Announcement Of The 40th ANNUAL IPA MEMBERSHIP MEETING

SATURDAY JUNE 17, 2017
Abraham Lincoln Capital Airport (KSPI)
Illinois Division of Aeronautics Conference Room
1 Langhorne Bond Drive
Springfield, Illinois

At the Annual Membership Meeting, Agenda items are scheduled to include the following:

- Announcement of the 2017 IPA Memorial Scholarship recipient.
- Election of State Directors for the upcoming year.
- An update of what the State IPA is doing and the planning of future events.

All IPA Members are highly encouraged to attend! This is your organization...get involved!

Looking for somewhere to fly to? You do not have to be an IPA Member to attend!

Program Schedule

9:30 a.m.-10:00 a.m.  Registration and donuts
10:00 a.m.-10:45 a.m.  David Sammons "Runway Safety"
10:45 a.m.-11:30 a.m.  Linda Schumm IL. Div. of Aeronautics "Illinois Aviation Update"
11:30 a.m.-12:00 p.m. IPA Members’ Meeting
12:00 p.m.-12:45 p.m.  Warren Smith "Basic Med"
IPA Board Meeting following last speaker

The presentations will qualify for WINGS credit.
CHAPTER NEWS AND ACTIVITIES

SOUTH SUBURBAN CHAPTER -- SSIPA

Chapter President: Wayne Babiak
wbabiak@illinoispilots.com

Highlights of the March Safety Seminar

The Annual SSIPA Safety Seminar was held on Wednesday March 15th at the Windy City Aero hangar located at the Lansing Municipal Airport (KIGQ). The seminar qualified for the FAA Wings Proficiency Program. Thanks to Lee Stenson FAASTeam Manager of the DuPage FSDO for publicizing the seminar on the website: www.faasafety.gov.

Activities for the evening included exhibitors, pilot conversation, and door prizes. Of course, the main purpose of the Seminar was the presentation of two aviation related safety topics which qualified the Seminar for credit for the FAA Wings Proficiency Program.

THUNDERSTORMS AND GENERAL AVIATION
Mark Carroll-Meteorologist

Mark’s presentation included the following regarding thunderstorms and their development:

- Thunderstorm types
- Cell Life Cycle
- Thunderstorm Hazards
- Radar, SIGMETS, AIRMETS
- Dos and Don’ts of T. Storm Avoidance, Storm Entry and Penetration

VFR CHART CHALLENGE
Andy Miller
AOPA Great Lakes Ambassador

Andy’s presentation included challenging questions about specific VFR charts, real-world procedures and decision making, and important “gotchas” that all pilots should be aware of. The seminar includes quizzes, interactivity, and VFR scenarios.

Wright Brothers Master Pilot Award

At the start of the March 15th Safety Seminar at Lansing Airport (KIGQ), Dan Tannas was presented with the Wright Brothers “Master Pilot” Award. This is in recognition for his 50 years as a pilot and his dedication to aviation safety.

Dan listens while Luanne Wills-Merrell Manager of the DuPage FSDO reads the award

Dan shares his thoughts while Lee Stenson and Luanne Wills-Merrell listen
COMPLACENCY

According to Merriam-Webster dictionary: "self-satisfaction especially when accompanied by unawareness of actual dangers or deficiencies". According to numerous safety seminars, the number one cause of aviation accidents. We like to call them "unscheduled landings" because that sounds softer and less deliberate than calling them "a plane crash".

We in the aviation community are all well aware of the hard numbers: Flying is safer than any other mode of transportation. It is also more expensive and requires much more planning and training than most. We cannot pull over to the side of the sky and park until help arrives if we have a mechanical problem. More than any sort of ground or water transportation, it is important that we know our craft and practice it consistently.

We at the Illinois Pilots Association promote safety constantly. It is listed as Purpose #6 in our Certificate of Incorporation. We listen to speakers, watch presentations, and converse with other pilots to determine the validity of outcomes for various courses of action. We fully understand the thinking that "it can’t happen to me" often directly precedes its happening.

It seems to me that we at the Illinois Pilots Association are currently encountering this problem with attracting new membership. As Chapters cease to exist, with some members literally dying off and the remaining members becoming Members At Large, we “cuss and discuss” instead of taking some sort of action to attract new members.

We growl about the NextGen mandates while updating our aircraft and downloading software to our phones, tablets, and iPads. Yet we do not fully embrace the technological advances that would make it possible for us to extend State membership to new members and then trust them to help us advance our technological knowledge to grow even further. As you know, creating a plan begins with brainstorming ideas, setting achievable and stretch goals, then developing an action plan to meet those goals.

