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<a href="#">Scratchpad</a> <a href="#">K-Factor</a>	<a href="#">ATIS # 1</a>	<a href="#">ATIS # 2</a>

ST	Identifier	Name	Identifier	Name
IL	<a href="#">KPWK</a>	Chicago Executive	<a href="#">KDKB</a>	DeKalb
	<a href="#">3CK</a>	Lake in the Hills	<a href="#">KMDW</a>	Midway
	<a href="#">KUGN</a>	Waukegan	<a href="#">KRPJ</a>	Rochelle
	<a href="#">KRFD</a>	Rockford	<a href="#">KBMI</a>	Bloomington /Normal
	<a href="#">C77</a>	Poplar Grove	<a href="#">KMDH</a>	Carbondale /South IL Airport
	<a href="#">KDBQ</a>	DuBuque iowa (Galena)	<a href="#">C73</a>	Dixon
	<a href="#">5LL8</a>	Van Voorst	<a href="#">1H2</a>	Effingham
	<a href="#">06C</a>	Schaumburg	<a href="#">LOT</a>	Lewis
WI	<a href="#">KSUE</a>	Sturgeon Bay	<a href="#">C02</a>	Grand Geneva
	<a href="#">KBUU</a>	Burlington	<a href="#">KJVL</a>	Janesville
	<a href="#">3D2</a>	Ephraim/Gibraltar	<a href="#">KMSN</a>	Madison
	<a href="#">C59</a>	Lake Lawn	<a href="#">C29</a>	Middleton/Morey
	<a href="#">C35</a>	Reedsburg	<a href="#">KLNR</a>	Lone Rock
	<a href="#">KDLL</a>	Baraboo/Dells	<a href="#">KENW</a>	Kenosha
	<a href="#">2P2</a>	Washington Island	<a href="#">KLNL</a>	Land O Lakes
		<a href="#">KOSH</a>	Oshkosh	
MI	<a href="#">KMCD</a>	Mackinac Island	<a href="#">KGRR</a>	Grand Rapids
	<a href="#">KSAW</a>	Sawyer /U.P.	<a href="#">KBIV</a>	Holland/W. Mi

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IN	<a href="#">KFRH</a>	French Lick	<a href="#">KEYE</a>	Eagle Creek (Indy)
	<a href="#">KSBN</a>	South Bend	<a href="#">K05C</a>	Griffith-Merilville
	<a href="#">KRZL</a>	Jasper County	<a href="#">KGYG</a>	Gary
	<a href="#">KUMP</a>	Indianapolis Metro	<a href="#">KOKK</a>	Kokomo
	<a href="#">KMZZ</a>	Marion Muni		
KY	<a href="#">KSDF</a>	Louisville (EON TTN)	<a href="#">213</a>	Rough River
	<a href="#">612</a>	Lebanon Springfield	<a href="#">M34</a>	Kentucky Dam
	<a href="#">KPAH</a>	Paducah		
MO	<a href="#">KBBG</a>	Branson	<a href="#">KUNO</a>	West Plains Regional
	<a href="#">KUUV</a>	Sullivan		
AR	<a href="#">KHOT</a>	Hot Springs	<a href="#">KBPK</a>	Baxter Cty (Gaston's)
	<a href="#">KDEQ</a>	Lynn Helms Sevier		
OK	<a href="#">KGZL</a>	Stigler Regional		
TN	<a href="#">KBNA</a>	Nashville	<a href="#">KMQY</a>	Syrma (Nashville)
	<a href="#">0A3</a>	Smithville	<a href="#">KJWN</a>	Tune (Nashville)
	<a href="#">KCHA</a>	Chattanooga/Lovel	<a href="#">KSCX</a>	Oneida (S Fork)
	<a href="#">KAPT</a>	Marion Cty /Brown Fld	<a href="#">KMNV</a>	Monroe Cty (Madisonville)
	<a href="#">KTYS</a>	Tyson McGe Knoxville		
GA	<a href="#">KCTJ</a>	W Georgia/Carolitn	<a href="#">KRMG</a>	Rome / Rich Russel
	<a href="#">KLGK</a>	LaGrange Callaway,	<a href="#">KRYG</a>	Cobb Cty McCollum
	<a href="#">3J7</a>	Green Cty (Reynolds)	<a href="#">KMLJ</a>	Baldwin Cty (Sinclair)
FL	<a href="#">15FL</a>	Cannon Creek	<a href="#">KZPH</a>	Zephyr Hills

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**CHT** : **300-380 is GREEN;**   **380-460 is Caution**   **460+ is RED**

**BEEHCRAFT Bonanza F33A Section IV  
CE-674 and after procedures**

All airspeeds quoted in this section are airspeeds (IAS).

**AIRSPEDS FOR SAFE OPERATION (3400 LBS)**

Maximum Demonstrated  
Crosswind Component ..... 17 KTS

Takeoff:  
Lift-off ..... 71 KTS  
50-ft Speed ..... 77 KTS

Best Angle-of-Climb (V <sub>X</sub> )	77 KTS
Best Rate-of-Climb (V <sub>Y</sub> )	96 KTS
Cruise Climb	107 KTS

Turbulent Air Penetration ..... 134 KTS  
Landing Approach (Flaps Down). 70 KTS  
Balked Landing Climb ..... 70 KTS

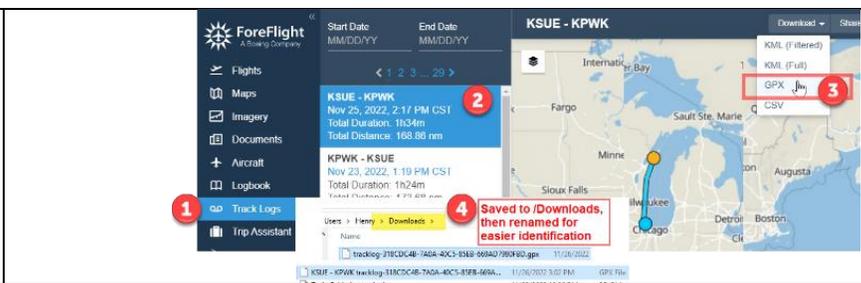
Revised: March 1983 4-3

V Best Glide = 105

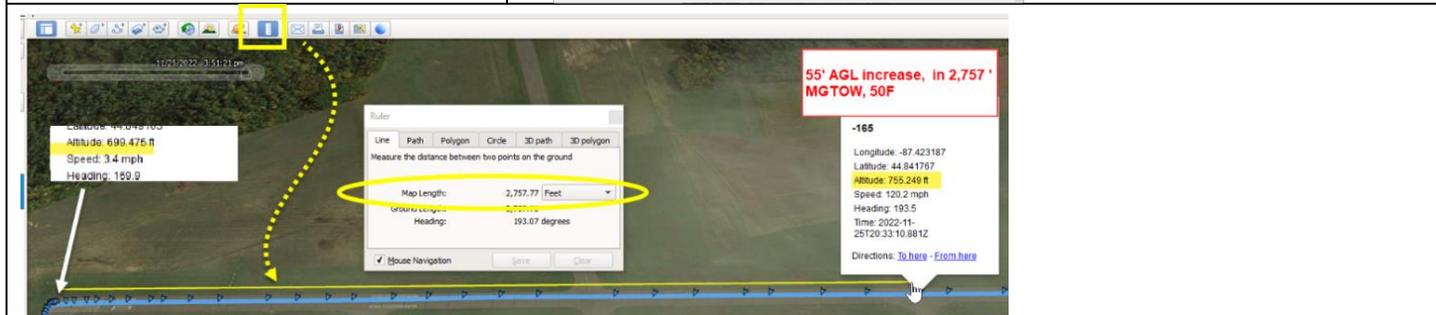
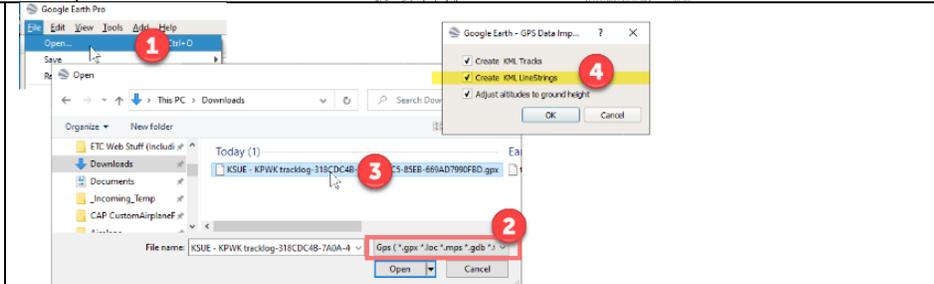
**You need an extra 500' of Runway for every 10Kts of Tail wind**

Download desired Track Log, as a **.GPX** file, invariably to your Downloads folder

Then probably put a prefix like KSUE-KPWK for easier identification for the next step.



Now, Open Google Earth PRO, and open that .GPX file in Google Earth Pro.



Now just left click each triangular data point to get the values at that point (namely, MSL), and find a 2<sup>nd</sup> point that is +50 MSL from your take off point.  
Finally, use the Measuring Tape to click and identify the 2 points that are the "+50'" distances.

Separate DOC Is [N78HF TakeOff Distances.docx]

**PAVED:**

TOW	Temp	D/A	Head Wind	50'	100'	Date	Airport	Notes:
3,480	40			2,750	3,530	11/25/22	KSUE	
3,480	58	400		2,300	3,040	11/23/22	KPWK	

**GRASS:**

TOW	Temp	Hg	D/A	Head	10'	50'	100'	Date	Airport	Notes
2,800	65?				1,154	1,800		3/1/19	1FL	

(This is original, theoretical. "Actual" is being cumulated above)

These appear to be WAY OFF ! 😞

2/23/20 w H+C + 74Gal (-0 DA) = 3,200#, took **2,600', not 1,500 !!**

As of 1/2024 I don't know where I got this table below, so it is not reliable!

**Take Off Distances, Over 50' Obstacle**

Wt ->	3000#	3100#	3200#	3300#	3,400#	3,500#
<b>DA v</b>						
9000'	2500	2700	2900	3100	3300	3500'
6000'	2100	2250	2400	2600	2800	3000'
4500'	1900	2050	2200	2375	2550	2750'
<b>3000'</b>	<b>1700</b>	<b>1850</b>		<b>2150</b>	<b>2300</b>	<b>2500'</b>
1500'	1500	1625		1900	2050	2250'
<b>0'</b>	1300	1400	<b>1500</b>	1650	1800	2000'
			<b>2,600</b>			

800' msl, 29.8", 90F = 3072 DA

It seems that you gain (lose) about 200' of Runway for every 10Kts of Head (Tail) wind

**Approximate offset to Field Elevation to get effective Density Altitude,  
based on Temp and Altimeter setting.**

Extra above Field Elev 1,000' msl <a href="http://www.pilotfriend.com/pilot_resources/density.htm">http://www.pilotfriend.com/pilot_resources/density.htm</a>						
"Hg/OAT	40F	50F	60F	70F	80F	90F
28.0	1300	1900	2600	3200	3820	4430
28.5	700	1300	2000	2600	3200	3800
29.0	100	70	1400	2000	2600	3300
29.5	-500	100	800	1400	2100	2700
30.0	-1100	-400	200	900	1500	2100
30.5	-1700	-1000	-300	300	900	1600
31.0	-2200	-1000	-900	-200	400	1000
OF Dew Pt	So on a 70F day, altimeter setting 30.0, ADD 900' to the Field elevation to get approximate Density Altitude. At 40F, SUBTRACT 1,100'					

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**PA** = Field Elevation + ( (29.92 - BarPres) \* 925 ← call it 1,000

DA drops/rises about 113' for every 1 degree C below/above 15C (60F) = 113/1.8 = ~ 62'/F = 620/10F

[\[Craft unCtl\]](#)

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**Grass Strip (aka, short/soft field) Take Off**

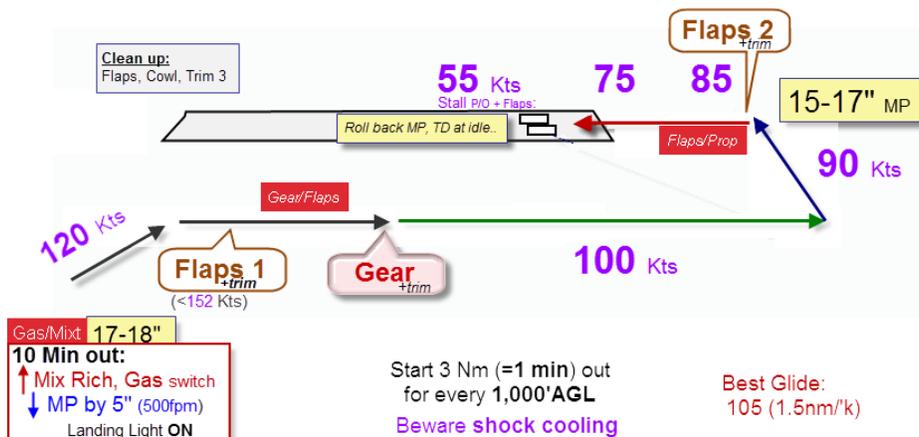
- 0) Take Off distances will be greater than paved:
  - a. about 15% greater for short, dry grass
  - b. about 25% for tall/wet grass (*including* ‘morning dew’)
    - i. Noteworthy for landing: Dew or rain makes for very slippery surface.
  
- 1) ALWAYS keep moving. Never stop on grass unless necessary.
- 2) Use Approach Flaps – 1<sup>st</sup> Notch/15 degrees
- 3) Turn onto the Rwy at full throttle, your taxi speed s/b about 20Kts by that time!
- 4) ALWAYS keep the yoke pulled back into your stomach,
  - a. - while taxiing and rolling for takeoff - until the nose wheel lifts.
- 5) **Nose wheel will lift at about 40-50 Kts**
  - a. Go forward on the yoke a bit (away from your stomach) to keep the nose/wheel just off the ground/grass to avoid drag, but NOT enough to climb.
- 6) You can lift off into **Ground Effect at ~60Kts.**
  - a. Do so, but STAY 5’ AGL until you reach real rotation speed, about 70+Kts.
- 7) At **71+Kts, begin normal climb:**
  - a. **Nose up at 7 degrees, climb out at Vx (about 78Kts)**, retract gear, then flaps.

c.f separate Word doc : [Grass TO and Landing.docx]

at close to MGTOW: , T/O roll is about **2,250’ until climb**, then +350-550’ (**2,600-2,800 total**) to clear 50’ AGL

Date	Airport	Fuel	Pass	OAT	Rwy	70+ Kts	10’ + AGL	25’+ AGL	50’ + AGL		
9/16	C55 (Ogle Cty)	30	Howard	85	(2,500’)	1,500	<b>1,900</b>	(2,100)	<b>2,400</b>		
4/15	C77 (Poplar)		Craig	55			(1,900)	<b>2,200</b>	<b>2,700</b>		
3/19	15FL (Cannon Crk)	35	none				1,154		1,800		

15FL (Cannon Creek)	2,600 x 50
C77 (Poplar Grove)	9-27: 2700x200’ 17 35: 2400x150’
2PI (Washington Island)	2,250 x 150 (closer to 3,000 before any trees/obstructions)



### Feet per Nm (FPNm)

Yeah, but this s/b in terms of IAS, not GS ☹️

$FPNm = FPM \times 60 / Kts (GS)$  ← :generic Math  
 $= FPM \times 60 / 96$  Vy is 96 Kts Vx=77  
 $= FPM \times 0.63$   
 ~ 2/3rds of FPM

		Ground Speed	
		96 Kts	115 Kts
500 fpm		310	260
800 fpm		500	415

At 3 deg Glide Slope, The Ground Speed (Cosine) is 99% of the Airspeed (Hypotenuse) is you will be 3.14nm outside the FAF for every 1,000' high

Assume 150Kts GS	So if you have to climb/descend this many vertical feet:									
	1,000		2,000		3,000		4,000		5,000	
	Time	Dist	Time	Dist	Time	Dist	Time	Dist	Time	Dist
500 FPM	2.0	5 nm	4.0	10 nm	6.0	15 nm	8.0	20 nm	10.0	25 nm
750 FPM	1.3	3 nm	2.7	7 nm	4.0	10 nm	5.3	13 nm	6.7	17 nm

### DESCENDING

120 Kts = 2.00 Nm/Min @500fpm descent = 500/2 = 250'/Nm

Clear: 125' AGL/ ½ Mile

Minutes per GS mile: 165 Kts = 2.75 Nm/min

150 Kts = 2.50 Nm/min 5 Nm in 2 minutes 10 Nm in 4 minutes

140 Kts = 2.33 Nm/min

So if you have to descend 4,000' before crossing the JOT VOR, at 500 FPM that's 8 minutes, you have to start 20 Nm out at 1,000 FPM that's 4 minutes and 10nm out

Best Glide (105Kts) yields 1.5Nm/1k AGL (1.5Nm = 9,108')

- slope = 1k/9,108 = 0.11 = Tangent (6.3 deg)
- VSI = 120mph x Sine(6.3) = 1,110 fpm = 11 Kts

[VFR and Basics ]

# AIRSPACES

On the Sectional Maps: Airports with a

Control Tower are shown in **BLUE**, others are in **Magenta**

And Paved airports are in a circle; Service/Fuel include bars



Before adding airports,  
 all airspace is (uncontrolled) Class G from 0' to (700' in shaded Magenta, or Nt, else 1,200)' AGL,  
 then it is (controlled) Class E from (700' in shaded Magenta, or Nt, else 1,200) to 18,000'  
*Greater visibility & Cloud separation (see below)*

Then, *inside the Magenta shaded area surrounding most airports (KSUE)* the Class G/E boundary is at 700' instead of (700' in shaded Magenta, or Nt, else 1,200).  
 So the first 700' AGL at KSUE is Uncontrolled, almost no visibility/cloud limits.  
 some airports have a dotted line around them (KLNK, Galesburg )  
**Class E goes all the way to the ground, and there is no G.**

Class E airspace: A thick, fuzzy magenta circle or set of lines indicates that Class E airspace begins at 700 ft. AGL. Outside of the magenta area, or if the chart doesn't indicate anything, Class E airspace begins at (700' in shaded Magenta, or Nt, else 1,200) ft. AGL.

So from a private strip you can take off w/ 1 sm visibility, and just stay clear of the clouds! – **anywhere below (700' in shaded Magenta, or Nt, else 1,200) AGL**

But the moment you hit (700' in shaded Magenta, or Nt, else 1,200) (700 at marked airports), you have the greater visibility and cloud separate requirements.

So taking off from KSUE, any clown can be flying 1' from clouds with 1 sm visibility – below 700' AGL.

	Example	Height	Visibility	Cloud Dist	Entry Req	Notes
A		FL 18 +	n/a	n/a	IFR	
B	ORD	Inv 3Tier 0 - ~10,000' agl	3 sm	Clear	Clearance	Mode C Even to fly over Tower
C	MDW	Inv 2Tier 0 - ~5,000' agl		500 below 2,000 side 1,000 above	Radio Contact	Tower
D	PWK	Cylinder 0 - ~3500 agl'		1,000' ceilings for VFR		Tower
E	A	Everyplace else you fly <b>(700' in shaded Magenta, or Nt, else 1,200)' +</b>				
G	B	in shaded area IF IFR Approach!				<b>700'</b> +
	C	in dotted Line				<b>0'</b> +
G Day	KSUE Poplar Grove Lk In Hills	0' - 1200'	1 sm	Clear of Clouds (no ceiling req)	Class G is <b>UN-CONTROLLED AIRSPACE</b>	
Night		0' - 700' in shaded area	3 sm	500 below 2,000 side 1,000 above		
E 2		10k+	5 sm	1k/ 1sM / 1k		

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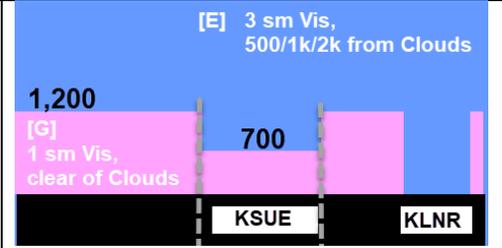
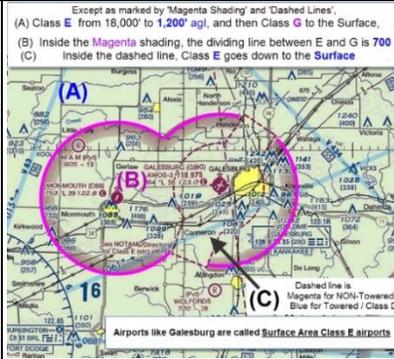
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Ex: To take off at Monmouth (B), in G Airspace you need only 1sm and clear of clouds. Once you climb to 700' AGL there, you're in E and need 3sm and the 500/2k/1k cloud separation. But taking off from Galesburg (C), you are immediately in Class E from 0' and need 3sm and 500/2k/1k cloud clearance as well as 1,000 ceilings. No SVFR from a non-towered airport.



KLNR (or Galesburg left) are "Surface Area Class E Airports"

SVFR (Special VFR) is a) 1sm visibility b) just Clear of Clouds.

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**VFR/IFR/ALTERNATES**

TAFs are for a 5nm radius of the airport; are updated 4x day

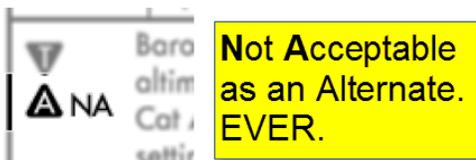
	Ceiling	Visibility
VFR	>3,000'	5+
MVFR	1-3,000	3-5
SVFR	Clear of	1+
IFR	500-1k	1-3
LIFR	<500	0-1

**The 1-2-3 82 Rule:**  
**Alternate Needed:** if Primary TAF is  $\pm 1$  Hr, < 2k' ceilings or < 3sm vis

**Alternate TAF must have :**  
 RNAV: 800' ceilings ; 2 sm Vis  
 ILS : 600' ceiling; 2 sm Vis

And if you are flying to an airport with NO Approaches, you can do so but must file an alternate, because the Except.... Can't apply.. E.g., you must assume that it will not be a VFR landing.

**Alternate Considerations**



These are stored alphabetically, all in one big doc ☹️, so you have to scroll to find your airport (see below)

Note: Alternate will need MONITORED WEATHER AND INSTRUMENT REPORTING. E.g., if the ILS is out, or the weather is below minimums, you need to have some way of knowing that when you plan to arrive!



**ICING:**  
1/4" in:

60+ Min= Trace;  
15-5 = Moderate;

60-15 = Light  
Heavy < 5 min "Clear" vs "Rime"

**BW Clip Carbon Monoxide detector:**

It is ALWAYS ON (except when hibernating during the summer)

This detector is factory-set to alert a low-alarm condition when the level of carbon monoxide reaches **35 parts per million (ppm)**, and a high-alarm condition when carbon monoxide reaches **200 ppm**.

In low-alarm conditions, the audible alarm beeps once, the visual alarm flashes, and the unit vibrates once per second. In high-alarm conditions, the audible alarm beeps twice, the visual alarm flashes two times, and the unit vibrates twice per second. The three bright, wide-angle visual alarm bars and the built-in vibration alarm help alert the user to potentially dangerous levels of carbon monoxide in high-noise conditions.

It has a 22 month life (that's what the '22mm' is on the LCD display) , and you can hibernate to extend the life, up to 12 months at a time. So if you only use it October -March (6 months) you should be able to get almost 4 full years out of it, 3 at the very least. So if they're \$98 devices (at PK Safety), that's \$25-\$33 per year. Not bad....

**To hibernate :**

1. Have the hibernation case ready, you'll only have 20 seconds to insert the detector and seal the case.
2. Press the pushbutton to **RECALL EVENTS AND SETTINGS** and then continue to press the pushbutton until **HIB** is displayed
3. While **HIB** is displayed press the pushbutton until a 5 second countdown is displayed.. When the countdown is complete, the 20 second HIBERNATION counter is displayed.
  - a. While the HIBERNATION countdown is displayed, place the detector into the BW Clip Hibernation case and close the case firmly.
4. Opening the case re-activates and UN- Hibernates!

**Sentry:** The current warning level is 75ppm for an LED status of Yellow. 200ppm triggers the danger level with the Red LED and an audible beeper. The status will update as soon as the average ppm exceeds the configured threshold

ENGINE HEATING:

HEATING TIME -		
	<b>Standard System</b> 50w per cyl 100w on oil	
ELAPSED HOURS	CYLINDERS °F	OIL °F
0	22	22
1	35	52
2	46	63
3	57	73
5	74	87
12	103	110

BASIC RULE OF THUMB:

**Temp rises 10 F FOR EVERY HOUR, IF COVERED**

Nov 2019 at KMSN, I started Bruce at **29F Oil Temp**, overnight cold soaked, and he started just fine.

Idled at 800-900 until Oil Temp got to 50F+, then maybe 1,000 until 85F, of course 😊

**Pre-Heat below 25F, try 'cold start' at 25F gently..**

**1) On a flight to KRFD on 1/2018 (values from JPI 930 w/ blanket but no exhaust plugs):**

Time:	1:00 pm	→ 3.5 Hrs	4:30 pm	4:34 pm	4:35 PM	Temp Drop:	
<u>OAT</u>	18F	-----	10F	10F	10 F	Drops ~10 F	
<u>Oil</u>	121 F	----	67 F	38 F	39+ F	54, really 83 drop	
<u>CHT</u>	190 F	----	70 F	130 F	131+ F	120 F	
(not very windy that day.)	After the engine starts and the oil <i>circulates</i> , the oil temp DROPPED from 67 to 38, <i>then</i> began to rise. So while the temperature drop is not strictly linear, we can say that the <b>CHT drops <i>about</i> 35 F/Hr</b> , <b>Oil Temp drops <i>about</i> 25 F per Hr</b> – a bit faster in the 1 <sup>st</sup> hr, slower in the 3 <sup>rd</sup> hour... And with the standard start (Fuel pump for 5 seconds), it started in about 1 second!						

**Departure Operations: "T" and "A"**



In ForeFlight, these are in: **Airports/Procedures**, and then either **Departure (Takeoff) or Arrival (Alternates)**

**T Takeoff Considerations, including ODP (Obstacle Departure Procedures)**

Us Part 91 guys can take off in 0/0. [T] only for commercial Part 135/121, though SOME parts ARE applicable to everyone like OBSTACLE DEPARTURE. These are called **ODP (Obstacle Departure Procedures)**. So **CHECK THE TAKEOFF MINIMUMS** before you leave!! ODPs are implicitly binding in any IFR clearance. These are stored alphabetically, all in one big doc ☹️, so you have to scroll to find your airport by city name, not Airport Name (see below)

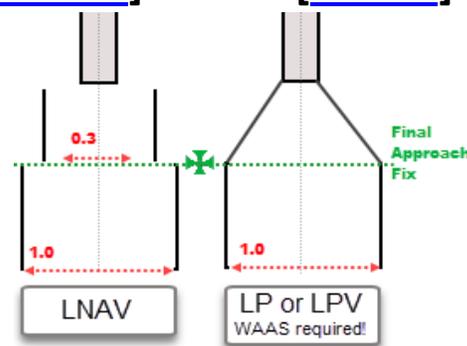
**Overview of Approaches...**

	V/Loc	GPS
<b>Non-Precision</b> MDA ~400-500' AGL No official Vertical Guidance	VOR	
	Localizer only	LP (+v) <u>Localizer Precision</u>
	BackCourse	LNAV (+v) <u>Lateral Navigation</u>
	LDA (ILS but at angle) SDF (wider, offset)	(+v is <u>advisory</u> GS offered by the GPS)
<b>Precision</b> DH ~200-300' AGL	ILS (Localizer + GS)	LPV* <u>Localizer Perform w/ Vert</u>
		LNAV/VNAV* <u>Lateral/Vertical Nav</u> Displayed as L/NAV on Garmin
<b>Minimums:</b>	Ceiling minima are a function of <b>Vertical</b> guidance; Visibility minima are a function of runway <b>lighting</b> .	
	Localizer is approx. 5 deg wide	
	LP & LPV approaches are only available on WAAS-enabled GPSs	
	Vertical Navigation (VNAV) uses a glideslope based on WAAS, or barometric pressure interface (Baro-VNAV). Minimums are published as a DA.	
	(*) For Alternate minimums, all GPS approaches are considered NON-Precision; only ILS is considered a Precision Approach (i.e., 800' ceilings vs 600; 2 sm visibility) (see inset below). Ironically, many LPV minimums are lower than ILS minimums.	
	+V : Some units like the Garmin 530/W will offer a linear descent GS 'as a courtesy'. Use at your own risk, as it is still a NON-Precision approach.	

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**LP & LPV** approaches take advantage of the extra WAAS accuracy to provide an approach very similar to a **Category I ILS**. The design of an LPV approach incorporates angular guidance with increasing sensitivity as an aircraft gets closer to the runway. Sensitivities are nearly identical to an ILS at similar distances.

If using a non-WAAS GPS as the primary means of IFR navigation you are required to also have a non-GPS system appropriate to the route flown.



#### Does a GPS require a 'backup'

- **Non-WAAS:** When using a GPS as the primary means of navigation under IFR, pilots are required to have a secondary, non-GPS navigation system appropriate to the route being flown
- **WAAS:** No.

LPV, LNAV/VNAV, and Baro VNAV are considered to be an 'Approach with Vertical Guidance (APV)'. These types of approaches are differentiated from 'Precision' approaches (ILS, PAR, etc.) in the [FAA AIM](#) (Section 5-4-5, Paragraph 7):

(b) Approach with Vertical Guidance (APV). An instrument approach based on a navigation system that is not required to meet the precision approach standards of ICAO Annex 10 but provides course and glidepath deviation information. For example, Baro-VNAV, LDA with glidepath, LNAV/VNAV and LPV are APV approaches.

**RCAM**

**“Takeoff and Landing Performance Assessment (TALPA)”**

The **RCAM** is given as 3 numbers for the 3 thirds of the runway,  
So **3/4/5** would mean that the 1st third (touchdown) is a 3, the next third is a 4,  
and the final third is a 5.

Assessment Criteria		Downgrade Assessment Criteria	
Runway Condition Description	Code	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
<ul style="list-style-type: none"> <li>Dry</li> </ul>	6	---	---
<ul style="list-style-type: none"> <li>Frost</li> <li>Wet (Includes Damp and 1/8 inch depth or less of water)</li> </ul> <p><i>1/8 inch (3mm) depth or less of:</i></p> <ul style="list-style-type: none"> <li>Slush</li> <li>Dry Snow</li> <li>Wet Snow</li> </ul>	5	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
<p><i>5° F (-15°C) and Colder outside air temperature:</i></p> <ul style="list-style-type: none"> <li>Compacted Snow</li> </ul>	4	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
<ul style="list-style-type: none"> <li>Slippery When Wet (wet runway)</li> <li>Dry Snow or Wet Snow (Any depth) over Compacted Snow</li> </ul> <p><i>Greater than 1/8 inch (3mm) depth of:</i></p> <ul style="list-style-type: none"> <li>Dry Snow</li> <li>Wet Snow</li> </ul> <p><i>Warmer than 5° F (-15°C) outside air temperature:</i></p> <ul style="list-style-type: none"> <li>Compacted Snow</li> </ul>	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
<p><i>Greater than 1/8 (3mm) inch depth of:</i></p> <ul style="list-style-type: none"> <li>Water</li> <li>Slush</li> </ul>	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
<ul style="list-style-type: none"> <li>Ice<sup>2</sup></li> </ul>	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
<ul style="list-style-type: none"> <li>Wet Ice<sup>2</sup></li> <li>Slush over Ice</li> <li>Water over Compacted Snow<sup>2</sup></li> <li>Dry Snow or Wet Snow over Ice<sup>2</sup></li> </ul>	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

**KPKW**  
**Runway is SHUT DOWN**



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## GCO Ground Control Outlet

The system is activated with four “key clicks” on the VHF radio to contact the appropriate ATC facility or six “key strokes” to contact the FSS. There is a timer on the [modem](#) connection. If no voice is heard for a preset interval, the system disconnects. The VHF transceiver is very low power, 2 - 5 [watts](#), which sometimes limits access. The GCO system is intended to be used only on the ground. GCO availability is noted in the text portion of the airport diagram

# Scratchpad

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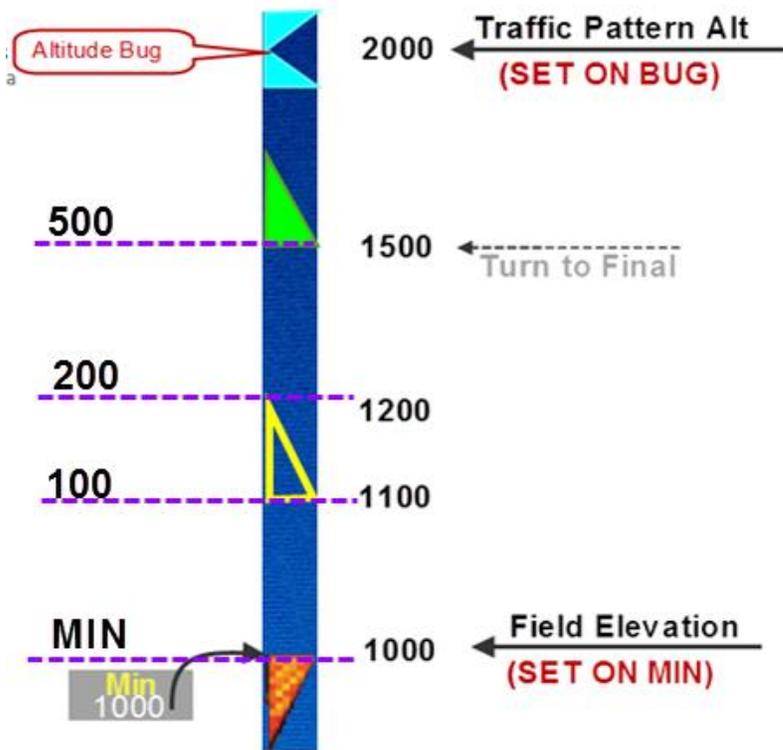
Lost Communications: 7600; Depart Hold at time specified

<b>Light Gun Signals</b>	<b>In the Air</b>	<b>On the Ground</b>
<b>Steady Green</b>	Cleared to Land	Cleared for TakeOff
<b>Flashing Green</b>	Return for Landing	Cleared for Taxi
<b>Steady Red</b>	Give way and Circle	STOP
<b>Flashing Red</b>	DO NOT LAND	Taxi Clear of Runway in use
Flashing WHITE	n/a	Return to starting point
<b>Red/Green</b>	EXTREME CAUTION	EXTREME CAUTION

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# Scratchpad

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## LIGHTS

**HIRL/MIRL** Runway Edge Lights (**H**i Intensity or **M**edium Intensity). The white lights running down the entire length of the runway.

