

# Illinois Aviation

Volume #66, Issue #3

## NEW FACES AT THE CHICAGO AVIATION EXPO IFR/VFR SEMINAR

The National Association of Flight Instructors (NAFI) will partner with the Division of Aeronautics and Chicago Area Chapter 99s to host the Chicago Aviation EXPO IFR/VFR Seminar.

January 31, 2015 will mark the 38th year of the Chicago Area Chapter 99s sponsorship of the Chicago area safety seminars. From early beginnings as a safety seminar and bake sale to the current format with IFR, VFR and flying companions programs, the Chicago Area Chapter 99s have been dedicated to supporting pilot safety seminars. For approximately 20 years, the Division of Aeronautics has partnered with the 99s and the FAA to provide equipment and support for this program.

Beverlee Greenhill was the Chairman of the 99s EXPO Committee for many years, working jointly with Gary Stevens (now retired) at the Division of Aeronautics, obtaining speakers and planning the Chicago Aviation EXPO IFR/VFR Seminar. Sadly, Beverlee passed away on July 14, 2014. We honor her memory.

This year, the National Association of Flight Instructors is presenting its first annual professional development program for flight instructors and FBO managers. The program will be held on January 30, 2015, the day before Chicago Aviation EXPO at the same location. As part of that program, NAFI will be bringing in a well-known motivational speaker, who will also speak at the first morning session of Chicago Aviation EXPO.

Chicago Aviation EXPO will be held on January 31, 2015 at the Itasca Holiday Inn, in Itasca, Illinois. Program topics will include risk management, IFR chart review, aviation weather and a flying companion's course. Vendor and government exhibits will be on display in the atrium,



and lunch will be available at the hotel. Vendor inquiries are invited. Contact Carol Para at (217)785-4989 or [Carol.Para@Illinois.gov](mailto:Carol.Para@Illinois.gov) for more information.

### PROFESSIONAL DEVELOPMENT FOR FLIGHT INSTRUCTORS

On January 30th, 2015 the National Association of Flight Instructors (NAFI) will be holding their first professional development program for flight instructors and FBO managers at the Holiday Inn in Itasca, IL.

This program is designed to teach instructors the skills they are usually the weakest in, such as customer service, business management, marketing and psychology. NAFI is bringing in speakers from outside the aviation community to teach sessions throughout the day. Meals are included. A very notable aviation speaker will deliver the keynote talk during dinner. For more information or to purchase tickets please go to [www.nafinet.org/pdp.aspx](http://www.nafinet.org/pdp.aspx).



Illinois Department of Transportation  
Division of Aeronautics



State of Illinois  
Illinois Department of Transportation

[www.dot.il.gov/aero](http://www.dot.il.gov/aero)



Governor Pat Quinn joins local leaders for the unveiling of the new Bult Field sign.

## MESSAGE FROM THE DIRECTOR SUSAN R. SHEA, Ph.D.



We are delighted to add Bult Field to our list of public use, public owned airports in Illinois. The acquisition of Bult Field is a significant step in the South Suburban Airport Project. The transition to public ownership of the Field means little change for those of you who use Bult Field – we are still open for business... We have aviation fuel available with a self-serve pump for 100LL. If you are looking for a place to house your aircraft, we have hangars for rent. If you are just looking for someplace to go, stop in and say hello – we have staff on hand to greet you.

Earlier this month I had the opportunity to attend the 20th World Route Development Forum. This gathering of aviation organizations from throughout the world was held in Chicago. It was exciting to watch the future of global travel being shaped by the airlines, airports, and tourism authorities in attendance. The Chicago Rockford International Airport had a very nice display. It was wonderful to see faces from the Abraham Lincoln Capital Airport, Quad City International Airport, DuPage Airport and many other local airports who were in attendance. I want to congratulate Mayor Emanuel and Rosemarie Andolino on a most impressive conference.

Finally, fall flying is here. I have often said this is my favorite time of year for flying. The days are cooler and the bumps seem to have gone away with the summer. The leaves are changing to the beautiful fall colors, and those of us, who are fortunate to fly, have the most spectacular view. I urge you all to...