If not now, when?

Gathering of the TBM AVENGERS

May 20, 2017
8:00 a.m.-4:00 p.m.
Illinois Valley Regional Airport - Peru, Illinois

This all day event is the largest gathering of TBM Avenger. Come see these thundering WW2 aircraft up close and meet the pilots. This event features flight demonstrations, formation flying and animated torpedo runs!

-BRING YOUR CAMERA-
FREE ADMISSION and FREE PARKING

This event will honor and pay tribute to Veterans of all conflicts.
We look forward to meeting WWII Veterans, including the pilots/crew members of TBM Avengers.
More info: Brad Deckert deckert@ntca.com

JOIN THE FLIGHT!

Climb aboard FAA’s B-17G Aluminum Overcast for a once-in-a-lifetime opportunity to fly in one of World War II’s most vital aircraft.

Springfield, IL. * Abraham Lincoln Capital Airport
LRS Aviation Center/LLCC Hangar
June 30 - July 2, 2017

FLIGHT EXPERIENCE PACKAGING TIMES
SEPARATE TOURS PRICING TIMES

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INDIVIDUALS: $10 / FAMILY: $20 / VETERAN / ACTIVE MILITARY: FREE

Visit 817.org or call 800-359-5217

JOIN THE FLIGHT!® - United States Air Force B-17G Aluminum Overcast is owned and operated by American Heroes Air.)
Hello, Illinois Pilots,

I sure hope that spring doesn’t take as much time to make up its mind about showing up as winter did. But as mild as the winter was, I guess we can’t complain too much, other than the excess precip we’ve been getting lately. As long as good flying weather gets here in time for our annual meeting. The planning is coming together and you should find more details on page 1 of this newsletter.

As I’m writing this, the new “BasicMed” rule has been in effect for three days, and AOPA says 1,354 pilots have already qualified. I hope this gets a lot of pilots (and planes) back in the air. For myself, it won’t really matter for a while, because my medical has been expired for more than the 10 year limit in the rule. So when the time comes, I will still need to get at least one more 3rd class. But please don’t forget that there were more protections for pilots besides the medical reforms contained in the Pilots Bill of Rights 2, that did not pass last year. At the end of March, the Fairness for Pilots Act (S. 755) was introduced in the Senate, which as I understand is almost exactly the PBoR2, but without the medical stuff. Then in late April the identical bill (H.R.2107) was introduced in the House. It is now time to sharpen your pencils, (or prime your pens) and I encourage each of you to write to your Representative and the Senators and encourage them to support these bills, and to do so in a timely manner. Once again I will be writing to both Senators and all 18 Representatives on behalf of your association.

And then there is the matter of ATC privatization. I’ve been hearing a lot about it lately, but the only thing I’ve been able to find that has actually happened is a proposal from the President. All I’ve been able to find from Congress is from Senators and Representatives who are against the idea, and say that it is going nowhere. Let’s hope it stays that way, but be prepared to write more letters.

Until next time….Dave

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2017 SCHOLARSHIP AWARDED

At the April 15th State Board of Directors Meeting held in Jacksonville, Illinois, Ryan Jarrett Linton of DeSoto, Illinois was selected as the recipient of the 2017 Illinois Pilots Association Memorial Scholarship in the amount of $2,000. Ryan is presently a Junior at Southern Illinois University in Carbondale, IL. His major is Aviation Management with a minor in Aviation Flight. Ryan shares the following:

Ryan Jarrett Linton, 21 year old Aviation Management/Flight major at Southern Illinois University Carbondale, has been passionate about flight since a toddler. His parents tell stories of him stretching his neck to see a dot at the end of white line in the sky while strapped in his car seat. Ryan gained his first flight certificate at the age of eleven years old while attending a local 4-H aviation camp and has sought every opportunity since to fly. Ryan was able to attain his private pilot's license and associates degree while working full time hours as a chemist intern. This enabled him to enter the flight program at SIU as a junior and ready for commercial training.

