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

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

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<b>CHT</b> :	<b>300-380 is GREEN;</b>	<b>380-460 is Caution</b>	<b>460+ is RED</b>
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**BEEHCRAFT Bonanza F33A Section IV**  
**CE-674 and after** **Procedures**  
*All airspeeds quoted in this sect 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 ( $V_X$ ) ..... 77 KTS  
 Best Rate-of-Climb ( $V_Y$ ) ..... 96 KTS  
 Cruise Climb ..... 107 KTS

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

Revised: March 1983

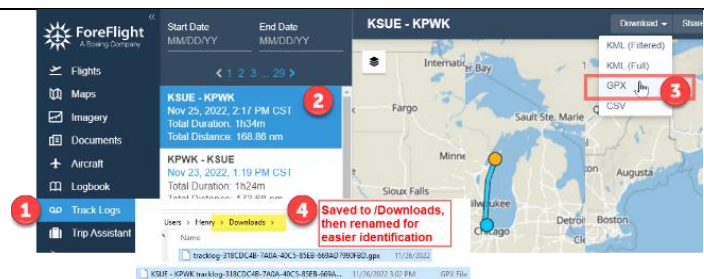
4-3

**V Best Glide = 105**

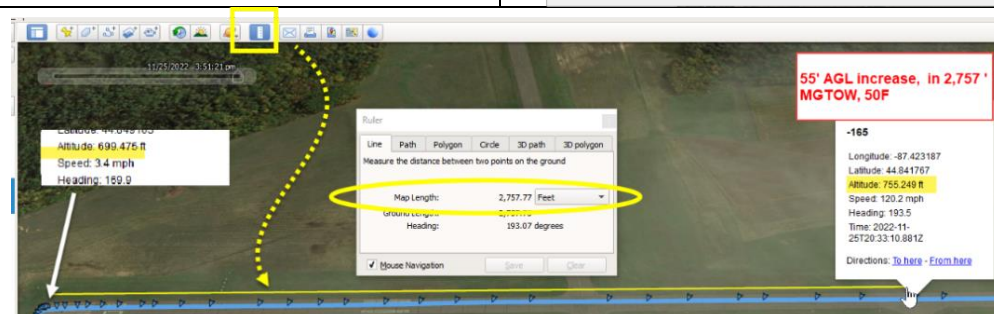
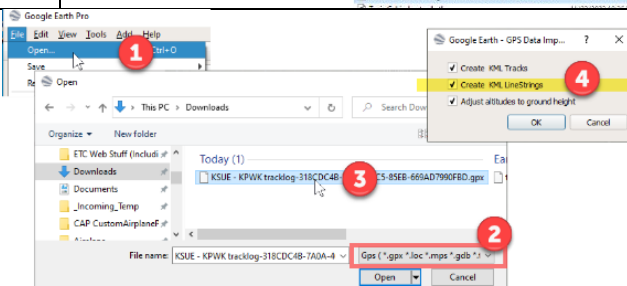
**You need an extra 500' of Runway for every 10Kts of Tail wind**

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.

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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#
DA v						
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'					

## NOTES

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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

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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:**

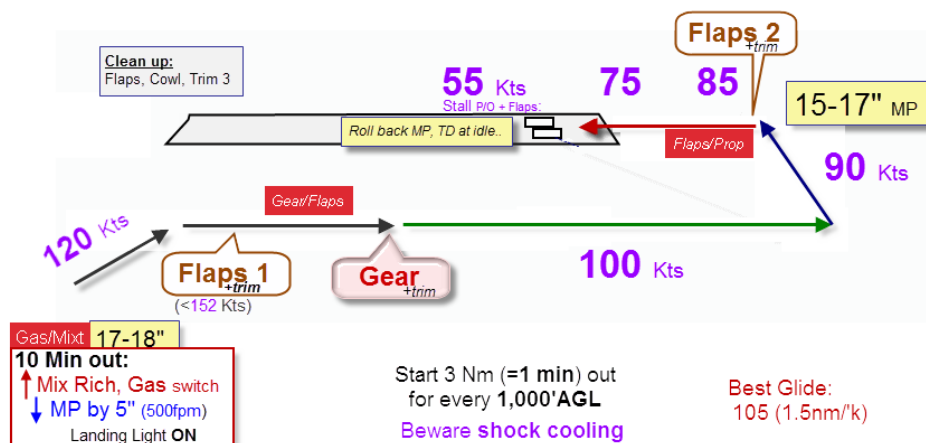
- a. **Nose up at 7 degrees, climb out at V<sub>x</sub> (about 78Kts)**, retract gear, then flaps.

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 ☹️

$$\begin{aligned} \text{FPNm} &= \text{FPM} \times 60 / \text{Kts (GS)} \leftarrow \text{generic Math} \\ &= \text{FPM} \times 60 / 96 \quad \text{Vy is 96 Kts Vx=77} \\ &= \text{FPM} \times 0.63 \\ &\sim 2/3\text{rds of FPM} \end{aligned}$$

	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 =  $500/2 = 250'/\text{Nm}$

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

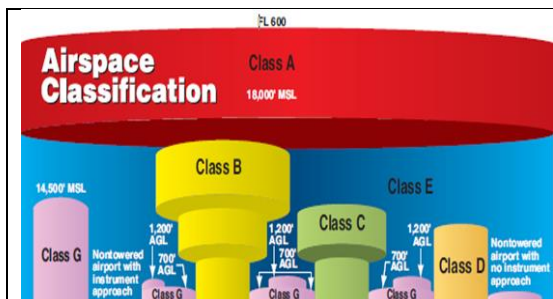
Best Glide (105Kts) yields 1.5Nm/1k AGL (1.5Nm = 9,108')

- slope =  $1k/9,108 = 0.11 = \text{Tangent (6.3 deg)}$
- VSI =  $120\text{mph} \times \text{Sine}(6.3) = 1,110 \text{ fpm} = 11 \text{ Kts}$

[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		
D		PWK	Cylinder 0 - ~3500 agl					
E	A	Everyplace else you <i>fly</i>	(700' in shaded Magenta, or Nt, else 1,200)' +		1,000' ceilings for VFR	<div></div>		[C] is to keep VFR at bay.  Blue lines if Towered, Magenta if Non-Tower.  These are called Surface Area Class E Airports
G	B	in shaded area IF IFR Approach!	700' +					
	C	in dotted Line	0' +					
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			

# NOTES

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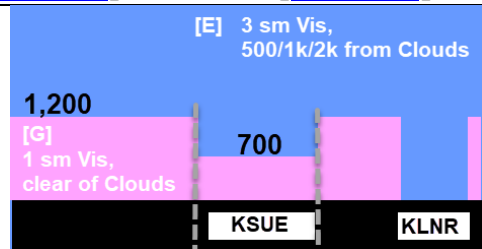
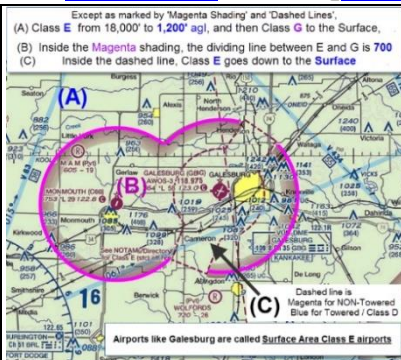
[\[CRAFT CTL\]](#)

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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.