The HIRL and MIRL systems have variable intensity controls, whereas the LIRLs normally have one intensity setting.

### **STROBES:**

**REIL** Runway End Identifier Lights – **Strobes** on the approach edge of the runway

### **RABBITS:**

**RAIL** Runway Alignment Indicator Lights- Sequenced Flashing Lights installed with other light systems.

**RLS** Runway Lead-in Light System- One or more series of flashing lights, either curving or straight, where special problems exist with hazardous terrain, obstructions, or noise abatement procedures.

**TDZ/CL** Touch down zone, Centerline, Lights buried directly into the runway. E.g., KRFD

**MALS<sup>R</sup>\*** Medium intensity Approach Lighting System with Runway Alignment.

**SSALS<sup>R</sup>\*** Simplified Short Light Approach Landing System (w/Rwy alignment indicators)

\* = Requires extra visibility if INOP, but only for Non-Precision Approaches

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## Oxygen

- Below **12,500** Never
- 12,500 - 14,000 after 30 minutes for Pilot only
- Above 14,000 always for Pilot
- Above 15,000 provided for crew/passengers

Pulse Oximeter: 95% is minimum;

Below 90% is a warning (AOPA:Oxygen Use In Aviation)

**AUTOPILOT**

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Henry@N78HF.com

## LIGHTSPEED ZULU HEADSETS

### **How do I connect my Zulu 3 headset with my Bluetooth device?**

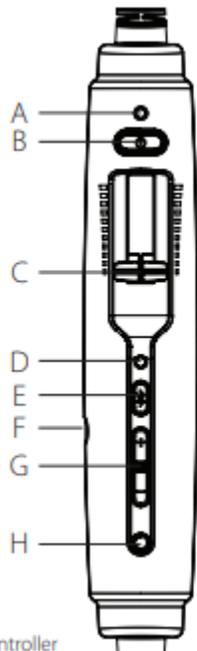
1. Turn on the headset and verify the green LED is flashing.
  0. Make sure Zulu 3's Bluetooth mode is turned off. Blue or red flashes from the Bluetooth LED should not be present.
2. Press and hold the Zulu 3 Bluetooth button for about five to ten seconds or until the Bluetooth LED continually flashes red and blue.
  0. This indicates the Zulu 3 pairing mode setting and lasts about two minutes. If this step takes longer and the Bluetooth LED is no longer alternating red and blue, start over from step one.
3. With Zulu 3 in pairing mode, follow the menu prompts on your Bluetooth device directing it to look for Bluetooth devices.
4. Select Lightspeed-V### (numbers may vary) on your Bluetooth device from the list of found devices.
5. If asked to enter a password or PIN, enter 0000. Your device should now be paired and ready for continued use with Zulu 3. When you turn on the Zulu 3 Bluetooth mode it will connect to the most recently paired device.

### **Why doesn't my phone auto-reconnect via Bluetooth when the headset is turned back on?**

Powering off your headset does not automatically send Bluetooth disconnect command to the BT module in the headset and as a result Bluetooth loses its connection retention ability. To improve your Bluetooth auto-reconnect experience, **turn off the Bluetooth on your headset (press Bluetooth button and hold until blinks red three times) then power off your headset.** After turning on the headset, press and hold the Bluetooth button until you hear a high tone and the Bluetooth indicator LED flashes three BLUE pulses after which you should see in your mobile device change from "Not Connected" to "Connected" (in your mobile device Bluetooth menu). If reconnect still does not occur, manually reconnect via the mobile device Bluetooth menu.

# Scratchpad

ComPriority™ ComPriority is turned on or off by the bottom-most controller button. With ComPriority enabled when radio communications are detected, the volume of auxiliary devices will be significantly reduced. ComPriority is enabled by default when you power on your headset. Plug into your intercom and talk into the headset microphone while playing music using a wired device. If ComPriority is enabled, your auxiliary music volume will decrease when you start to talk. During cell phone calls, the other party will be muted, so you should disable ComPriority before making calls.



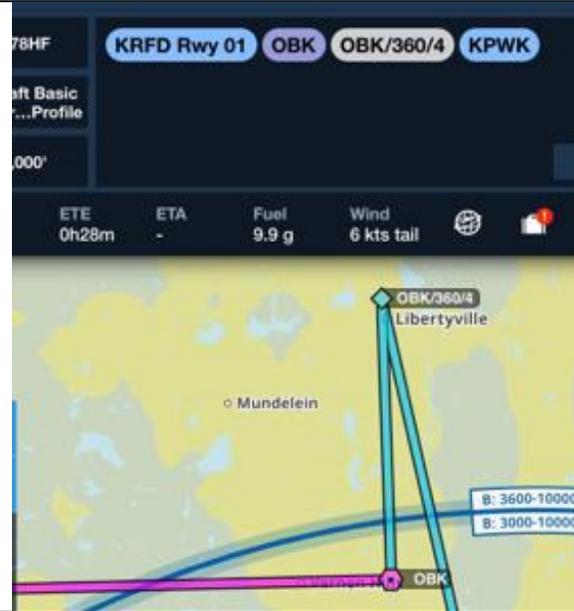
The Zulu 3 controller

## Controller

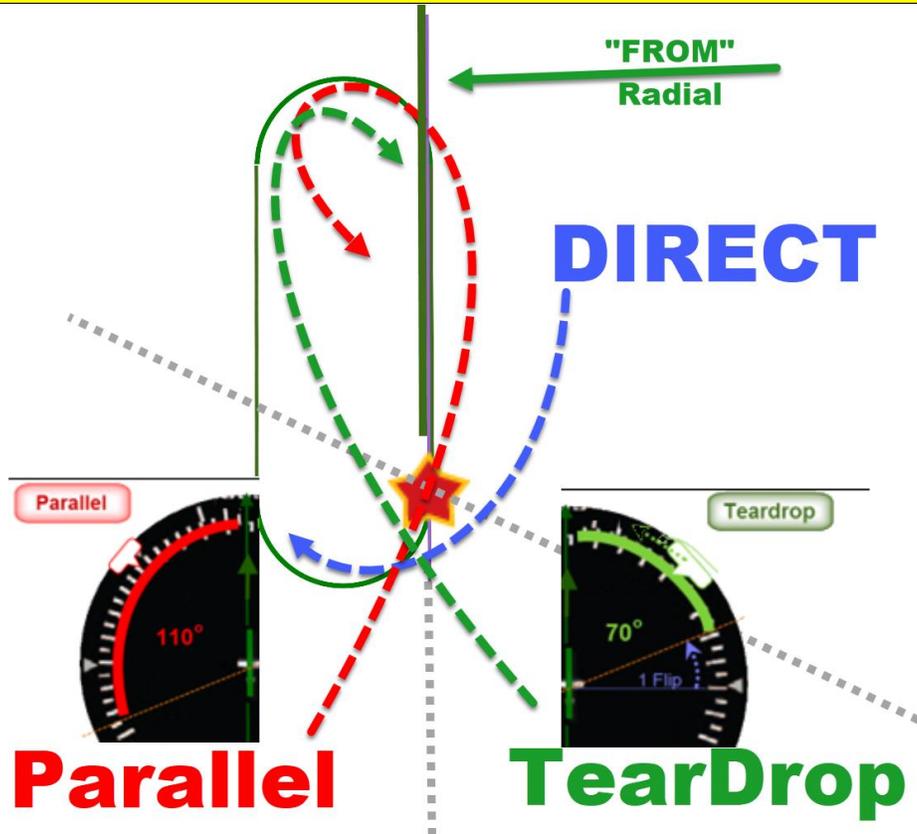
- A. Power indicator LED: Flashes GREEN when power is supplied to Zulu 3 and batteries are strong. Flashes RED when batteries are low.
- B. Power button: Powers on headset, turning on Active Noise Reduction (ANR). Press button once to turn Zulu 3 on; press and hold to turn Zulu 3 off.  
  
To toggle the LED brightness from bright to dim quickly press the power button twice.
- C. Volume control: Controls audio panel volume with individual sliders for each ear. Does not affect the volume of auxiliary devices.
- D. Bluetooth mode indicator LED: Flashes BLUE when Bluetooth mode is on and RED when Bluetooth mode is being turned off. In pairing mode, flashes alternating RED and BLUE.
- E. Bluetooth power button: Turns on and off the Bluetooth signal and controls devices connected via Bluetooth technology.
- F. Auxiliary input jack: Provides a wired input for audio and cell phone devices.
- G. Bluetooth volume buttons: Controls the volume of devices connected via Bluetooth technology.
- H. ComPriority button: When enabled, automatically quiets music and audio from auxiliary devices during radio communications.

# Scratchpad

To show a 'hold' on FFM,  
Say OBK 360, 4 nm.  
Enter 2 waypoints:  
**OBK OBK/360/4**



## 1 page HOLD PATTERN SUMMARY



“Just” set your heading bug to the specified, ‘outbound’ radial, and follow whichever of the 3 quadrants it points you.

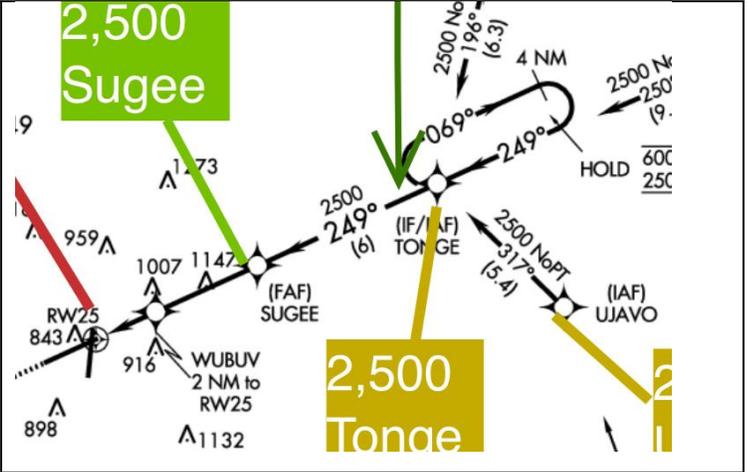
# Scratchpad

The direction specified (of the Hold) is the direction **FROM** the hold point.

A standard holding pattern uses **right-hand turns**

and takes approximately 4 minutes to complete (one minute for each 180 degree turn, and two, one-minute straight ahead sections).

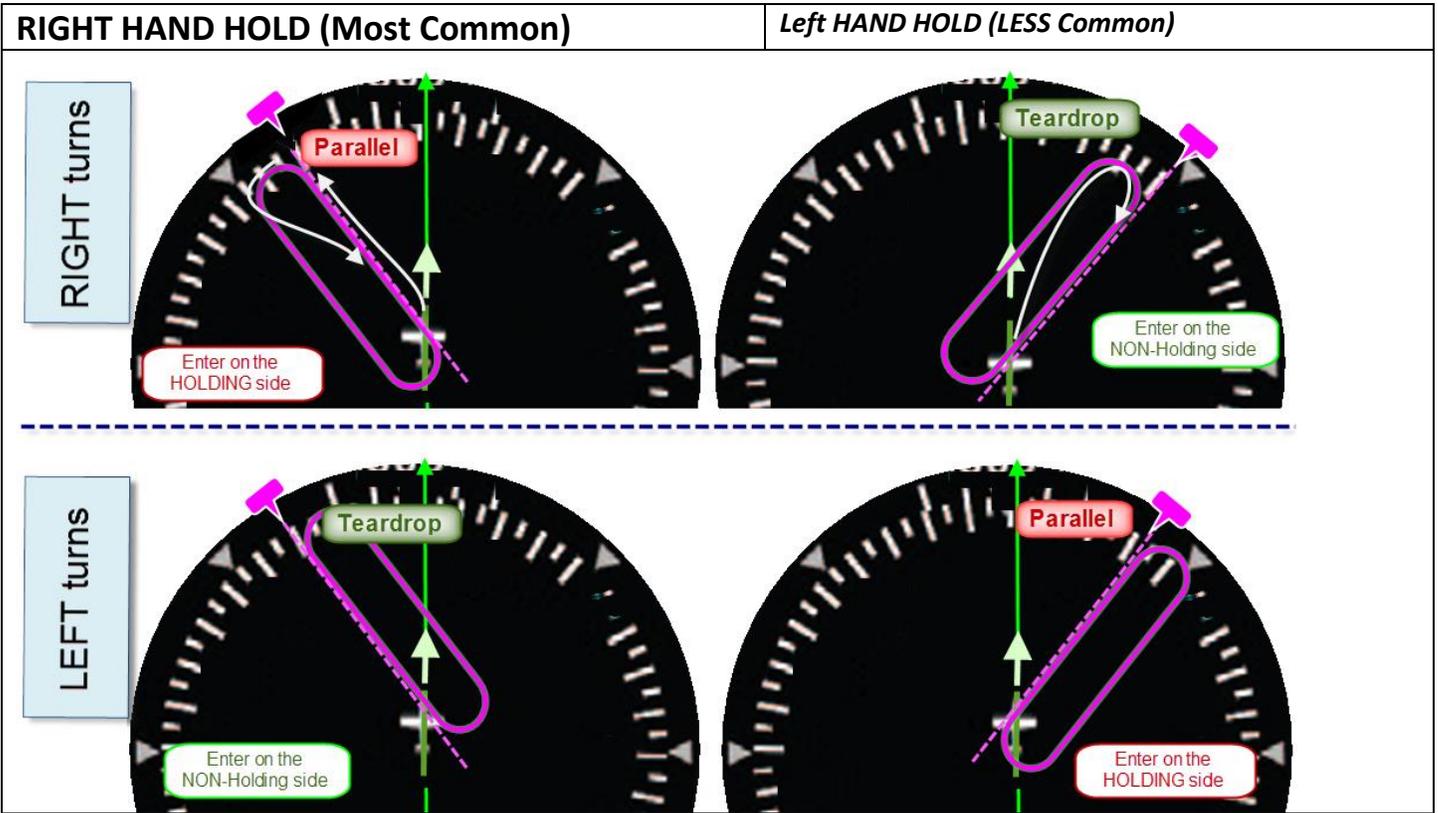
E.g., KRFD LPV 25 hold at Tonge is on the (249-180=) 069 FROM (249To)



**A STANDARD RATE Turn is 180 degrees in 1 minute.**

**Rule of Thumb is 15% of airspeed, so 120 kts -> 18 deg of bank angle.**

# Scratchpad



**GPS [Procedures]:**

- 1) **LOAD** the ILS
  - a. And Verify (Toggle) ILS Loc Freq into Active, if not already (Fig 1 below)
- 2) And, IF you are doing **VTF**, you can **ACTIVATE** it right away
  - a. you aren't using the GPS for anything else!

**3 Things to look for when going ILS:**

GPS

- (1) **VLOC, not GPS** (via **CDI** button)
- (2) **LOC Freq is ACTIVE** (not Stby)
- (3) **Alpha Confirmed** (when in range)



Fig 1 Step 2c

**Alpha Confirmed:**

2-15 Nm from FAF,  
+/- 1Nm Center line

ASPEN AI

VDI & CDI COME ALIVE

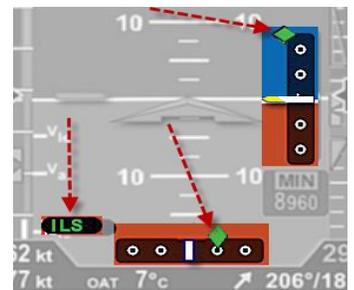


Fig 3 Step 3

NOTE:

*The A/P is not flying the ILS until you select APPR mode.*

# Scratchpad

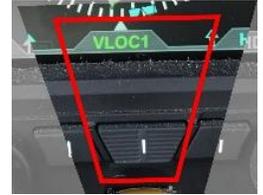
		KFC	Aspen	GNS		GPS	HDG	ILS	
1	Fly to your waypoint	HDG ALT	GPSS	LOAD VTF		✓			Set HDG bug to current heading... Ensure Freq in ACTIVE, not STBY (Fig 1)
2	ATC gives Heading		HDG				✓		
	b)			ACTIVATE VTF					Magenta line is now VTF
	c)			CDI to V/Loc					2-15 Nm from FAF, +/- 1Nm Center line <i>Might be automatic</i>
3	"Intercept the Localizer"	APPR ALT						✓	Now flying radio V/LOC signal only. MUST be ALT to intercept GS..
									Fly the CDI/VDI (Fig 3)

# Scratchpad

OLDER NOTES: -----

When ready give up HDG or GPSS and shoot the ILS Approach:

- 3) **GNS: Activate** the Approach ← But NOT until you are cleared to ‘intercept the localizer’
  - a. Sometimes (I think) it won’t activate the CDI/VDI if you do it too soon?
- 4) **GNS: Verify CDI goes from GPS to V/LOC**  
(s/b > 2 nm from FAF, s/b automatic, may need to press the CDI button)
- 5) **ASPEN: Press GPSS** to listen to Garmin, if not already.
  - a. Verify HSI goes to RWY Heading, Should say ILS in Lower/Left, next to CDI.
- 6) **KFC: Switch to APPR** mode. This gives up GPS and uses the V/LOC from the Garmin
- 7) **CONTROLS: 17"/100Kts, 1<sup>st</sup> Notch**
- 8) **GS: Gear down to Go Down**
- 9) **At 3 deg Glide Slope, you will be 3.14nm outside the FAF for every 1,000’ high**

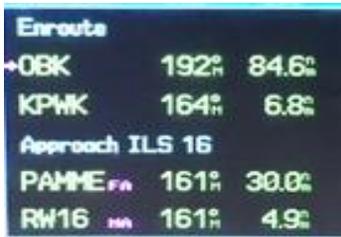


ILS: Switching to APPR autopilot mode will intercept the VTF at about 45 degrees, apparently.

And If you intercept the Approach course **less than 2 nm from the FAF**, the GNS 530w DOES not automatically switch the VLOC – **YOU must press the CDI key manually**”

	Position	KFC	GNS 530W	Aspen Pro
1	While still on the GPS segment	<b>HDG</b>	<ul style="list-style-type: none"> <li>PROC: Load ILS 16 VTF</li> <li>FREQ: 111.9 in Nav Active</li> </ul>	<ul style="list-style-type: none"> <li>GPSS</li> </ul>
2	When ATC starts issuing Headings to intercept Localizer. When close to the localizer, and sure to be shooting the approach.		<ul style="list-style-type: none"> <li>ACTIVATE the VTF Aprch</li> </ul>	<ul style="list-style-type: none"> <li>BUG to what ATC says</li> <li>[GPSS] to HDG</li> </ul>
3	As I approach the localizer ... <b>2-15 Nm from FAF, 1.2 Nm laterally</b> <i>1Nm = about 30 sec</i> <i>Still not using VLOC</i>		verify auto <b>CDI to VLOC</b> If not, press CDI to force VLOC	<ul style="list-style-type: none"> <li>verify <b>CDI</b> (center) to <b>VLOC</b></li> </ul> Should auto follow GNS to VLOC if not press center button to force
4	When it is time to turn inbound... <i>(this uses GPSS to turn inbound...)</i>  <i>This may jog you left or right from current heading to intercept the VTF, so you might want to wait until you are almost on top of the localizer to minimize variance. This is still using the GPS underlay, not VLOC.</i>		Tell A/P to follow Garmin, not HDG bug → <b>GPSS (NOT HDG)</b>	
5	I am now inbound ‘on the localizer’	<b>APPR</b>	<b>NOW</b> it is the <b>VLOC</b> signal from the GNS that is used by the AP	Verify <b>ILS</b> on display
6	You are now using the ILS VLOC	Verify <b>CPLD</b>	← Specifically, the APPR (now ILS!) half of the Garmin!	
7	Gear down at GS Intercept... 😊			

<p><b>[1]</b></p> <p>~30 nm out, <u>“Expect ILS”</u></p> <p><u>Garmin:</u> Load the Approach:</p> <ul style="list-style-type: none"> <li>[PROC]</li> </ul> <p>→ [ILS] + [VTF] + [LOAD] + [ENTER]</p>	<p><b>[2]</b></p> <p>Fly “Vectors to intercept the Localizer”</p> <p><u>Aspen:</u></p> <ul style="list-style-type: none"> <li>Turn HDG knob to assigned heading.</li> <li>Toggle [GPSS] to follow HDG bug, not GPS.</li> </ul> <p><u>Garmin:</u></p>
--	--



# Scratchpad

- Ensure ILS freq is now in **ACTIVE Freq**, *not Stby*

Prep for Approach (ONLY in Hdg Bug **[GPSS]**)

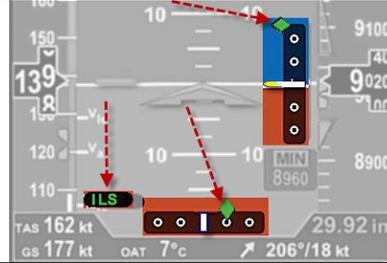
- [PROC] → [ACTIVATE VTF] + [ENTER]



Garmin should auto switch to VLOC (Aspen too) within

- > 2 nm from FAF
- < 15 nm from FAF
- ± 1 Nm from centerline

If you are *within 2nm* of FAF, this is **TOO LATE!**



**[3]**

## “Begin Final Approach”

- At 3 deg Glide Slope, you will be 3.14nm outside the FAF for every 1,000’ high  
When CDI is “~1 dot’ from center, you are ready to “turn inbound, and join the localizer”:

**Aspen:** toggle **[GPSS]** to turn to FAF. Wait to complete turn inbound...

Now flying the already-activated Approach (VTF), via GPSS

- Verify that CDI = VLOC; on **BOTH** the GNS and Aspen (do manually if needed):

**KFC AP:** **[APPR]**

Disconnects AP HDG. Now flying the VLOC ILS (notGPS)!

A/P should be **CPLD** at this point

MAP : 17”

Flaps: 1 notch

**MISC. NOTES:** The information shown in the **VOR/ILS window** will only show up when the station is set in the active frequency window and

- the GNS has received the Morse code identifier from the VOR/LOC signal.  
Once the identifier has been received from the signal, the GNS compares it to the navigation database and displays the information.



**Whenever the GPSS is on and the autopilot is in the HDG mode, the autopilot will fly the GPS flight plan.**

**The autopilot must be switched to APPR mode in order to fly the VLOC source selected on for the CDI and to capture and track the glideslope of an ILS**

# Scratchpad

## Storms:

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So reviewing the Wx map an hour or so before you leave for the airport, making a fly/wait/(drive) decision:

Pre-conditions to even *consider* a TAKE OFF:

- ADSB Light green cells don't even show on Onboard Radar, and with internal darker green *might be tolerable* if
  - They are somewhat isolated, with 'pockets' of clear between them, even if they are closely (less than 20 nm) apart. And if not part of a 'herd', they might even dissipate by the time you get there, and Light Green doesn't even show on Onboard Radar
- **Need > ~ 50nm from ANY yellow/red / lightning bolts. These ARE thunderstorms and there is no such thing as a 'mild' thunderstorm. But ~20Nm gaps (10nm radius) between Dk Green is 'possible'.**
  - Kenosha is ~30nm from PWK, MKE about 50. I don't think that T-storms over Milwaukee would concern me if I'm flying in/out of PWK.
- **Storms typically move < 40Nm/Hr. At 150 Kts, Sine(20deg) = 0.33x150 = 50Kt, so you could 'keep ahead' of a storm front ahead of you with a 20 degree deviation. 10 Deg = 0.15 x 150 = 22Kts**
- Having said that, convective activity is more likely to be above, maybe 4,000' AGL than below. So maybe ask to fly at 4,000' AGL until clear of any bands, then climb to preferred altitude.
- Visible shafts of rain may be less-than-pleasant, but you can fly through them (else "you don't fly through rain?") but the cloud above you that is feeding the rain showers is likely worse.
- For me, and until further notice, **do NOT take off in less than MVFR**. In an E/R, you need to land visually.
- Do NOT fly at night with ANY such precipitation/turbulence within 30 nm of your flight path INCLUDING the what will be at your point of time/space when you get there. You cannot avoid Wx that you can't see 😞
- Example: There is NO WAY you can 'pick your way through this' →



dBZ	Internet Color <sup>1</sup>	ADS-B Color <sup>2,4</sup>
5		
10		none shown
15		
20		
25		
30		
35		
40		
45		
50		
55		
60		
65		

Remember that ADSB is updated only every 5 minutes, and might be up to 10 minutes delayed to begin with!

**Rain** : Might go near, and even through the edge of

**Heavy Rain** : Stay > 10 nm away from

**Yellow** : Stay > 15 Nm away from

**Orange** : Stay > 30 Nm away from

**RED** : Stay > 40-50 Nm away from

Adding about 100nm to your route (e.g., KSUE via ½ way across Wisconsin instead of Direct over KMKE) is not unusual, if you want to get there...

In any event DO:

- Call for a Wx briefing, even if you know that you have a full color picture in front of you that they are trying to describe over the phone. They may alert you to NOTAMs etc that you might overlook.
- You want to have the option to fly East or West around weather, and since Bruce doesn't fly over Lake Michigan, **flight plan significantly West of ORD**, regardless of added time/fuel it may cost you. It will repay itself in terms of added safety options/margin. (otherwise, flying EAST (over the Lake) to avoid Wx won't be an option 😞)
- Choose a flight plan that puts you close to airports you can land at if you don't like what you see once airborne.

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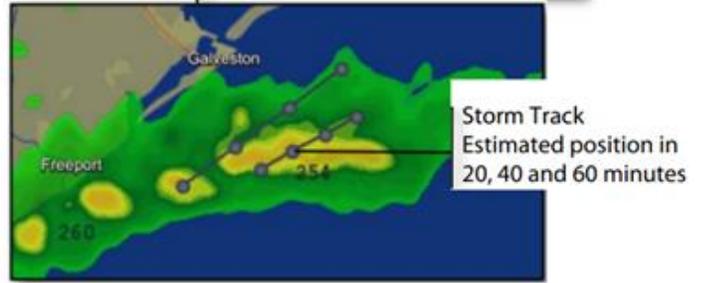
[HOME](#)

# Scratchpad

Storm Tracks (and tops) are not available on ADSB (in cockpit).

The Track dots are 20 minutes apart, so 4 dots represent 1 hr. The 2-finger ruler will tell you how far they moved in an hour

## ForeFlight Weather



dBZ	Internet Color <sup>1</sup>	ADS-B Color <sup>2,4</sup>
5	Light Green	none shown
10	Green	
15	Light Green	
20	Green	Light Green
25	Green	Light Green
30	Green	Light Green
35	Yellow	Light Green
40	Yellow	Light Green
45	Orange	Light Green
50	Red	Light Green
55	Pink	Pink
60	Pink	Pink
65	Pink	Pink

Remember that ADSB is updated only every 5 minutes, and might be up to 10 minutes delayed to begin with!

**Rain** : Might go near, and even through the edge of

---

**Heavy Rain** : Stay > 10 nm away from

---

**Yellow** : Stay > 15 Nm away from

**Orange** : Stay > 30 Nm away from

**RED** : Stay > 40-50 Nm away from

Adding about 100nm to your route (e.g., KSUE via ½ way across Wisconsin instead of Direct over KMKE) is not unusual, if you want to get there...

## From a Blog:

The **Lowest tilt** is percip at low altitudes (what is **actually hitting the ground**).

The **composite** may show a huge green and yellow cell, but if you look at the lowest tilt there will be no rain. Composite shows what's in the atmosphere/ higher altitudes, which COULD include developing cumulus with serious turbulence below...

Lowest tilt in my experience only shows what's under like 5k feet

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# Scratchpad

## Approach Plate NOTES:

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All fonts are 16pt unless noted.

All Lines are 3 pt.

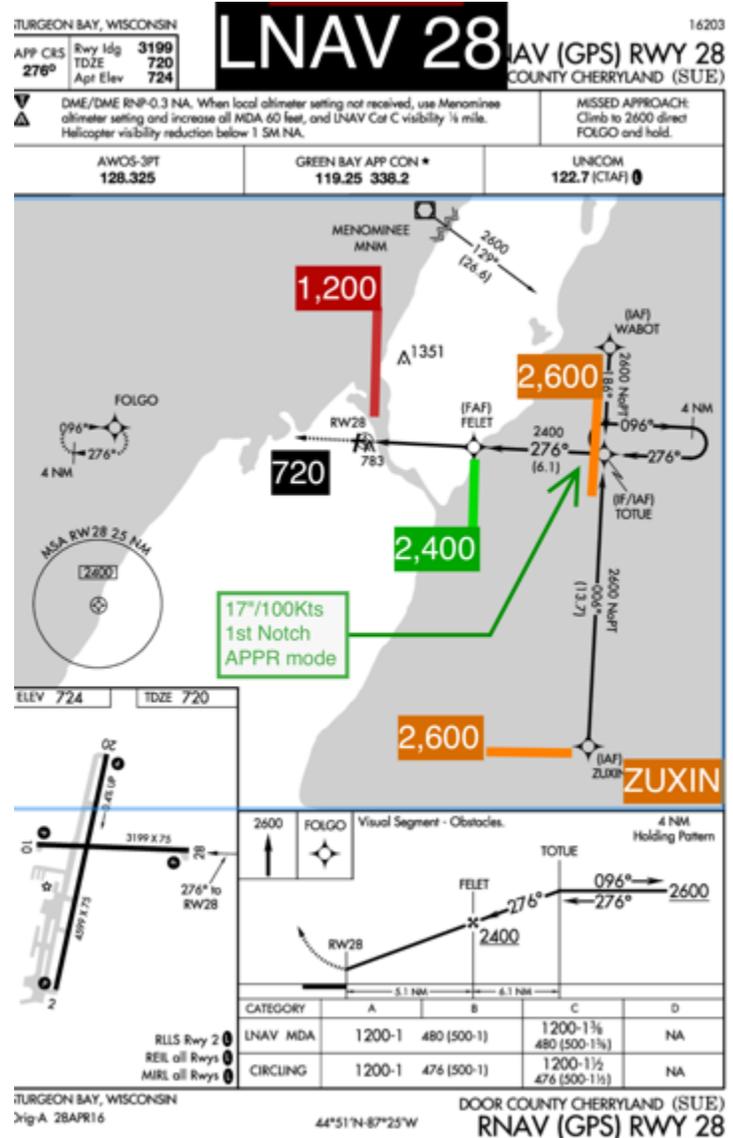
0) APPR Name/Rwy  
White on Black 36 pt

1) Field Elev:  
White on Black

2) MDA/GA: Red Line  
White on Red

3) FAF : Green Line  
White on Green

4) IAF : Orange Line  
White on Orange



Appr Callout Box: Futora Green on Lt Gray, 70% opacity, 12 pt

At 3 deg Glide Slope, you will be 3.14nm outside the FAF for every 1,000' high

Also: CTAF/UniCom frequency : White on Blue

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# Scratchpad

**JPI**

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## CHT:

### Takeoff and Climb

Maintain full rich fuel flows, leaning only for density altitude compensation

CHT should be substantially less than 460°F, **typically between 380 and 440°F** on typical “hot day” conditions. Oil temperatures should be less than 220°F. Keep cowl flaps open to assist with cooling.