He is very focused on his goal of becoming a cargo pilot. He attributes his motivation to the unique chance to meet flight mentors down the difficult road of acquiring flight hours and training on his own. A path that allowed pilots to share their passion and unique experiences. "As I listen to their stories, their struggles, their experiences, both funny and horrific happenstances, I became a better pilot and have a small gist of what I may one day be able to offer." Giving up is not in his vocabulary. Every day he is able to fly, he sees the blessing of one day having a job he could never really call work.
Flight diversions come in all shapes and sizes, and you never know when they'll happen. One moment, everything is going great, and the next, you smell smoke and you have to divert Right Now. Sometimes, you might be able to see it coming, and can make plans ahead. In extreme cases, you may even need to divert to an off-airport landing. Many different events might cause you to have to divert, ranging from bad weather – either expected or unexpected – to mechanical problems, fouled runways, I can't possibly list them all. I've diverted a number of times in my flying career, for the usual range of reasons, and one thing is true of all of them: Things get busy. Fast. Just yesterday, I was flying with a client, and the alternator failed not long after takeoff, so he elected (wisely, in my opinion) to return to our departure airport. I elected to not say much, preferring instead to just observe his thought process and see if I could learn something. Keep in mind the mantra of your order of priorities: Aviate, Navigate, Communicate. In that order.

Aviate: Keep the shiny side up and the greasy side down. Don't drop the airplane to fly the microphone or deal with the problem. Once you've made the decision to divert, stick with it, unless some very compelling reason comes up. Once you are sure the airplane is stable, accomplish any abnormal or emergency procedure checklists that go with the problem.

Navigate: Where is the nearest airport? Is it adequate for your purposes and needs? If not, how do you find one that is adequate? If you have good familiarity with your navigation equipment, it might be just a couple button pushes and/or knob twists to get it to show you the way. But, do you know how to do that? In the heat of battle? I consider this a “100-level” skill when I teach GPS navigators and iPad Apps, and always make sure my clients know how to get that critical data out of their toolbox. How long will it take to get there? Do you have enough fuel? Does it have services you may require (fuel, maintenance, food, restrooms, hotel, etc.)? If you are diverting because of a critical mechanical issue, you will want to aim the airplane to the divert point immediately, but hopefully you have enough time to coordinate with ATC so you don't upset their apple cart and cause too many other problems.

Communicate: Let ATC know your intentions. They may want to know the reason, mostly to know how they can help. If it's an equipment malfunction or medical issue, do you declare an emergency? If you're in the middle of trying to sort things out and ATC is peppering you with questions, tell them to stand by and you'll get back to them when you have the mental bandwidth to deal with them. They understand your hands may be full, but they want to do all they can for you and can sometimes contribute to your feeling rushed. Don't let that happen. Use all the time you have, and hopefully that's at least as much time as you need. Now that you're on your way, it's time to get ready for the landing. I'll cover emergency landing issues in a future essay, but for now, suffice it to say that you need to make sure you're ready before you try to land.

My client did a fine job dealing with our diversion yesterday, and he remarked in our debrief about how busy he got, so quickly. At one point, he felt like he might do a 360 to lose altitude, but once I pointed out the location of the airport, he had no problem continuing straight in. Our weather was good VFR, so navigation wasn't much of an issue. But, he'd just laid in a course to our intended destination and it took him a while to get the GPS turned around. He wisely chose to turn off his autopilot and turn the airplane in what he knew was the proper direction.

This would be a great exercise to do on your home-based simulator: Start out on a flight and program in a random malfunction at a random time if you can. If you can't, then set a timer that you can’t see. When it goes off, roll a die and if it’s odd you have an emergency divert to the closest airport right now, and if it’s even you can think about finding a better place to put it down. Or, put a series of little scraps of paper with malfunctions written on them into a bag and reach in and grab one. You can't always prepare for every eventuality, but by practicing a scenario like this every so often, divers will become more routine, and you can reduce the occurrence of the helmet fires and improve your technique.

Fly Safe! Fly More! Have Fun!
Mike Jesch, ATP, Master CFI
2016 LGB District FAASTeam Rep Of The Year
mcjesch@pacbell.net
The FAA is offering a monetary incentive to help owners of less-expensive general aviation aircraft equip with the required avionics that comply with the ADS-B Out rule that will take effect Jan. 1, 2020. The agency will offer a $500 rebate to eligible aircraft owners. The program will run for one year from September 19, 2016 or until all 20,000 rebates have been claimed. According to the FAA website, as of May 8, 2017, 14,381 rebates remain.

The last day to reserve your rebate is September 18, 2017.


Eligible equipment: Avionics that are certified to FAA Technical Standard Orders and meet the program rules (software upgrades of existing equipment are not eligible). Rebates are not available for aircraft already equipped with rule compliant ADS-B or for aircraft the FAA has previously paid or committed to pay for upgrade(s) to meet the ADS-B mandate.

For more information go to: http://www.faa.gov/nextgen/equipadsb/rebate/
Note that information on this page for this article is from the FAA website. There is a full PDF on that site that elaborates in detail on the rebate.

JOIN THE ILLINOIS PILOTS ASSOCIATION!