*Fly High... Fly Safe...* Susan Shea



## IDOT ACQUIRES BULT FIELD Major Milestone for South Suburban Airport

*(Reprint of Press Release issued July 1, 2014)*

The Illinois Department of Transportation announced today the acquisition of Bult Field, a general aviation airport and a key component of the state's overall plan to develop the South Suburban Airport. The purchase, which closed this week, was for \$34 million.

The transaction covers 288 acres, including the airport's 5,000-foot runway, taxiway, hangars and terminal, as well as additional farmland surrounding the airfield near Monee.

"This acquisition marks a defining milestone for the South Suburban Airport," said IDOT's Director of Aeronautics, Susan R. Shea. "The Bults are true aviation enthusiasts who built one of the finest general aviation airports in the country. This ownership transition will be as seamless as possible for airport users, while fulfilling our long-standing promise to make the South Suburban Airport a reality."

The state will continue to operate Bult Field as a general aviation airport until it is incorporated into the inaugural South Suburban Airport. Even after the South Suburban Airport is open for business, Bult Field will continue to serve the area's general aviation and corporate aircraft needs as part of the overall operations of the state's new commercial airport facility.

The purchase of Bult Field is the latest in a string of major acquisitions for the South Suburban Airport. In the last year, IDOT has acquired more than 1,150 acres in support of the project. To date, IDOT has acquired more than 3,500 acres of the approximately 5,800 that are needed for the inaugural airport.

In addition to the ongoing land acquisitions, IDOT is working with the Federal Aviation Administration to develop an airport master plan and complete the environmental approval process for the project.

For more information on South Suburban Airport, please visit the project website at [www.SouthsuburbanAirport.com](http://www.SouthsuburbanAirport.com).



## NEW IDOT WEBSITE

IDOT has unveiled its new website, which can be found at [www.dot.il.gov](http://www.dot.il.gov) or [www.idot.illinois.gov](http://www.idot.illinois.gov). All of the content from the old website has been moved to the more user friendly site. The new site also includes video tutorials and additional information that can be accessed using **HELP** which can be found on the orange banner at the top of the new website's homepage.

For easy access to Aeronautics information, quick links are available at the bottom of the page. This aircraft link displays some of the more commonly used pages for Aeronautics.

Aeronautics forms, which include pilot and aircraft registration forms, and applications for certification of a restricted landing area, are easily accessed using the **RESOURCES** link at the top of the page. For a list of all website contents, select the **A-Z INDEX** at the top of the page.

### Transportation Menu



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In addition to the many landing facilities, FAA data shows 16,887 pilots in Illinois as of 12/31/2013. This represents 3% of the total pilot population in the United States. FAA data also shows 8,653 registered aircraft in Illinois as of August 31, 2014. This also represents 3% of the total aircraft registrations.

Although overall pilot certificates have decreased over the past 10 years, student pilot certificates continue to increase. We all know that students, who later become sport, recreational or private pilots; are the life-blood of aviation. Our challenge is converting students to full blown pilots. Learning to fly is often a lonely, frustrating adventure – we've all been there.

We can all help bolster the flying population by encouraging student pilots. When you run into a student at the airport have a chat with them, offer to take them for a ride, or just give them a few words of encouragement to help them along.

## ILLINOIS BY THE NUMBERS

Illinois boasts a very diverse aviation community. Our landing facilities range from balloon ports and seaplane bases to large international airports like O'Hare.

### Illinois Landing Facilities (as of 8/1/2014)

#### Airports & Restricted Landing Areas (RLAs)

Public Use	Publicly Owned	78	107	533
	Privately Owned	29		
Private Use	Residential (Privately Owned)	16	426	
	RLA (Privately Owned)	410		

#### Heliports

Public Use	Publicly Owned	2	2	286
	Hospital Heliport	146		
Private Use	RLA (Privately-Owned)	138	284	

#### Other Landing Facilities

Seaplane Base	Public Use, Privately Owned	1	6	8
	Private Use, Privately Owned	5		
Balloon Port	Private Use, Privately Owned	2	2	

