make flying in and out of ASE challenging and potentially dangerous, requiring all pilots to be constantly cautious and aware of the risks.

The PIC on this Part 91 flight was experienced, with more than 5,000 in type, while the FO had logged about 270 hours in the Hawker. Despite the reported wind, the Hawker crew planned to depart Runway 33 on this chilly February morning. They also planned to use a flap 15 setting to reduce the aircraft's ground roll on the 8,000-foot runway. At its takeoff weight of 23,916 lbs., the crew's flight planning software indicated the aircraft would require a takeoff distance of 5,972 feet. This distance was calculated using the standard aircraft limitations, including the 10-knot tailwind limit. Flight planning tools don't offer takeoff numbers for operations that exceed the aircraft's limitations.



**Instantaneous Wind** At 1131:54 Mountain time, the controller provided the [Hawker crew a] takeoff clearance for runway 33 and reported the wind was from 160° at 16 kts, gusting to 25 kts. In addition, the controller provided the “instantaneous” wind, which was from 180° at 10 kts. The captain reported that “at takeoff clearance, constant winds were reported by the tower at [180° at 10 kts], within aircraft maximum tailwind takeoff limitation.”

Of note, no other ATC facility in the US, except at ASE, appears to use the phrase “instantaneous wind.” Having worked at ASE for 11 years, the airport tower manager (ATM), “When asked why they [controllers] chose to use the wording “instantaneous wind” as part of the phraseology when reporting Stand Alone Wind (SAW), said he was not sure where it came from. The ATM stated he believed pilots feel pressured and will take more chances at Aspen because of the clients they are transporting.”

“According to [cockpit voice recorder] CVR audio, the takeoff was initiated at 1132:26. The captain performed a static takeoff, and the first officer made all the standard callouts: airspeed alive, 80 kts, takeoff decision speed (V1) at 111 kts, and rotate (VR) at 121 kts. The captain reported that, at VR, he applied back pressure on the yoke; however, the airplane would not become airborne. The yoke did not have any air resistance or any pressure on it as we normally experience in Hawkers (the weight and pressure on the yoke felt the same as though...the airplane was stationary on [the] ground).” With 3,300 feet of runway remaining, the Hawker actually achieved a ground speed of 165 knots, but the aircraft stubbornly refused to fly. “After a few seconds, without any indication the airplane would take off, the captain called for and performed an aborted takeoff by reducing the engines to idle, deploying the thrust reversers, and applying the brakes. The airplane subsequently departed the end of the runway into the snow. The captain secured the airplane and assisted in the evacuation of the passengers. No one was injured in the accident.”

The accident report and the accompanying evidence docket included crew interviews and text of the CVR. Before the Hawker began its takeoff roll, the recording captured the tower controller clearing other aircraft to land on Runway 15, during which the winds were reported as “170 at 15, gust 24” and “160 at 11, gust 24.” The crew could also be heard running through their standard pre-takeoff checklist items.

Interestingly, the CVR did not record any conversation between the pilots — no warning from the captain, who was the PIC, nor from the FO, who was the pilot monitoring — indicating any concerns about whether the aircraft would take off successfully with such a strong tailwind.

The question of course is why?

One airline pilot who commented on the Aspen crash said, “Instantaneous wind is something that was developed exclusively for ASE. At SkyWest, we were allowed to take instantaneous winds into consideration, but we also had to take into consideration the entirety of the wind situation and make a judgment call to make a safe departure or landing.”

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## Reports from our CEPA 2024 SCHOLARS

### From Justin McGee—ACADEMIC SCHOLARSHIP WINNER attending SIU

Good afternoon; here's my monthly check-in for August.

I've decided to use the funds for my Fall 2024 semester. I am still in AF 203, the 1st of 3 courses, preparing for the commercial checkride. For most of this summer, I have been soloing and getting a better grasp on the new commercial maneuvers. Since the summer semester ends tomorrow, I will continue AF203 in the fall and hopefully move on to AF204 before the spring. Once again thank you for everything!