### Cruise

For all cruise power settings, CHTs should be in the **360° to 400°F range** and

**Oil temperature between 180° and 210°F.** Add fuel or open cowl flaps, as required,

## To set Time on the JPI

- A. Power EDM up ; when asked to fill fuel tap step button a couple of times to clear it.
- B. Hold buttons 1 & 2 down until you see PROGRAM then release the buttons,
- C. Tap the STEP or NEXT until you see Time.
- D. For any settings in gray (like Time) you must
- E. Hold buttons 1 & 2 ; Make your edits, then ; Hold 1 & 2 down again to save
- F. Once set tap NEXT until you exit program.

## Tach Time: Hold buttons 2 and 3 simultaneously

## To Lean LOP via the JPI:

- A. Be in stable cruise (about 1 minute) and Pre-lean your mixture (about 16 gph?).
- B. Tap the LF button, verifying LOP appears, else tap to get LOP
- C. Slowly lean until LEANEST appears
  - a. Graph will become ‘icicles’
- D. Keep leaning until the shortest icicle (hottest cylinder) is about 20-50F
  - a. At which time “Richest” should appear. You are done

## To Lean ROP via the JPI:

- A. Be in stable cruise (about 1 minute) and Pre-lean your mixture (about 16 gph?).
- B. Tap the LF button (verify ROP appears).
- C. Lean mixture until LEANEST flashes
- D. (This cylinder number will be flashing and will run richer than the others, at peak).
- E. **Memorize the EGT** on that Cylinder – OR **Press/HOLD the PEAK** key to display it! then ENRICHEN mixture until EGT drops by 100+ degrees.

[\[NOTES\]](#)

[\[HOME\]](#)

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[\[KSUE\]](#)

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[HOME](#)

# Scratchpad


[HOME](#)

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

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[HOME](#)

# Scratchpad

[HOME](#)


[HOME](#)

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

# Scratchpad

Leave/Arrive	Where	Time	Am Pm	Time Zone
<b>DEPART</b> HOME				
Drive Time				
<b>ARRIVE</b> Airport 1				
Prep Time				
<b>DEPART</b> Airport 1				
Flight Time				
<b>ARRIVE</b> Airport 2				
"Re-Fuel" Time				
<b>DEPART</b>				
duration				
<b>ARRIVE</b> Airport 3				
Tie Down Time				
<b>DEPART</b>				
Drive Time				
<b>ARRIVE</b> Hotel				

[NOTES TOC](#)

[HOME](#)

# Scratchpad

<b>Arrive at Destination</b> (eg, Restaurant or Hotel...)	<span style="color: blue; text-decoration: underline;">HOME</span> : CST or EST AM or PM
(TIME ZONE Change?)	: 0 0
<b>Transportation time from Airport to Destination</b>	HH:mm :
<b>Taxi and Shutdown</b>	~ 0 : 20
<b>Travel / Flight time</b>	:
<b>Preflight check, Loading, Checklist, Start &amp; Taxi</b>	:
<b>Arrive at Departure Airport</b> (KPWK)	Total HH.mm : : CST or EST AM or PM
<b>Less Travel Time to Airport</b>	:
= <b>Leave for Airport</b>	: CST or EST <span style="color: blue; text-decoration: underline;">HOME</span> AM or PM

### Departure Time Option #1

Airport	Alt X 1k	Icing /Tx	Wind	
			Dir	At
<b>(Departure Airport)</b>	3			
At Time:	6			
<b>ICAO</b>	7			
<b>Name</b>	8			
Ceilings	9			
Winds	10			
	11			

### Departure Time Option #2

Airport	Alt X 1k	Icing /Tx	Wind	
			Dir	At
<b>(Departure Airport)</b>	3			
At Time:	6			
<b>ICAO</b>	7			
<b>Name</b>	8			
Ceilings	9			
Winds	10			
	11			

Airport	Alt X 1k	Icing /Tx	Wind	
			Dir	At
	3			
At Time:	6			
<b>ICAO</b>	7			
<b>Name</b>	8			
Ceilings	9			
Winds	10			
	11			

Airport	Alt X 1k	Icing /Tx	Wind	
			Dir	At
	3			
At Time:	6			
<b>ICAO</b>	7			
<b>Name</b>	8			
Ceilings	9			
Winds	10			
	11			

Airport	Alt X 1k	Icing /Tx	Wind	
			Dir	At
	3			
At Time:	6			
<b>ICAO</b>	7			
<b>Name</b>	8			
Ceilings	9			
Winds	10			
	11			

Airport	Alt X 1k	Icing /Tx	Wind	
			Dir	At
	3			
At Time:	6			
<b>ICAO</b>	7			
<b>Name</b>	8			
Ceilings	9			
Winds	10			
	11			

Airport	Alt X 1k	Icing /Tx	Wind	
			Dir	At
<b>(Destination Airport)</b>	3			
At Time:	6			
<b>ICAO</b>	7			
<b>Name</b>	8			
Ceilings	9			
Winds	10			
	11			

Airport	Alt X 1k	Icing /Tx	Wind	
			Dir	At
<b>(Desitnation Airport)</b>	3			
At Time:	6			
<b>ICAO</b>	7			
<b>Name</b>	8			
Ceilings	9			
Winds	10			
	11			

Wx Planning		Departure Option 1						Departure Option 2								
		Alt	OB	Ceiling Ft msl	Tops	Visib	Freeze prob	Winds Direction Speed	OB	Ceiling	Tops	Freeze	Visib	Rain Tx ?	Winds Aloft	
Airport ID Name																
Time:			Rain/Tx:													
Time			Rain/Tx													
Time			Rain/Tx													
Time			Rain/Tx													

Time:			Time:		
<b>Depart:</b>			<b>Wpt 1:</b>		
Time	Wind	Ceiling	Time	Wind	Ceiling
Vis/Notes	Speed		Vis/Notes	Speed	
am	Deg	O B	am	Deg	O B
pm		S , 00	pm		S , 00
Precip Tx	Kts	O B	Precip Tx	Kts	O B
6+		S , 00	6+		S , 00
am	Deg	O B	am	Deg	O B
pm		S , 00	pm		S , 00
Precip Tx	Kts	O B	Precip Tx	Kts	O B
6+		S , 00	6+		S , 00
am	Deg	O B	am	Deg	O B
pm		S , 00	pm		S , 00
Precip Tx	Kts	O B	Precip Tx	Kts	O B
6+		S , 00	6+		S , 00
<b>Wpt 2:</b>			<b>Dest:</b>		
am	Deg	O B	am	Deg	O B
pm		S , 00	pm		S , 00
Precip Tx	Kts	O B	Precip Tx	Kts	O B
6+		S , 00	6+		S , 00
am	Deg	O B	am	Deg	O B
pm		S , 00	pm		S , 00
Precip Tx	Kts	O B	Precip Tx	Kts	O B
6+		S , 00	6+		S , 00
am	Deg	O B	<b>ALT</b> am	Deg	O B
pm		S , 00	pm		S , 00
Precip Tx	Kts	O B	Precip Tx	Kts	O B
6+		S , 00	6+		S , 00

If Primary TAF is ... +/- 1 Hr, < 2k' AGL ceilings or < 3sm vis then you need an ALTERNATE, which must have:  
**Alternate** TAF must have : 600' ceilings for ILS, 800' otherwise (incl GPS WAAS LPV!!!) *Infer TOPS from IR Satellite*

**REMEMBER TO CHECK the 3D Icing forecast on the web**

# FFM Fuel Usage Cross Check

<b>Trip To</b>		
<b>FFM Prediction:</b>		
<b>REM: Startup</b>		
<b>REM: Shutdown</b>		
<b>[HOME]</b>	<b>Used:</b>	
	<b>Difference</b>	

<b>Trip To</b>		
<b>FFM Prediction:</b>		
<b>REM: Startup</b>		
<b>REM: Shutdown</b>		
	<b>Used:</b>	
<b>[HOME]</b>	<b>Difference</b>	

# FFM Fuel Usage Cross Check

## K-Factor

[\[HOME\]](#)

### Fuel Flow K factor

The K factor is shown on the fuel flow transducer as a hand written four digit number, which represents **the number of pulses per tenth gallon of fuel flow.**

The EDM stores the K Factor in the form 29.12, i.e. if the transducer K factor is 2912, you would enter 29.12 in the EDM's K factor field. Note: This process adjusts the K factor only half of the correction, thereby minimizing 'chasing' a correction target and the values in parens should be totals from 2-3 runs, not a single trip)

$$[ (\text{EDM "USD" on JPI}) / (\text{Actual from gas Pump}) + 1 ] / 2 = \text{Adjustment Multiplier}$$

Using the October 19 example ( JPI said I only used 36.4 gallons since last top off, but it really took 38.61 to fill up, so I used about 2 gallons *more* than the JPI said I did)

$$[ (36.4) / (38.61) = 0.943; + 1 = 1.943 ] ; / 2 = 0.971 \text{ Adjustment multiplier}$$

So if the K-Factor was currently, say 3.00 for simplicity, the new value would be  $3 \times 0.971 = 2.914$

**If the K factor is increased, the indicated fuel flow will decrease;** if multiplier < 1 (decrease), fuel flow will INCREASE  
So if you are using MORE FUEL than the totalizer says (e.g., you will run out of gas before expected):

The multiplier is LESS THAN 1 (e.g., 0.97)

### Entering the K factor

1. Enter the pilot program mode by simultaneously holding the STEP and LF buttons for five seconds until you see PROGRAM MODE.
2. Tap NEXT repeatedly until you see K-Factor (e.g.: 1 29.90 )
3. Hold Buttons 1 & 2 to enter Edit mode, until the first digit flashes
4. Tap DIGIT (button 1) to move to the desired digit.
5. Adjust the digits value using PLUS or MINUS as desired.
6. Repeat items 4 and 5 for the remaining digits.
7. Hold both NEXT (Button 1) and Button 2 until you see SET.

	(A)	(B)	(A/B + 1) / 2		
Date	USD on JPI	Actual gas	Multiplier	Cur K Factor	New K Factor
Total:	<b>36.4</b>	<b>38.61</b>	<b>0.971</b>	<b>1 29.73</b>	125.97
Oct 12, 2019			~ 3% off	But I mistakenly/ actually set it to :	<b>128.90</b> Only ~ 1% adj

	(A)	(B)	(A/B + 1) / 2		
Date	USD on JPI	Actual gas	Multiplier	Cur K Factor	New K Factor
11/9/19 KMSN	<b>34.2</b>	<b>32.5</b>	(5.2% over)		
11/25/19 Door Cty	<b>40.6</b>	<b>39.5</b>	(2.8% over)		
Total:				<b>128.90</b>	

[HOME]

[KSUE]

[KPWK]

[KRFD]

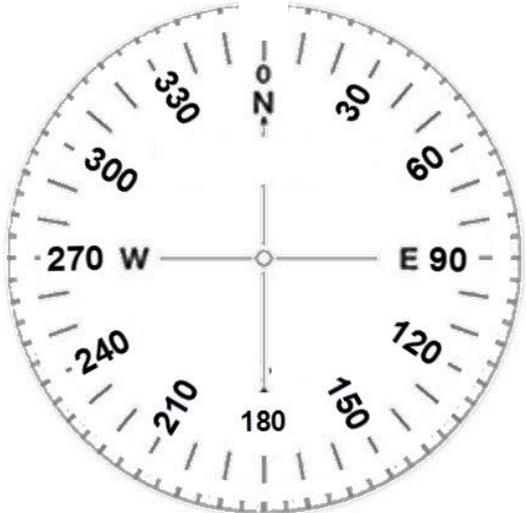
[3CK]

[HOME]

Blank ATIS

1

TZ

	Wind	0	
	@ Kts		
	Gusting		
			Visibility 10 Snow Fog Haze

1	<b>BUU</b> AWOS	BKN OVC		Elevation
		Few SCT , 00'		
1		BKN OVC		Density Altitude
		Few SCT , 00'		
1	GROUND	Temp	Dew Pt	INFORMATION
	RFD Approach	<b>Altimeter</b> 29 30		[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

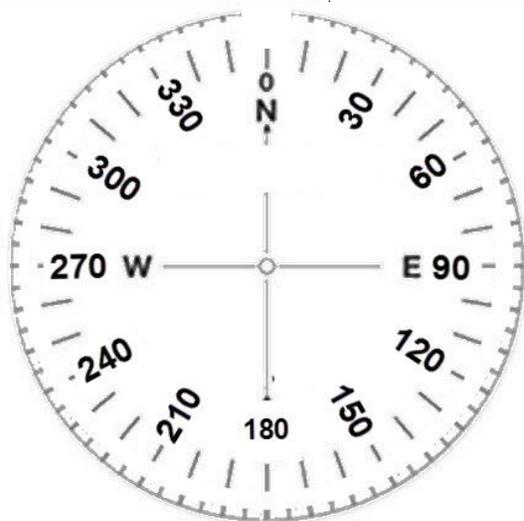
Blank ATIS

2

TZ

Wind

0



@ Kts

Gusting

Visibility

10

Snow

Fog

Haze

**BUU** AWOS

1

BKN OVC

Few SCT

, 00'

Elevation

1

BKN OVC

Few SCT

, 00'

Density Altitude

GROUND

Temp

Dew Pt

1

INFORMATION

RFD Approach

Altimeter

29

30

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

**CRAFT (#1)**

	RV	via	Fly Rwy Hdg	Or	Deg
				Upon Entering Controlled Airspace 700' in shaded Magenta, or Nt, else 1,200)	
		AF			

1	6									
2	7									
3	<table border="1"> <tr> <td>Climb</td> <td>Expect</td> <td>5 10 15</td> </tr> <tr> <td>1 2</td> <td></td> <td></td> </tr> <tr> <td>3 4 ,000'</td> <td></td> <td>,000'</td> </tr> </table>	Climb	Expect	5 10 15	1 2			3 4 ,000'		,000'
Climb	Expect	5 10 15								
1 2										
3 4 ,000'		,000'								
4	<table border="1"> <tr> <td>Freq</td> </tr> <tr> <td>1 .</td> </tr> </table>	Freq	1 .							
Freq										
1 .										
5	<table border="1"> <tr> <td>Squawk</td> </tr> <tr> <td></td> </tr> </table>	Squawk								
Squawk										

Void <b>Released</b> (immediate)	Void if not off by	Airport
<b>advise</b> if not off by	Time is <b>NOW</b> :	Runway <b>[HOME]</b>

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

Cleared To:

**CRAFT (#2)**

	RV	via	Fly Rwy Hdg	Or	Deg
		AF		Upon Entering Controlled Airspace (700' in shaded Magenta, or Nt, else 1,200)	
1			6		
2			7	DIRECT	
3			Climb	Expect	5 10 15
			1 2		
			3 4 ,000'	,000'	
4			Freq		
			1	. . . .	
5			Squawk		
				. . . .	

Void	Released (immediate)	Void if not off by	Airport
	advise if not off by	Time is NOW:	Runway [HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

Cleared To:

CRAFT (UN Controlled)

	via	Fly	Or
RV		Rwy Hdg	Deg
	AF		Upon Entering Controlled Airspace (700' in shaded Magenta, or Nt, else 1,200)
1	5		
	DIRECT		
2	Climb	Expect	5 10 15
	1 2		
	3 4 ,000'		,000'
3 <sub>3</sub>	Freq		
	1 .		
4	Squawk		
Void Released (immediate)	Void if not off by	Airport	
advise if not off by	Time is NOW:	Runway	
		[HOME]	

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

Cleared To:

# CRAFT out of KPWK

KSUE	via RV	Fly Rwy Hdg	Or Deg Upon Entering Controlled Airspace (700' in shaded Magenta, or Nt, else 1,200
1 GNS FLP #2 PMPKN	RAYNR	6 CYNDI	FDCBS: Direct Cyndi before KSUE, to avoid overwater, pls
2 NEATO	BRTMN	7	DIRECT
3 DLLAN	DNIKA	Climb 1 2 3 4 ,000'	Expect 5 10 15 ,000'
4 RONIC	TAAYZ	Freq 120.55 125.00	1 .
5 BAE	(carna ?)	Squawk	
Void Released (immediate)	Void if not off by		Airport KPWK
advise if not off by	Time is NOW:		Runway [HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

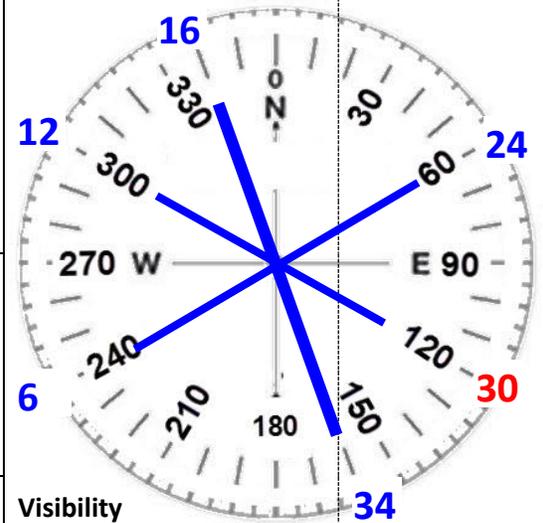
HOME

**KPWK****Executive**

CTZ

**16 | 34**

Wind

**0**

PAPI 5,000 x 150 PAPI

REIL Miri REIL

**12 \ 30**

@ Kts

PAPI 4,400 x 75 PAPI

REIL Miri REIL

**06 / 24**

Gusting

Visibility

**10**

Snow

PAPI 3,600 x 50 None!

**5**

Fog Haze

CRAFT on Previous page

**1 24.20**

ATIS

BKN OVC

Few SCT

, 00'

Pattern Alt:

**1,650**

Elevation

**647****1 19.90**

TOWER

BKN OVC

Few SCT

, 00'

Density Altitude

**1 21.70**

GROUND

Temp

DewPt

Rem:

Rem:

: INFORMATION

**1 24.70**

CLEAR

Altimeter

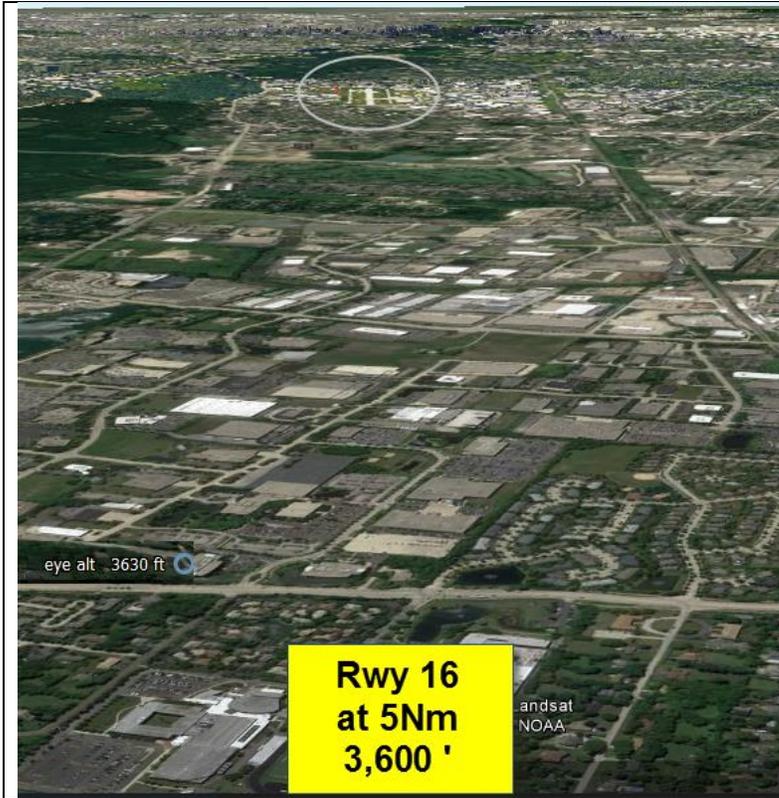
29

30

Weekdays: 6a-10p

Weekends: 7a-10p

[\[HOME\]](#)



# ILS Instructions on next page

# ILS APPROACH

(Alternate Illustration #1)

	Position	KFC 200	GNS 530W	Aspen Pro
1	While you are still on the GPS segment	<b>HDG</b>	<ul style="list-style-type: none"> <li>• <b>Load ILS 16 VTF</b></li> <li>• <b>111.9 in Nav <u>Active</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>GPSS</b></li> </ul>
2	When <b>ATC starts issuing Headings to intercept Localizer.</b>  At any time, since I am not yet using the GNS Approach waypoints		<ul style="list-style-type: none"> <li>• <b>ACTIVATE</b> the VTF Apprch</li> </ul>	<ul style="list-style-type: none"> <li>• <b>BUG</b> to what ATC says</li> <li>• <b>[GPSS]</b> to <b>HDG</b></li> </ul>
3	As I approach the localizer ... <b>2-15 Nm from FAF, 1.2 Nm laterally</b> <i>1Nm = about 30 sec</i> <i>Still not using VLOC</i>		verify auto <b>CDI</b> to <b>VLOC</b>  If not, press CDI to force VLOC	<ul style="list-style-type: none"> <li>• verify <b>CDI</b> (center) to <b>VLOC</b></li> </ul> Should auto follow GNS to VLOC if not press center button to force
4	When it is time to turn inbound... <i>(this uses GPSS to turn inbound...)</i>  <i>This may jog you left or right from current heading to intercept the VTF, so you might want to wait until you are almost on top of the localizer to minimize variance. This is still using the GPS underlay, not VLOC.</i>			<ul style="list-style-type: none"> <li>• <b>GPSS</b></li> </ul> <i>(NOT HDG)</i>
5	I am now inbound 'on the localizer'	<b>APPR</b>	<i>NOW</i> it is the <b>VLOC</b> signal from the GNS that is used by the AP	Verify <b>ILS</b> on display
6	You are now using the ILS VLOC	Verify <b>CPLD</b>		
7	Gear down at GS Intercept... ☺			

## Flying the ILS (Alternate Illustration #2):

**Inbound, until about 30 miles from the airport...**

**AutoPilot: [HDG]** This follows the GPS guidance at all times, or the Aspen heading bug.

**GPS: [FPL] is set to OBK / PWK**

Do NOT use the OBK in the APPRoach as the waypoint, as we will be deleting that OBK as part of removing the Proc Turn.

**[PROC] ILS 16** Select "**Vectors To Final**".

If you select the OBK option we will have to remove it because it is part of the Procedure Turn.

**LOAD** (NOT Activate)

**Toggle** ILS NAV freq from Stby to Active (see pic below) ONLY if not already there.



**ASPEN: [GPSS]** as you head to OBK

**When ATC starts giving you Vectors to intercept the ILS**

**ASPEN: (Right Knob) Set to assigned heading, to intercept the Localizer...**  
**[GPSS] Toggle off,** to follow Heading bug

**GPS: [PROC] Activate Vectors to Final**

Then **ENTER**

(You MAY want to manually Toggle [CDI] to ensure VLOC →)

**When it's time to intercept, then fly the ILS per se....**

**You MUST intercept the Localizer at least 2+ miles from the FAF**

If you intercept the Approach course *less* than 2 nm from the FAF, the GNS 530w DOES *not* automatically switch the VLOC – YOU must press the CDI key manually"



**ASPEN:**

**[GPSS] Toggle ON** (to GPS Steering)

You are now using the *GPS signal* from the Garmin to fly the Approach

Stay this way until you have turned inbound (MUCH better than CDI/VLOC for turning ☺).

Garmin should auto switch to VLOC (Aspen ditto) w/in 3-5 nm of FAF and 1 nm from center line

→ **IF NOT, press [CDI] on the Garmin to switch to VLOC** (see pic)

Until we switch the AutoPilot to [APPR] mode, we are not yet using the VLOC/ILS info.

**AutoPilot:**

**[APPR]** When:

- Established inbound, *and*
- VLOC is on Garmin (and Aspen).

No longer HDG mode - THIS is what now listens to the ILS/VLOC, and will intercept the GS.

(cf AutoPilot and IFR Approaches.docx also the ASPEN PFDxxx.pdf example doc)

# GOING MISSED

## From the G3 Manual:

### GO AROUND

- GO AROUND button.....PRESS – Verify GA / GA on G5, GI 275, or G3X  
(autopilot will not disengage)
- Autopilot (if engaged).....VERIFY airplane pitches up following flight director command bars
- Throttle.....APPLY Go Around power
- GMC 507 Mode Panel.....PRESS NAV to couple to selected navigation source  
OR  
PRESS HDG to Fly ATC Assigned Missed Approach Heading
- Altitude Preselect.....VERIFY  
Set to appropriate altitude.

### NOTE

The pilot is responsible for initial missed approach guidance in accordance with published procedure. When the GA button is pressed the **Flight Director command bars will command go-around pitch attitude and** wings level. The pilot must set Go Around power, then select the CDI to the appropriate navigation source and select the desired lateral and vertical flight director modes.

### AFCS VERTICAL MODES

Vertical Mode	Control	Annunciation	Reference Range	Reference Change Increment
Pitch Hold	(default)	PIT	20° Nose Up 15° Nose Down	0.5°
Selected Altitude Capture	*	ALTS		
Altitude Hold	ALT Key	ALT nnnnn		10 FT
Vertical Speed	VS Key	VS nnnn	-2000 to +2000 FPM	100 FPM
IAS Hold	IAS Key	IAS nnn	80 to 185 KIAS (92 to 213 MPH IAS)	1 KT (1 MPH)
Vertical Path Tracking (VNAV)	VNAV Key	VNAV		
VNAV Target Altitude Capture	**	ALTV		
Glidepath	APR Key	GP		
Glideslope		GS		
Takeoff or Go Around	GA Button	TO or GA	7°	
Level (LVL)	LVL Key	LVL	Zero Vertical Speed	
ESP High Pitch Engagement			ESP High Pitch Attitude engages at 20° nose up	
ESP Low Pitch Engagement			ESP Low Pitch Attitude engages at 15° nose down	
ESP High Airspeed Engagement			ESP High Airspeed engages at 198 KIAS (228 MPH IAS)	
ESP Low Airspeed Engagement			When above 200 FT AGL, ESP Low Airspeed engages at 70 KIAS (81 MPH IAS). (This mode only available if height above terrain is available from a compatible Garmin GPS).	

\* ALTS arms automatically when PIT, VS, IAS, or GA is active, and when VNAV is active if the Selected Altitude is to be captured instead of the VNAV Target Altitude.

\*\* ALTV arms automatically if the VNAV Target Altitude is to be captured instead of the Selected Altitude.

## Going Missed

Before you decide to Go Missed, the following should have been configured previously:

- A/P: APPR + AP engaged
- Gear: Down
- Flaps: 1 notch (of 2)
- Mixt: Rich
- Prop: In at ~2500
- G3 ALT Bug: Set for initial MA Altitude

If you decide to Go Missed, here's your sequence:

(Left hand is on the yoke where TOGA is, Right hand is (always) on the Throttle)

- Press TO/GA
  - Will immediately set FD to +7deg, Servos will follow
  - G3 will not let you stall:
    - it will nose down from +7 if you can't maintain minimal airspeed

- Power in Full
- Gear up
- Flaps up
  - Once the gear is up (3 seconds), that will more than compensate for the lost lift from the 1<sup>st</sup> notch of flaps. In addition, it takes another 1-2 seconds for flaps to retract.,

So “Wait until airspeed is established before retracting Flaps” seems moot.

#### Autopilot/Navigation:

Once you are passed the RWY waypoint, the GNS will make the MA hold be the next waypoint, but it will **SUSP**end sequencing. You then

- Press the CDI on the GNS 530 to **UN-SUSP**end, and the MA hold is your next waypoint, which the autopilot will take you to, laterally.
- The GA automatically sets **ALTS** (climb-and-hold at Selected **ALT**itude)
  - So your vertical navigation is also now set
  - So if your MA instructions are “Climb to xxx Altitude and go straight to the MA hold WPT”, you are set!
    - Note: For many – but not all – Holds, you climb and go direct to the Hold. But at PWK, you climb-then-turn-then go to the hold. I am not sure how this system handles that

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

Cleared To:

**CRAFT (KSUE- KPWK)**

<b>KPWK</b>	via	Fly	Or
	<b>AF</b>	<b>Rwy Hdg</b>	<b>Deg</b>
	<b>RV</b>		Upon Entering Controlled Airspace (700' in shaded Magenta, or Nt, else 1,200)

<b>1</b>	<b>BJB (West Bend)</b> ← on Garmin ☺	<b>5</b>	<b>DIRECT</b>									
<b>2</b>	<b>OBK</b>	<table border="1"> <tr> <td>Climb</td> <td>Expect</td> <td>5 10 15</td> </tr> <tr> <td>1 2</td> <td></td> <td></td> </tr> <tr> <td>3 4 ,000'</td> <td></td> <td>,000'</td> </tr> </table>	Climb	Expect	5 10 15	1 2			3 4 ,000'		,000'	
Climb	Expect	5 10 15										
1 2												
3 4 ,000'		,000'										
<b>3</b>	<b>HIGUH</b>	<table border="1"> <tr> <td>Freq</td> <td><b>119.25 GB</b></td> </tr> <tr> <td><b>1</b></td> <td>___ . ___</td> </tr> </table>	Freq	<b>119.25 GB</b>	<b>1</b>	___ . ___						
Freq	<b>119.25 GB</b>											
<b>1</b>	___ . ___											
<b>4</b>	<b>rnav 16</b>	<table border="1"> <tr> <td>Squawk</td> <td>___</td> </tr> <tr> <td></td> <td>___</td> </tr> </table>	Squawk	___		___						
Squawk	___											
	___											

Void <b>Released</b> (immediate)	Void if not off by	<b>Airport</b> <b>KSUE</b>
<b>advise</b> if not off by	Time is <b>NOW</b> :	<b>Runway</b> <b>02</b>  <b>28 20</b>

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

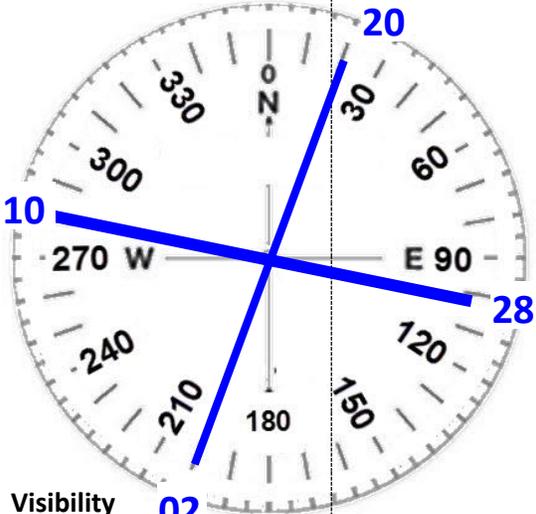
[3CK]

[HOME]

# KSUE

## Sturgeon Bay/ Cherryland

### CTZ

<b>02   20</b>			Wind  <b>0</b>	
PAPI	4,600 x 75	PAPI		
RLLS	Mirl	---	@ Kts	Visibility <b>02</b> <b>10</b>
<b>10 - 28</b>				
PAPI	3,200 x 75	PAPI	Gusting	Snow Fog Haze Rain
----	Mirl	----		
<b>C.R.A.F.T</b>				
On PREVIOUS Page.				

AWOS

**1 28.32**

920/743-7087

BKN OVC

Few SCT , 00'

Pattern **1,700**

Elevation **724**

CTAF

**1 22.70**

7 CLICKS FOR RLLS

BKN OVC

Few SCT , 00'

Density Altitude

GROUND

**1 -----**

Temp DewPt

Rem: Rem:

INFORMATION

[KPWK](#)

CLEAR

**1 19.25**

**Altimeter**

29

30

Barbara & Jerry

Cab: 920/818-1124 (\$24 to Scaturus; \$65 to Our Spot)

[DoorCountyCab@Gmail.com](mailto:DoorCountyCab@Gmail.com)

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

**Gate Codes:**

South Gate: 1 2 2 7 0

North Gate : # 2 5 2 5 *(literally include '#')*

FBO Lounge: 1 2 3 4 5 (S. side of Bldg.)