**TOTAL 827**



## SAFETY FIRST

### SO WHAT'S UP WITH MY NIGHTTIME INSTRUMENT APPROACH BEING "NA"?

If you have done any flying recently under instrument flight rules (IFR), you have probably come across either a notice to airmen (NOTAM) or a published instrument chart notation saying either the straight-in procedure, or circling to another runway, are no longer authorized at night. This is due to the Federal Aviation Administration (FAA) receiving updated survey data of objects near the approach of the runway. Chances are an object(s) or

light conditions, the FAA standards assume that you can visually acquire it after breaking out of instrument conditions and safely avoid it. Not so much at night, hence the restriction. Let's look at some IFR scenarios pilots might exercise when facing this restriction, along with their ramifications:

#### Scenario One -- Just cancel IFR as soon as practical:

Some pilots have rationalized that this is a night time IFR restriction only, and by canceling their IFR clearance as soon as possible after breaking out and proceeding visually, they can legally land on the runway with the nighttime NA restriction. Like so many things in aviation, there is a distinction between "legal" and "best safety practices". While this option might fall into the legal category, it is difficult to recommend due to some inherent shortcomings. There is limited time to adjust from an IFR to VFR environment. There

PEORIA, ILLINOIS		AL-6351 (FAA)		13290	
WAAS CH <b>69434</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg THRE Apt Elev	<b>4000</b> <b>794</b> <b>794</b>	<b>RNAV (GPS) RWY 18</b> MT. HAWLEY AUXILIARY (3MY)	
DME/DME RNP-0.3 NA. Use General Downing-Peoria Intl altimeter setting, when not received, use Lacon altimeter setting and increase all MDA 40 feet, increase LP Cat C visibility ¼ mile and LNAV Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.				MISSED APPROACH: Climbing right turn to 2700 direct WETEV and hold.	
Rwy 18 Straight-in and Circling minimums NA at night.					

OLNEY-NOBLE, ILLINOIS		AL-5428 (FAA)		14233	
WAAS CH <b>82231</b> <b>W11A</b>	APP CRS <b>107°</b>	Rwy Idg TDZE Apt Elev	<b>4099</b> <b>482</b> <b>482</b>	<b>RNAV (GPS) RWY 11</b> OLNEY-NOBLE (OLY)	
Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 127 feet, MDA 140 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV and circling Cat C and D visibilities ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.				MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct FOYWU and hold.	

growing trees were discovered to penetrate the Visual Area standards of paragraph 3.3.2 of FAA Order 8260.3B, *United States Standard for Terminal Procedures* (TERPS). This trapezoid shaped surface near the approach end of the runway is required to be clear to a 20:1 slope (i.e. 1' vertical rise for every 20' horizontal) for nighttime instrument operations. The TERPS Visual Area differs slightly from other airport design surfaces, which is why visual flight rules (VFR) may be permitted, but not nighttime IFR. The preferred remedy is to lower/trim the object or to install a red obstruction light on it. Not always so simple if the penetration is a roadway clearance or vegetation. A third mitigation option is available -- if the airport has applied and received approval from FAA Flight Standards to utilize a Visual Glide Slope Indicator (such as PAPI or VASI) in lieu of obstruction lighting.

So what does this mean to the pilot? First off, there is an object that exists on short final to the airport. In day-

is the added stress of trying to locate the unlit object during the approach and landing phase. Finally, the difficulties of having to execute a missed approach and obtaining a pop-up clearance, after having just canceled an IFR flight plan, is just plain unsafe. Any merits to the benefit of this option are clearly outweighed by the possible hazards.

**Scenario Two – Make a Downwind Landing:** Let's say your only instrument approach procedure option is to a runway that is authorized for nighttime approaches, but there is a restriction prohibiting circling to land on another runway. Oh, and another thing... the winds just happen to be strongly favoring the opposite runway. What's wrong with just making a straight-in approach with a tail wind? It's legal, but not necessarily prudent! It is common for a typical general aviation aircraft's landing distance to increase 10% for each 2 knots of tailwind, and one may find oneself short on available runway in darkness. Not to mention the additional



ground speed on landing increases wear and tear on the tires. One also runs the risk that in marginal VFR conditions, your aircraft may be opposite the flow of other departing traffic. So the downwind landing option after an approach isn't advisable either to avoid the nighttime restriction.