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

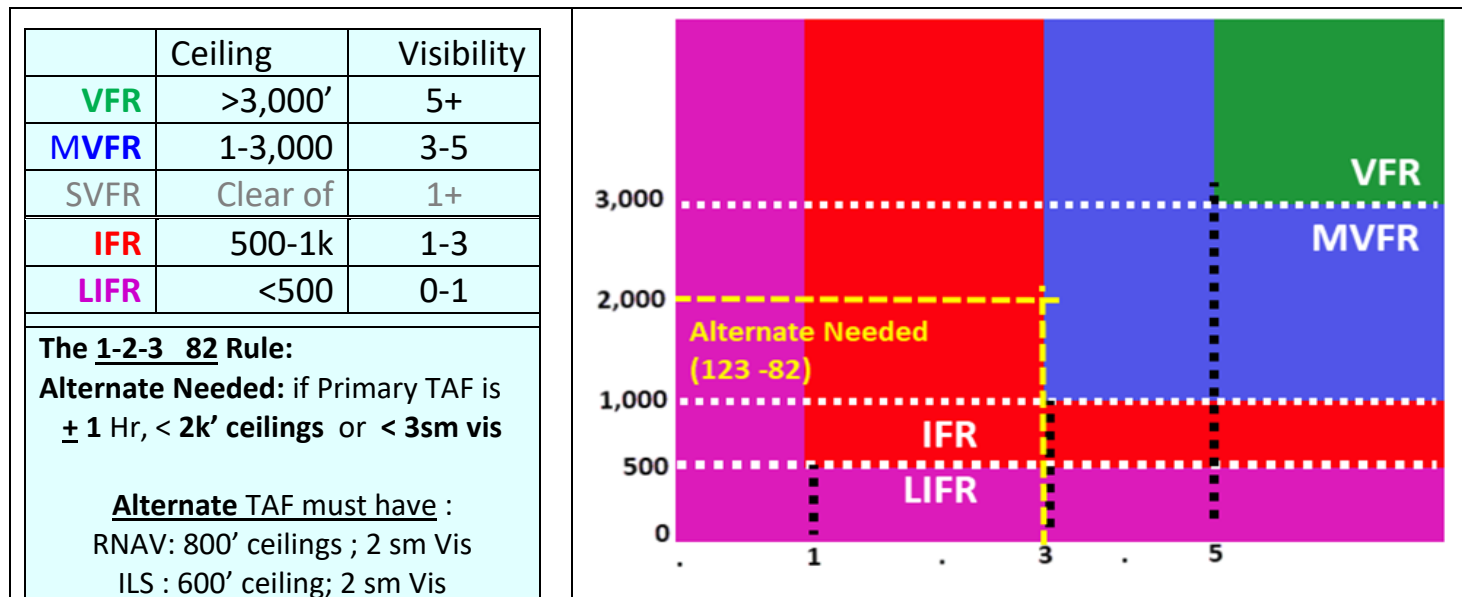
[\[Craft CTL\]](#)

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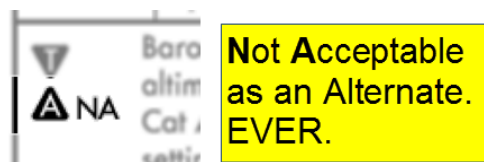


**VFR/IFR/ALTERNATES**

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

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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)

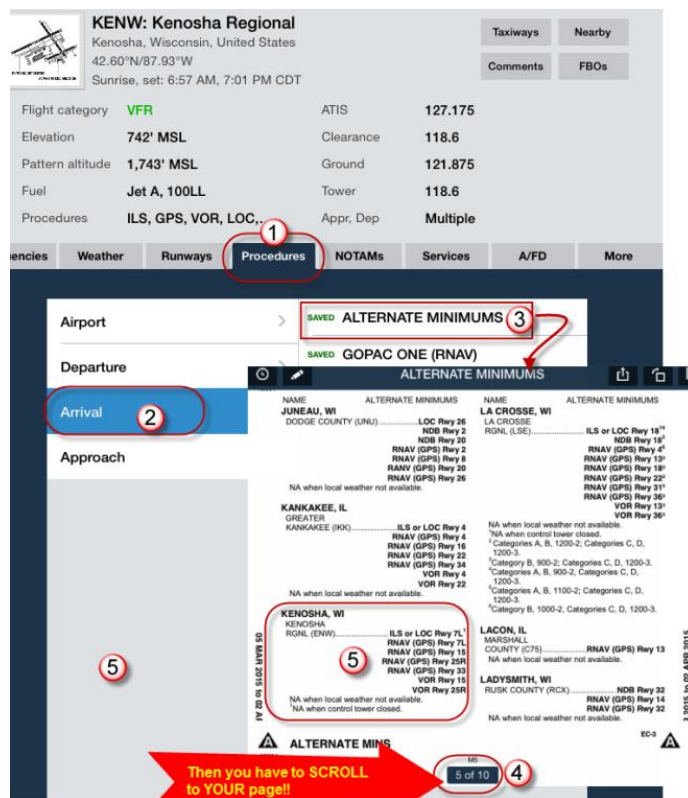
Note: Alternate will need MONITORED WEATHER AND INSTRUMENT REPORTING. E.g., if the ILS is out, or the weather is below minimums, you need to have some way of knowing that when you plan to arrive!



**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:	
OAT	18F	-----	10F	10F	10 F	Drops ~10 F	
Oil	121 F	----	67 F	38 F	39+ F	54, really 83 drop	
CHT	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 <u>about</u> 35 F/Hr</b> , <b><u>Oil Temp drops about 25 F per Hr</u></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)**

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

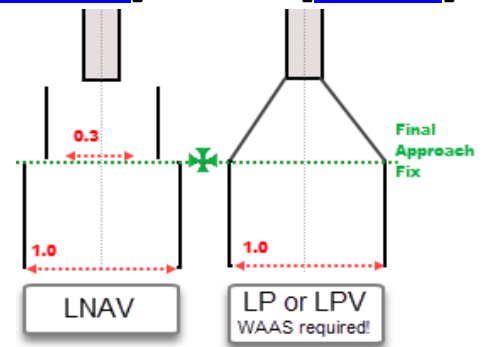
Us Part 91 guys can take off in 0/0. [T] only for commercial Part 135/121, though SOME parts ARE applicable to everyone like OBSTACLE DEPARTURE. These are called **ODP** (Obstacle Departure Procedures). So **CHECK THE TAKEOFF MINIMUMS** before you leave!! ODPs are implicitly binding in any IFR clearance. 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	<b>VOR</b>	
	<b>Localizer only</b>	<b>LP (+v)</b> <u>Localizer</u> Precision
	<b>BackCourse</b>	<b>LNAV (+v)</b> <u>Lateral</u> Navigation
	<b>LDA</b> (ILS but at angle) <b>SDF</b> (wider, offset)	(+v is <u>advisory</u> GS offered by the GPS)
<b>Precision</b> DH ~200-300' AGL	<b>ILS</b> (Localizer + GS)	<b>LPV *</b> <u>Localizer</u> Perform w/ Vert
		<b>LNAV/VNAV *</b> <u>Lateral/Vertical Nav</u> Displayed as <b>L/NAV</b> on Garmin
<b>Minimums:</b>	<b>Ceiling</b> minima are a function of <b>Vertical</b> guidance; <b>Visibility</b> minima are a function of runway <b>lighting</b> .	
	Localizer is approx. 5 deg wide	
	<b>LP &amp; LPV</b> approaches are only available on <b>WAAS</b> -enabled GPSs	
	Vertical Navigation ( <b>VNAV</b> ) uses a glideslope based on <b>WAAS</b> , 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.	
	<b>+V</b> : 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.	

