CHICAGO EXECUTIVE NEWSLETTER
PILOTS' ASSOCIATION
KPWK

Find us on the web at www.pwkpilots.org **Volume 40 Number 11** November 2026

FROM YOUR PRESIDENT

Dear CEPA Members and Guest readers,

October has been a month of recognition for our organization. With the huge honor of induction into the Illinois Aviation Hall of Fame taking place on October 15th in Springfield, I was able to highlight CEPA and its mission to the rest of the state's aviation community. Nominated by Rob Mark and our CEPA Board, I thank you all for the opportunity to bring recognition to CEPA's mission and history. Of course, my 99s work was also part of it, but here are some photos. Thanks to all who attended family, friends, 99s and CEPA!!!





Also in October, we were invited to attend the annual fundraising Gala for Lewis University's Mission Fund, Signum Fidei. The aviation department is aware of our regular aviation scholarship offerings to their students in Sophomore, Junior and Senior year there, and invited me to attend and bring a guest, to their dinner at the Westin Lombard on Saturday, October 24th. CEPA Director Rusty Stevens accompanied me, and we found as many aviation students as possible to speak to during the event. Our Airport Ops Manager, Andrew Wolanik was there also, and we enjoyed raffles, music and dinner. A meeting is planned to discuss further involvement, and we heard that there is a plan in the works to bring an aviation maintenance school to KPWK when the new community building is ready for occupancy.

Things to put on your calendar – Our Annual Meeting will be held on Wednesday, November 11, 7:00 pm, at Harper on Wolf Road. KPWK ATC Manager, Kyle Sheffer, will speak to us about his view from the Tower! We hope to forge new bonds with the tower personnel and foster more opportunities to work together. Election results will be announced.

Sunday, December 13, at Chevy Chase Country Club, we will celebrate the holidays together. There will be a festive dinner, a raffle with a substantial cash prize, and an aviation game with a less than substantial prize – but lots of fun. See the full invite and registration link on the next page. JOIN US TO CELEBRATE!!!! Bring Friends.

Madeleine Monaco, president@pwkpilots.org

DRESS UP IN YOUR HOLIDAY ATTIRE AND JOIN US TO PARTY ON SUNDAY, DECEMBER 13, 6:00 PM



Celebrate the 2026 holiday season with

C E P A

Sunday, December 13

Chevy Chase Country Club

Reserve your place here

Chicago Executive Pilots Association HOLIDAY DINNER

We have celebrated the season every December with a get together. Sometimes with entertainment, sometimes with a game or a raffle, and sometimes simply enjoying each other's company with food and drink! Last year was cocktails and snacks in Priester's Party Room. The year before pizza and beer at the bar on Lake Avenue. This year we are in the Gable Bar at Chevy Chase for a dressy casual/semi-formal attire event . Holiday party dresses, suits, maybe even ugly Christmas sweaters if that's your vibe. Join us for a lovely evening. Cozy room, our own bartender, nice buffet dinner, and whatever extra we can put together for you. **Please join us!**

Spend an elegant evening of camaraderie with aviation colleagues

https://www.zeffy.com/en-US/ticketing/cepas-holiday-dinner

Chevy Chase Country Club: Cash bar 6pm Buffet 7 pm $55 / pp

KEEP IN TOUCH

Your CEPA Officers and Directors are preparing programs, setting meeting dates, making scholarship plans, and arranging social events for 2027. We are looking for opportunities to serve the users of Chicago Executive Airport and anticipating another year of success. With new members joining and officers and directors both old and new joining us, we want to hear your ideas, your wishes, and your success stories. Please email us with your new ratings and licenses, your trips both near and far, your airplane partnership requests, your aviation items for sale, ideas for future safety meetings and offers to help!

Email info@pwkpilots.org

Madeleine Monaco

UPDATE FROM AIRPORT OPS CEAU 26-08 PAVEMENT REPAIRS

Schedule CHANGE Movement area closures and associated schedule below;

Thursday, November 12th at 2200L – Friday, November 13th at 0600L *New Date

Wednesday, November 18th at 2200L – Thursday, November 19th at 0600L

- **Airport will be closed to fixed-wing aircraft**

Runway 16/34 – CLOSED • Runway 12/30 – CLOSED • All taxiways





FOR SALE

¼ share **1974 182P** based at PWK Nice paint Leather interior Low time engine & prop maintained with full logs Garmin stack Garmin G5 HSI & attitude ind. Call for more info 847-736-3045

The Chicago Area Chapter 99s CHICAGO AVIATION EXPO Saturday, January 30, 2027

IFR/VFR Safety Seminar Aviation Vendors

Renaissance Suites Hotel Glenview 1400 Milwaukee Ave, Glenview, IL 60025

8:00 am to 4:00 pm

FLYING COMPANION SESSIONS

Understanding the use of rudder: Its most important use is preventing yaw

By John E. McLain

Many years as a flight instructor and a pilot examiner have shown me time and time again that pilots do not understand how properly to use the rudder on their flying machine. The impression most pilots have is that it is used in some way to help turn the airplane. The most common expression used is that it coordinates the turn. While there is some validity to this, it is far from explaining the real purpose of the rudder.