**Scenario Three – Land in the Daytime:** With a little planning, it is usually possible to land between the hours of sunrise and sunset. While the object in question is still there, the FAA standards presume you stand a pretty good chance of seeing and avoiding it. This is a far better option than the previous two cases. Please have an alternate airport available should your flight experience any delays. Be sure your alternate IFR approach does not have a nighttime approach restriction, less you set yourself up for trouble again.

So the next time you undertake a nighttime IFR flight, be sure to check the charts and/or NOTAMS for nighttime restrictions...and play it conservative regarding safety.

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## HISTORIC LITHUANIAN AVIATORS EARN SPOT ON LITHUANIAN CURRENCY

*Contributed by Chris Salgado*

In July 1933, when Steponas Darius and Stasys Girenas took off from Floyd Bennett Field in New York for a then-rare trans-Atlantic flight, their goal was to land in their homeland of Lithuania. Unfortunately, on a stormy day over Germany, they crashed and perished 400 miles short of their destination. Though they came up short of their goal, they still landed safely in the hearts of Lithuanians and, as it turned out 68 years later, on the face of the 10 litas Lithuanian banknote (first printed in 2001).

Along with their picture on the currency, they brought a little piece of Pal-Waukee Airport with them. Darius and Girenas were pilots at Pal-Waukee, now Chicago Executive Airport. Their picture used on the currency shows them wearing their pilots' uniforms. On Darius's cap, you can see the emblem for Pal-Waukee Municipal Airport.

The two purchased the plane they used for the flight from Pal-Waukee Municipal Airport – a Bellanca Pacemaker – for \$3,200. They christened the plane



Lituanaica. Then, to further prepare for the flight, they used \$3,000 donated by members of the area American Lithuanian Community to add a larger engine and to extend the wings to accommodate larger fuel tanks. The area American Lithuanian Community continues to revere the pioneering aviation spirit of Darius and Girenas. Ray Westholm, a former Wing Commander with the Illinois Civil Air Patrol, and his wife, Polmira Janusonis Westholm, are members of the American Lithuanian Community and are working to bring a plaque commemorating the two aviators to CEA.

Ray Westholm said that the pair looked to an expert on trans-Atlantic flights for inspiration and expertise. "They were even encouraged by (Charles) Lindbergh," the first to solo across the Atlantic (1927), Westholm said. "I guess Lindbergh gave them advice."

Darius, who had immigrated to the U.S. with his family in 1907, had joined the U.S. Army and earned a Purple Heart while fighting in France during WWI. He then enrolled at the Lithuanian military academy and, after graduating, served for five years in the Lithuanian Air Force. Returning to the U.S. in 1927, he earned his international and transport pilot licenses. The international pilot's license was License No. 6773 and was signed by Orville Wright. In 1929, Darius began working for a Bellanca dealer and serving as a flight instructor at Pal-Waukee.

Girenas, who immigrated to the U.S. with his family in 1910, served in the U.S. Army during WWI as an airplane mechanic. He earned his pilot's license Jan. 7, 1931.

Ray Westholm, a long-time pilot himself, said that a trans-Atlantic flight was no small feat at that time. "Remember, the instruments weren't very good at that time," he said, "very basic."



## PARKLAND COLLEGE INSTITUTE OF AVIATION

University of Illinois-owned Willard Airport continues to host new generations of student pilots this fall, trained at the flight school now owned and operated by Parkland College in Champaign.

The Parkland College Institute of Aviation at the University of Illinois is currently taking new students into its program, which launched after the U of I closed its institute this past summer. Parkland's program offers a transferable Associate of Science in Aviation degree, FAA-approved private pilot certification, and commercial pilot ratings. The community college is leasing the university's fleet, equipment, and ground school facilities under a three-year agreement.

"New students can expect as robust a training program as they would have seen under the former ownership, combined with accessible academic support and the personalized attention that's distinctive to the community college experience," said Sybil Phillips, the institute's chief flight instructor. "Pilots needing to upgrade their skills will also find what they're looking for within our doors."