**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> <i>1/8 inch (3mm) depth or less of:</i> <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
<i>5° F (-15°C) and Colder outside air temperature:</i> <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> <i>Greater than 1/8 inch (3mm) depth of:</i> <ul style="list-style-type: none"> <li>Dry Snow</li> <li>Wet Snow</li> </ul> <i>Warmer than 5° F (-15°C) outside air temperature:</i> <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
<i>Greater than 1/8 (3mm) inch depth of:</i> <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

**KPWK**  
**Runway is SHUT DOWN**

## **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

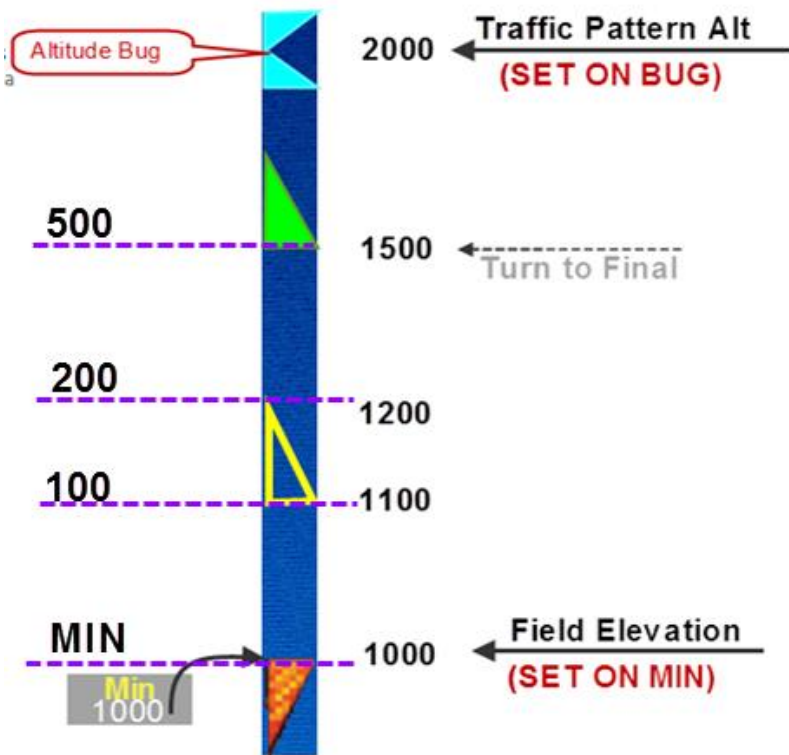
Light Gun Signals	In the Air	On the Ground
Steady Green	Cleared to Land	Cleared for TakeOff
Flashing Green	Return for Landing	Cleared for Taxi
Steady Red	Give way and Circle	STOP
Flashing Red	DO NOT LAND	Taxi Clear of Runway in use
Flashing WHITE	n/a	Return to starting point
Red/Green	EXTREME CAUTION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

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# Scratchpad

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## LIGHTS

**HIRL/MIRL** Runway Edge Lights (**Hi** 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.

**RLLS** 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

**MALSR\*** Medium intensity Approach Lighting System with Runway Alignment.

**SSALS(R)\*** 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

• .

Scratchpad

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[[Craft unCtl](#)]

[[KSUE](#)]

[[KPWK](#)]

[[Craft CTL](#)]

[[HOME](#)]

Henry@N78HF.com

## LIGHTSPEED ZULU HEADSETS

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

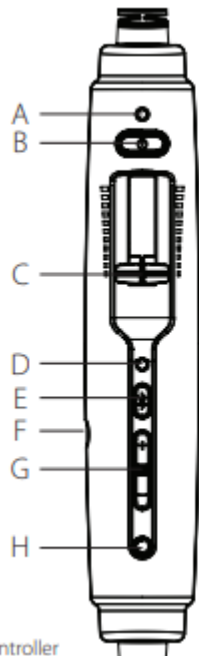
1. Turn on the headset and verify the green LED is flashing.
  0. Make sure Zulu 3's Bluetooth mode is turned off. Blue or red flashes from the Bluetooth LED should not be present.
2. Press and hold the Zulu 3 Bluetooth button for about five to ten seconds or until the Bluetooth LED continually flashes 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.



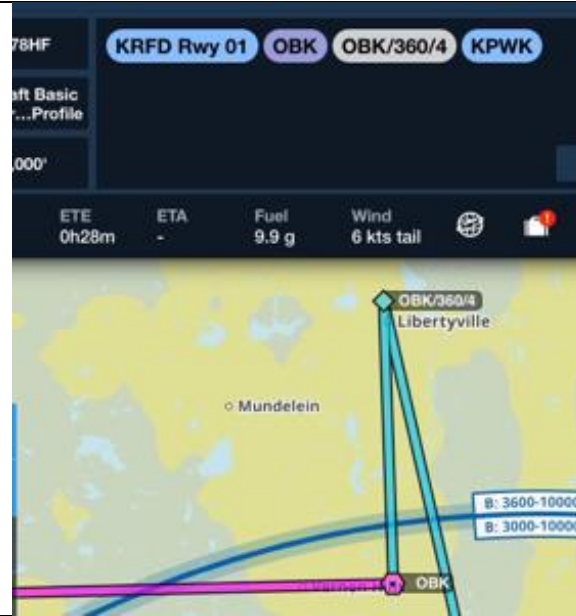
The Zulu 3 controller

## Controller

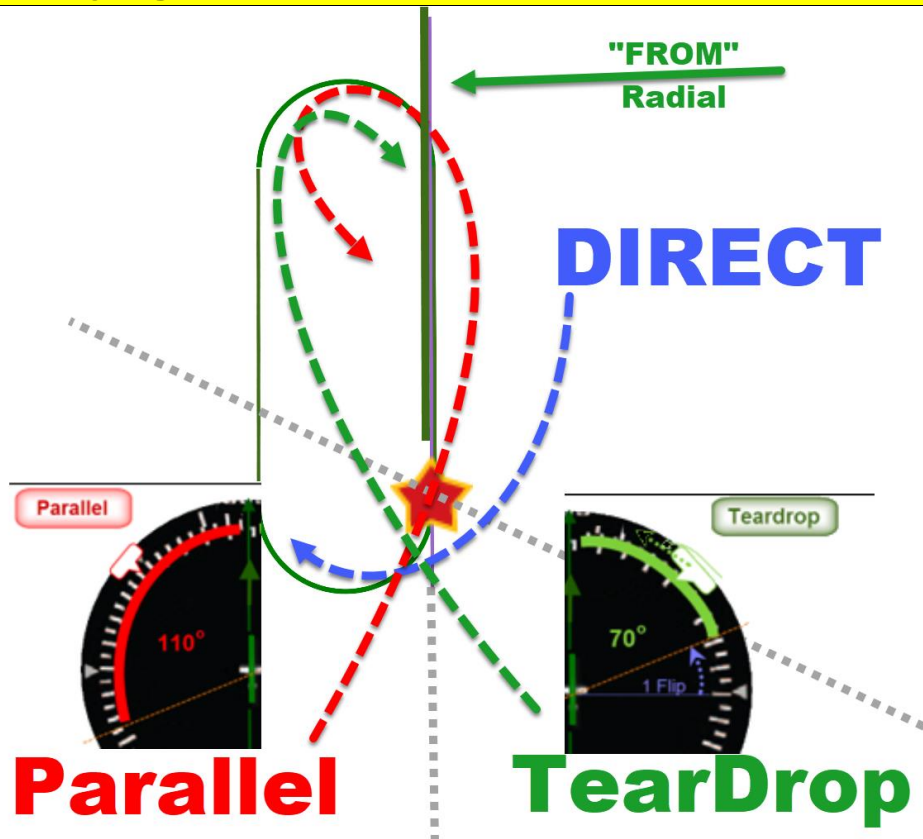
- A. Power indicator LED: Flashes GREEN when power is supplied to Zulu 3 and batteries are strong. Flashes RED when batteries are low.
- B. Power button: Powers on headset, turning on Active Noise Reduction (ANR). Press button once to turn Zulu 3 on; press and hold to turn Zulu 3 off.  
  