The Illinois Pilots Association (IPA) has been in existence since 1977. On a State level, we work in conjunction with the IPA Chapters in the State of Illinois to promote general aviation. The State IPA also sponsors an aviation scholarship to assist Illinois students who are pursuing college studies towards a career in aviation.

State IPA Dues are $25.00 per full year which include all family members residing at the same address. Note that dues for the first year of membership are pro-rated depending when you become a member in the year. Membership year runs from July thru June.


Note that there is a $3.00 reduction in the yearly State IPA dues from $25.00 to $22.00 to receive the State IPA newsletter electronically instead of by U.S. mail (hardcopy).

Please complete this application
NAME: ________________________________
List other members of your family to be included: ___________________________________
ADDRESS: ___________________________________________________________
CITY: ______________________________________ STATE: ________ ZIP: ___________
PHONE: __________________  CELL: __________________
INDICATE DESIRED CHAPTER AFFILIATION __________________________
E-MAIL ADDRESS: ________________________________

E-mail address needed for receipt of the quarterly State IPA newsletter and other communications.
The above information will be added to the State IPA membership list. Your information is not given out beyond this for use.

PILOT CERTIFICATE AND RATINGS HELD:

Please mail a check payable to Illinois Pilots Association for the appropriate amount indicated above and this application to:

ILLINOIS PILOTS ASSOCIATION
16 BELHAVEN DRIVE  SPRINGFIELD, IL 62704

Questions? Contact Membership Chair John Salz at: jsalz@illinoispilots.com
UNITED STATES PILOTS ASSOCIATION

The 2017 annual membership and board meetings will be held in Branson, MO, May 18-21, 2017. The Comfort Inn at Thousand Hills in Branson, MO, will be the “headquarters” hotel. This event includes an interesting safety seminar, and enjoying some of the endless Branson venues. For full schedule, tours, restaurants as part of this event, go to the USPA website:

www.uspilots.org

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The following are Liaisons to USPA representing the State IPA: John McConnochie, Ken Hermach, Wayne Babiak, Brian Borecky.

The United States Pilots Association (USPA) is a “grassroots” organization of general aviation pilots, dedicated to protecting General Aviation in the United States.

NEW AIRPORT RESTAURANTS

Looking for an airport to fly to that has a restaurant on the field? Consider flying to these.

Quincy Regional Airport (KIUN) Quincy, Illinois

Bluehaven Café
1645 Highway 104
217.885.3010
Located in the round terminal building

Lansing Municipal Airport (KIGQ) Lansing, Illinois

Lynnie Ques Airport Bar & Grill
3249 Glenwood-Lansing Road
708.474.7837

Owner Lynnie standing at the back of the table
The March 18th IPA State Board of Directors Meeting was held at Lansing (KIGQ). Prior to the meeting, the Board Members had lunch at Lynnie Ques

View from the ramp. Lynnie Ques is on the second floor via elevator access at the West end of the building

Quincy Regional Airport (KIUN) Quincy, Illinois

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STATE OFFICERS AND BOARD OF DIRECTORS

OFFICERS: July 1, 2016 Thru June 30, 2017

President: David Claxon
1st Vice-President: Brian Borecky
2nd Vice-President: John Salz
Treasurer: Carol Borecky
Secretary: Wayne Babiak

BOARD OF DIRECTORS: Term Thru

Kent Borecky, SSIPA Chapter June 2017
Ed Buckles, SPI Chapter June 2017
Thurman Carver, GWY Chapter June 2017
Ken Hermach, Member at Large June 2017
Rufus Hunt, Member at Large June 2017
Andrew Dow, SPI Chapter June 2018
John McConnochie, Member at Large June 2018
Carol Borecky, SPI Chapter June 2019
Kimberly Bush, SPI Chapter June 2019
David Claxon, Member at Large June 2019
Robert McKenzie, Member at Large June 2019
John Salz, SPI Chapter June 2019
Ruth Frantz, Member at Large June 2019

Note that the following Chapter Presidents are also part of the Board of Directors for their term in office

Kimberly Bush SPI Chapter
Wayne Babiak SSIPA Chapter

PAST STATE PRESIDENTS

Past State Presidents maintaining current membership in IPA, continue to be a part of the State Board of Directors as voting members.

Brian Borecky, Immediate Past Pres. SPI Chapter
David Block Member at Large
Dr. John J. Magon SSIPA Chapter
Marilyn “Lynne” Trupin Member at Large

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This newsletter is published quarterly. News should be sent to Wayne Babiak, newsletter editor via e-mail to: wbabiak@illinoispilots.com