Information and an application to the institute are available at [www.parkland.edu/aviation](http://www.parkland.edu/aviation).

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## RFD AND ROCK VALLEY COLLEGE BREAK GROUND ON AVIATION TECHNOLOGY CENTER

The Greater Rockford Airport Authority (GRAA) and Rock Valley College (RVC) broke ground on the new RVC Aviation Maintenance Technology Program facility. The 40,000 square foot state-of-the-art building will be located on the Chicago Rockford International Airport (RFD) grounds. The facility will house the RVC educational course of study for aeronautical maintenance and repair and will allow RVC to expand and enhance its current program.

Rockford is one of the largest epicenters of aerospace activity in the country with more than 200 aerospace suppliers operating in the region. In order to leverage

this industry and further grow and attract new businesses, GRAA and RVC recognized the need to grow the region's educated workforce.

"As a thriving aerospace cluster, we consistently receive inquiries from businesses exploring expansion, growth and relocation opportunities. And quite frankly, one of the determining factors is whether or not we have a distinctly aligned workforce to support the type of specialization required," said Mike Dunn, Executive Director, Chicago Rockford International Airport. "We are thrilled to now be able to share with prospects that our workforce will be even more strongly aligned. This distinction will continue to propel the region forward in being an aerospace leader."

The RVC Aviation Maintenance Program is designed to promote economic development and position a more strongly educated and aligned workforce for the region. The new facility will be quadruple the size of the existing program facility complete with 6 classrooms, labs, and a larger hangar. The program will have the capacity for 150 students. Graduates of the Aviation Maintenance Technology Program are prepared to assume positions as airline or general aviation engine and/or airframe mechanics.

"RVC is pleased to be in partnerships with a number of businesses and public entities, including Woodward, Eclipse and the Airport," said Mike Mastroianni, President, Rock Valley College. "These partnerships help us to provide affordable credentialing opportunities to prepare individuals to secure good jobs. This is an exciting time for the College, Airport and the entire Rockford region."

Once complete and operational, the facility is expected to employ more than 20 direct, indirect and induced employees and create new jobs for the area. The total annual RVC facility is expected to generate approximately \$1 million. The construction of the RVC facility is expected to create approximately 40 jobs and bring an economic impact of more than \$5.1 million to the region.

Visit [www.rockvalleycollege.edu](http://www.rockvalleycollege.edu) for more information.



## FALL FOLIAGE AN OPPORTUNITY FOR PHOTO FLIGHTS



As the leaves change, those who fly are privileged to have one of the best views – the bird’s-eye view. Therefore many pilots wish to share the view with their friends by snapping a few photos.

Pilots and photographers have been taking aerial photos since almost the dawn of aviation. With the introduction of camera phones, and now mini cameras like the GoPro, it seems like everyone is in the photo business. While taking pictures to share with friends is a lot of fun, there are still safety considerations and regulations that need to be adhered to.

Regardless of your mission, always fly the plane first. When taking photos, it might be better to invite someone along to take the pictures while you safely fly the aircraft. It is easy to become absorbed in getting the picture while neglecting your traffic scan. Likewise, coordinated flight will require the pilot’s attention while circling for the best shot. Slow uncoordinated flight is a recipe for disaster. Not only can a passenger assist with taking the photos, but they will also have the pleasure of actually seeing the trees from above.

FAR 91.119 prohibits operation over a congested area at an altitude below 1,000 feet above the highest obstacle within 2,000 feet, and below 500 feet over other than congested areas. In all cases, an aircraft must operate

at an altitude allowing for an emergency landing without undue hazard to persons or property on the surface.

FAR 61.113 and 61.133 spell out the privileges and limitations for private and commercial pilots. In short, you must hold a commercial pilot certificate if you wish to be compensated for the flight.

As fall comes into full bloom, enjoy the view – even share it with a friend. If you are able to capture some great photos, please share them with us at [DOT.aero@illinois.gov](mailto:DOT.aero@illinois.gov). We can add them to our AirMail electronic newsletter.