To toggle 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.

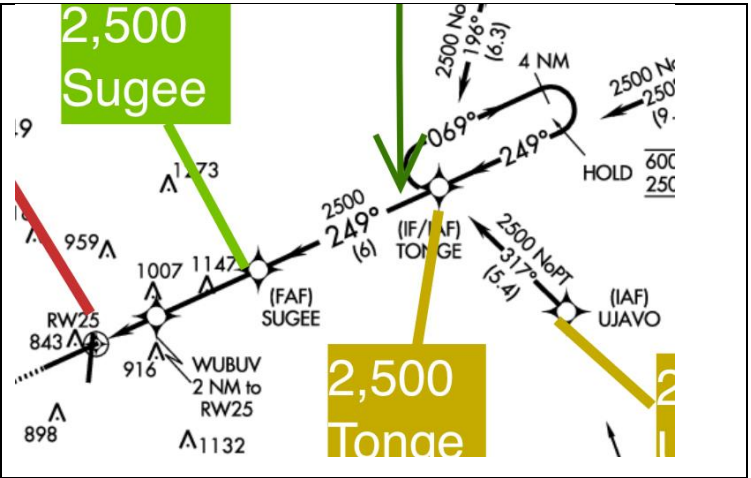
# Scratchpad

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).

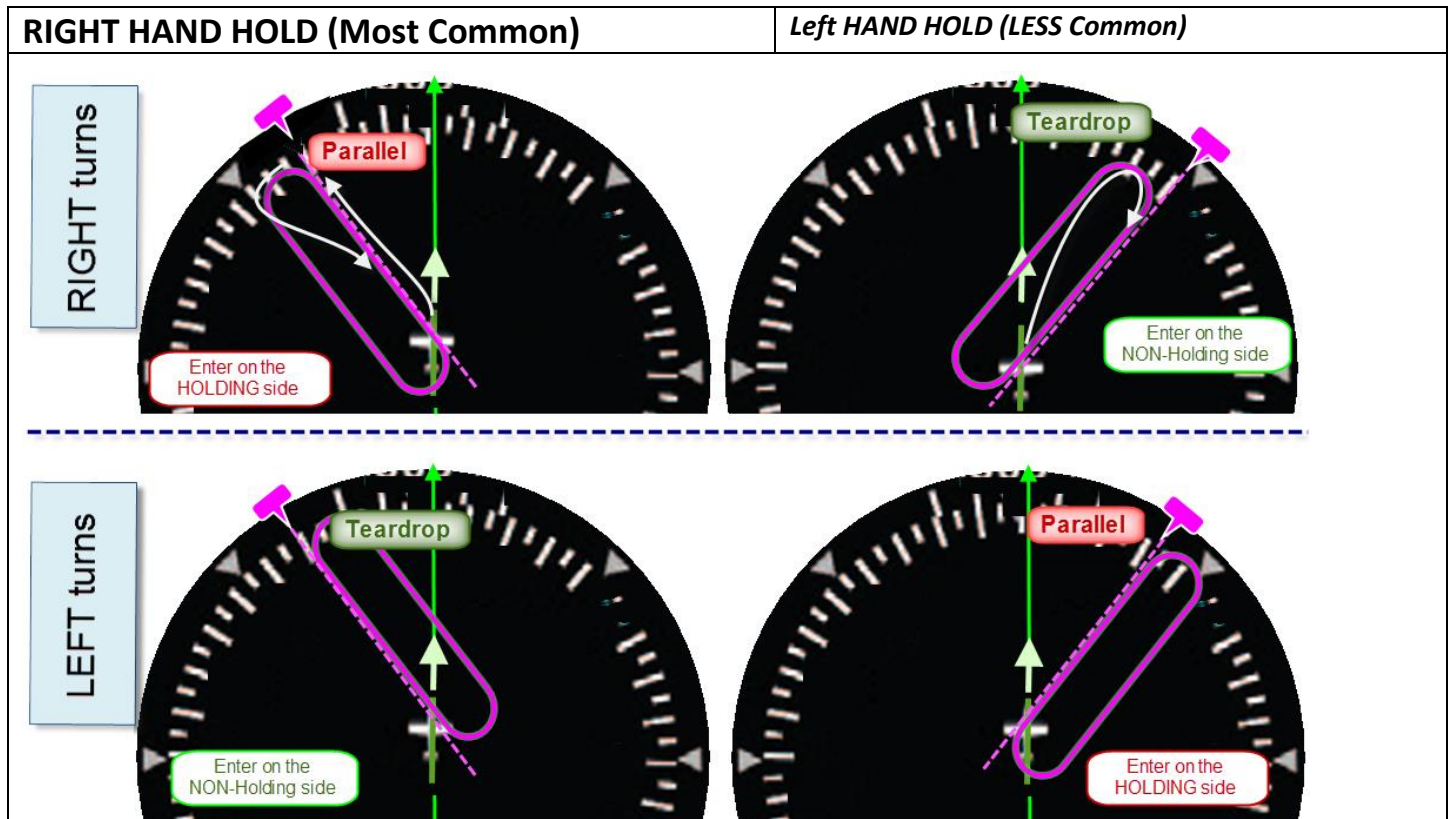
E.g., KRFD LPV 25 hold at Tonge is on the (249-180=) 069 FROM (249To)



**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 &amp; CDI COME ALIVE

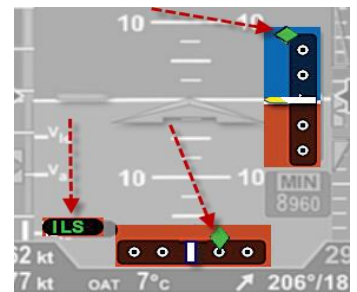


Fig 3 Step 3

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 <u>Active</u></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> When close to the localizer, and sure to be shooting the approach.		<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>[GPSS] 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>		<div>Tell A/P to follow Garmin, not HDG bug →</div> <div><b>GPSS</b> (NOT HDG)</div>	
5	I am now inbound 'on the localizer'	<b>APPR</b>	NOW 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>	<div>← Specifically, the APPR (now ILS!) half of the Garmin!</div>	
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 [<b>GPSS</b>] 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]**)

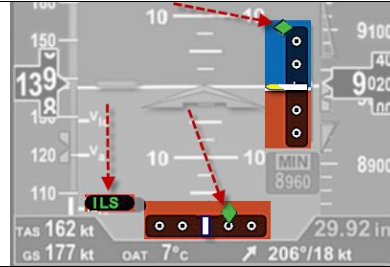
- [PROC] → **[ACTIVATE VTF]** + [ENTER]



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		none shown
10		
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.