**Restaurants in Sturgeon Bay:**

- Scataros (Breakfast, Lunch, Bakery)
- Kimz Breakfast Galley
- Kitty's Irish Pub (Lunch) 59 E Oak St.
- Blue Front Café Cozy spot with an artful ambiance serving specialty sandwiches & more. 86 W Maple St.
- DC Fire Company (Sports Bar) 38 S 3rd Ave, Sturgeon Bay,  
(above: Blue Font Café)

FBO	Summer	Winter	
<b>HOURS</b>	Memorial/Labor day		
M-Thur	8 - 5	8 - 4	
Friday	8 - 6	8 - 5	
Sat/Sun	8 - 4	9 - 3	



[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

# KRPJ

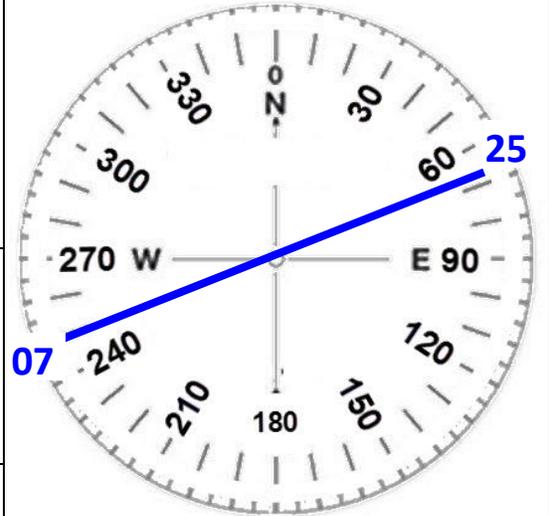
# Rochelle

# CTZ

## 7 / 25

Wind

# 0



PAPI

4,225 x 75

PAPI

RLLS

Mirl

REIL

@ Kts

Gusting

visibility

# 10

Snow

# 5

Fog Haze

ATIS

# 1 25.20

BKN OVC

Few SCT

# 00'

Pattern

# 1,781

Elevation

# 781

CTAF

# 1 22.97

BKN OVC

Few SCT

# 00'

Density Altitude

GROUND

# 1 - - - -

Temp

Dew Pt

INFORMATION

CLEAR

# 1 26.00

(Rockfor Dep)

Altimeter

29

30

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

# Burlington

Airport <b>KBUU</b> Burlington	Info	1 <b>14.50</b>
Rwy <b>11 - 29</b> PAPI 4,300 x 75 PAPI		Twr CTAF 1 <b>23.05</b>
Wind <b>0</b>	@ Kts (gust)	Grnd 1 <b>---</b>
Visibility 1 3 5 6 10	Rain Fog Haze Snow	Clear 1 <b>21.725</b>

## Sky

few BKN , 00 sct OVC	few BKN , 00 sct OVC	few <u>(GCO)</u> BKN , 00 sct OVC
----------------------------	----------------------------	---

Temp	Dew	FFM Fuel Est
Altimeter 29 30	Density Alt	Fuel Remaining T/O
Pattern <b>1,581</b>	<b>781</b>	Land
		[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

# ROCKFORD



Looking NORTH



Looking WEST



Looking SOUTH



Emory

+

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**KRFD****ROCKFORD**

CTZ

**01 | 19**

----

8,200 x 150

PAPI

RAIL

Hirl

---

**07 / 25**

PAPI

10,000 x 150

PAPI

CAT 3

Hirl

---

Emory is off of Rwy 25  
Use **SUGEE** (5nm) for VFR IAF Rwy 25

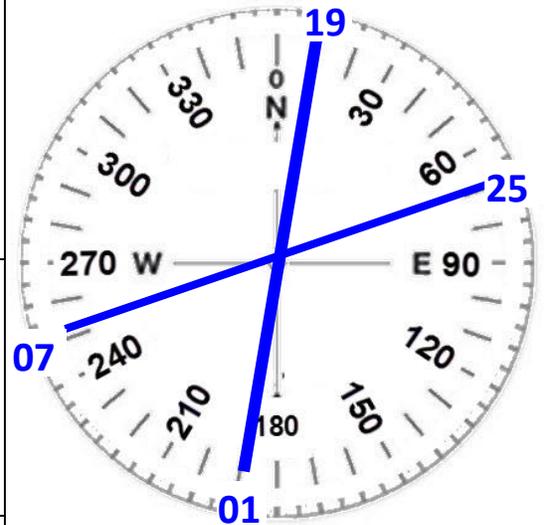
ATIS

Wind

0

@ Kts

Gusting



10

Snow

Fog

Haze

Rain

5

**1 27.60**

ATIS

BKN OVC

**1 21.00**APPROACH  
From East

Few SCT

, 00'

**1 18.10/.3.**

CTAF

BKN OVC

Few SCT

, 00'

**1 21.90**

GROUND

Temp

Dew Pt

**1 19.25**

CLEAR

Altimeter

29

30

Pattern

**1,500**

Elevation

**742**Density  
Altitude

INFORMATION

APPROACH

**121.0**

from East

[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

C59

Lake Lawn

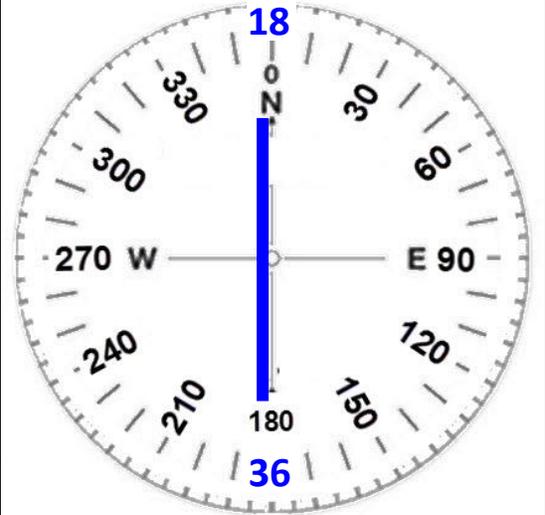
CTZ

18 | 36

None	4,400 x 80	None
None	None	None

Wind

0



@ Kts

Gusting

Resort: 262/728-7950

Visibility

10

Snow

Fog Haze

BUU AWOS

BKN OVC

1 25.75

(262) 757-0907

Few SCT

, 00'

2,000

Elevation

981

1 22.90

BKN OVC

Few SCT

, 00'

Density Altitude

GROUND

Temp

Dew Pt

1

INFORMATION

RFD Approach

Altimeter

29

30

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

# 3CK

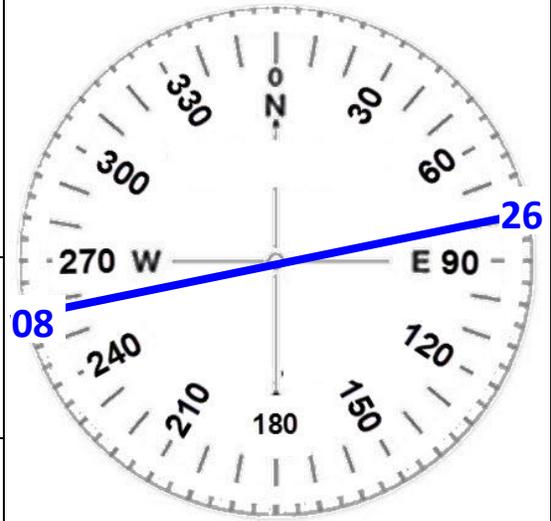
# Lake in Hills

CTZ

## 8 / 26

Wind

# 0



PAPI

3,800 x 50

PAPI

Lrl

@ Kts

Gusting

Visibility

# 10

Snow

# 1 23.05

AWOS

815/444-1729

BKN OVC

Few SCT

00'

# 1,900

Elevation  
Pattern

# 887

# 1 23.05

UNICOM

5 SLOW CLICKS FOR AWOS

BKN OVC

Few SCT

00'

Density  
Altitude

GROUND

Temp

Dew Pt

INFORMATION

# 1 - - - - -

CLEAR

Altimeter

29

30

# 847 / 289-0926

Chicago TRACON

[\[HOME\]](#)

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

# Waukegan

<b>Airport</b> <b>KUGN</b> Waukegan		Info	1 <b>32.40</b>
<b>Rwy</b> <b>05 / 23</b> PAPI PAPI RAIL 6,000 x 150		<b>14 \ 32</b> VASI (none) 3,700 x 50	<b>Twr</b> CTAF 1 <b>20.05</b>
<b>Wind</b>  <b>0</b>	@ Kts (gust)	<b>Grnd</b> 1 <b>21.65</b>	
<b>Visibility</b> 1 3 5 6 10		<b>Rain</b> Fog Haze Snow	<b>1</b> <b>-----</b> (sic) <b>Clear</b>

### Sky

few BKN	few BKN	few BKN
, 00	, 00	, 00
sct OVC	sct OVC	sct OVC

<b>Temp</b>	<b>Dew</b>
<b>Altimeter</b> 29 30	<b>Density Alt</b>

<b>Pattern</b> <b>1,500</b>	<b>727</b>
--------------------------------	------------

<b>FFM</b> Fuel Est
Fuel Remaining T/O
Land
<a href="#">[HOME]</a>

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

# C77

# Poplar Grove

# CTZ

## 12 | 30

3,750 x 50

Lrl

## 9 - 27

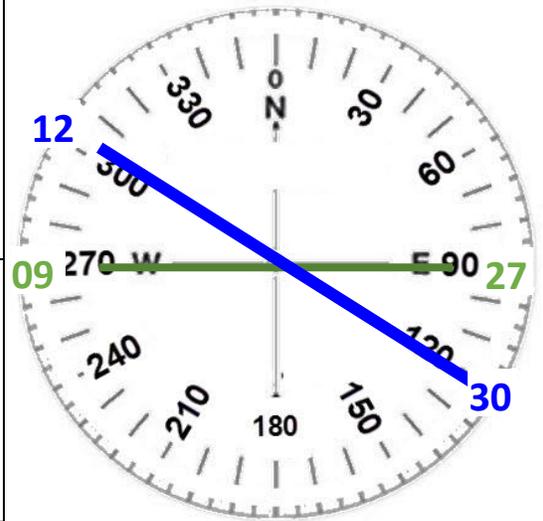
2,700 x 200

Wind

# 0

@ Kts

Gusting



Visibility

# 10

# 5

Snow

Fog Haze

Rain

ATIS

# 1 27.60

RFD

BKN OVC

Few SCT

, 00'

Pattern

# 1,581

Elevation

# 857

UNICOM

# 1 22.80

BKN OVC

Few SCT

, 00'

Density Altitude

GROUND

Temp

Dew Pt

# 1 ----

INFORMATION

CLEAR

# 815/ 484-5690

Altimeter

29

30

[\[HOME\]](#)

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)

# Mackinac Island

Airport <b>KMCD</b> Mackinac Island	Info	1 <b>18.75</b>
Rwy <b>8 - 26</b> Papi M irl 3,500 x 75 Papi		Twr CTAF 1 <b>22.70</b>
Wind <b>0</b>	@ Kts (gust)	Grnd 1 - - - -
Visibility 1 3 5 6 10	<del>Rain</del> Fog Snow Haze	1 Clear

### Sky

few BKN , 00 sct OVC	few BKN , 00 sct OVC	few BKN , 00 sct OVC
----------------------------	----------------------------	----------------------------

Temp	Dew
Altimeter 29 30	Density Alt

Pattern <b>1,900</b>	<b>740</b>
No Gas \$10 ramp fee \$7-10/pp buggy ride into town .>1,900 over town/shore	

FFM Fuel Est
Fuel Remaining T/O
Land
<a href="#">[HOME]</a>

[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

# KLNR

# Lone Rock

## CTZ

# 09 - 27

PAPI

5,000 x 75

PAPI

Miri

# 18 | 36

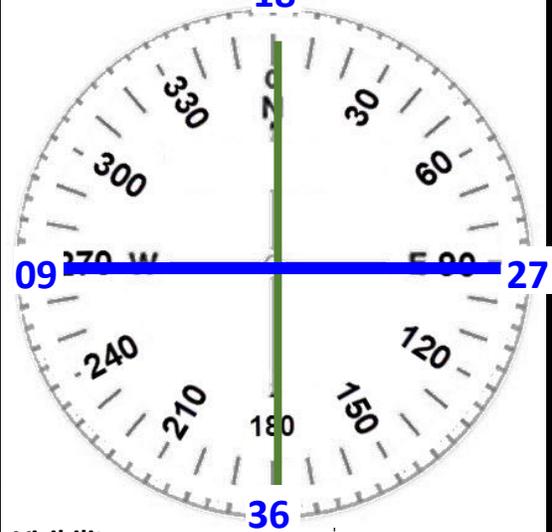
1,850 x 50

Wind

# 0

@ Kts

Gusting



Visibility

# 10

# 5

Snow

Fog

Haze

Rain

ATIS

# 1 19.425

BKN OVC

Few SCT

# 00'

Pattern

# 1,500

Elevation

# 717

CTAF

# 1 123.00

BKN OVC

Few SCT

# 00'

Density Altitude

GROUND

# 1

Temp

Dew Pt

INFORMATION

CLEAR

# 1

Altimeter

29

30

[HOME]

[Craft unCtl]

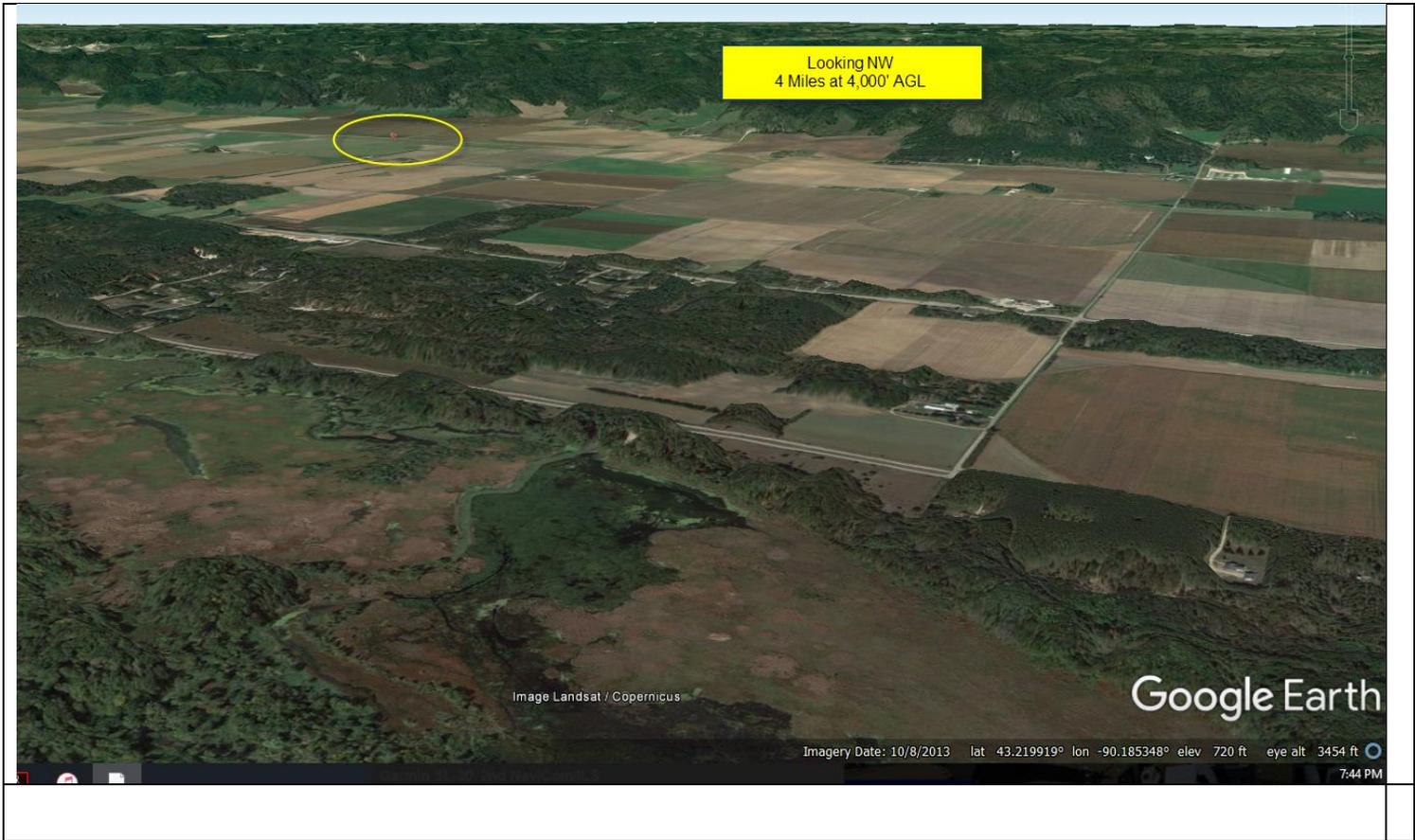
[KSUE]

[KPWK]

[Craft CTL]

HOME

Lone Rock



[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

# DeKalb

Airport **KDKB**  
DeKalb

Info

ATIS  
**119.075**

Rwy **02 / 20**  
PAPI RAIL 7,000 x 100

**9 / 27**  
PAPI 4,200 x 75

Twr CTAF  
**122.70**

Wind  
**0**

@ Kts (gust)

Grnd  
**1 - - - -**

Visibility  
1 3 5 6 10

Rain  
Fog Haze  
Snow

Clear  
**121.725** GCO

## Sky

few BKN  
sct OVC  
**, 00**

few BKN  
sct OVC  
**, 00**

**847/ 289 -0926**  
few BKN  
sct OVC  
**, 00**

Temp

Dew

FFM  
Fuel Est

Altimeter  
29  
30

Density Alt

Fuel Remaining  
T/O

Pattern  
**1,914**

**914**

Land  
  
**[HOME]**

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)

# Ephraim/Gibraltar

Airport <b>3D2</b> Ephraim / Gibraltar	Info	ATIS <b>1 24.175</b>
Rwy <b>14 \ 32</b> Papi M ir l 2,700 x 60 Papi		Twr CTAF <b>1 23.00</b>
Wind <b>0</b>	@ Kts (gust)	Grnd <b>1 - - - -</b>
Visibility 1 3 5 6 10 Fog Rain Haze Snow		Clear <b>1 - - - -</b>

Sky

few BKN , 00 sct OVC	few BKN , 00 sct OVC	few BKN , 00 sct OVC
----------------------------	----------------------------	----------------------------

Temp	Dew
Altimeter 29 30	Density Alt
Pattern <b>1,700</b>	Elevation <b>773</b>

FFM Fuel Est
Fuel Remaining T/O
Land   <a href="#">[HOME]</a>

[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**KMSN****Madison (Dane)**

CTZ

**18 | 36**

PAPI 9,000 x 150 PAPI

RAIL Mirl RAIL

**3 / 21**

PAPI 7,200 x 150 PAPI

??? Mirl REIL

**14 \ 32**

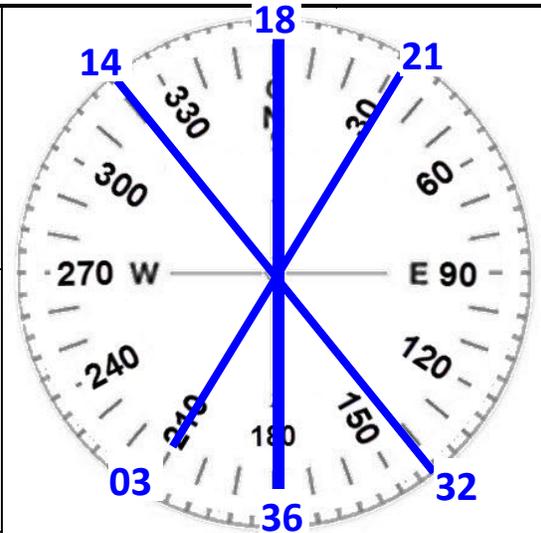
PAPI 5,850 x 150 PAPI!

Wind

**0**

@ Kts

Gusting



Visibility

**10****5**

Snow

Fog Haze

Rain

ATIS

**1 24.65**

BKN OVC

Few SCT , 00'

CTAF

**1 19.30**

BKN OVC

Few SCT , 00'

GROUND

**1 21.90**

Temp

Dew Pt

CLEAR

**1 21.62**

Altimeter

29

30

Pattern

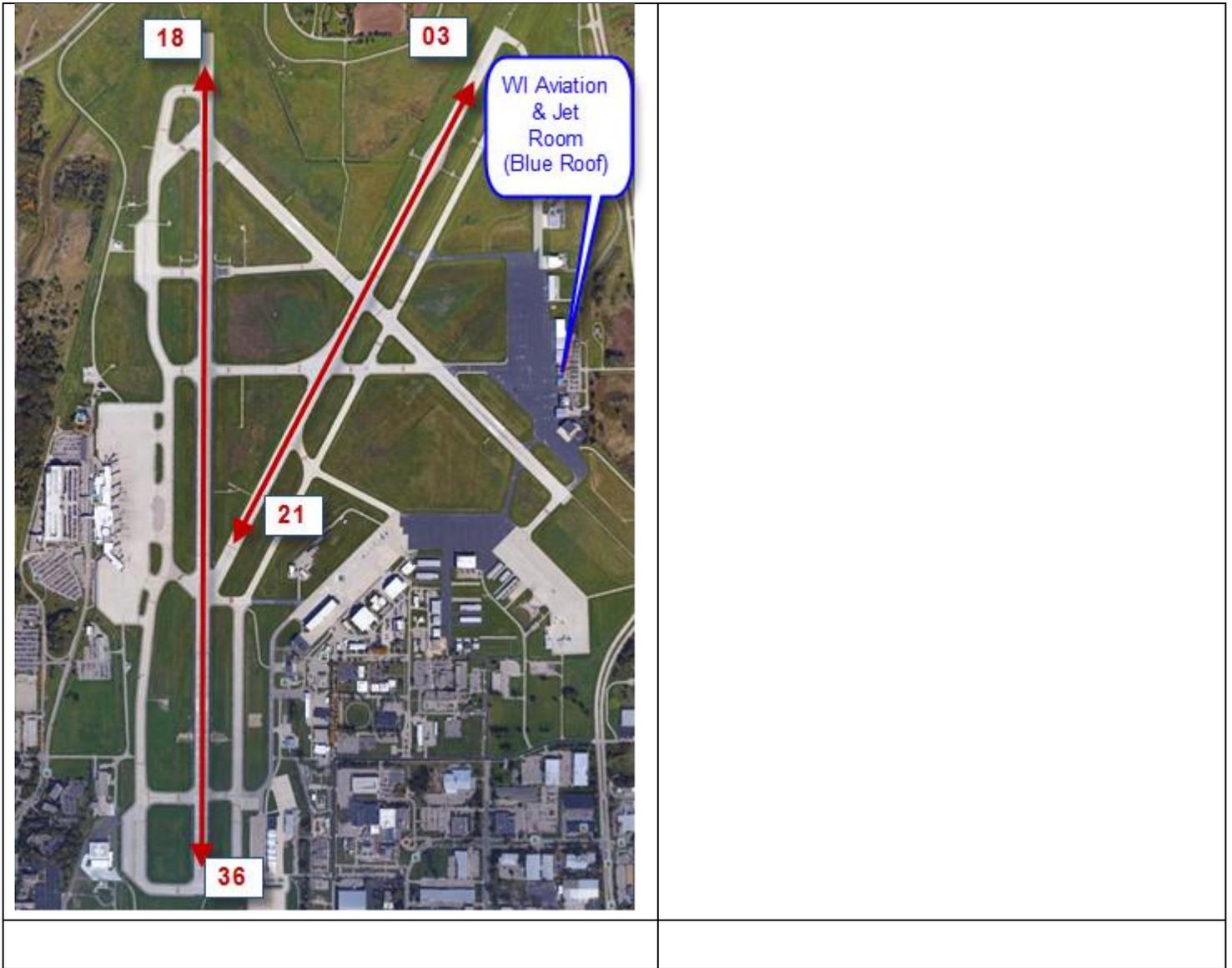
**1,900**

Elevation

**886**Density  
Altitude

INFORMATION

Wisconsin Aviation  
FBO/Restaurant is at the East[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)



[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

### Grand Rapids

Airport <b>KGRR</b> Grand Rapids	Info <b>8L – 26R</b> POOR conc 5,000 x 100	ATIS <b>1 18.725</b>
Rwy <b>8R – 26L</b> Papi M irl 10,000 x 150	<b>17 – 35</b> M irl 8,500 x 150	Twr CTAF <b>1 35.65</b>
Wind <b>0</b>	@ Kts (gust)	Grnd <b>1 21.80</b>
Visibility 1 3 5 6 10 Fog Rain Haze Snow		Clear <b>1 19.30</b>

#### Sky

few BKN , 00 sct OVC	few BKN , 00 sct OVC	few BKN , 00 sct OVC
----------------------------	----------------------------	----------------------------

Temp	Dew
Altimeter 29 30	Density Alt
Pattern <b>1,600</b>	<b>794</b>

FFM Fuel Est
Fuel Remaining T/O
Land  <a href="#">[HOME]</a>

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)

## French Lick, IN

Airport <h1 style="margin: 0;">KFRH</h1> <p style="margin: 0;">French Lick</p>	Info	ATIS <h1 style="margin: 0;">118.075</h1>
Rwy <h1 style="margin: 0;">8 - 26</h1> <p style="margin: 0; font-size: small;">Vasi Vasi M irl 5,500 x 100</p>		CTAF <h1 style="margin: 0;">122.80</h1>
Wind <h1 style="margin: 0; font-size: 2em;">0</h1>	@ Kts <span style="float: right;">(gust)</span>	Grnd <h1 style="margin: 0; font-size: 2em;">1</h1>
Visibility <div style="display: flex; justify-content: space-around; font-size: 1.5em;"> <span>1</span><span>3</span><span>5</span><span>6</span><span>10</span> </div>	<div style="display: flex; justify-content: space-around;"> <span style="font-size: 1.5em;">Fog</span> <span style="font-size: 1.5em;">Haze</span> </div> <div style="display: flex; justify-content: center; margin-top: 5px;"> <span style="color: purple; font-size: 1.5em;">Snow</span> </div>	<div style="display: flex; justify-content: space-between;"> <span style="font-size: 2em;">1</span> <span>Clear</span> </div>

### Sky

few BKN <div style="text-align: center; font-size: 2em;">, 00</div>	few BKN <div style="text-align: center; font-size: 2em;">, 00</div>	few BKN <div style="text-align: center; font-size: 2em;">, 00</div>
sct OVC	sct OVC	sct OVC

Temp	Dew	FFM Fuel Est
Altimeter 29  30	Density Alt	Fuel Remaining T/O
Pattern <h1 style="margin: 0; font-size: 2em;">1,600</h1>	<h1 style="margin: 0; font-size: 2em;">792</h1>	Land
Enterprise Car Rental - (812) 634-6344 (Call ahead to reserve) Airport: 812/936-222 <b>Attendance:</b> 09:00 - 17:00		<a href="#">[HOME]</a>

[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

# Syrma (Nashville)

Airport <b>KMQY</b> Smyrna	Info	ATIS <b>1 19.125</b>
Rwy <b>01-19</b> Papi M irl 5,500 x 100	<b>14-32</b> Papi M irl 8,000 x 150	Twr CTAF <b>1 18.15</b>
Wind <b>0</b>	@ Kts (gust)	Grnd <b>1 21.40</b>
Visibility 1 3 5 6 10	Rain Fog Haze Snow	Clear <b>1 21.7,.4</b>

few BKN sct OVC	, 00	few BKN sct OVC	, 00	few BKN sct OVC	, 00
--------------------	------	--------------------	------	--------------------	------

Temp	Dew
Altimeter 29 30	Density Alt
Pattern <b>1,500'</b>	<b>543'</b>

FFM Fuel Est
Fuel Remaining T/O
Land
<a href="#">[HOME]</a>

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[HOME]

[KSUE]

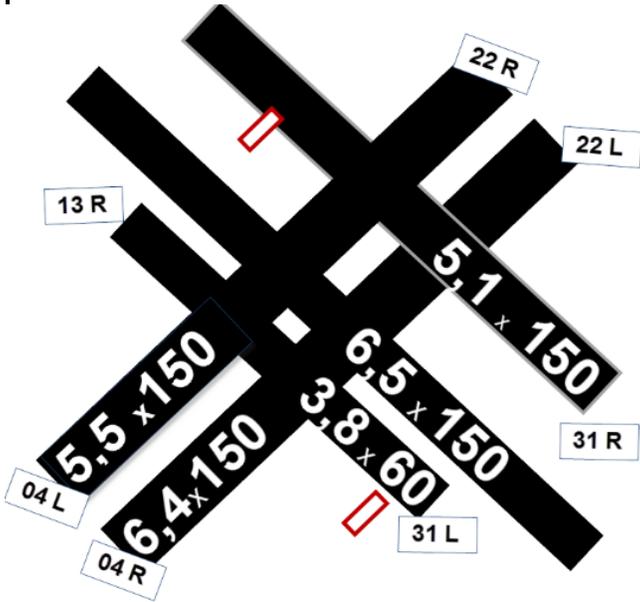
[KPWK]

[KRFD]

[3CK]

[HOME]

(Chicago Midway)



Info

ATIS

1 32.75

Kts

Twr

CTAF

1 18.70

Grnd

1 21.65

Visibility

04 / 22 LR 13 \ 31 CR

Rain

Clear

1 21.85  
24.625

Sky

few

13 \ 31

BKN

OVC

sct

few

BKN

Mirl

00

OVC

sct

Mirl ~6,000 x 150

few

5,000+ x 150

sct

Papi

BKN

00

OVC

Temp

Papi

Dew

FFM  
Fuel Est

Altimeter

29

30

Density Alt

Fuel Remaining  
T/O

Pattern

1,500'

620'

Land

(Pictures on Next Page)

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K MDS

Midway

CTZ

			Wind	0	
NONE	5,000 x 150	PAPI			
RLLS	Mirl	REIL			
\			@ Kts		
PAPI	4,400 x 75	PAPI			
REIL	Mirl	REIL			
/			Gusting		Visibility <b>10</b> <b>5</b>
PAPI	3,600 x 50	None!			Snow Fog Haze Rain

1 <b>27.75</b> 5 CLICKS FOR AWOS?	AWOS BKN OVC , 00' Few SCT	<b>1,000</b> Elevation <b>800</b>
1 <b>22.80</b> 5 CLICKS FOR PCL ?	UNICOM BKN OVC , 00' Few SCT	Density Altitude
1 - - - -	GROUND Temp Dew Pt	INFORMATION
CLEARANCE	Altimeter 29 30	<a href="#">HOME</a>

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME



[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)

# Oneida Scott Municipal (South Fork)

Airport <b>KCSK</b> Scott Municipal	Info	ATIS <b>135.025</b>
Rwy <b>05-23</b> Papi 5,500 x 75 Papi		CTAF <b>122.80</b>
Wind <b>0</b>	@ Kts (gust)	Grnd <b>1 - - - -</b>
Visibility 1 3 5 6 10 Fog Rain Haze Snow		Clear <b>1 - - - -</b>

Sky

few BKN , 00 sct OVC	few BKN , 00 sct OVC	few BKN , 00 sct OVC
----------------------------	----------------------------	----------------------------

Temp	Dew	FFM Fuel Est
Altimeter 29 30	Density Alt	Fuel Remaining T/O
Pattern <b>2,500'</b>	Elevation <b>1,544'</b>	Land
		<a href="#">[HOME]</a>

[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

# KSDF

# Louisville

# ETZ

PWK Tower suggested Filing EON, TTH to avoid long list of waypoints..