## CONGRATULATIONS NELSON THORP & WILLIAM BERNARD JR Recipients of the Wright Brothers Master Pilot Award

Earlier this year Nelson Thorp, of Wapella, and William Bernard Jr., of Springfield, were each awarded the Wright Brothers Master Pilot Award. The Wright Brothers Master Pilot Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years.



*Kerry Gambrel, FAA; Dr. Susan Shea, Director, Aeronautics; Zelda Lewis; Nelson Thorp; Linda Thorp; Linda Schumm, IDOT; David Slaybaugh, Manager, Springfield FSDO; Bill Cooley, FAA*



*Kerry Gambrel, FAA; Dr. Susan Shea, Director, Aeronautics; William Bernard Jr.; David Slaybaugh, Manager, Springfield FSDO; Linda Schumm, IDOT; Bill Cooley, FAA*



## TRIVIA

### NAME THAT AIRPORT

It looks like our last "Name that airport" was a bit difficult. There were only two completely correct answers and three who knew the airport, but not the year the picture was taken. Congratulations to our knowledgeable readers **Michael Payne** and **Andy James**, who knew the airport depicted in the last Newsletter was the Morris Airport, and the year was 1983. Nice job! **Congratulations to Robert "Butch" Bejna, Bill Cherwin, and Dick Kopczick** for recognizing the airport.



Here is a slightly different twist on identifying the airport. As winter sets in, it seems these cows are waiting for their flight to warmer temperatures. Do you know the name of the airport shown in this picture and the approximate timeframe when the picture was taken? If so, send an e-mail to [DOT.aero@illinois.gov](mailto:DOT.aero@illinois.gov) so we can congratulate you. Those who provide the correct answer will have their names published (with permission), along with the correct answer, in the Fall 2014 edition of Illinois Aviation.



## BE THE FIRST TO KNOW – USE AIRMAIL

AirMail is the electronic version of the Illinois Aviation newsletter. To sign up for AirMail, go to [www.dot.state.il.us/aero/aeronews.html](http://www.dot.state.il.us/aero/aeronews.html).

## 2015 CALENDAR OF EVENTS

### JANUARY

**January 31, 8:30AM – 3:00PM**

#### IFR/VFR and Companions Program

Holiday Inn Itasca, Itasca, IL

Carol Para (217) 785-4989 [Carol.Para@Illinois.gov](mailto:Carol.Para@Illinois.gov)

### SAVE THE DATES

In 2015 the Division of Aeronautics and the FAA FSDOs will sponsor two programs to provide the necessary classroom credit for renewal of Inspection Authorization for aviation mechanics. Both programs are free and provide 8 full hours of classroom instruction. FAA personnel will be on hand to answer questions and collect renewal paperwork. Both maintenance seminars have vendor displays, and vendor inquiries are invited.

### FEBRUARY

**February 19, 7:00AM – 5:00PM**

#### Northern Illinois IA Renewal and Maintenance Seminar

Holiday Inn Itasca, Itasca, IL

Robert Stack, 630-443-3130 [Robert.Stack@faa.gov](mailto:Robert.Stack@faa.gov)

Carol Para (217) 785-4989 [Carol.Para@Illinois.gov](mailto:Carol.Para@Illinois.gov)

### MARCH

**March 5, 7:00AM – 5:00PM**

#### Annual Safety and (IA) Renewal Seminar

Illinois State Fairgrounds,

Illinois Building Auditorium, Springfield, IL

Lisa Rabbe, 217-744-1910 [Lisa.R.Rabbe@faa.gov](mailto:Lisa.R.Rabbe@faa.gov)

Carol Para (217) 785-4989 [Carol.Para@Illinois.gov](mailto:Carol.Para@Illinois.gov)

## CUTOFF DATES FOR THE CALENDAR OF EVENTS

If you are planning an event, and wish to have it published in the Illinois Aviation Newsletter, please send an e-mail to [DOT.aero@illinois.gov](mailto:DOT.aero@illinois.gov) or contact the Division at 217-785-8516. Cutoff dates for publication are February 15, May 15, August 15 and November 15.