[\[NOTES\]](#)

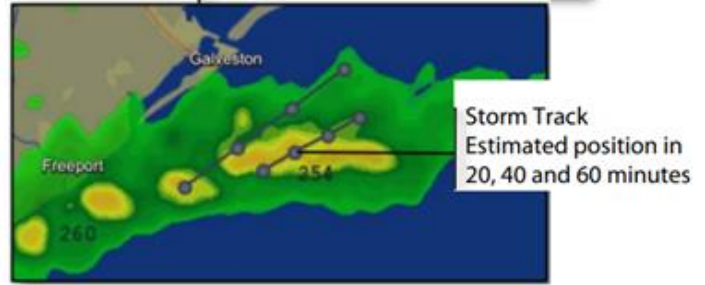
[\[HOME\]](#)

# 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>	Remember that ADSB is updated only every 5 minutes, and might be up to 10 minutes delayed to begin with!
5		none shown	
10			
15			
20			<b>Rain</b> : Might go near, and even through the edge of
25			
30			<b>Heavy Rain</b> : Stay > 10 nm away from
35			
40			<b>Yellow</b> : Stay > 15 Nm away from
45			<b>Orange</b> : Stay > 30 Nm away from
50			<b>RED</b> : Stay > 40-50 Nm away from
55			
60			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...
65			

## 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

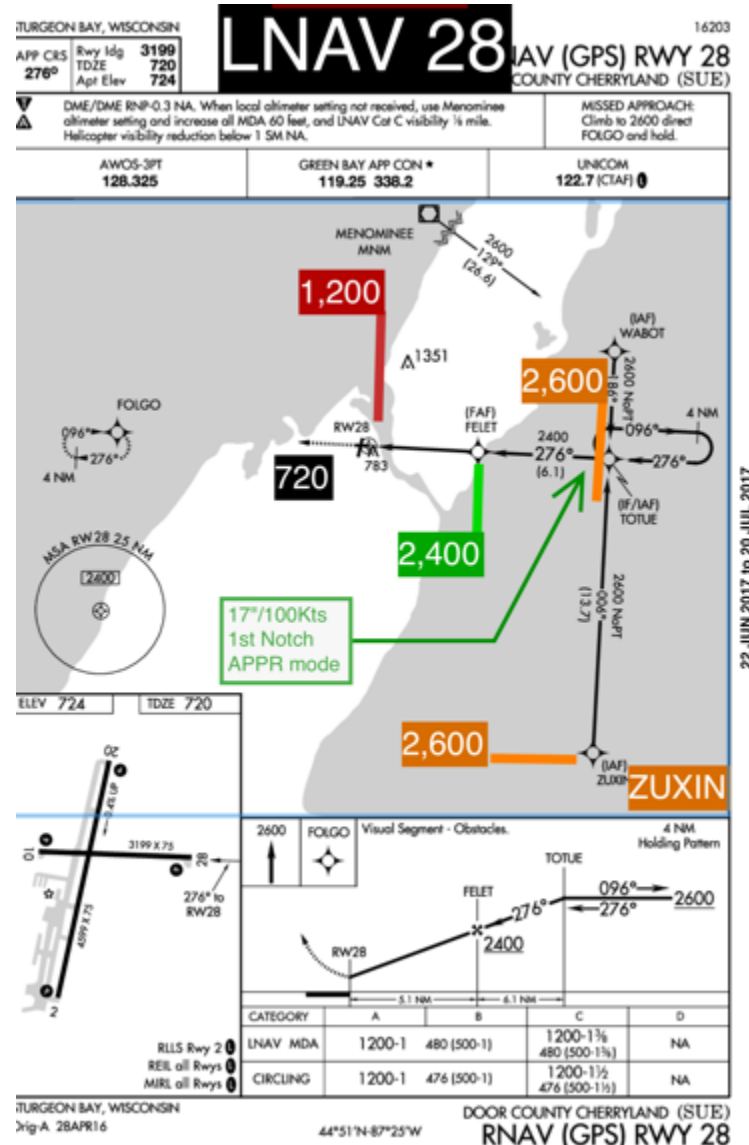
4) IAF : Orange Line

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.

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# Scratchpad


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# Scratchpad

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# 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					

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# Scratchpad

<b>Arrive at Destination</b> (eg, Restaurant or Hotel...)		<div> <div>:</div> <div>CST or EST</div> <div>AM or PM</div> </div> <a href="#">HOME</a>	
(TIME ZONE Change?)	: 0 0		+ 1:00 going West, or - 1:00 going East
Transportation time from Airport to Destination	HH:mm :		If the Airport <i>is</i> your 'final destination' this is <b>zero</b>
Taxi and Shutdown	~ 0 : 20		Eg, 20 minutes...
Travel / Flight time	:		From ForeFlight
Preflight check, Loading, Checklist, Start & Taxi	:		~45 min w passengers + 35 min for HGF
<b>Arrive at Departure Airport</b> (KPWK)	Total HH:mm :	<div> <div>:</div> <div>CST or EST</div> <div>AM or PM</div> </div>	
Less Travel Time to Airport	:		
= <b>Leave for Airport</b>		<div> <div>:</div> <div>CST or EST</div> <div>AM or PM</div> </div> <a href="#">HOME</a>	

Departure Time Option #1

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

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

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

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

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

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

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

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

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

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

**Trip To**

**FFM Prediction:**

**REM: Startup**

**REM: Shutdown**

**[[HOME](#)]**

**Used:**

**Difference**

**Trip To**

**FFM Prediction:**

**REM: Startup**

**REM: Shutdown**

**Used:**

**[[HOME](#)]**

**Difference**



# FFM Fuel Usage Cross Check

## K-Factor

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### 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)**

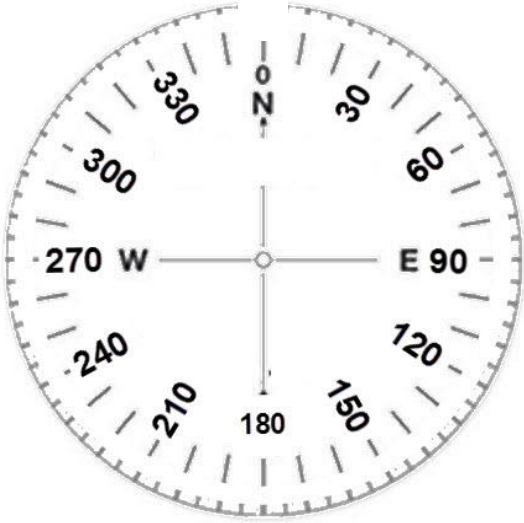
### Entering the K factor

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> <i>Only ~ 1% adj</i>

	(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>	

Blank ATIS			1	TZ		
			Wind	0		
			@ Kts			
			Gusting			
			Visibility	10	Snow Fog   Haze	
1			BUU AWOS		BKN OVC	
1			Few SCT , 00'		Elevation	
1			GROUND		BKN OVC	
1			Temp   Dew Pt		Density Altitude	
RFD Approach			Altimeter		INFORMATION	
			29			
			30		<a href="#">[HOME]</a>	

		Wind	0	
			@ Kts	
			Gusting	
			Visibility10	
				Snow FogHaze

1BUUAWOS	BKN OVC	
	Few SCT, 00'	
1	BKN OVC	
	Few SCT, 00'	
1GROUND	Temp	Dew Pt
RFD Approach	Altimeter	
	2930	
		<a href="#">[HOME]</a>

CRAFT (#1)

	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 <a href="#">[HOME]</a>	

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	<a href="#">[HOME]</a>

Cleared To:

CRAFT (UN Controlled)

	RV	via	Fly	Or	Deg
			Rwy Hdg	Upon Entering Controlled Airspace (700' in shaded Magenta, or Nt, else 1,200)	
		AF			
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	
				<a href="#">[HOME]</a>	

Cleared To:

CRAFT out of KPWK

KSUE	RV	via	Fly	Or	Deg
			Rwy Hdg	Upon Entering Controlled Airspace (700' in shaded Magenta, or Nt, else 1,200	
	AF				
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	Expect	5 10 15
			1 2		
			3 4 ,000'		,000'
4	RONIC	TAAYZ	Freq	120.55 125.00	
			1		
5	BAE	(carna ?)	Squawk		
Void	Released (immediate)	Void	if not off by	Airport	KPWK
				Runway	[HOME]
	advise if not off by	Time is NOW:			