<b>17L   35R</b>			Wind	0	
PAPI	8,500 x 150	PAPI	@ Kts		
RAIL	Mirl	RLLS			
<b>17R   35L</b>					
PAPI	12,000x150	PAPI			
RAIL	Mirl	RAIL			
<b>11 \ 29</b>			Gusting	Visibility	
PAPI	7,200 x 150	PAPI	(Land <b>17 L</b> , then North on	10	Snow
NONE	Mirl	RAIL	TWY 'Echo' to Atlantic on <b>129.90</b> )	5	Fog Haze
					Rain

ATIS

**1 18.725**

BKN OVC

Few SCT , 00'

Pattern

**1,500**

Fld Elev **500**

CTAF

**1 24.20**

BKN OVC

Few SCT , 00'

Density Altitude

GROUND

**1 21.70**

Temp DewPt

: INFORMATION

**PICTURES ON NEXT PAGE**

CLEAR

**1 26.10**

Altimeter

29

30

\$5 Landing Fee ; \$20 Overnt  
\$40 Parking or 5 Gal of Fuel  
ATLANTIC is in NE Corner,  
**129.90** [HOME]

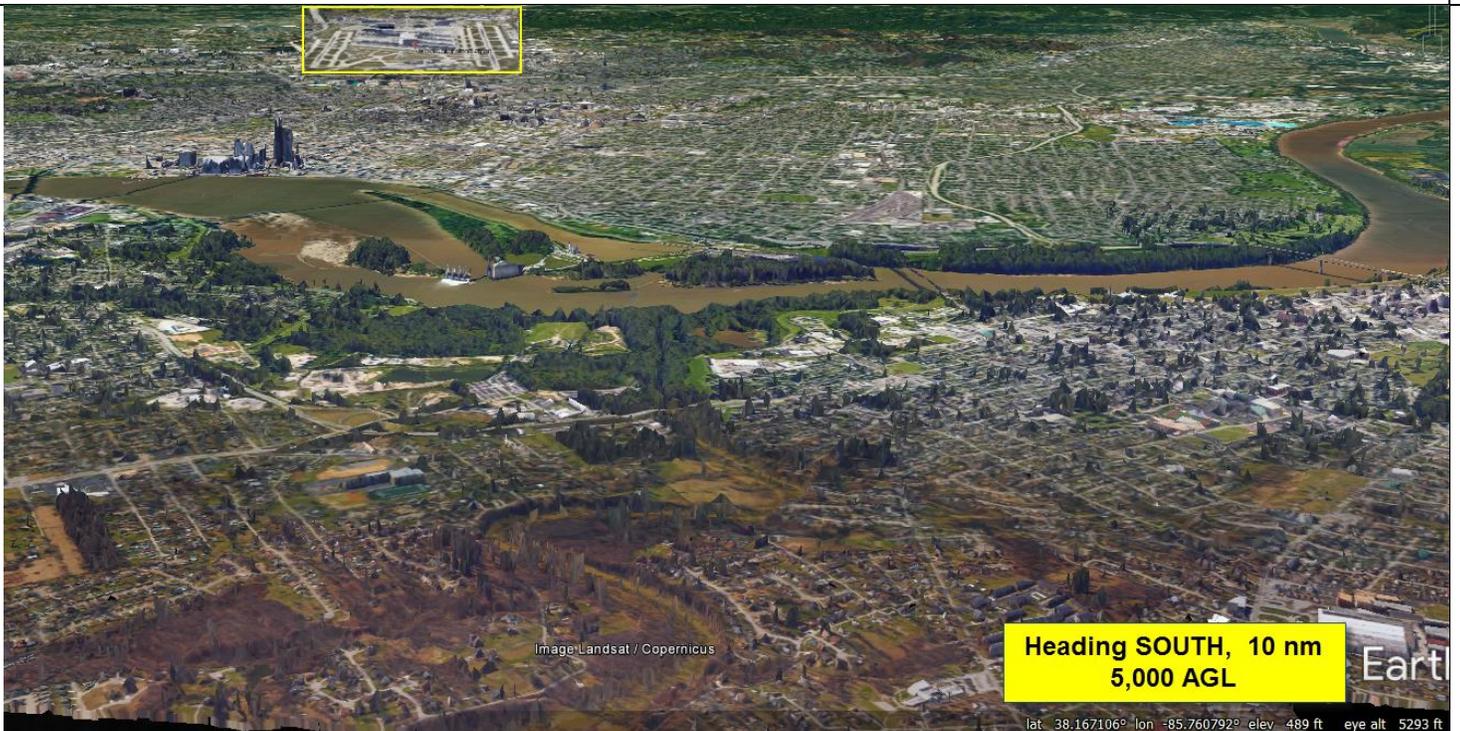
[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME



[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**KENW****Kenosha**

CTZ

**7L - 25R**

PAPI 5,500 x 100 PAPI

RAIL Miri ---

**7R - 25L**

PAPI 3,300 x 75 PAPI

--- Miri ---

**15 \ 33**

VASI 4,400 x 100 VASI

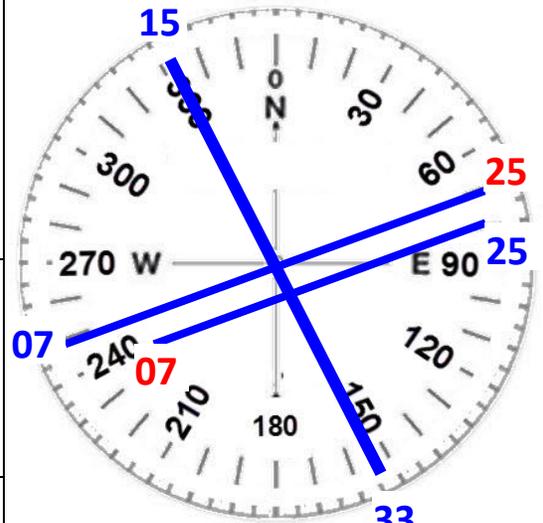
--- HIRL ---

Wind

0

@ Kts

Gusting



Visibility

10

Snow

Fog Haze

5

1 **27.17**

ATIS

BKN OVC

Few SCT

, 00'

Pattern

**1,750**

Elevation

**740**1 **18.60**

CTAF

BKN OVC

Few SCT

, 00'

Density  
Altitude1 **21.87**

GROUND

Temp

Dew Pt

INFORMATION

11

CLEAR

Altimeter

29

30

[\[HOME\]](#)[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

[\[HOME\]](#)

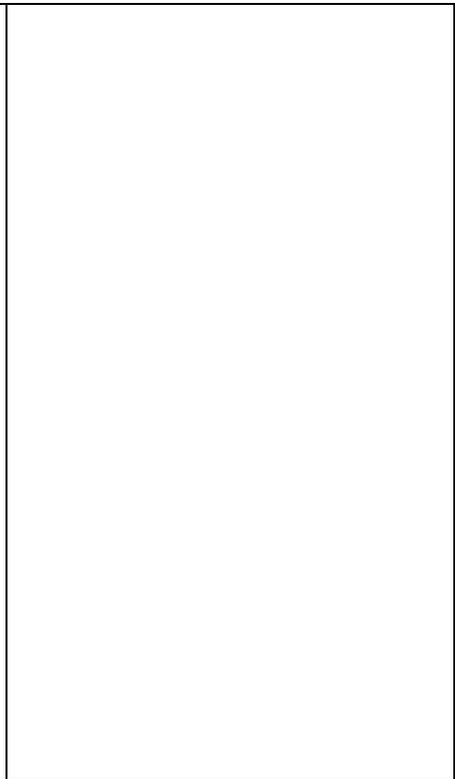
[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

# KEYE

# Eagle Creek (Indy)

# ETZ

## 03 | 21

PAPI

4,200 x 75

PAPI

---

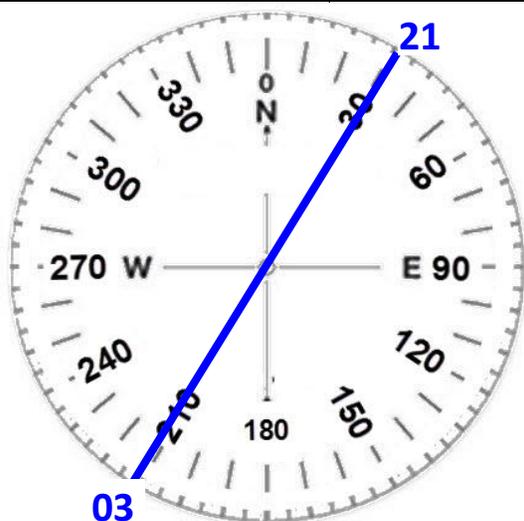
MIRL

Wind

# 0

@ Kts

Gusting



Visibility

# 10

# 5

Snow

Fog

Haze

ATIS

# 1 21.57

BKN OVC

Few SCT

# 00'

Pattern

# 1,800

Elevation

# 822

UNICOM

# 1 22.80

BKN OVC

Few SCT

# 00'

Density Altitude

GROUND

# 1 - - - -

Temp

Dew Pt

INFORMATION

CLEAR

# 1 28.60

Altimeter

29

30

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[\[HOME\]](#)

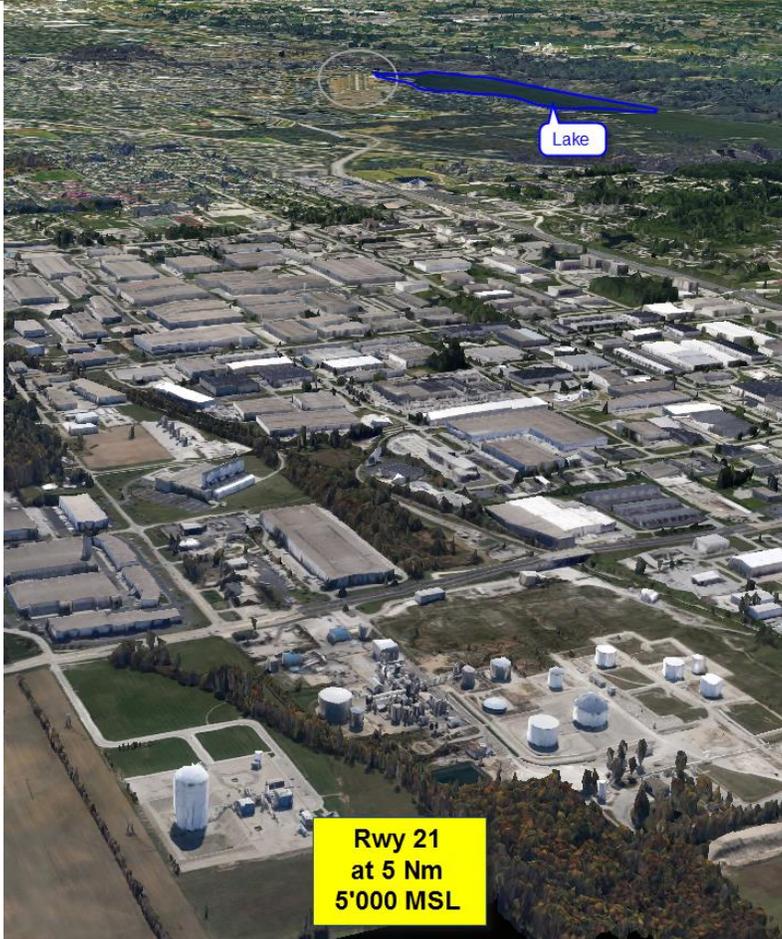
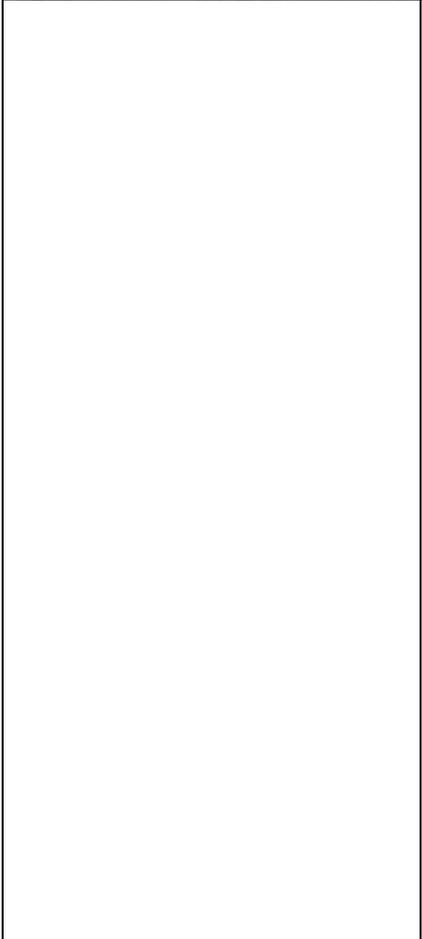
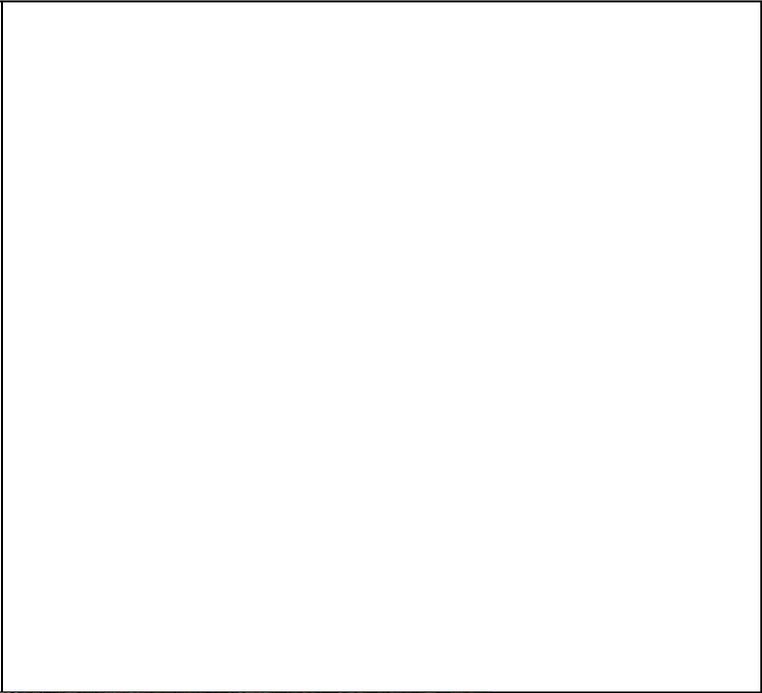
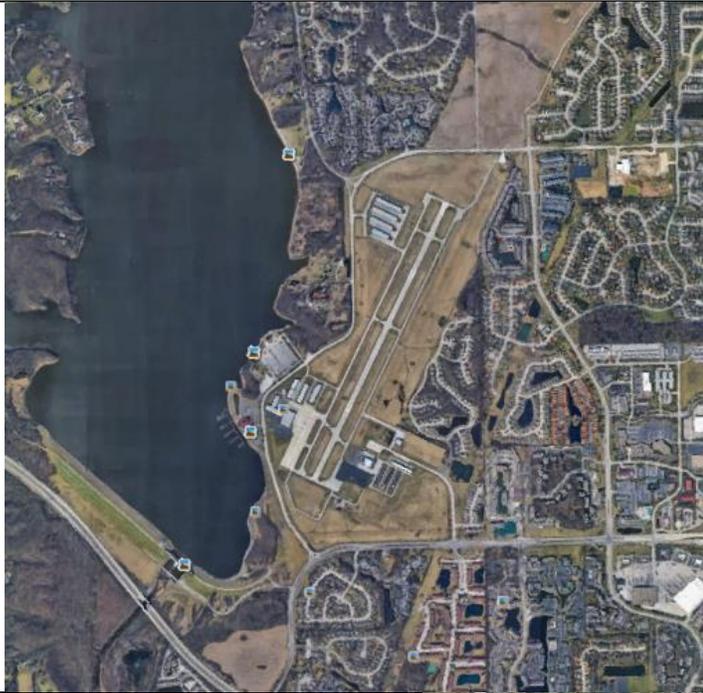
[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**KBNA****Nashville, Int'l**

CTZ

**02L | 20R**

NONE | 7,700 x 150 | PAPI

RLLS | Mirl | RLLS

**02C | 20C**

NONE | 8,000 x 150 | PAPI

RAIL | Mirl | NONE

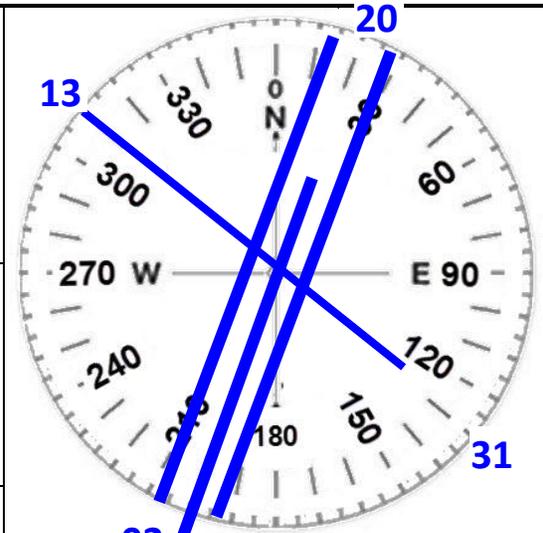
**02R | 20L**NONE | 8,000 x 150 | NONE  
RLLS | Mirl | RAIL

Wind

0

@ Kts

Gusting



Visibility 02

10

5

Snow

Fog Haze

1 **35.10**

ATIS

BKN OVC

Few SCT

, 00'

Pattern

**1,500**

Elevation

**600**1 **118.60**

CTAF

BKN OVC

Few SCT

, 00'

Density  
Altitude

GROUND

Temp

Dew Pt

1 **21.90**

CLEAR

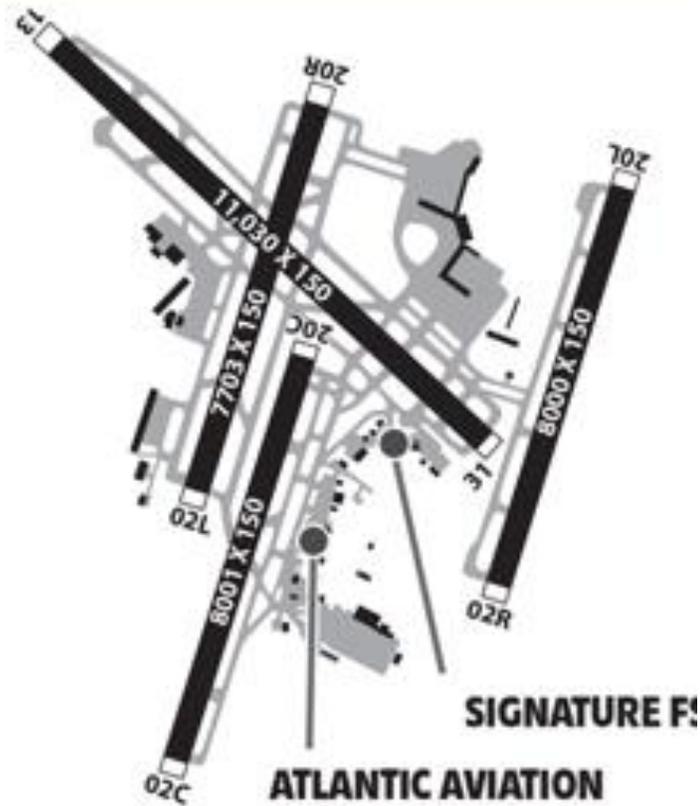
Altimeter

29

30

INFORMATION

[\[HOME\]](#)[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

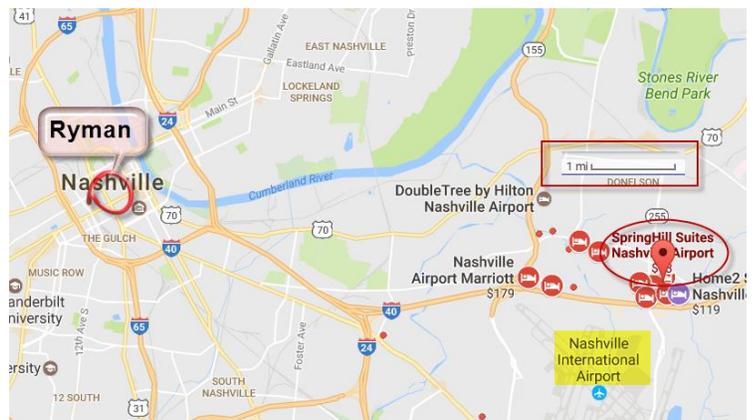


Signature: 24/7 615/361-3000

The normal rates/fees at BNA are as follows (1/2017) :

- no landing fee at BNA
- no security fee at BNA
- \$40 handling fee, waived with a 7-gallon purchase
- The overnight tie down fee is \$15/night
- Crew Car is \$27/day ☺
- There are 2 avgas fuel discount programs
  - “Weekday Fuel-Up” program and the
  - “Weekend Take-Off” program

Advise the counter staff that you are based at Signature-PWK with General Manager Al Palicki and they may assist further with decreasing your operating costs.



[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K35

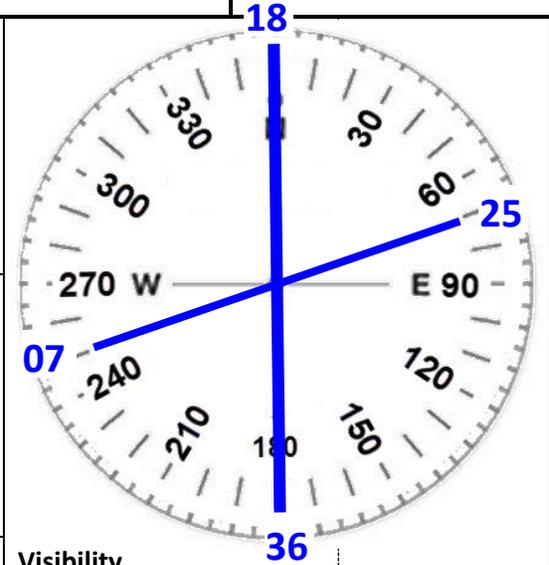
# Reedsburg

CTZ

## 18 | 36

Wind

# 0



<b>PAPI</b>	4,800 x 75	None
None	<b>Mirl</b>	None

## 07 / 25

@ Kts

None	2,500 x 50	None
None	<b>Mirl</b>	None

Disp TH: 18: 440 36: 300'  
 07:230' 25: 300'

Gusting

Visibility

# 10

Snow

Fog Haze

# 5

Rain

ATIS

# 1 18.95

BKN OVC

Few SCT , 00'

Pattern **1,900**

Elevation **900**

UNICOM

# 1 22.80

BKN OVC

Few SCT , 00'

Density Altitude

GROUND

# 1 -----

Temp

Dew Pt

INFORMATION

CLEAR

# 12

Altimeter

29  
30

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K ZPH

Zephyr hills

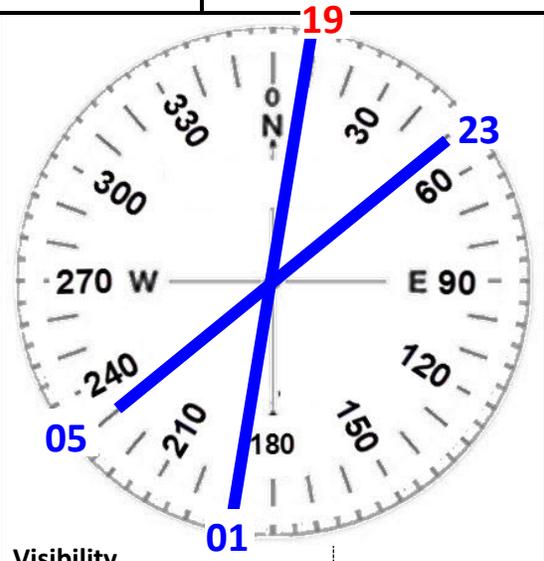
ETZ

01 | 19

None	4,700 x 100	None
None	Mirl	None

Wind

0



05 \ 23

@ Kts

PAPI	5,000 x 100	PAPI
None	Mirl	None

Gusting

Visibility

10

5

Snow

Fog Haze

Rain

AWOS

1 18.97

BKN OVC

Few SCT , 00'

Pattern 1,100

Elevation 89

UNICOM

1 23.07

BKN OVC

Few SCT , 00'

Density Altitude

GROUND

1 -----

Temp

Dew Pt

INFORMATION

1 19.90 ?? CLEAR

Altimeter

29

30

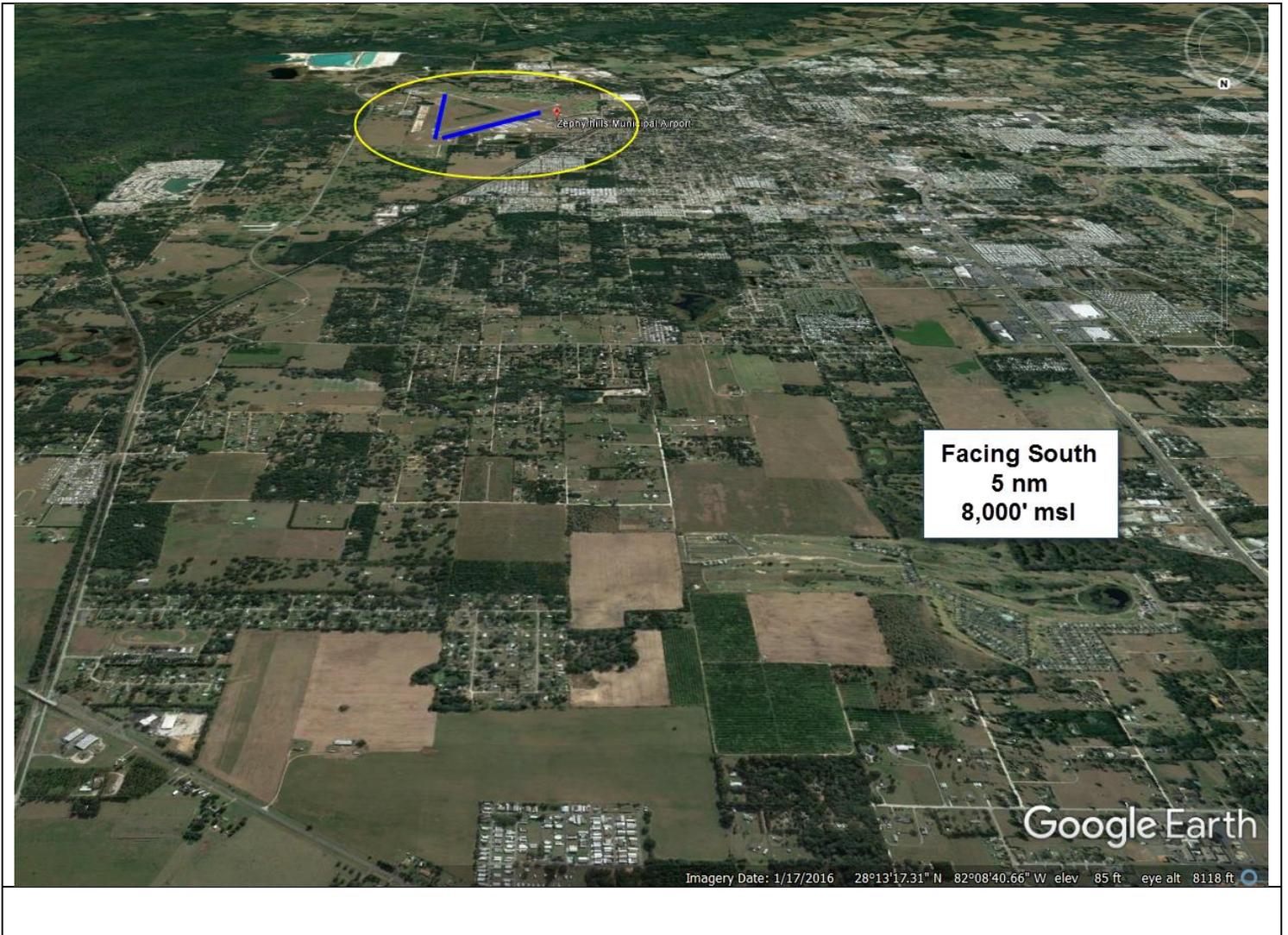
[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME



[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

15FL

Cannon Creek

ETZ

09 -27

NONE

2,600 x 50

NONE

Turf

18 | 36

NONE

3,500 x 25

NONE

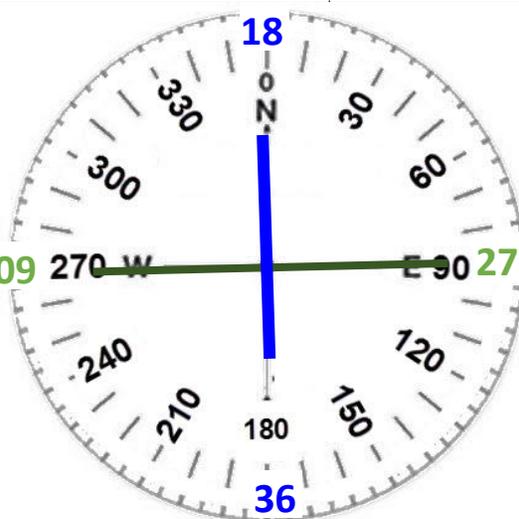
PICTURES ON THE NEXT PAGE

NONE

Wind

0

@ Kts



Gusting

Visibility

10

5

Snow

Fog

Haze

Rain

ATIS

BKN OVC

Few SCT

00'

Elevation

1 20.67

(at KLCQ, 6 nm NE)

(700' in shaded Magenta, or Nt, else 1,200)

125

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

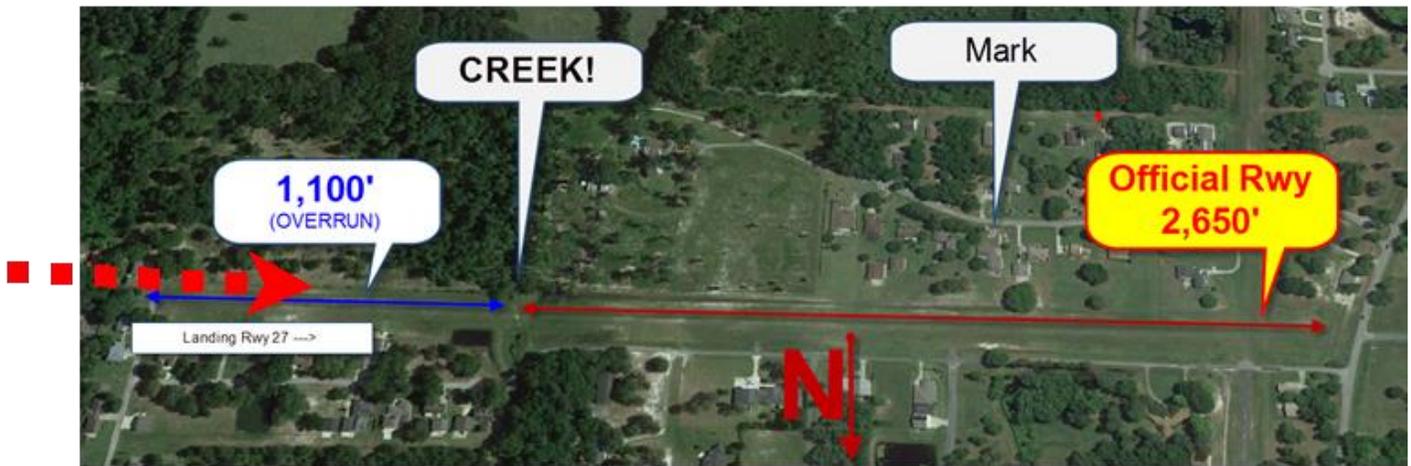
[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)

<p>CTAF</p> <p><b>1 23.00</b></p>	<p>BKN OVC</p> <p>Few SCT , 00'</p>	<p>Density Altitude</p>
<p>TOWER</p> <p><b>119.3 ←KLCQ</b></p> <p>Lake City Gateway (LCQ) is now a <b>Class D airport.</b> 5.5 NM NE of this airport</p>	<p>Temp Dew Pt</p>	<p>INFORMATION</p>
	<p><b>Altimeter</b></p> <p>29</p> <p>30</p>	<p>Be aware of a 420' AGL tower South Southeast of CCA. You will fly close to it when on downwind and base for runway 27</p> <p><a href="#">[HOME]</a></p>

[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

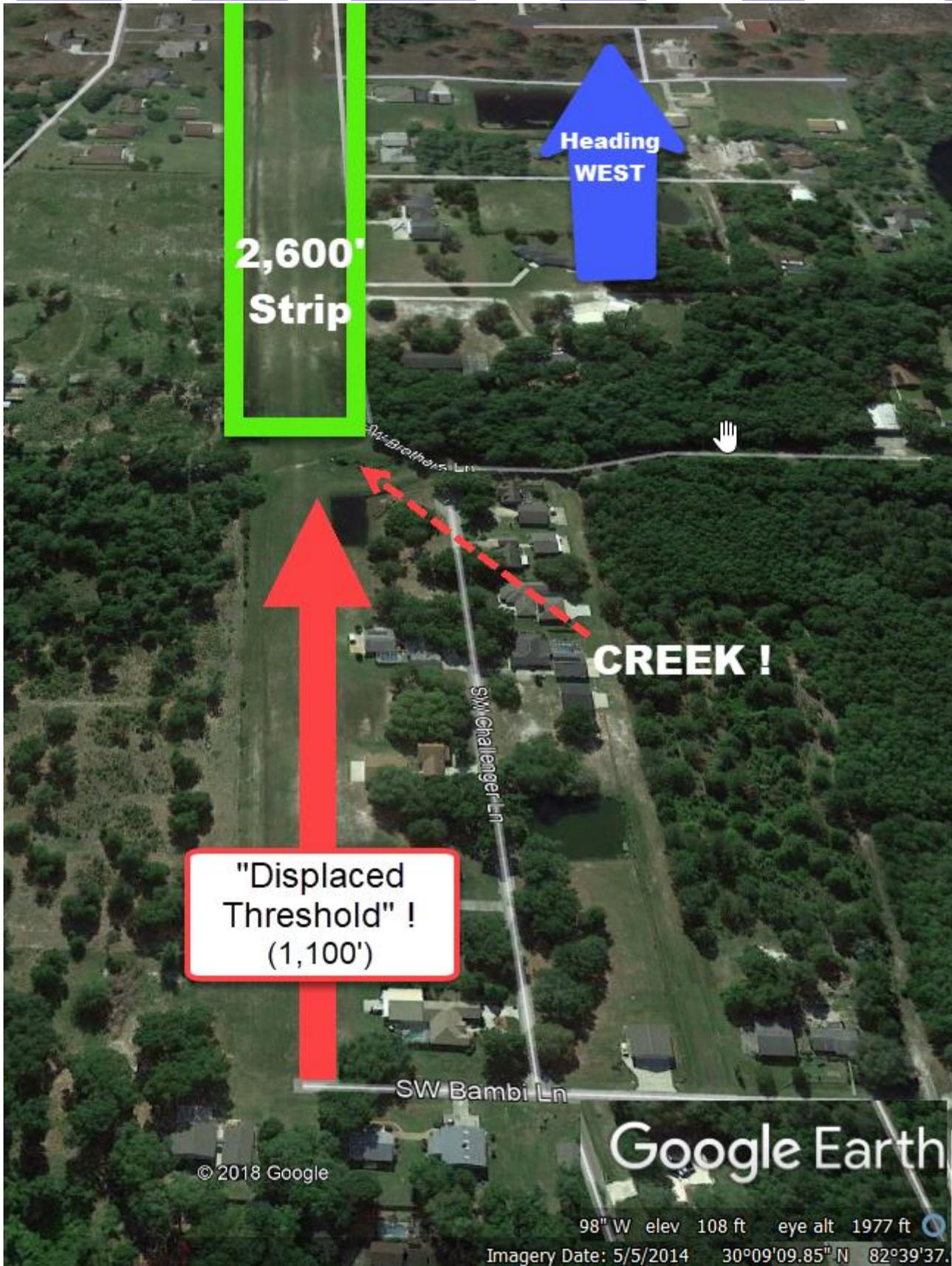


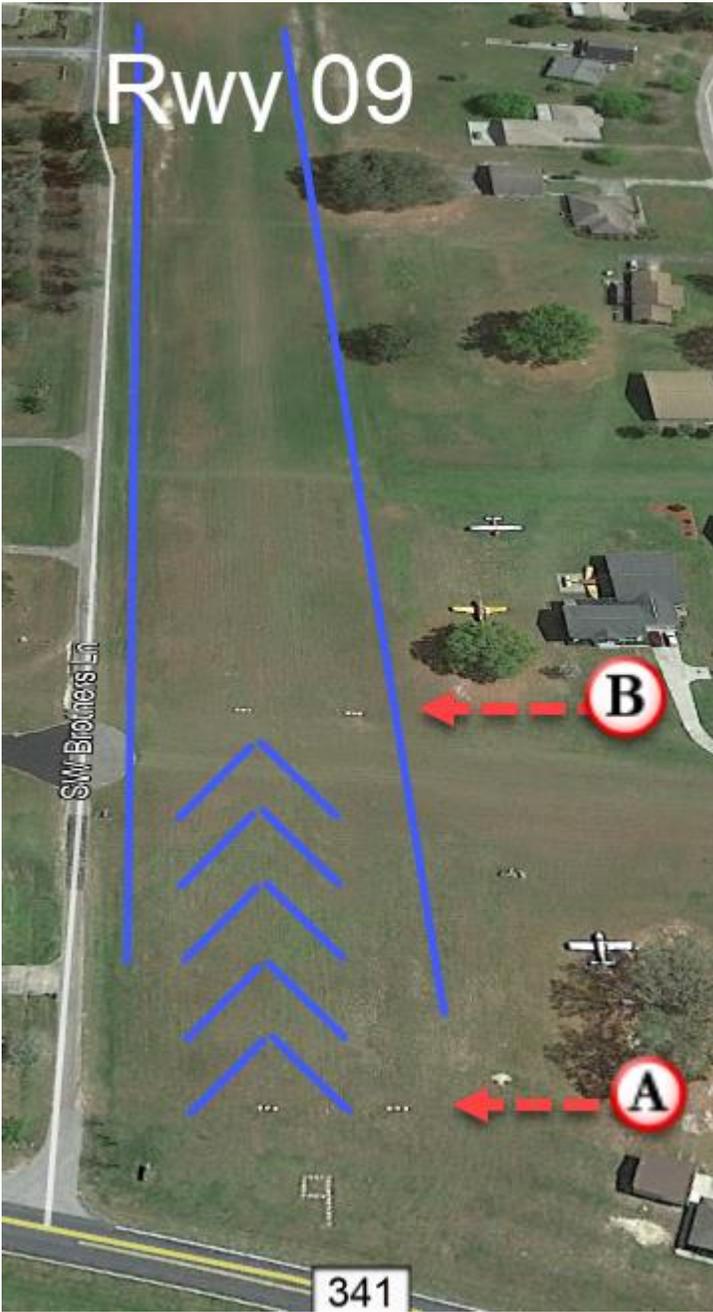
This view is NORTH up.  
 The Tower (FFM> Obstacles) is about 1NM SE of the field  
 Turn OUTSIDE the tower.  
 E.g., WAY South of the strip.  
 600' AGL I think



Beware of the DITCH that separates the Overrun at the Creek!