The most important and primary purpose of rudder is to prevent yaw. There are some secondary uses, but from a safety standpoint the control of yaw is its most important function.

Yaw, by definition, is the rotation of the airplane about its vertical axis, which is often — and appropriately — called the yaw axis. But, "Unless you are performing acrobatics, you should never allow the airplane to turn about the yaw axis." Doing so can lead to two unpleasant consequences: The first is an airsick passenger in the back seat; the second is an unplanned roll, which could become uncontrollable.

Now to the serious effects of yaw control. I want you to imagine a specially equipped airplane. It has two airspeed indicators. One is connected to a pitot tube on the left wing, and the other to a pitot tube on the right wing. In a no-wind condition, with the airplane in coordinated, straight and level flight, both airspeed indicators will indicate the same. Now assume you apply hard left rudder. What happens? This creates a yaw to the left. The right wing is now advancing into the relative wind, and the left wing retreating. The result is the airspeed indicator connected to the right wing now indicates a higher airspeed than the one on the left wing. This means the right wing is generating more lift than the left wing, which results is a roll to the left, even though the ailerons are neutral. That is the simple explanation of why the pilot should not allow the airplane to turn about the yaw axis. Now lets examine the situations that induce yaw, then we will discuss the undesirable situations that result from poor yaw control.

The first thing you should have learned about yaw as a student has been variously refereed to as adverse yaw or aileron drag. This results from one of the basic principles of aeronautics. For years, aeronautical engineers have been fighting it, and while they are creeping up on it, the fact still remains: "When you increase lift, you increase drag." Because of this, any time the pilot tries to bank or recover from a bank with the use of aileron, yaw will be induced. The yaw will be toward the wing with the increased lift.

I will start off with the use of rudder in initiating a turn. Every student pilot has had it pounded into him or her that rudder and aileron must be coordinated when entering a turn. "Never let the degree of bank exceed the number of degrees you want to turn." Thus, if you want to turn 15 degrees, use no more than 15 degrees of bank. This is not much of a problem if you want to make a fairly large heading change. A 15 degree bank would be adequate for most turns of more than 15 degrees. **It is when we begin to talk about small heading changes, such as on final approach or on an instrument approach, that the problem arises. Here, we are often facing heading changes of less than five degrees. I submit that the use of aileron to establish a bank will almost invariably result in more than five degrees of bank.** This problem can be further complicated by the adverse yaw or aileron drag which, if not immediately countered by rudder, will delay the turn. **The reaction of the pilot is the to apply more aileron and, suddenly, we have a 10 degree bank for a five degree turn.** Believe me, you will then make more than a five degree turn and, in trying to correct this, the problem is repeated in the other direction. **Pretty soon you are doing lazy eights on final.**

My suggestion is that, for any turns of less than five degrees, use rudder only to establish the desired bank. A slight application of rudder in the direction of the turn will produce a very shallow bank and eliminate the adverse yaw. Please note that I did not say to keep the wings level with aileron, which is a common misconception. ***The rudder application will produce the desired small bank, and you should let it.*** See what I mean about being a heretic? **I am advocating using a little rudder-induced yaw, with no aileron, to produce a slight bank. Whatever happened to aileron and rudder coordination, and not allowing the airplane to turn about the yaw axis? Well, there are exceptions to every rule.**

The next time you are flying, try this. Trim the airplane for level flight, put your hands in your lap, and hold heading with rudder alone. Then, try turning five degrees in each direction using only rudder. Keep in mind that you should neutralize the rudder once the turn starts, and you will have to use opposite rudder to stop the turn. You might be surprised at how your heading control improves. If you want to take it one step farther, put your feet on the floor and try to hold heading and make five-degree turns using only aileron. I think you will get the point.

Now, how about entering a bank of more than five degrees? Aileron and rudder coordination is now required. Perfect aileron and rudder coordination when entering a turn is virtually impossible. It is sort of like making a perfect landing every time. Therefore, I would suggest that you lead with the rudder in entering a turn. To do this, apply rudder to start the bank, and then apply aileron to make the bank steeper. I think you will find it improves your coordination in the turn.

Finally, remember, once a medium bank is established you must neutralize both the aileron and rudder. A common mistake I see with pilots is the failure to neutralize the rudder. This results in a continued yaw in the direction of the turn and a tendency for the bank to steepen. The pilot's tendency is to apply opposite aileron, and we then have the dreaded cross-control. Don't let this happen to you.