KPWK			Executive		CTZ
<div>16   34</div> <div> <div>PAPI</div> <div>5,000 x 150</div> <div>PAPI</div> </div> <div> <div>RLLS</div> <div>Mirl</div> <div>REIL</div> </div>			Wind	0	
<div>12 \ 30</div> <div> <div>PAPI</div> <div>4,400 x 75</div> <div>PAPI</div> </div> <div> <div>REIL</div> <div>Mirl</div> <div>REIL</div> </div>			@ Kts		
<div>06 / 24</div> <div> <div>PAPI</div> <div>3,600 x 50</div> <div>None!</div> </div>			Gusting		

CRAFT on Previous page

<div>1 24.20</div> <div>1 19.90</div> <div>1 21.70</div> <div>1 24.70</div>	ATIS	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Pattern Alt:</div> <div>1,650</div> <div>Elevation</div> <div>647</div>
	TOWER	<div>BKN OVC</div> <div>Few SCT, 00'</div>	Density Altitude
	GROUND	<div>Temp</div> <div>DewPt</div> <div>Rem:</div> <div>Rem:</div>	INFORMATION
	CLEAR	<div>Altimeter</div> <div>29</div> <div>30</div>	<div>Weekdays: 6a-10p</div> <div>Weekends: 7a-10p</div> <div><a href="#">[HOME]</a></div>





# 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>	<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>		
7	Gear down at GS Intercept... ☺			

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

## 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)

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

## GOING MISSED

### From the G3 Manual:

#### GO AROUND

1. GO AROUND button.....PRESS – Verify GA / GA on G5, GI 275, or G3X  
(autopilot will not disengage)
2. Autopilot (if engaged).....VERIFY airplane pitches up following flight director command bars
3. Throttle .....APPLY Go Around power
4. GMC 507 Mode Panel.....PRESS NAV to couple to selected navigation source  
OR  
PRESS HDG to Fly ATC Assigned Missed Approach Heading
5. 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 80 to 185 KIAS (92 to 213 MPH IAS)	100 FPM 1 KT (1 MPH)
IAS Hold	IAS Key	IAS nnn		
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

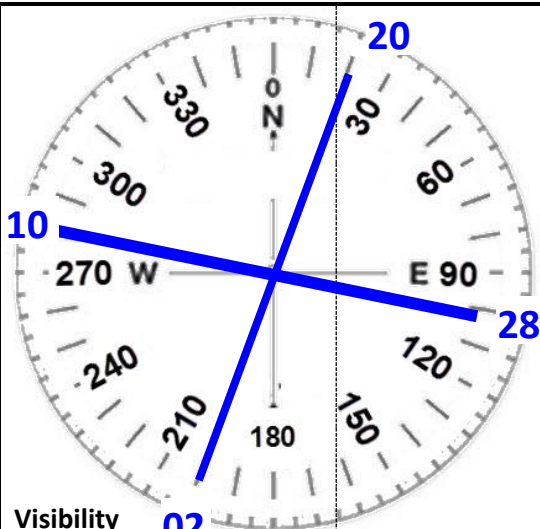
- Press the CDI on the GNS 530 to **UN-SUSP**end, and the MA hold is your next waypoint, which the autopilot will take you to, laterally.
- The GA automatically sets **ALTS** (climb-and-hold at **S**electd **ALT**itude)
  - So your vertical navigation is also now set
  - So if your MA instructions are “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

Cleared To:

CRAFT

(KSUE- KPWK)

KPWK	via AF	Fly Rwy Hdg	Or Deg Upon Entering Controlled Airspace (700' in shaded Magenta, or Nt, else 1,200)
1 BJB (West Bend) ← on Garmin ☺	5		
		DIRECT	
2 OBK	<div>Climb</div> <div>1234,000'</div> <div>Expect</div> <div>5 10 15,000'</div>		
3 HIGUH	<div>Freq</div> <div>119.25 GB</div> <div>1 .</div>		
4 rnav 16	<div>Squawk</div> <div></div>		
Void Released (immediate)	Void if not off by		Airport KSUE
advise if not off by	Time is now:		Runway 02 28 20

KSUE			Sturgeon Bay/ Cherryland		CTZ
<div>02   20</div> <div>PAPI4,600 x 75PAPI</div> <div>RLLSMirl---</div>			Wind0		
<div>10 - 28</div> <div>PAPI3,200 x 75PAPI</div> <div>----Mirl----</div>			@ Kts		
<div>C.R.A.F.T</div> <div>On PREVIOUS Page.</div>			Gusting		
			5		
			Visibility		Snow
			10		Fog Haze
					Rain

<div>AWOS</div> <div>1 28.32</div> <div>920/743-7087</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Pattern 1,700</div> <div>Elevation 724</div>
<div>CTAF</div> <div>1 22.70</div> <div>7 CLICKS FOR RLLS</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Density Altitude</div>
<div>GROUND</div> <div>1 -----</div>	<div>Temp DewPt</div> <div>Rem: Rem:</div>	<div>INFORMATION</div> <div><a href="#">KPWK</a></div>
<div>CLEAR</div> <div>1 19.25</div>	<div>Altimeter</div> <div>29</div> <div>30</div>	<div>Barbara &amp; Jerry</div> <div>Cab: 920/818-1124 (\$24 to Scaturios; \$65 to Our Spot)</div> <div><a href="mailto:DoorCountyCab@Gmail.com">DoorCountyCab@Gmail.com</a></div>



**Gate Codes:**

South Gate: 1 2 2 7 0

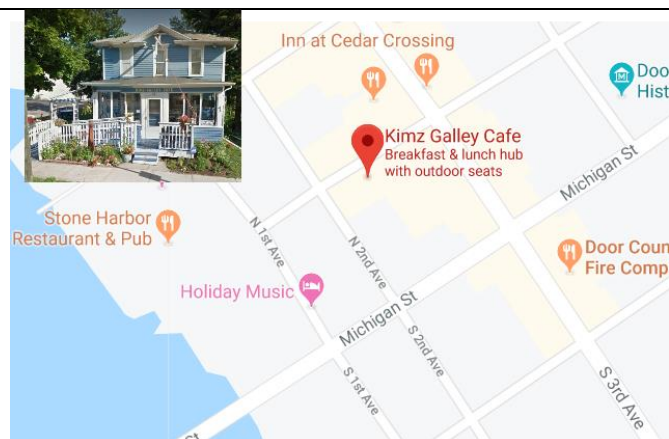
North Gate : # 2 5 2 5 *(literally include '#')*

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	
HOURS	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****PAPI**

4,225 x 75

**PAPI****RLS**

Miri

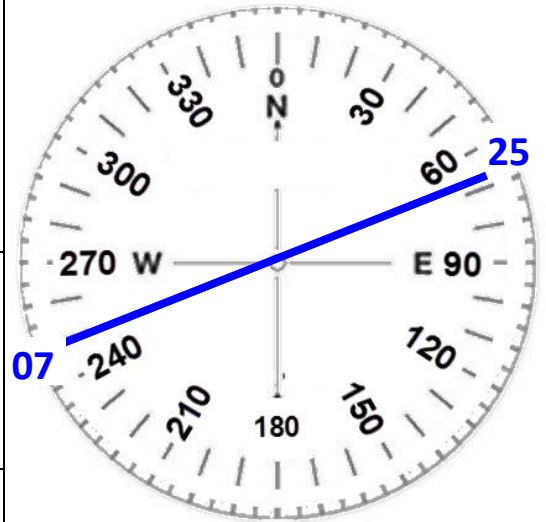
**REIL**

Wind

**0**

@ Kts

Gusting



Visibility

**10****5**

Snow

Fog

Haze

ATIS

**1 25.20****BKN OVC**

Few SCT

, 00'