**See next page for Landing View on 27**

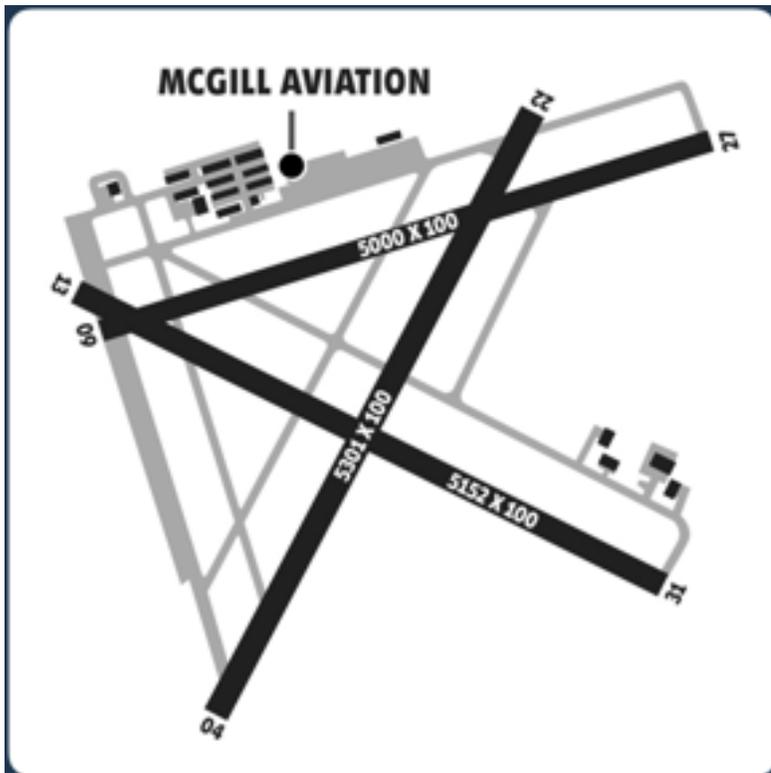




**DISPLACED THRESHOLD  
ON  
RWY 09**

<b>K FHB</b>		<b>Fern an dina</b>		<b>ETZ</b>
<b>04 / 22</b>		Wind		
PAPI	5,300 x 100	PAPI	0	
None	Mirl	None		
<b>09 - 27</b>		Gusting		Visibility
PAPI	5,000 x 100	PAPI	@ Kts 09	10
None	Mirl	None		5
<b>13 \ 31</b>				Snow
PAPI	5,100 x 100	None!		Fog Haze
None	Mirl	None		Rain

AWOS		BKN OVC	<b>1,000</b>	
<b>1 218.07</b>		Few SCT , 00'	Elevation <b>15</b>	
UNICOM		BKN OVC	Density Altitude	
<b>1 22.70</b>		Few SCT , 00'	INFORMATION	
GROUND		Temp Dew Pt		
<b>1 ----</b>				
CLEAR		Altimeter		
<b>1 ----</b>		29		
		30		
			<b>[HOME]</b>	



[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

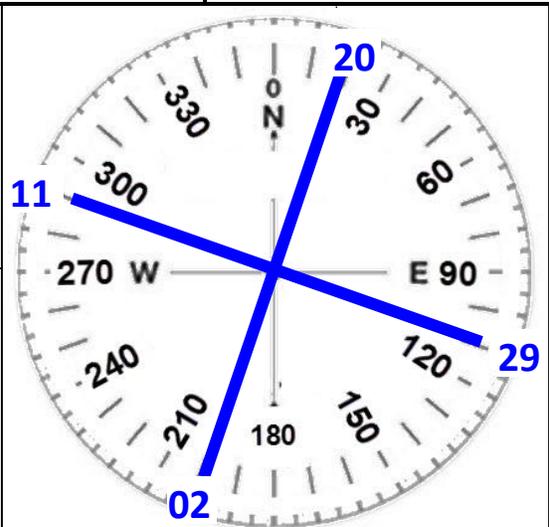
K BMI

Bloomington/Normal

CTZ

02 | 20

Wind 0



PAPI	8,000 x 150	None
RLS	Mirl	RAIL

11 - 29

@ Kts

PAPI	6,500 x 150	None
None	Mirl	RAIL

--	--	--

Gusting

Visibility 10

5

Snow  
Fog Haze  
Rain

ATIS

1 35.35

BKN OVC

Few SCT , 00'

1,700

Elevation 900

CTAF

1 24.60

BKN OVC

Few SCT , 00'

Density Altitude

GROUND

1 21.65

Temp Dew Pt

INFORMATION

CLEAR

---

Altimeter 29

30

FBO Syergy on 129.1  
Image Air (Unicom)  
122.95

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]



[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

2 I 3

# Rough River

CTZ

# 02 | 20

PAPI

3,200 x 75

PAPI

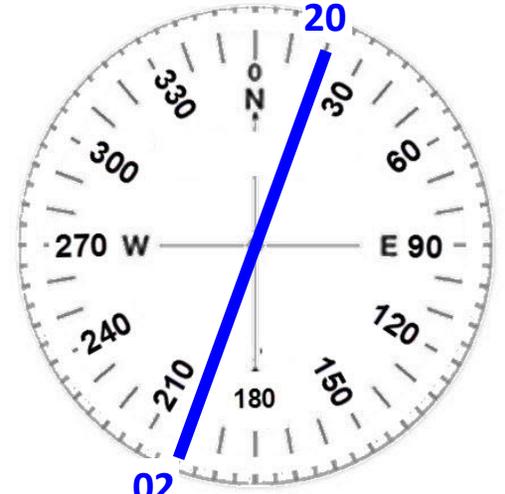
Mirl

Wind

# 0

@ Kts

Gusting



Visibility

# 5

Snow

# 10

Fog

Haze

Rain

# 1 09.60

ATIS

(Fort Knox, 6 nm)

BKN OVC

Few SCT

, 00'

# 1,400

Elevation

# 577

# 1 22.8

UNICOM

BKN OVC

Few SCT

, 00'

Density Altitude

# 1

GROUND

Temp

Dew Pt

INFORMATION

# 1

CLEAR

Altimeter

29

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K LNL

Land of Lakes

CTZ

14 \ 32

PAPI

4,000 x 75

PAPI

Mirl

5 / 23

2,570 x 130

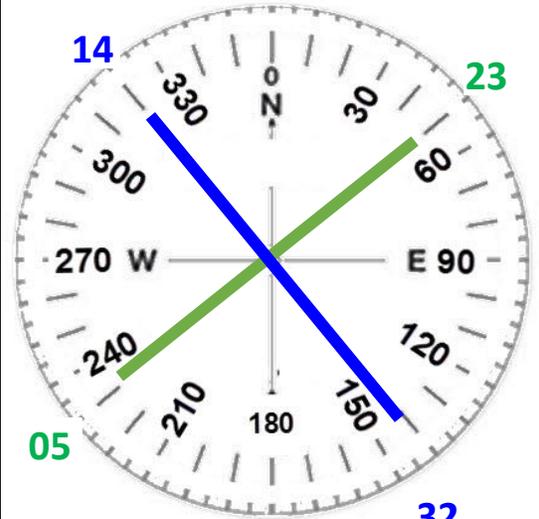
TURF

Wind

0

@ Kts

Gusting



Visibility

10

5

32

Snow

Fog Haze

Rain

AWOS

1 19.52

BKN OVC

Few SCT

, 00'

2,700

Elevation

1,700

UNICOM

1 22.80

BKN OVC

Few SCT

, 00'

Density Altitude

GROUND

1

Temp

Dew Pt

INFORMATION

GCO

1 21.72<sub>5</sub>

Altimeter

29

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

05C

Griffith - Merrillville

CTZ 😊

08 | 26

PAPI 2 | 4,900 x 75 | PAPI 2

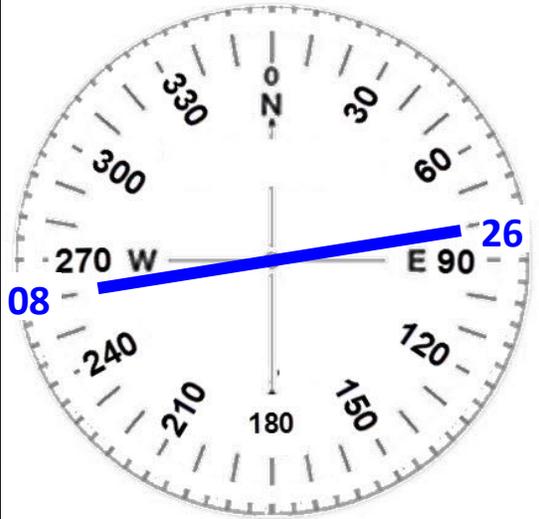
Mirl

Wind

0

@ Kts

Gusting



Visibility

10

Snow

Fog

Haze

5

GARY AWOS

1 34.57

219/944-0010

BKN OVC

Few SCT

, 00'

1,400

Elevation

630

UNICOM CTAF

1 23.00

BKN OVC

Few SCT

, 00'

Density Altitude

GROUND

1 -----

Temp

Dew Pt

INFORMATION

GARY TOWER !

1 25.60

Altimeter

29

30

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME



[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

<p>CTAF</p> <p><b>1 25.35</b></p>	<p><b>BKN OVC</b></p> <p>Few SCT , 00'</p>	<p>Density Altitude</p>
<p>GROUND</p> <p><b>1 21.80</b></p>	<p>Temp Dew Pt</p>	<p>INFORMATION</p>
<p>DEPARTURE (not Clear)</p> <p><b>1 25.30</b></p>	<p><b>Altimeter</b></p> <p>29</p> <p>30</p>	<p><a href="#">[HOME]</a></p>

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



[\[Craft unCtl\]](#)

[\[KSUE\]](#)

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[\[Craft CTL\]](#)

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Henry@N78HF.com

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

C73

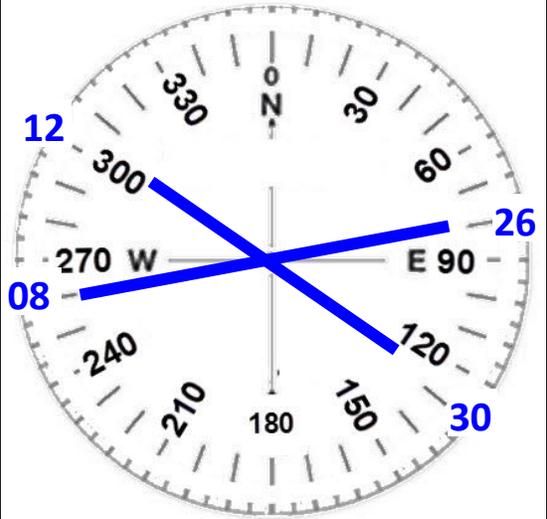
Dixon (IL)

CTZ

8 - 26

Wind

0



NONE

3,800 x 75

PAPI

NONE

Mirl

NONE

12 \ 30

@ Kts

NONE

2,800 x 75

NONE

NONE

Mirl

NONE

Gusting

Visibility

10

Snow

Fog Haze

5

Rain

815/288-2039

AWOS

BKN OVC

1 18.57

Few SCT

, 00'

1,600

Elevation

785

1 23.05

CTAF

BKN OVC

Few SCT

, 00'

Density Altitude

GROUND

Temp

Dew Pt

1 -----

INFORMATION

CLEAR

Altimeter

1 26.0 (RFD)

29

30

[HOME]

[Craft unCtl]

[KSUE]

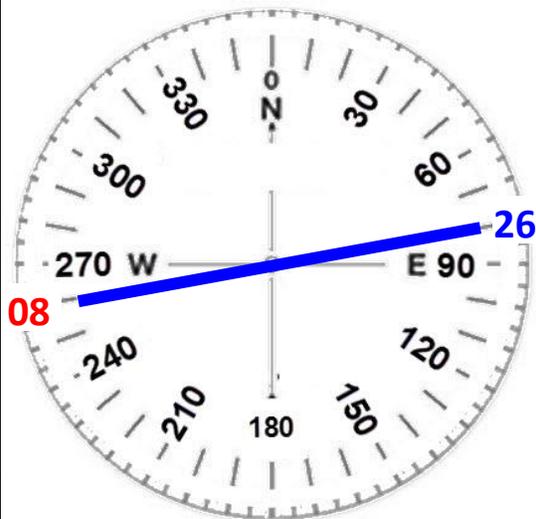
[KPWK]

[Craft CTL]

HOME

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**K BIV****West Michigan (Holland)****ETZ****08 / 26**

Wind

**0**

PAPI

6,000 x 100

PAPI

None

HirI

RAIL

@ Kts

**08****26**

Gusting

Visibility

**10**

Snow

Fog

Haze

**5**

616/394-0190

AWOS

BKN OVC

**1 19.02**

Few SCT

**, 00'****1,700**

Elevation

**700**

CTAF/UNICOM

BKN OVC

**1 23.05**

Few SCT

**, 00'**Density  
Altitude

GROUND

Temp

Dew Pt

**1 ----**

INFORMATION

231/798-4761

Chicago CLEAR

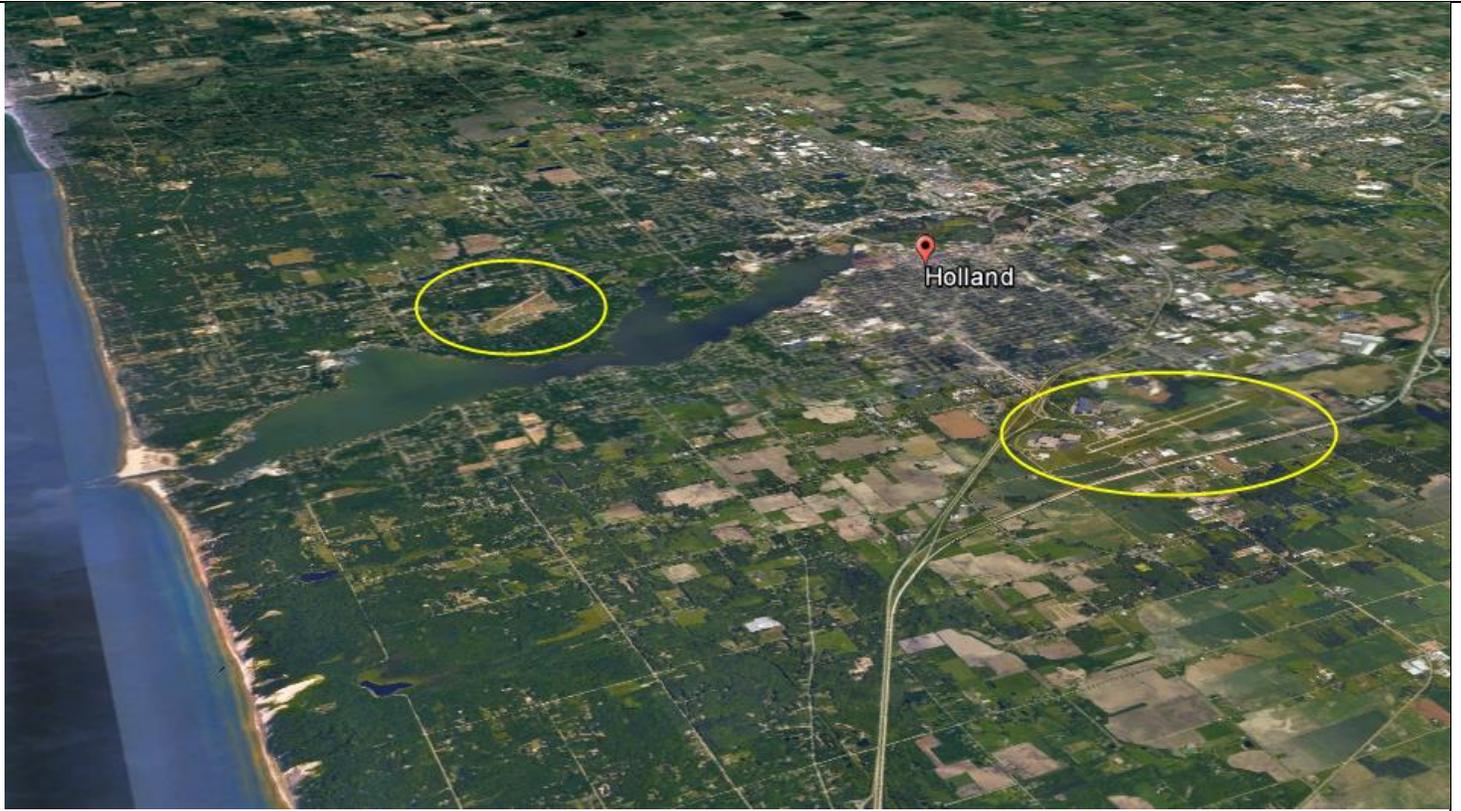
Altimeter

**1 23.95**

29

30

[\[HOME\]](#)[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)



[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

**K SBN**

**South Bend**

**ETZ**

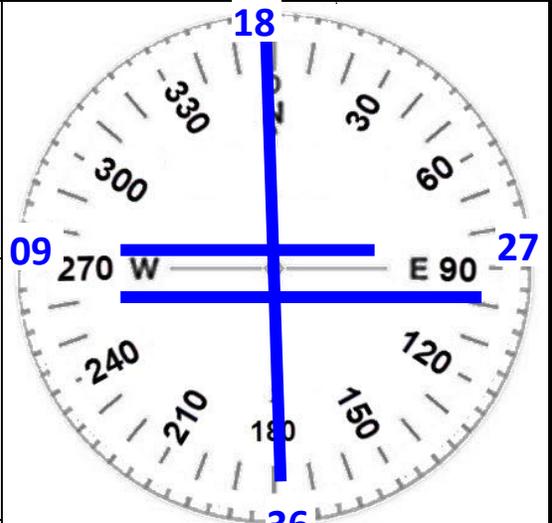
**18 | 36**

<b>PAPI</b>	<b>7,100 x 150</b>	<b>PAPI</b>
NONE	<b>Mirl</b>	NONE

Wind

**0**

@ Kts



**9<sub>L</sub> - 27<sub>R</sub>**

<b>2 PAPI</b>	<b>4,300 x 75</b>	<b>2 PAPI</b>
NONE	<b>Mirl</b>	NONE

Gusting

Visibility

**10**

**5**

Snow

Fog Haze

Rain

**9<sub>R</sub> - 27<sub>L</sub>**

<b>PAPI</b>	<b>8,400 x 150</b>	<b>PAPI</b>
<b>RLLS</b>	<b>Mirl</b>	<b>RLLS</b>

ATIS

**1 20.67**

**BKN OVC**

Few SCT , 00'

**1,800**

Elevation

**800**

CTAF

**1 18.90**

**BKN OVC**

Few SCT , 00'

Density Altitude

GROUND

**1 21.70**

Temp Dew Pt

INFORMATION

CLEAR

**12**

**Altimeter**

29

30

[HOME]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

**K SAW**

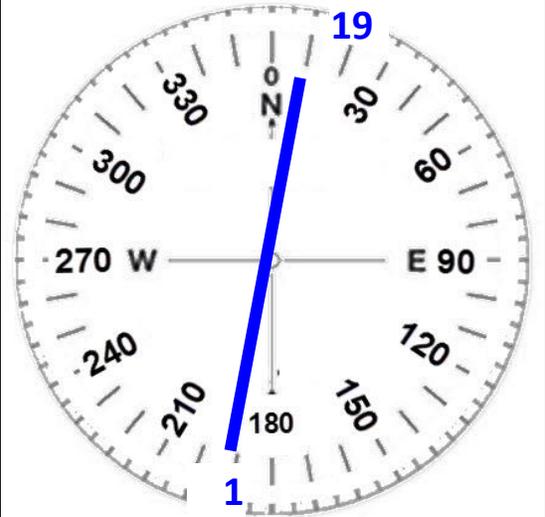
**Sawyer**

**ETZ**

**1 | 19**

Wind

**0**



**PAPI**

**12,300 x 150**

**PAPI**

**RAIL**

**Mirl**

*none*

@ Kts

Gusting

Visibility

**10**

**5**

Snow

Fog

Haze

Rain

AWOS

**BKN OVC**

Few SCT

**00'**

906/346-5126

**1 18.37**

Elevation

**2,200**

**(700' in shaded Magenta, or Nt, else 1,200)**

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

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[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

<p>CTAF</p> <p><b>1 19.97</b></p> <p>6am to 10pm <b>EST</b></p>	<p><b>BKN OVC</b></p> <p>Few SCT , 00'</p>	<p>Density Altitude</p>
<p>GROUND</p> <p><b>1 21.65</b></p>	<p>Temp Dew Pt</p>	<p>INFORMATION</p>
<p>CLEAR</p> <p><b>1 2 ??</b></p>	<p><b>Altimeter</b></p> <p>29</p> <p>30</p>	

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**K DLL****Baraboo/Dells****CTZ****01 | 19**

2 PAPI | 5,000 x 75 | 2 PAPI

Mirr

**14 \ 32**

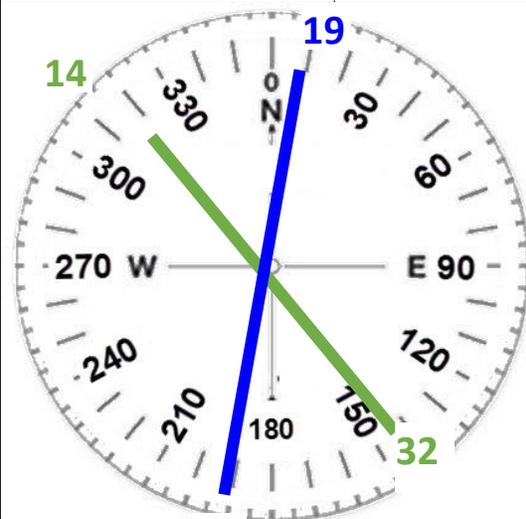
PAPI | 2700x100 | PAPI

Wind

**0**

@ Kts

Gusting

Visibility **01**  
**10****5**

Snow

Fog Haze

Rain

AWOS

**1 18.32**

BKN OVC

Few SCT

, 00'

**1,980**

Elevation

**980**

UNICOM

**1 23.05**

BKN OVC

Few SCT

, 00'

Density  
Altitude

GROUND

**1 ----**

Temp

Dew Pt

INFORMATION

Baraboo-Dells 608/356-2270

Kevin, or Bob (older, Piper Pilot)

Cell: 608/963-8950

Runs Car Rental ON the Field.

\$50/nt hangar \$10/nt electric

CLEAR

**1 35.45**

Altimeter

29

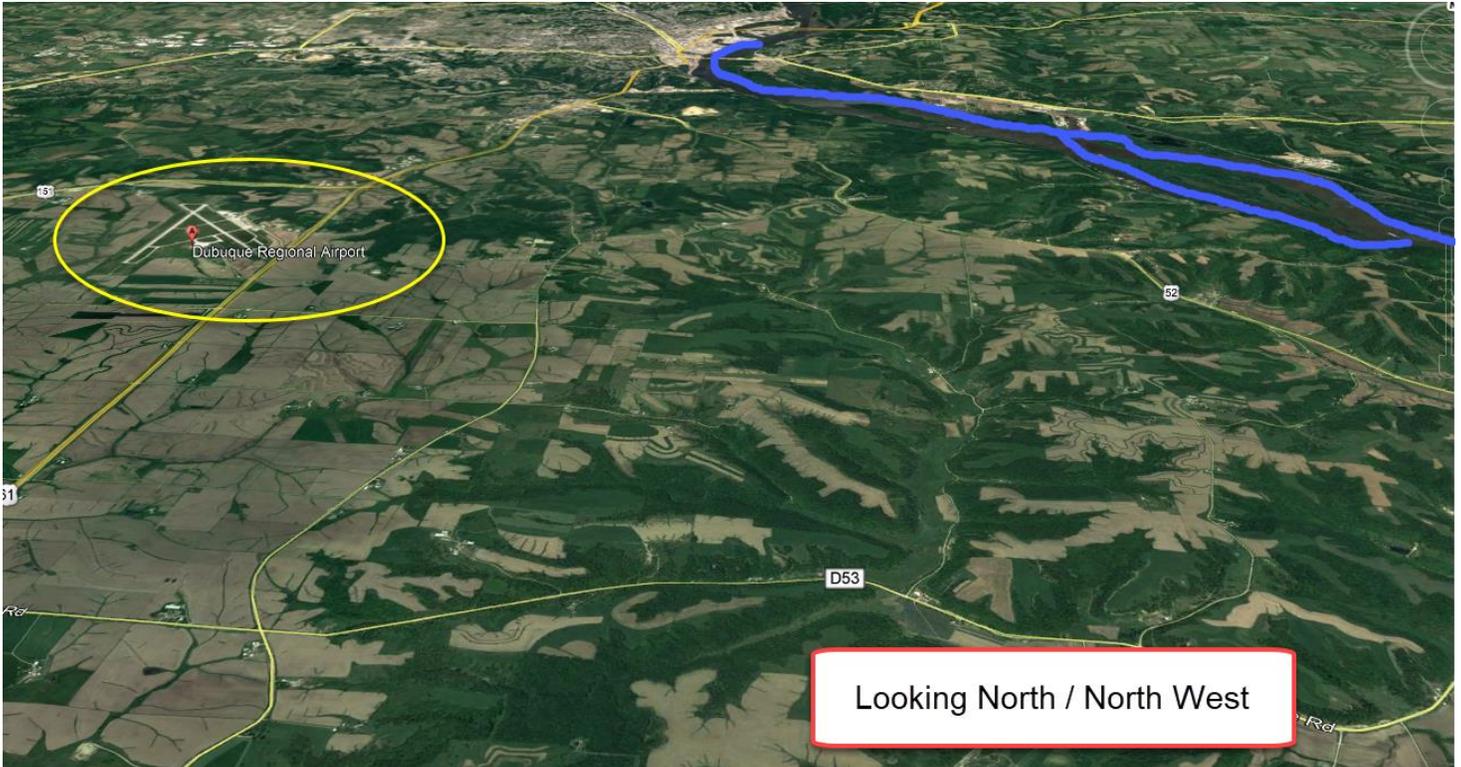
30

No reception below ~600 AGL

608/244-5691 = MSN Tower/Clear

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# Dubuque...