Best, Justin

### From Ryder Schuh—FLIGHT TRAINING WINNER based at Leading Edge Flying Club

Hi Madeleine:

Thank you for your interest in my aviation progress. I am currently on my way to school at Florida Institute of Technology. This summer has been very busy. I have used more scholarship money to advance my training by taking a few family members on flights. I also took a 93 year old Army veteran and former pilot up twice, and he provided me with helpful information about flap retraction on short field take offs and much more. He absolutely loved being in the air again. I also built experience and knowledge by serving as safety pilot for Mike Noeh while he practiced instrument approaches at KENW.

In addition, I completed two more simulated instrument flights with Tim Miller, and also flew in to KDPA where I met Tom Cleveland for a terminal and hangar tour. Tom was kind enough to arrange a tower tour as well where I was able to ask one-on-one questions to controllers while on duty. I also worked on the sim with Tim. Anyway, I am now down at Florida Institute of Technology starting classes and flight.

It's been a wonderful gift to use the CEPA scholarship funds for these trips. I look forward to continue building on the foundation you helped me achieve. Thank you.

Ryder

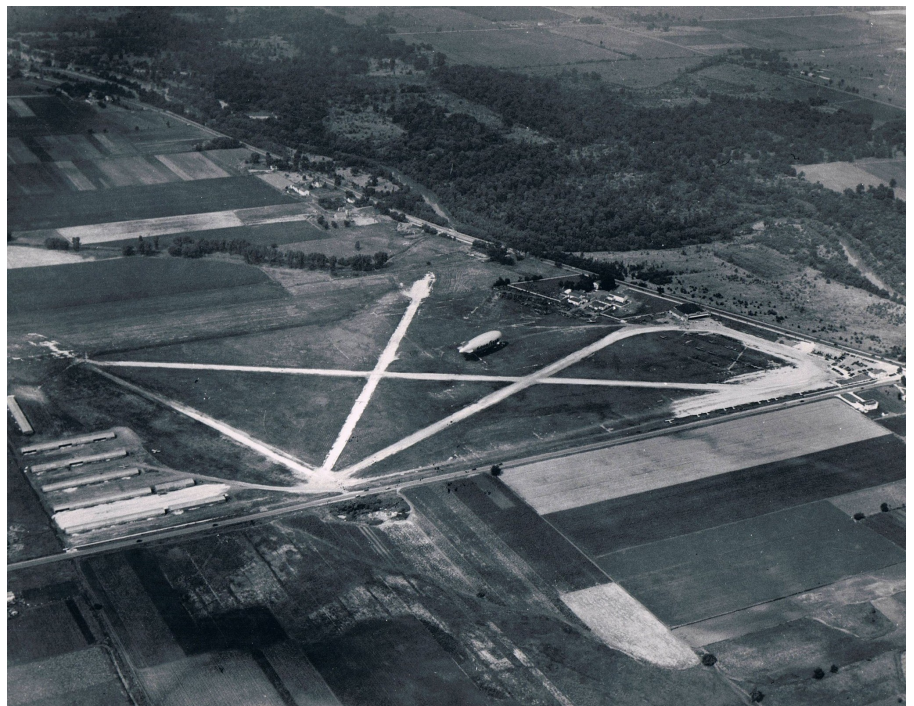
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## FROM THE ARCHIVES

Shared from Facebook:

*"As we approach our 80th anniversary, Priester Aviation reflects on a legacy built from our roots at PWK. Established nearly eight decades ago, we have remained steadfast in our commitment to safety, exceptional service, and innovative solutions. Today, these enduring values guide our operations as we deliver unparalleled private aviation experiences across the globe. From local flights to international journeys, Priester Aviation ensures excellence worldwide, honoring our history while setting the standard for global private aviation."*

**Congrats on 80 years, Priester!**

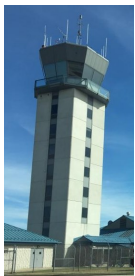




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WHEELING IL 60090-6408

## CEPA CALENDAR

SEPTEMBER 25 SAFETY PROGRAM  
AME SYD SCHNEIDMAN MEDICAL FACTS FOR PILOTS



OCTOBER 23 SAFETY PROGRAM  
TOWER MANAGER SAM LASKY ON ATC AT PWK

NOVEMBER 13 BUSINESS MEETING & SAFETY PROGRAM  
CFII MICHAEL BARAZ WINTER FLYING FORECASTS



DECEMBER 11 ANNUAL HOLIDAY DINNER  
AND AUCTION