CTAF

**1 22.97****BKN OVC**

Few SCT

, 00'

GROUND

**1 - - - -**

Temp

Dew Pt

CLEAR

**1 26.00**

(Rockfor Dep)

Altimeter

29

30

Pattern

**1,781**

Elevation

**781**Density  
Altitude

INFORMATION

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

Burlington

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

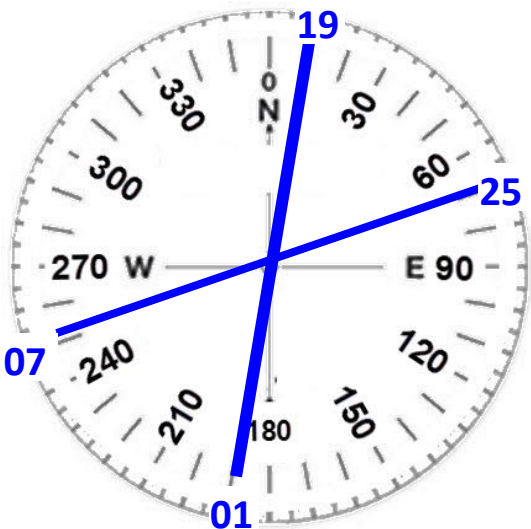
few BKN  00 sct OVC	few BKN  00 sct OVC	(GCO) few BKN  00 sct OVC
------------------------------	------------------------------	---------------------------------------

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

# ROCKFORD



+

KRFD			ROCKFORD		CTZ
01   19			Wind	0	
----	8,200 x 150	PAPI			
RAIL	Hirl	---	@ Kts		
07 / 25			Gusting		
PAPI	10,000 x 150	PAPI			
CAT 3	Hirl	---	5		
Emory is off of Rwy 25 Use <b>SUGEE</b> (5nm) for VFR IAF Rwy 25  ATIS				Snow Fog      Haze Rain	

1 27.60	ATIS	BKN OVC		Pattern	1,500
1 21.00	APPROACH From East	Few SCT	, 00'	Elevation	742
1 18.10/.3.	CTAF	BKN OVC	Few SCT, 00'	Density Altitude	
1 21.90	GROUND	Temp	Dew Pt	INFORMATION	
1 19.25	CLEAR	Altimeter 29  30		APPROACH 121.0 from East	

C59

Lake Lawn

CTZ

18 | 36

None

4,400 x 80

None

None

None

None

Wind

0

@ Kts

Gusting

Resort: 262/728-7950

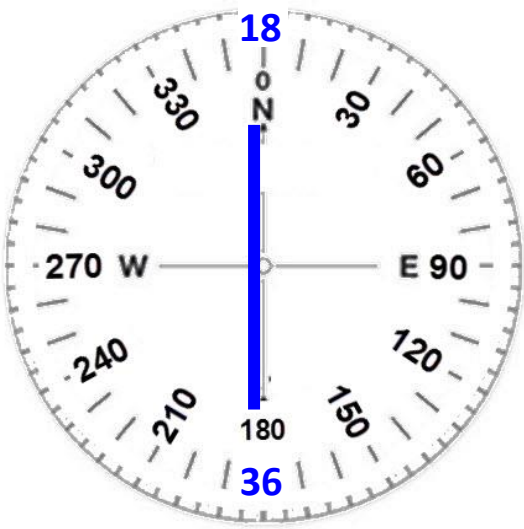
Visibility

10

Snow

Fog

Haze



BUU

AWOS

1 25.75

(262) 757-0907

BKN OVC

Few SCT

,

00'

2,000

Elevation

981

Density Altitude

1 22.90

BKN OVC

Few SCT

,

00'

Temp

Dew Pt

GROUND

1

Altimeter

29

30

RFD Approach

1 21.00

INFORMATION

[\[HOME\]](#)

[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**3CK****Lake in Hills**

CTZ

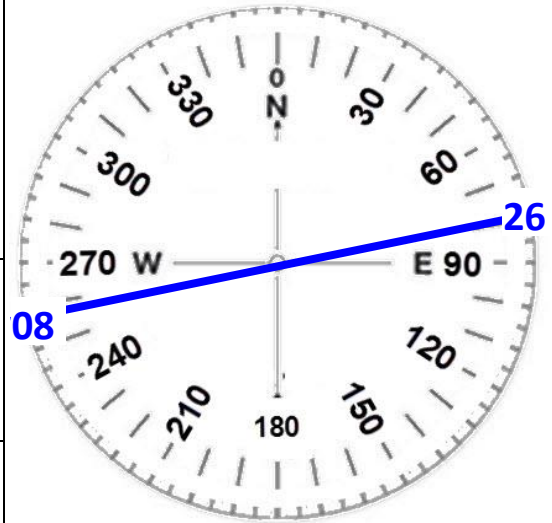
**8 / 26****PAPI****3,800 x 50****PAPI****Lrl**

Wind

**0**

@ Kts

Gusting



Visibility

**10**

Snow

**1 23.05**

AWOS

815/444-1729

BKN OVC

Few SCT

**00'****1 23.05**

UNICOM

**5 SLOW CLICKS FOR AWOS**

BKN OVC

Few SCT

**00'**

GROUND

Temp

Dew Pt

**1 - - - - -**

CLEAR

**847 / 289-0926****Chicago TRACON**

Altimeter

29

30

**1,900**Elevation  
Pattern**887**Density  
Altitude

INFORMATION

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

Waukegan

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

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>727</b>

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



[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**C77****Poplar Grove**

CTZ

**12 | 30**

3,750 x 50

Lrl

**9 - 27**

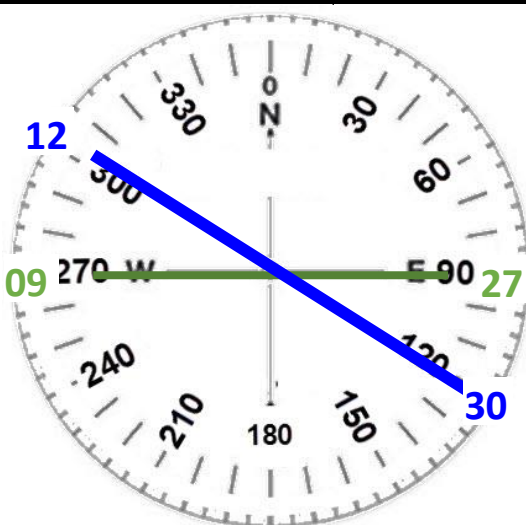
2,700 x 200

Wind

0

@ Kts

Gusting



Visibility

10

5

Snow

Fog

Haze

Rain

ATIS

**1 27.60**

RFD

BKN OVC

Few SCT

, 00'

UNICOM

**1 22.80**

BKN OVC

Few SCT

, 00'

GROUND

**1 ----**

Temp

Dew Pt

**815/ 484-5690**

CLEAR

Altimeter

29

30

Pattern

**1,581**

Elevation

**857**Density  
Altitude

INFORMATION

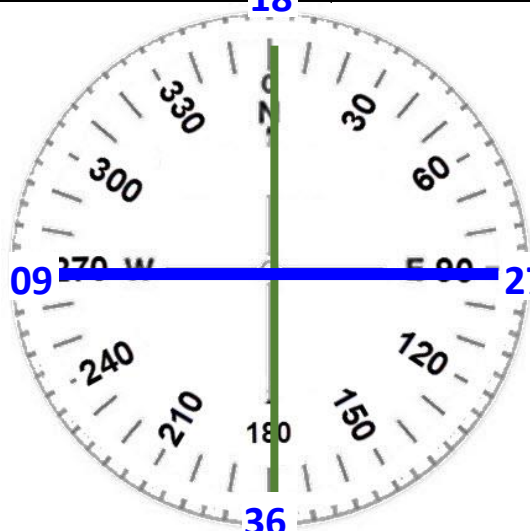
[\[HOME\]](#)[\[Craft unCtl\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[Craft CTL\]](#)[HOME](#)