## Avis and Hertz on the field



<b>K DBQ</b>		<b>DuBuque</b>		<b>CTZ</b>
<b>18   36</b>		Wind		
PAPI	6,300 x 150	PAPI	0	
none	Mirl	RAIL	@ Kts	
<b>13 \ 31</b>				
PAPI	6,500 x 100	PAPI		Visibility <b>10</b> 5
Hi Int	Mirl	RAIL	Gusting	
MAP on previous page				
				Snow Fog Haze Rain

ATIS <b>1 27.75</b>	BKN OVC Few SCT , 00'	<b>1,900</b> Elevation <b>1,076</b>
CTAF <b>1 19.50</b>	BKN OVC Few SCT , 00'	Density Altitude
GROUND <b>1 21.80</b>	Temp Dew Pt Rem: Rem:	INFORMATION FBO on NORTH EAST
CLEAR <b>1 - - - -</b>	Altimeter 29 30	Trevor 563/589-4136 Hangar/Heated \$70 / \$100 TDown/PlugIn \$10 / \$22 <a href="#">[HOME]</a>

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

C 0 2 (ZERO)

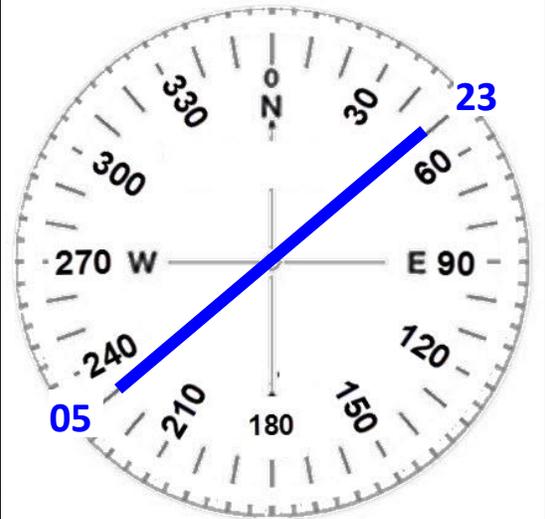
GRAND GENEVA

CTZ

05 / 23

Wind

0



NONE

3,800 x 75

NONE

NONE

Mirl

NONE

@ Kts

Gusting

Visibility

10

Snow

Fog

Haze

5

AWOS

BKN

OVC

1 27.75

, 00'

Few

SCT

1,600

Elevation

800

UNICOM

BKN

OVC

1 22.80

, 00'

Few

SCT

Density Altitude

GROUND

Temp

Dew Pt

1 - - - -

INFORMATION

CLEARANCE

Altimeter

29

30

1 - - - -

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[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

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M 3 4

# Kentucky Dam

CTZ

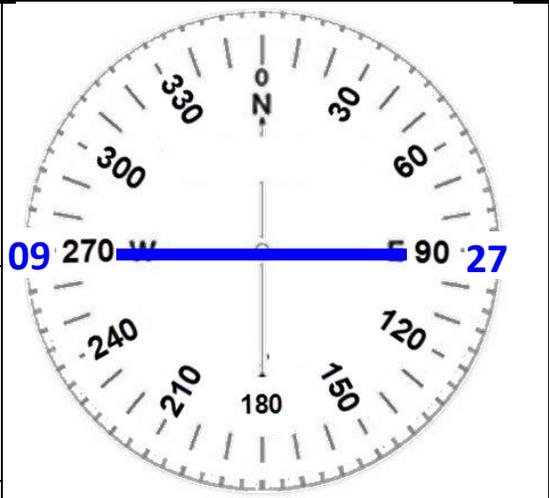
**09 | 27**

PAPI 4,000 x 100 PAPI

Mirl

Wind

**0**




@ Kts

Visibility **5**

**10** Fog Haze

Rain


Gusting

ATIS

**1 09.60**

(On FFM, but not Freq  
KPAH, 20nm NW)

BKN OVC

Few SCT , 00'

(700' in shaded  
Magenta  
, or Nt,  
else  
1,200)

**350**

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

<p>UNICOM</p> <p><b>1 23.0</b></p>	<p>BKN OVC</p> <p>Few SCT , 00'</p>	<p>Density Altitude</p>
<p>GROUND</p> <p>1</p>	<p>Temp Dew Pt</p>	<p>INFORMATION</p>
<p>CLEAR</p> <p>1</p>	<p><b>Altimeter</b></p> <p>29</p>	<p><a href="#">[HOME]</a></p>

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

1H2

# Effingham Cty

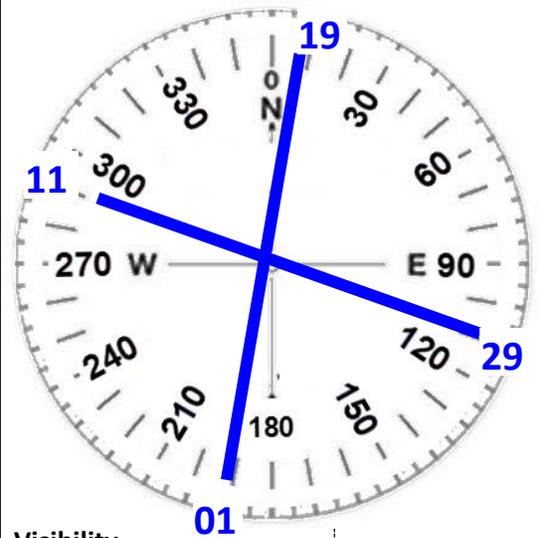
CTZ

# 01 | 19

VASI	3,400 x 60	VASI
PULSE	Mirl	PULSE

Wind

# 0



# 11 \ 29

None	5,100 x 100	None
None	Mirl	None

@ Kts

Gusting

Visibility

# 10

5

Snow  
Fog Haze  
Rain

AWOS

# 1 18.37

217/536-5976

BKN OVC

Few SCT , 00'

# 1,600

Elevation

# 585

UNICOM

# 1 22.80

BKN OVC

Few SCT , 00'

Density Altitude

GROUND

# 1

Temp Dew Pt

Rem: Rem:

INFORMATION

CLEAR

# 1

Altimeter

29

30

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K MZZ

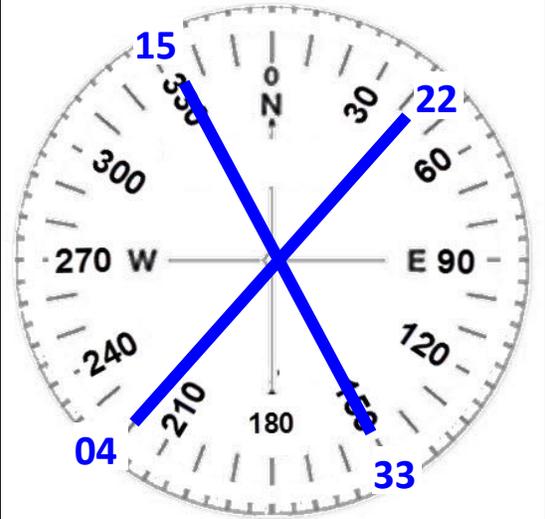
Marion Municipal

E TZ

04 / 22

Wind

0



NONE	6,000 x 100	2 Vasi
RAIL	Mirl	NONE

@ Kts

15 \ 33

2 PAPI	4,400 x 75	2 PAPI
NONE	Mirl	NONE

Gusting

Visibility

10

Snow

5

Fog Haze

Rain

AWOS

1 08.60

BKN OVC

Few SCT , 00'

1,900

Elevation

858

UNICOM

1 22.7

BKN OVC

Few SCT , 00'

Density Altitude

GROUND

1 ---

Temp

Dew Pt

Rem:

Rem:

INFORMATION

CLEAR

1 20.0

Altimeter

29

30

[HOME](#)

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

[HOME](#)

[HOME]

[KSUE]

[KPWK]

[KRFD]

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KJVL

Janesville

CTZ

04 / 22

PAPI 5,000 x 150 PAPI

RAIL Miri None

14 \ 32

PAPI 7,300 x 150 Vasi

None Miri RAIL

18 | 36

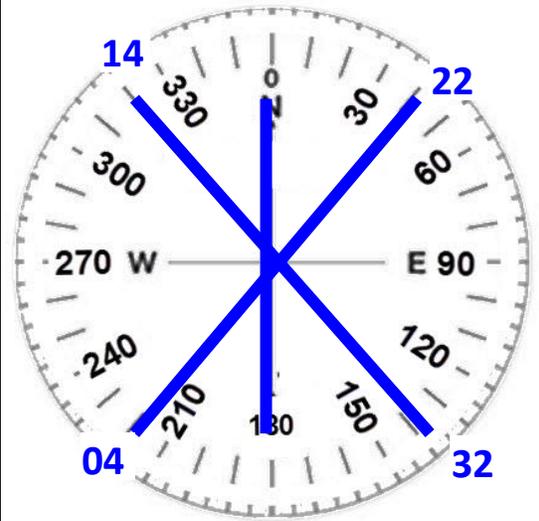
None 5,000 x 75 None! None

Wind

0

@ Kts

Gusting



Visibility

10

5

Snow

Fog Haze

Rain

AWOS

1 28.25 .?

BKN

OVC

, 00'

Few

SCT

TOWER

1 18.80

CLICKS FOR PCL ?

BKN

OVC

, 00'

Few

SCT

GROUND

1 21.65

Temp

Dew Pt

CLEARANCE

1 21.65

Altimeter

29

30

1,800

Elevation

800

Density Altitude

INFORMATION

[HOME](#)

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

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[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

<b>KMQY</b>		<b>Smyrna</b>		<b>CTZ</b>
<b>01   19</b>		Wind		
PAPI	5,500 x 100	PAPI	0	
	Mirl		@ Kts	
<b>14 - 32</b>		Gusting		
PAPI	8,000 x 100	PAPI	Visibility	10
	Hirl	RAIL	5	Snow Fog Haze Rain

AWOS		BKN	OVC	
<b>1 19.25</b>		, 00'		
615/223-7716		Few	SCT	
Tower		BKN	OVC	
<b>1 18.50</b>		, 00'		
GROUND		Few	SCT	
Temp		Dew Pt		
<b>1 21.40</b>				
CLEARANCE		Altimeter		
<b>1 21.4,</b>		29		
<b>121.7</b> AFTER Tower Close		30		

<b>1,500</b>	
Elevation	<b>543</b>
Density Altitude	
INFORMATION	
FBO: Contour <u>122.77</u>	

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[\[HOME\]](#)

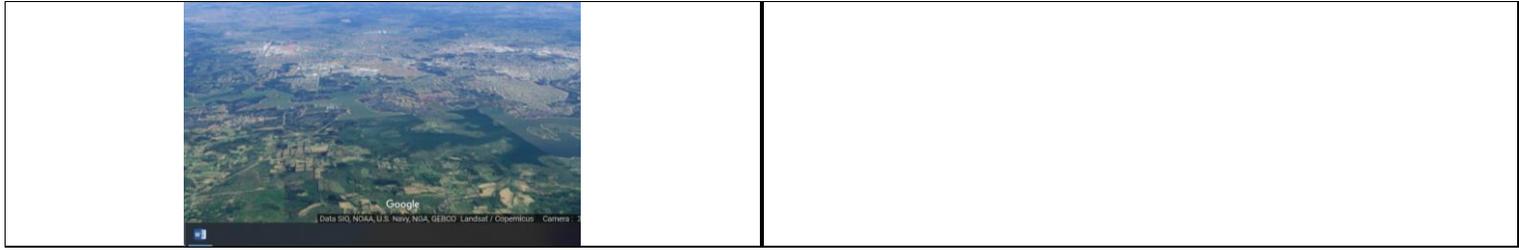
[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



[\[Craft unCt\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

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Henry@N78HF.com

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K JWN

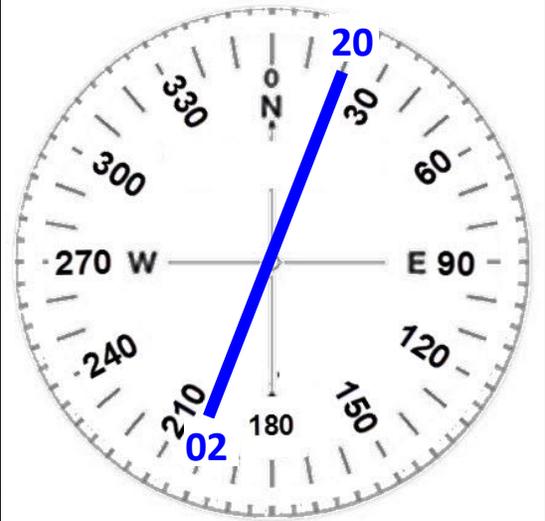
John TUNE

CTZ

02 / 20

Wind

0



PAPI

6,000 x 100

PAPI

none

Mirl

none

October 2017 hop from Smyrna to PWK VERY busy, no tower, and \$20 fee if not fuel. Near hills & towers! Prefer Smyrna.

@ Kts

Gusting

Visibility

10

Snow

5

Fog Haze

AWOS

BKN

OVC

1 27.07

615/350-622

Few

SCT

, 00'

1,500

Elevation

500

CTAF and UNICOM

BKN

OVC

1 22.70

5 CLICKS FOR PCL ?

Few

SCT

, 00'

Density Altitude

GROUND

Temp

Dew Pt

1 - - - -

INFORMATION

Nashville CLEARANCE

Altimeter

1 24.55

Call on the Ground ! 😊

29

30

[PWK]

HOME

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

**K BBG**

**Branson**

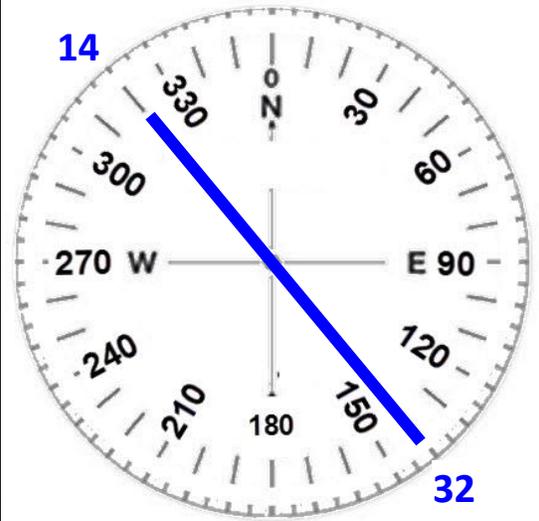
**CTZ**

**14 \ 32**

Wind

**0**

**14**



**32**

**PAPI**

**7,000 x 150**

**PAPI**

none

**Hirl**

**RLLS**

@ Kts

Gusting

Visibility

**10**

Snow

Fog

Haze

**5**

ATIS or AWOS

**BKN**

**OVC**

**1 24.62**

**, 00'**

**2,300**

Elevation

**1,300**

Few

SCT

TOWER

**BKN**

**OVC**

**1 28.15**

**, 00'**

Density Altitude

GROUND

Temp

Dew Pt

**1 18.40**

INFORMATION

CLEARANCE

Altimeter

**1 18.40**

29

30

[\[PWK\]](#)

[HOME](#)

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

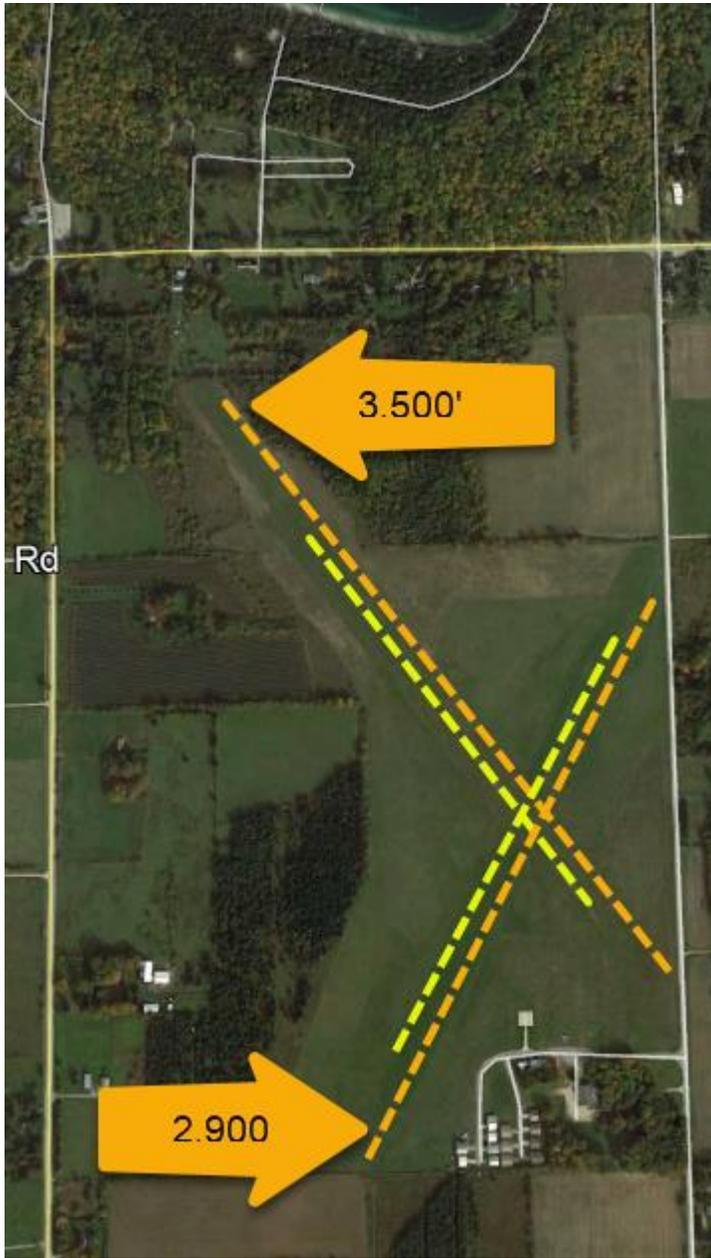
[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

<b>2P2</b>			<b>Washington Island</b>			<b>CTZ</b>		
<b>02 / 20</b>			Wind					
NONE	2,250 x 150	NONE	0			Visibility <b>02</b> <b>10</b>		
			@ Kts			Snow Fog Haze Rain		
<b>14 \ 32</b>			Gusting					
NONE	2,250 x 150	NONE						

<b>1 18.52</b> 5 CLICKS FOR AWOS? 920/847-3024		AWOS <b>BKN OVC</b> , 00'		<b>1,650</b> Elevation	
<b>1 22.90</b>		UNICOM <b>BKN OVC</b> , 00'		<b>650</b> Density Altitude	
GROUND		Temp Dew Pt		INFORMATION	
CLEARANCE <b>1 - - - -</b>		Altimeter 29 30			



While an official length of only 2,200' seems 'short/modest', the reality is that you've got about 3,000- 3,500' to clear any trees.

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K CTJ

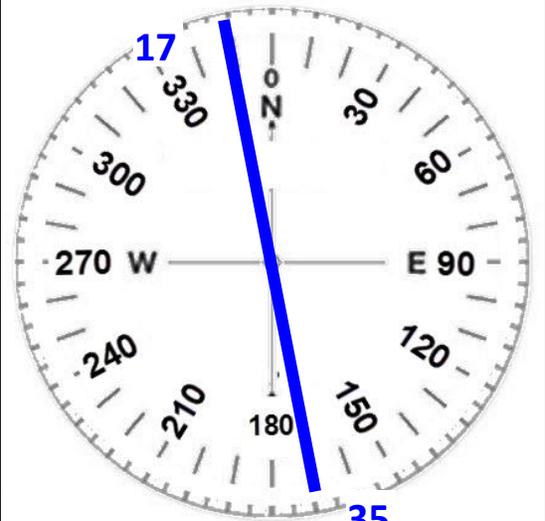
Carrolton / W Georgia OV Gray

ETZ

17 | 35

Wind

0



PAPI

5,500 x 100

PAPI

none

Mirl

none

@ Kts

SNF Fuel stop, just W of KATL

Gusting

Visibility

10

35

Snow

Fog

Haze

Rain

5

AWOS

BKN

OVC

1 18.175

5 CLICKS FOR AWOS?

, 00'

Few

SCT

2,000

Elevation

1,165

CTAF/ UNICOM

BKN

OVC

1 22.975

5 CLICKS FOR PCL ?

, 00'

Few

SCT

Density Altitude

GROUND

Temp

Dew Pt

1 - - - -

INFORMATION

CLEARANCE

1 21.60-

Altimeter

29

30

[PWK]

HOME

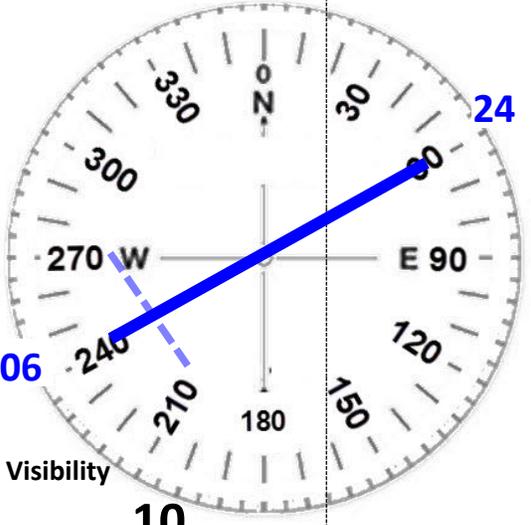
[Craft unCt]

[KSUE]

[KPWK]

[Craft CTL]

HOME

<b>0A3</b>		<b>Smithville</b>		<b>ETZ</b>
<b>6 / 24</b>			Wind	
<b>PAPI</b>	<b>4,200 x 75</b>	<b>PAPI</b>	<b>0</b>	
<b>RLS</b>	<b>Mirl</b>	<b>REIL</b>	@ Kts	
Displaced Threshold <b>06: 151'</b>				
<b>PAPI</b>				Visibility
<b>REIL</b>				
			Gusting	<b>10</b>
<b>PAPI</b>	<b>3,600 x 50</b>	<b>None!</b>		<b>5</b>
				Snow Fog Haze

<b>1 - - -</b> ATIS or AWOS	<b>BKN</b> <b>OVC</b> ,    00' Few    SCT	Pattern <b>2,000</b> Elevation <b>1,080</b>
<b>1 22.80</b> 5 CLICKS FOR PCL ? UNICOM	<b>BKN</b> <b>OVC</b> ,    00' Few    SCT	Density Altitude
<b>1 - - - -</b> GROUND	Temp    Dew Pt	INFORMATION
<b>1 - - - - -</b> CLEARANCE	Altimeter 29 30	<a href="#">[PWK]</a> <a href="#">HOME</a>

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

**K OKK**

**Kok**

		<b>5 / 14 23</b>		Wind
<b>PAPI</b>		6,000 x 150	<b>PAPI</b>	
None		Mirl	<b>RAIL</b>	
		<b>14 \ 32</b>		
<b>PAPI</b>		4,000 x 150	<b>PAPI</b>	
None		Mirl	None	

<b>1 13.50</b>	AWOS	BKN	OVC	, 00'
		Few	SCT	
<b>1 23.00</b>	UNICOM	BKN	OVC	, 00'
		Few	SCT	
<b>1 - - - -</b>	GROUND	Temp	Dew Pt	
<b>1 20.00-</b>	CLEARANCE	Altimeter		
		29		
		30		

<b>1,800</b>
Elevation
<b>832</b>
Pattern Density Altitude
INFORMATION
<a href="#">[PWK]</a>
<a href="#">HOME</a>

[\[Craft unCtl\]](#)

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[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)



**PALID**  
**NEWTT (13nm W of Kankakee)**



**CHICAGO CENTER 132.50**  
**ORRIN**  
**TUBEZ**

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)

5 LL8

Van Voorst / Union Hill

CTZ

09 – 27

Wind

0

NONE

3,450 x 50

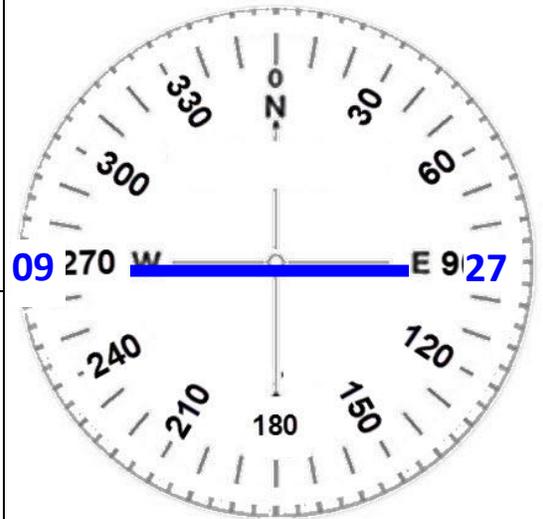
PAPI

NONE

2Lt on  
Right

The **OWNER** says: 09 is **LEFT**  
 FF/ADF says: 09 is **RIGHT**  
 But you can only land if the owner says so..

@ Kts



09 270 W E 9 27

[← Images on PREVIOUS PAGE](#)

Gusting

Visibility

10

Snow

5

Fog Haze

Rain

ATIS or AWOS

BKN

OVC

1 - - -

, 00'

Few

SCT

CTAF

BKN

OVC

1 22.925

, 00'

Click 3 times to activate lights and alert  
ground crew

Few

SCT

GROUND

Temp

Dew Pt

1 - - - -

CLEARANCE

1 - - - -

Altimeter

29

30

Pattern:

1,617

Elevation

617

Density  
Altitude

INFORMATION

PARK YOUR AIRPLANE  
 ON THE GRASS AT THE  
 SOUTHWEST CORNER  
 OF THE RUNWAY.

[\[PWK\]](#)[HOME](#)[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

**K RZL**

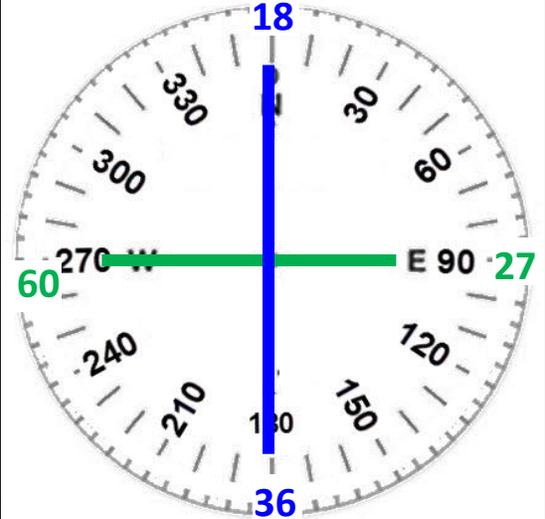
**Jasper County**

**CTZ**

**18 | 36**

Wind

**0**



**PAPI**

**4,000 x 60**

**PAPI**

**RLS**

**Mirl**

**REIL**

**09-27**

@ Kts

**1,400 x 15o**

**Gary Tower:125.6**

Gusting

**< 3,100**

Visibility

**10**

Snow

**5**

Fog

Haze

AWOS

**BKN**

**OVC**

**1 19.17**

**219/866-7167**

**, 00'**

Pattern:

**1,700**

Elevation

**700**

CTAF

**BKN**

**OVC**

**1 22.80**

**, 00'**

Density  
Altitude

GROUND

Temp

Dew Pt

**1 - - - -**

INFORMATION

CLEARANCE

Altimeter

**1 - - - -**

29

30

[\[PWK\]](#)

[HOME](#)

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

[HOME]

[KSUE]

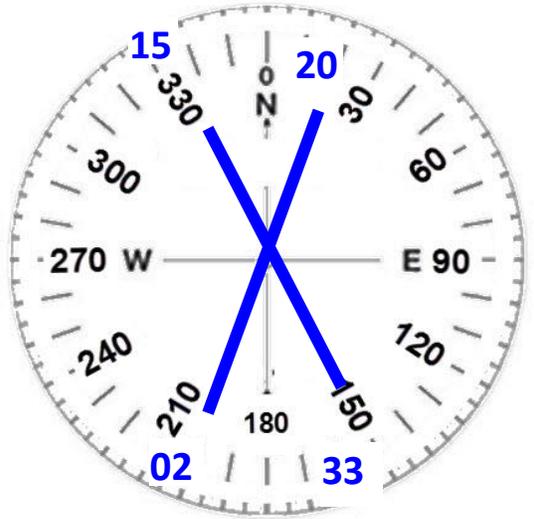
[KPWK]

[KRFD]

[3CK]

[HOME]

<b>K CHA</b>		<b>Chattanooga / Lovell</b>		<b>E TZ</b>
<b>15 \ 33</b>		Wind	<b>0</b>	
<b>PAPI</b>	5,575 x 150	<b>PAPI</b>		
none	<b>Mirl</b>	none		
<b>02 / 20</b>		@ Kts		
<b>VASI</b>	7,400 x 150	<b>VASI</b>		
<b>RAIL</b>	<b>Mirl</b>	<b>RAIL</b>		
		Gusting		
		Visibility	<b>10</b>	Snow
			<b>5</b>	Fog Haze
				Rain



<b>ATIS</b>	<b>BKN</b>	<b>OVC</b>		<b>Pattern:</b>	<b>1,700</b>
<b>1 19.85</b>			, 00'	<b>Elevation</b>	<b>680</b>
5 CLICKS FOR AWOS? 423/499-5973	Few	SCT		<b>Density Altitude</b>	
<b>TOWER</b>	<b>BKN</b>	<b>OVC</b>		<b>INFORMATION</b>	
<b>1 18.30</b>			, 00'		
	Few	SCT			
<b>GROUND</b>	<b>Temp</b>	<b>Dew Pt</b>			
<b>1 21.70</b>					
<b>CLEARANCE</b>	<b>Altimeter</b>			<b>[PWK]</b>	<b>HOME</b>
<b>. 1 20.95</b>	29				
	30				

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

8 TN 2

Shelbyville/Pleasant Grove

CTZ

10 - 28

Wind

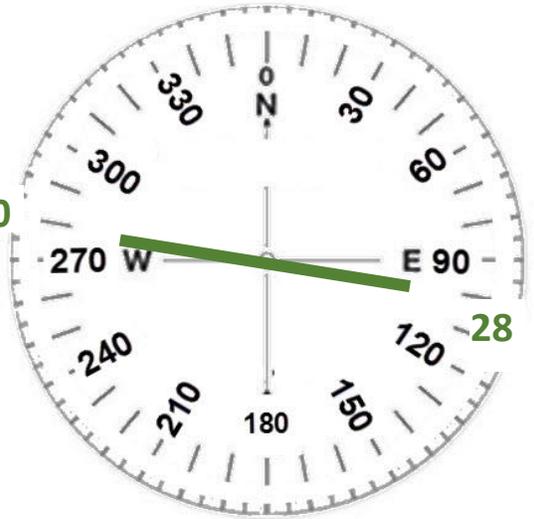
DO NOT 0

NONE

3,000 x 60

NONE

10



1% Incline on 28

ALWAYS:

LAND on 28 (to the West)  
DEPART on 10 (to the East)  
Regardless of Wind!!!!

@ Kts

LAND HERE

Always operate NORTH  
of the Runways

Gusting

Visibility

10

5

Snow

Fog Haze

Rain

ATIS or AWOS

BKN

OVC

1 19.275

Bomar/Shelbyville

, 00'

Few

SCT

Pattern:

1,850

Elevation

850

CTAF

BKN

OVC

1 22.90

, 00'

Few

SCT

Density  
Altitude

GROUND

Temp

Dew Pt

1 ----

INFORMATION

CLEARANCE

901/ 368-8453

Memphis Center

Altimeter

29

30

[PWK]

HOME

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

C 29

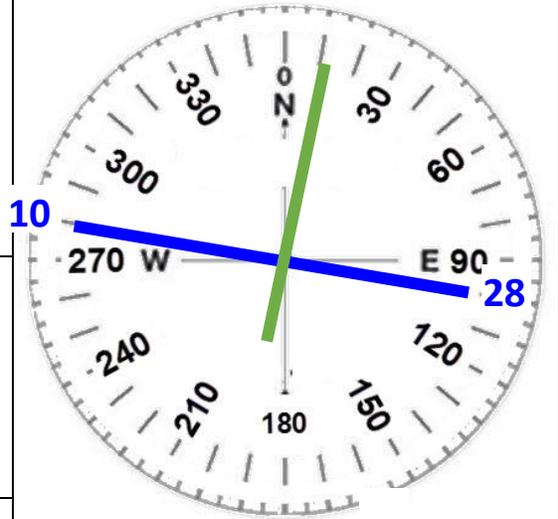
Middleton (Madison)

CTZ

10 - 28

Wind

0



PAPI

4,000 x 100

PAPI

None

Mirl

None

01 | 19

@ Kts

None

2,000 x 125

None

None

None

None

Gusting

Visibility

10

Snow

5

Fog Haze

AWOS

BKN

OVC

1 18.675

5 CLICKS FOR AWOS?

, 00'

Pattern:

1,930

Elevation

930

CTAF

BKN

OVC

1 23.00

5 CLICKS FOR PCL ?

, 00'

Density Altitude

GROUND

Temp

Dew Pt

1 21.75

INFORMATION

CLEARANCE

GCO

Altimeter

1 21.725

29

30

[PWK]

HOME

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**K TYS****Tyson McGee (Knoxville)****E TZ****05L / 23R**

NONE | 6,000 x 150 | PAPI

RIIS | MirI | REIL

**05R / 23L**

PAPI | 9,000 x 150 | PAPI

REIL | MirI | RAIL

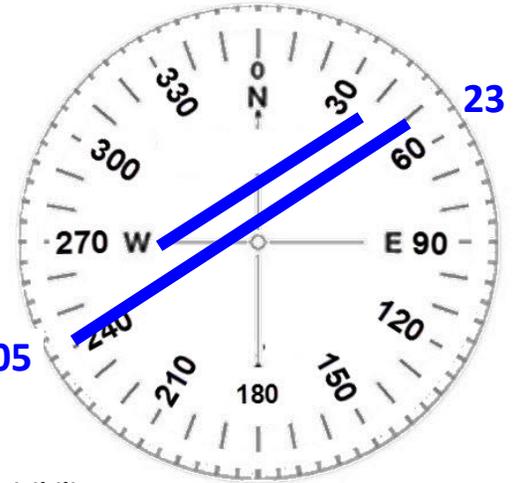
**APPROACH**North of RWY Centerline **123.90**  
South of RWY Centerline **118.000**Expensive Fuel, but affordable Tie Downs,  
etc via TAC Air

Wind

**0**

@ Kts

Gusting



Visibility

**10****5**

Snow

Fog Haze

Rain

ATIS

BKN

OVC

**28.35**

, 00'

Few SCT

Pattern:

**2,000**

Elevation

**980**

TOWER

BKN

OVC

**21.20**

, 00'

Few SCT

Density  
Altitude

GROUND

Temp

Dew Pt

**21.90**

INFORMATION

CLEARANCE

Altimeter

**21.65**

29

30

**[Craft unCt!]****[Craft CTL]**[\[Craft unCt!\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

<b>K RMG</b>	<b>Rome/ Richard Russel</b>	<b>E TZ</b>
--------------	-----------------------------	-------------

<b>01   19</b>			Wind	<b>0</b>	
<b>PAPI</b>	6,000 x 150	<b>PAPI</b>			
<b>RAIL</b>	Miri	<b>NONE</b>			
<b>07 / 25</b>			@ Kts		
<b>NONE</b>	4,500 x 100	<b>NONE</b>			Visibility <b>10</b> <b>5</b> Snow Fog Haze Rain
<b>NONE</b>	???	<b>NONE</b>			
SNF stopover			Gusting		

<b>119.925</b>	AWOS	BKN	OVC		<b>1,650</b>
		Few	SCT	, 00'	<b>650</b>
<b>123.00</b>	CTAF	BKN	OVC	, 00'	Density Altitude
		Few	SCT		INFORMATION
<b>1 - - - -</b>	GROUND	Temp	Dew Pt		<b>[Craft unCtl]</b>
<b>1 - - - -</b>	CLEARANCE	<b>Altimeter</b>			<b>[Craft CTL]</b>
		29			
		30			

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K LGC

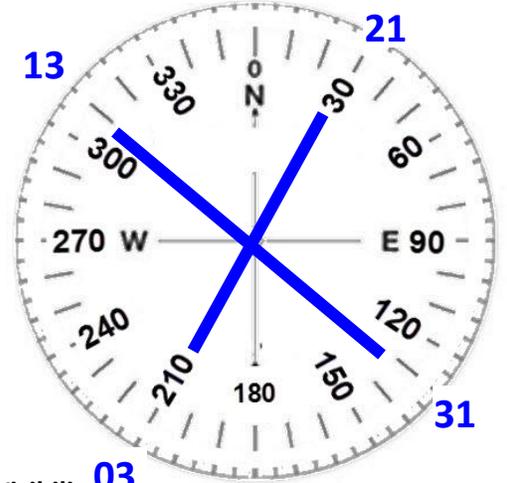
Lagrange - Callaway

E TZ

03 / 21

Wind

0



NONE 5,000 x 100 NONE

NONE ?? NONE

13 \ 31

@ Kts

PAPI 4,400 x 75 PAPI

NONE ?? PAPI

SNF stopover; Buffet restaurant?

Gusting

Visibility 03

10

Snow

5

Fog Haze

Rain

AWOS

BKN

OVC

1 26.32

, 00'

Pattern: 1,700

Few

SCT

Elevation 700

CTAF

BKN

OVC

1 22.97

, 00'

Density Altitude

Few

SCT

INFORMATION

GROUND

Temp

Dew Pt

1 - - - -

CLEARANCE

Altimeter

[Craft unCtl]

1 - - - -

29

[Craft CTL]

30

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K RYY

Cobb Cty

E TZ

09 - 27

09: 1,000' Displaced Threshold!

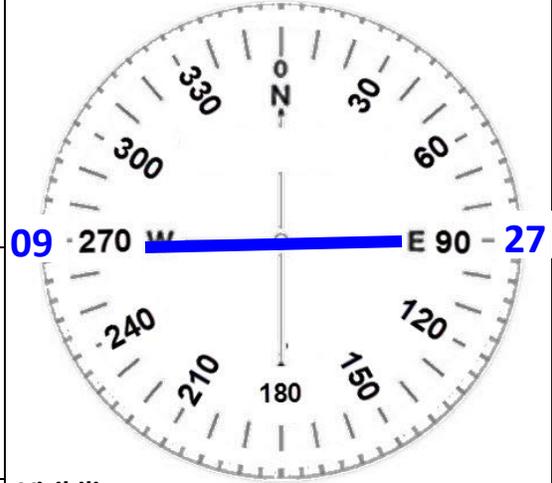
PAPI

6,000 x 100

PAPI

Wind

0



@ Kts

When visiting Ken Ross

Gusting

Visibility

10

4

Snow

5

Fog

Haze

Rain

ATIS

BKN

OVC

1 28.125

, 00'

Few

SCT

Pattern:

2,040

Elevation

1,040

TOWER

BKN

OVC

1 25.90

, 00'

Few

SCT

Density Altitude

GROUND

Temp

Dew Pt

1 19.00

INFORMATION

CLEARANCE

Altimeter

1 19.00

29

[Craft unCtl]

30

[Craft CTL]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

0 6C

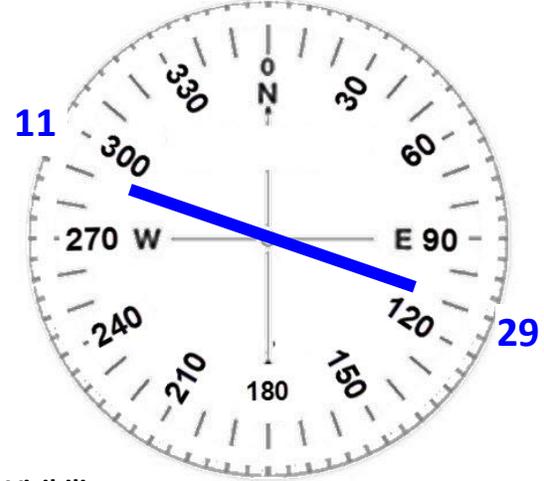
# Schaumburg

C TZ

# 11 - 29

Wind

# 0



PAPI 2 3,800 x 100 PAPI 2

NONE MIRL NONE

NO APPROACHES

MAX ALTITUDE: 1,900 = Bravo Ceiling!!!

@ Kts

Gusting

Visibility

# 10

Snow

# 5

Fog Haze

Rain

AWOS

BKN

OVC

# 28.275

, 00'

Few

SCT

Pattern: **1,600**

Elevation **800**

CTAF

BKN

OVC

# 23.00

, 00'

Few

SCT

Density Altitude

GROUND

Temp

Dew Pt

# 1 - - - -

INFORMATION

CLEARANCE

# 1 - - - -

Altimeter

29

30

[Craft unCtl]

[Craft CTL]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

**K LOT**

**Lewis**

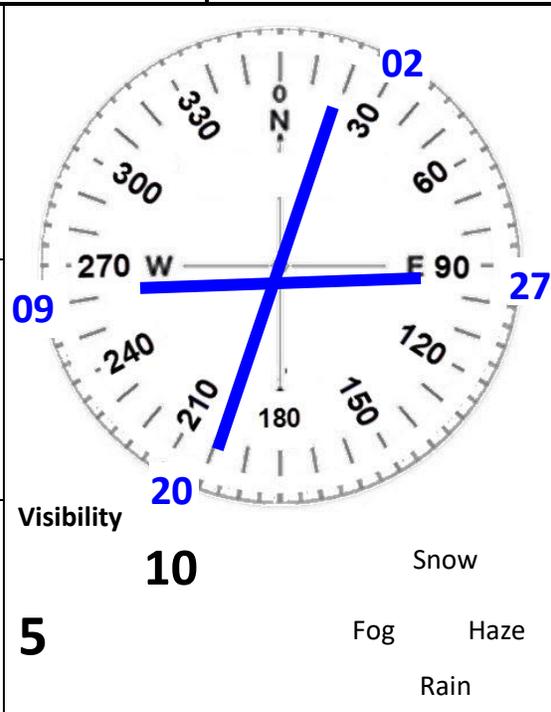
**CTZ**

**02 / 20**

<b>PAPI 4</b>	<b>6,000 x 100</b>	<b>PAPI 4</b>
<b>NONE</b>	<b>MIRL</b>	<b>NONE</b>

Wind **0**

@ Kts



**09 - 27**

<b>PAPI 4</b>	<b>5,500 x 75</b>	<b>PAPI 4</b>
<b>NONE</b>	<b>MIRL</b>	<b>NONE</b>

Gusting

**DPA Tower**  
**120.9**

AWOS

**1 18.525**

BKN OVC

, 00'

Few SCT

Pattern: **1,700**

Elevation **00**

UNI COM

**1 22.80**

BKN OVC

, 00'

Few SCT

Density Altitude

GROUND

**1 - - - -**

Temp Dew Pt

INFORMATION

CLEARANCE

**1 - - - -**

Altimeter

29

30

[Craft unCtl]

[Craft CTL]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K UNO

West Plains Regional, mo

C TZ

18 | 36

Wind

0

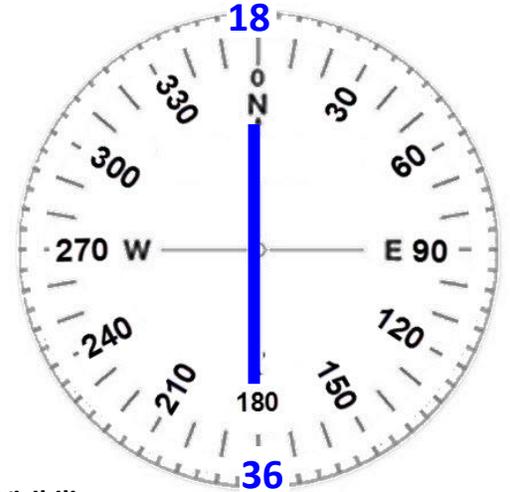
5,100 x 75

PAPI 2

MIRL only

PAPI 2

@ Kts



Gusting

Visibility

10

Snow

5

Fog Haze

Rain

PAPI 2

3,600 x 50

NONE

REIL

NONE

RAIL

ASOS

417/257-1313

BKN

OVC

Pattern:

2,230

1 23.825

, 00'

Few

SCT

Elevation

1,230

CTAF

BKN

OVC

1 22.80

, 00'

Few

SCT

Density Altitude

GROUND

Temp

Dew Pt

1 - - - -

INFORMATION

CLEARANCE (Memphis Departure?)

Altimeter

[Craft unCtl]

1 20.075

29

[Craft CTL]

30

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

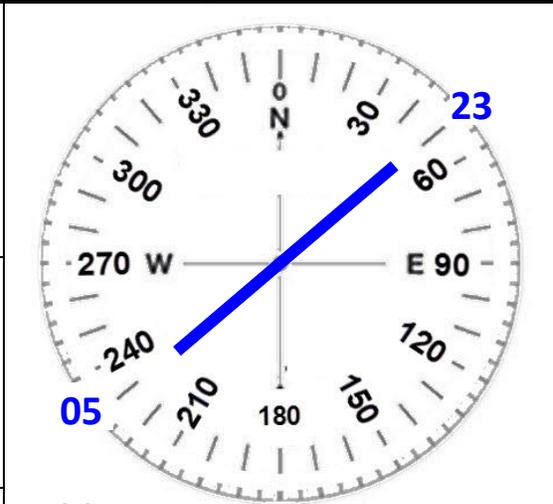
**K MNV**

**Monroe Cty** (Madisonville)

**E TZ**

**5 / 23**  
NO Papi 3,600 x 75 NO Papi

Wind **0**



**NONE** MIRL **NONE**

@ Kts

Visibility **10**  
**5** Snow Fog Haze Rain


Gusting

AWOS 423/442-6170  
**1 18.175**

BKN OVC  
, 00'  
Few SCT

Pattern: **2,030**

CTAF **1 23.0**

BKN OVC  
, 00'  
Few SCT

Elevation **1,030**

GROUND **1 - - - -**

Temp Dew Pt

Density Altitude

CLEARANCE (Knoxville Appr) **1 23.90**

Altimeter  
29  
30

INFORMATION

[Craft unCtl]  
[Craft CTL]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

<b>K HOT</b>			<b>Hot Springs, (AR)</b>			<b>C TZ</b>		
<b>5 / 23</b>			Wind					
6,500 x 150			0					
<b>13 \ 31</b>			@ Kts			Visibility <b>10</b> Snow <b>5</b> Fog      Haze Rain		
4,000 x 100			Gusting					
<b>PAPI 2</b>	3,600 x 50	<b>NONE</b>						
<b>REIL</b>	<b>NONE</b>	<b>RAIL</b>						

AWOS		BKN	OVC	Pattern:	
<b>1 19.925.</b>				<b>1,540</b>	
CTAF		BKN	OVC	Elevation	
<b>1 23.00</b>				<b>540</b>	
GROUND		Temp	Dew Pt	Density Altitude	
<b>1 - - - -</b>				INFORMATION	
CLEARANCE (CENTER in Air)		Altimeter		[Craft unCtl]	
<b>1 28.47</b>		29		[Craft CTL]	
		30			

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

<b>K UUV</b>			<b>Sullivan</b>			<b>C TZ</b>		
<b>6 / 24</b>			Wind					
<b>PAPI 2</b>	<b>4,500 x 75</b>	<b>PAPI 2</b>	<b>0</b>					
			@ Kts			<b>06</b> Visibility <b>10</b> Snow Fog Haze Rain		
			Gusting					
<b>PAPI 2</b>	<b>3,600 x 50</b>	<b>NONE</b>						
<b>REIL</b>	<b>NONE</b>	<b>RAIL</b>						

AWOS		BKN	OVC	, 00'		Pattern:	
<b>1 19.375.</b>		Few	SCT			<b>2,000</b>	
or CTAF		BKN	OVC	, 00'		Elevation	
<b>1 22.70</b>		Few	SCT			<b>9300</b>	
GROUND		Temp		Dew Pt	INFORMATION		
CLEARANCE (CENTER in AIR)		Altimeter				[Craft unCtl]	
<b>1 28.35</b>		29				[Craft CTL]	
		30					

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

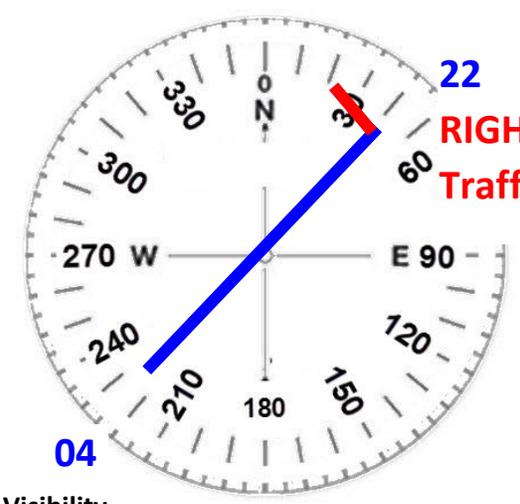
[KPWK]

[KRFD]

[3CK]

[HOME]

<b>K APT</b>	<b>Marion Cty/Brown Fld</b>	<b>CT</b>
--------------	-----------------------------	-----------

<b>4 / 22</b>	Wind <b>0</b>	
PAPI <b>3,500 x 75</b> PAPI	@ Kts	
	Gusting	
	Visibility	
	<b>5</b>	<b>10</b> Snow Fog    Haze Rain

ATIS or AWOS <b>CHATANOOGA</b>	BKN    OVC	,    00'
<b>1 19.85</b>	Few    SCT	
TOWER or <b>CTAF</b>	BKN    OVC	,    00'
<b>1 22.8</b>	Few    SCT	
GROUND	Temp	Dew Pt
<b>1 ----</b>		
CLEARANCE <u>Chattanooga</u> Delivery	<b>Altimeter</b>	
<b>(423) 855-6478</b>	29	
	30	

<b>Pattern:</b> <b>1,640</b>
<b>Elevation</b> <b>640</b>
Density Altitude
INFORMATION
<b>[Craft unCtl]</b>
<b>[Craft CTL]</b>

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

K OSH

OSHkosh/Whitman

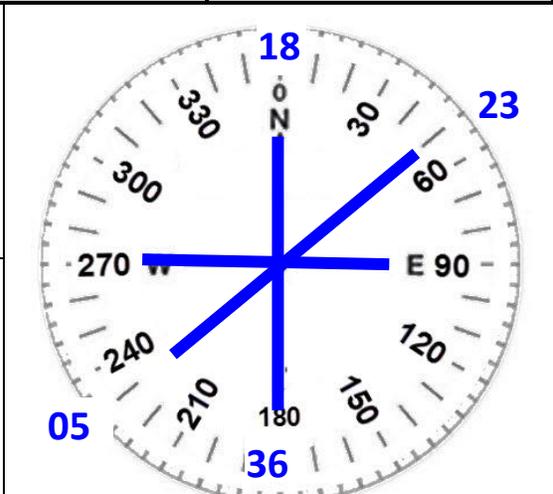
CTZ

**05 / 23**

NONE	3,500 x 75	NONE
------	------------	------

Wind

**0**



**9 - 27**

PAPI 4	6,150 x 150	PAPI 4
--------	-------------	--------

@ Kts

**18 / 36**

PAPI 4	8,000 x 150	PAPI 4
--------	-------------	--------

Gusting

Visibility

**10**

**5**

Snow  
Fog Haze  
Rain

ATIS

**25.90**

BKN OVC

, 00'

Few SCT

Pattern:

**1,800?**

Elevation

**800**

TOWER

**18.50**

BKN OVC

, 00'

Few SCT

Density Altitude

GROUND

**32.30**

Temp Dew Pt

INFORMATION

CLEARANCE 630/906-8921 (CHICAGO)

**1 - - - -**

Altimeter

29

30

[Craft unCtl]

[Craft CTL]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

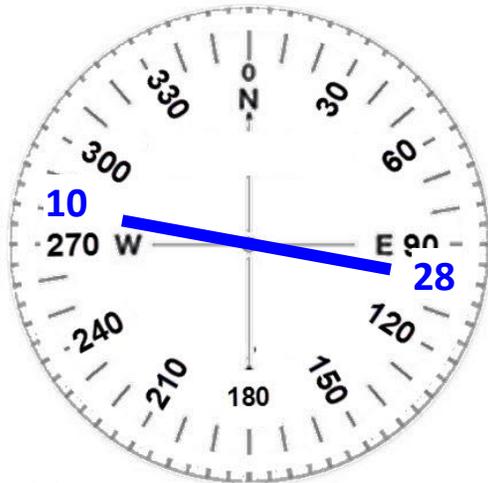
[KPWK]

[KRFD]

[3CK]

[HOME]

<b>K ML J</b>	<b>Badlwin Cty Regional</b>	<b>E TZ</b>
---------------	-----------------------------	-------------

<b>10 / 28</b>	Wind <b>0</b>	
5,500 x 100	@ Kts	
<b>PAPI</b>	Gusting	Visibility <b>10</b>
<b>PAPI 2</b>	3,600 x 50	<b>5</b>
<b>REIL</b>	<b>NONE</b>	Snow Fog Haze Rain
<b>NONE</b>	<b>RAIL</b>	

ATIS or AWOS <b>27.</b>	BKN OVC  Few SCT	Pattern: <b>1,000</b>
<b>12</b>	TOWER or CTAF  Few SCT	Elevation <b>800</b>
GROUND <b>1 - - - -</b>	Temp Dew Pt	Density Altitude
CLEARANCE <b>1 - - - -</b>	Altimeter 29 30	INFORMATION  Jarred Enterprise: 478/454-6520
		<b>[Craft unCtl]</b>  <b>[Craft CTL]</b>

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

**K GYY****Gary****C TZ****02 / 20**

Wind

**0****PAPI2****3,600 x 100****PAPI2****12 \ 30**

@ Kts

**PAPI4****8,900 x 100****PAPI4**

REIL ?

Gusting

Visibility

**10**

Snow

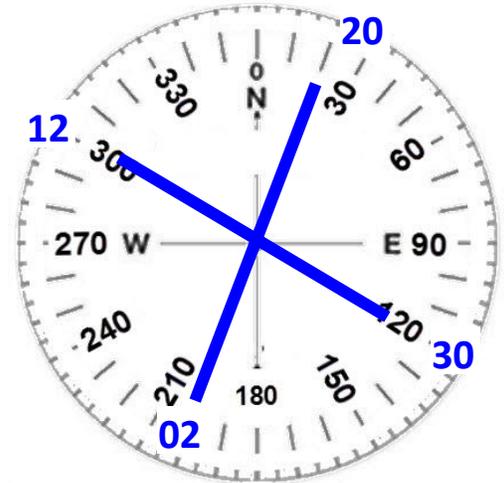
**5**

Fog

Haze

Rain

Pattern:



ATIS

BKN

OVC

, 00'

**1 34.57.**

Few

SCT

**1,600**

TOWER

BKN

OVC

, 00'

**1 25.6**

Few

SCT

Elevation

**597**Density  
Altitude

GROUND

Temp

Dew Pt

**1 21.90**

INFORMATION

CLEARANCE 847/289-0926 (Gary)

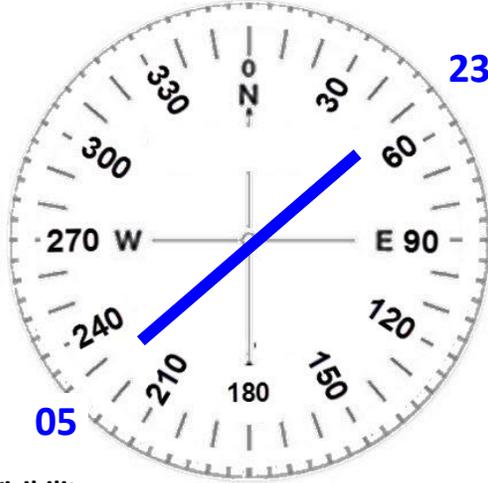
Altimeter

**[Craft unCtl]****1 - - - -**

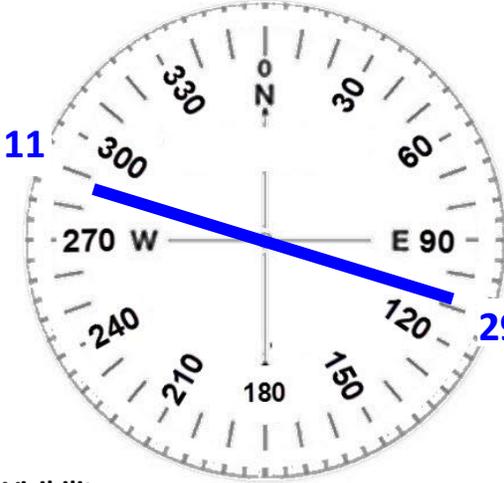
29

30

**[Craft CTL]****[Craft unCtl]**[\[KSUE\]](#)[\[KPWK\]](#)**[Craft CTL]**[HOME](#)

<b>K BPK</b>		<b>Baxter Cty</b>		<b>C TZ</b>
<b>5 \ 23</b>		Wind		
5,000 x 75		0		
<b>PAPI 4</b>		<b>PAPI 2</b>		
		@ Kts		
		Gusting		Visibility
				<b>10</b>
				5
				Snow
				Fog Haze
				Rain
				Pattern:

<b>AWOS</b>		<b>BKN</b>	<b>OVC</b>		<b>1,900</b>
<b>33.97</b>				, 00'	
<b>UNICOM</b>		<b>BKN</b>	<b>OVC</b>		<b>Elevation</b>
<b>1 23.00</b>				, 00'	<b>900</b>
<b>GROUND</b>		<b>Temp</b>	<b>Dew Pt</b>		<b>Density Altitude</b>
<b>1 ----</b>					<b>(Big Air 123.00)</b>
<b>CLEARANCE</b>		<b>Altimeter</b>			<b>INFORMATION</b>
<b>901/368-8453</b>		29			<b>[Craft unCtl]</b>
		30			<b>[Craft CTL]</b>

<b>6I2</b>			<b>Springfield, KY</b>			<b>_ ETZ</b>		
<b>11 - 29</b>			Wind					
<b>PAPI</b>	<b>5,000 x 75</b>	<b>PAPI</b>	<b>0</b>					
			@ Kts					
			Gusting					
			Visibility			Snow		
			<b>10</b>			Fog Haze		
			<b>5</b>			Rain		
			Pattern:					

AWOS 859/336-0340		BKN	OVC		
<b>1 19.725.</b>		Few	SCT	, 00'	
CTAF		BKN	OVC		
<b>1 22.80</b>		Few	SCT	, 00'	
GROUND		Temp		Dew Pt	
<b>1 ----</b>					

<b>2,000</b>	
Elevation	<b>900</b>
Density Altitude	
INFORMATION	

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

CLEARANCE

(317) 247-2411

Altimeter

29

30

[Craft unCtl]

[Craft CTL]

3J7

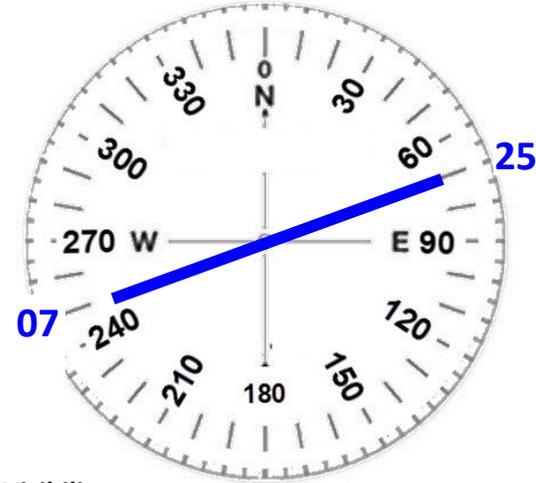
GREENSBORO

E TZ

7 / 25

Wind

0



PAPI 2

5,500 x 100

PAPI 2

@ Kts

Gusting

Visibility

10

Pattern:

Snow

Fog

Haze

Rain

5

ATIS or AWOS  
706/453-0017

BKN

OVC

, 00'

1 24.525

Few

SCT

1,700

Elevation

700

CTAF

BKN

OVC

, 00'

1 22.80

Few

SCT

Density  
Altitude

GROUND

Temp

Dew Pt

1 ----

INFORMATION

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

CLEARANCE (GCO)

-678/364-6131

Altimeter

29

30

[Craft unCtl]

[Craft CTL]

K PAH

Paducah / Barkley

\_ TZ

05 / 23

Wind

0

NONE

6,500 x 150

PAPI

RAIL

HIRL

NONE

14 \ 32

@ Kts

NONE

4, x 75

PAPI

NONE

MIRL

NONE

Gusting

Visibility

10

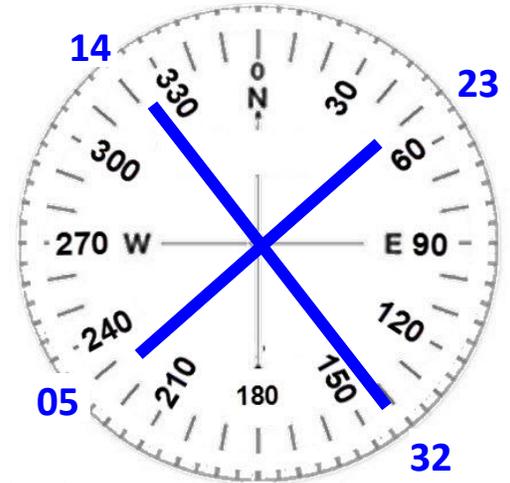
Snow

5

Fog

Haze

Rain



ASOS

BKN

OVC

1 18.375

, 00'

Few

SCT

TOWER (0600-2300)

BKN

OVC

1 19.6

, 00'

Few

SCT

GROUND

Temp

Dew Pt

1 -21.70

1,400

Elevation

411

Density  
Altitude

INFORMATION

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

**CENTER**

1 **33.65**

Altimeter

29

30

[\[Craft unCtl\]](#)

[\[Craft CTL\]](#)

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

<b>K GZL</b>		<b>Stigler Regional</b>		<b>C TZ</b>
<b>17 / 35</b>		Wind	<b>0</b>	
<b>PAPI</b>	<b>4,300 x 60</b>	<b>PAPI</b>		
		@ Kts		
		Gusting		
		Visibility	<b>10</b>	
			<b>5</b>	

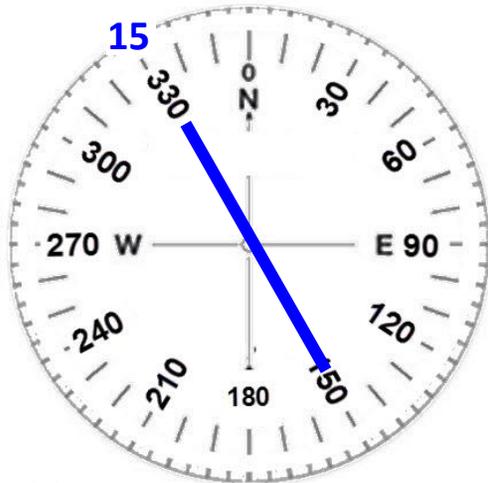
Snow  
Fog Haze  
Rain

<b>ATIS or AWOS</b>	<b>BKN</b>	<b>OVC</b>	<b>Pattern:</b>
<b>1 18.575</b>			<b>1,600</b>
<b>TOWER or CTAF</b>	<b>BKN</b>	<b>OVC</b>	<b>Elevation</b>
<b>1 22.90</b>			<b>600</b>
<b>GROUND</b>	<b>Temp</b>	<b>Dew Pt</b>	<b>Density Altitude</b>
<b>1 - - - -</b>			
<b>CLEARANCE</b>	<b>Altimeter</b>		<b>INFORMATION</b>
<b>1 - - - -</b>	29		<b>[Craft unCtl]</b>
	30		<b>[Craft CTL]</b>

<b>K DEQ</b>		<b>Lynn Helms Sevier Cty</b>		<b>C TZ</b>
<b>08 / 26</b>			Wind	
<b>PAPI</b>	<b>5,000 x 75</b>	<b>PAPI</b>	<b>0</b>	
			@ Kts	
			Gusting	
			Visibility	<b>10</b> Snow <b>5</b> Fog      Haze Rain

<b>ATIS or AWOS</b>		BKN	OVC	Pattern:
<b>1 34.075</b>				<b>1,350</b>
		Few	SCT	Elevation
				<b>350</b>
<b>TOWER or CTAF</b>		BKN	OVC	Density Altitude
<b>1 22.80</b>				
		Few	SCT	INFORMATION
<b>GROUND</b>		Temp	Dew Pt	<a href="#">[Craft unCtl]</a>
<b>1 - - - -</b>				
<b>CLEARANCE</b>		<b>Altimeter</b>		<a href="#">[Craft CTL]</a>
<b>1 - - - -</b>		29		
		30		

<b>K UMP</b>	<b>Indianapolis Metro</b>	<b><u>E</u> TZ</b>
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<h1 style="margin:0;">15 / 33</h1>	<b>Wind</b>  <span style="font-size: 2em;">0</span>	
<b>PAPI</b> 4,000 x 100 <b>PAPI</b>	<b>@ Kts</b>	
<b>PAPI</b>	<b>Gusting</b>	
	<b>Visibility</b>	
		<span style="font-size: 1.5em;">10</span>
		<span style="font-size: 1.5em;">5</span>

<b>AWOS 317/842-3911</b>	<b>BKN OVC</b>	<b>Pattern:</b>  <span style="font-size: 2em;">1,800</span>
<span style="font-size: 2em;">1 19.375</span>	<span style="font-size: 1.5em;">, 00'</span>	<b>Elevation</b>  <span style="font-size: 2em;">811</span>
<b>CTAF/Unicom</b>	<b>BKN OVC</b>	<b>Density Altitude</b>
<span style="font-size: 2em;">1 23.00</span>	<span style="font-size: 1.5em;">, 00'</span>	<b>INFORMATION</b>
<b>GROUND</b>	<b>Temp Dew Pt</b>	<span style="font-size: 1.2em;">[Craft unCtl]</span>
<span style="font-size: 2em;">1 ----</span>		<span style="font-size: 1.2em;">[Craft CTL]</span>
<b>Departure/CLEARANCE</b>	<b>Altimeter</b>	
<span style="font-size: 2em;">1 27.15</span>	<span style="font-size: 1.2em;">29</span>  <span style="font-size: 1.2em;">30</span>	

[HOME]

[KSUE]

[KPWK]

[KRFD]

[3CK]

[HOME]

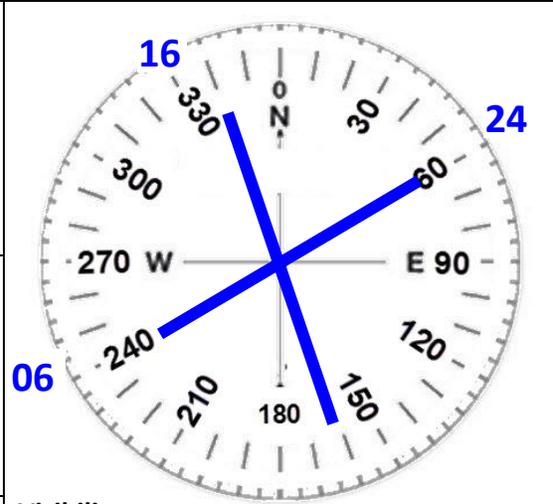
**K**

# Sample

**TZ**

/		
<b>PAPI</b>	<b>5,000 x 100</b>	<b>PAPI</b>

Wind **0**



\		
<b>PAPI</b>	<b>4,400 x 75</b>	
	<b>REIL ?</b>	

@ Kts

<b>PAPI 2</b>	<b>3,600 x 50</b>	<b>NONE</b>
<b>REIL</b>	<b>NONE</b>	<b>RAIL</b>

Gusting

Visibility **10**  
**5**  
**34** Snow  
 Fog Haze  
 Rain

AWOS 317/842-3911

BKN OVC

**1 1**

, 00'  
Few SCT

**1,800**

Elevation **811**

**TOWER** or **CTAF/Unicom**  
**1 2**

BKN OVC  
, 00'  
Few SCT

Density Altitude

**GROUND**  
**1 - - - -**

Temp Dew Pt

INFORMATION

Departure/CLEARANCE  
**1 2**

**Altimeter**  
29  
30

[Craft unCtl]  
[Craft CTL]

[Craft unCtl]

[KSUE]

[KPWK]

[Craft CTL]

HOME