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 <b>1 22.70</b> CTAF
Wind <b>0</b>		@ Kts (gust)		Grnd <b>1 - - -</b>
Visibility 1 3 5 6 10 Fog Haze <b>Rain</b> Snow				1 <b>Clear</b>

Sky				
few	BKN	few	BKN	few
	<b>00</b>		<b>00</b>	
sct	OVC	sct	OVC	sct

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>

KLNR			Lone Rock		CTZ
09 - 27			Wind	0	
PAPI	5,000 x 75	PAPI		@ Kts	
	Miri				
18   36				Gusting	
	1,850 x 50				
			Visibility		10
			5		
			Snow		
			Fog		
			Haze		
			Rain		
ATIS			BKN OVC		Pattern
1 19.425			Few SCT	, 00'	1,500
CTAF			BKN OVC		Elevation
1 123.00			Few SCT	, 00'	717
GROUND			Temp	Dew Pt	Density Altitude
1					INFORMATION
CLEAR			Altimeter		<a href="#">[HOME]</a>
1			29		
			30		

[\[HOME\]](#)

[\[KSUE\]](#)

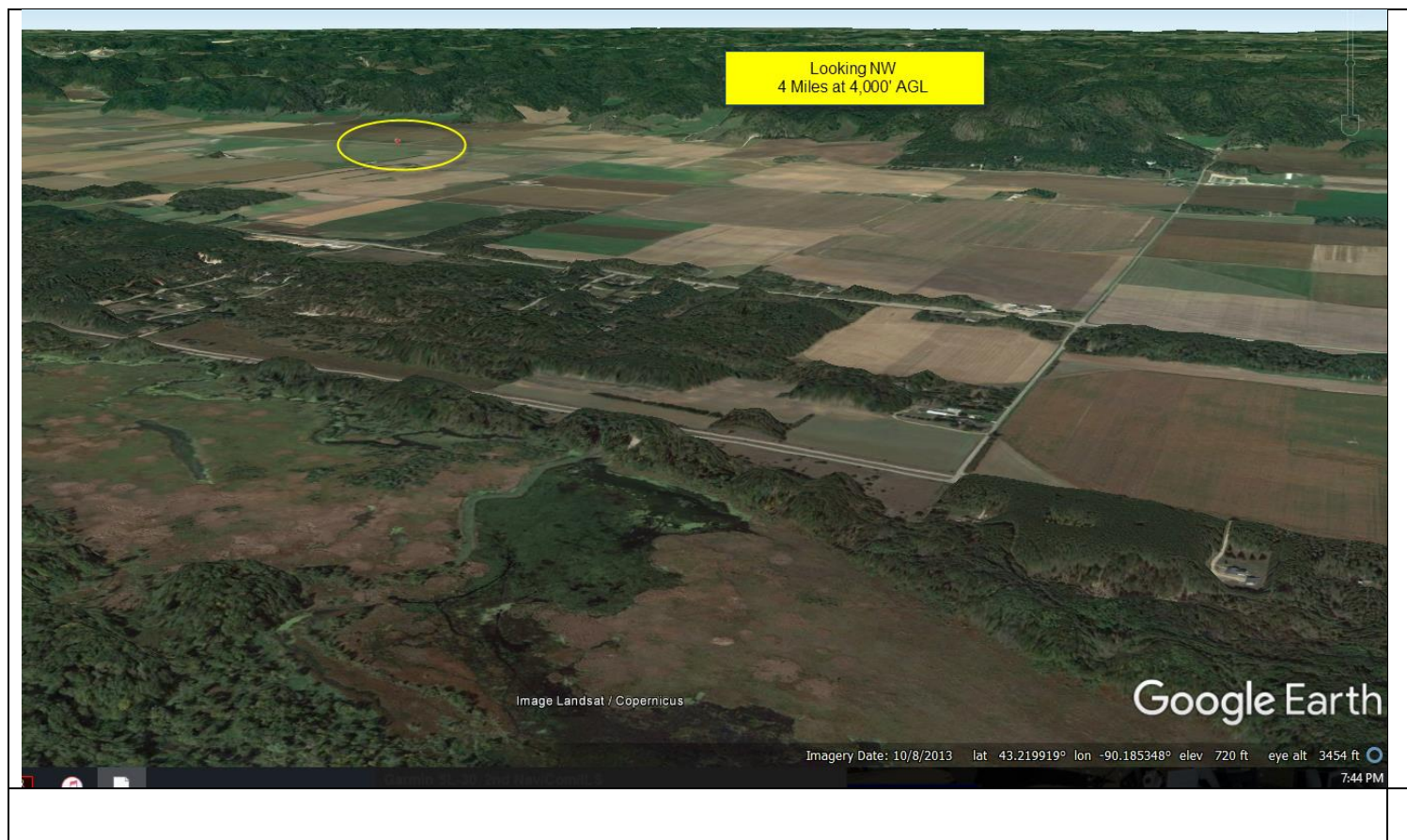
[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

Lone Rock



[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

Henry@N78HF.com

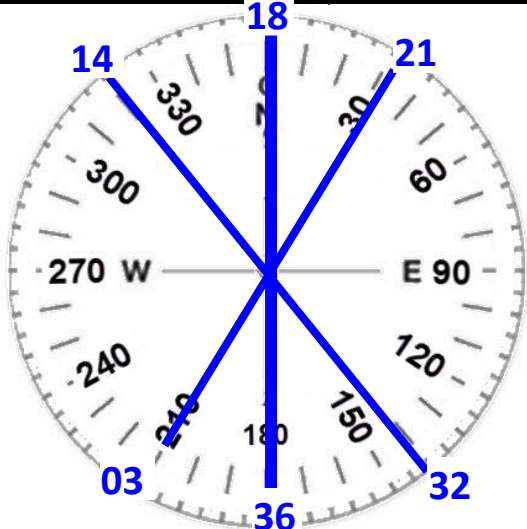
DeKalb						
Airport <b>KDKB</b> DeKalb		Info		ATIS 1 <b>19.075</b>		
Rwy <b>02 / 20</b> PAPI RAIL 7,000 x 100		<b>9 / 27</b> PAPI 4,200 x 75		Twr CTAF 1 <b>22.70</b>		
Wind  0		@ Kts (gust)		Grnd 1 ---		
Visibility 1 3 5 6 10				Rain Fog Haze Snow		Clear 1 <b>21.725</b> <sub>GCO</sub>

Sky					
few BKN  00 sct OVC		few BKN  00 sct OVC		847/ 289 -0926 few BKN  00 sct OVC	

Temp	Dew
Altimeter 29  30	Density Alt
Pattern  <b>1,914</b>	<b>914</b>

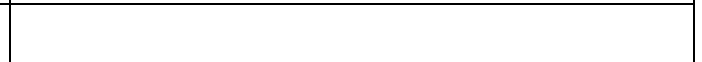
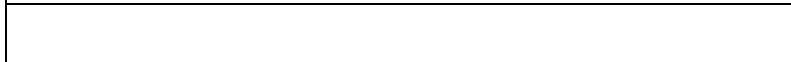
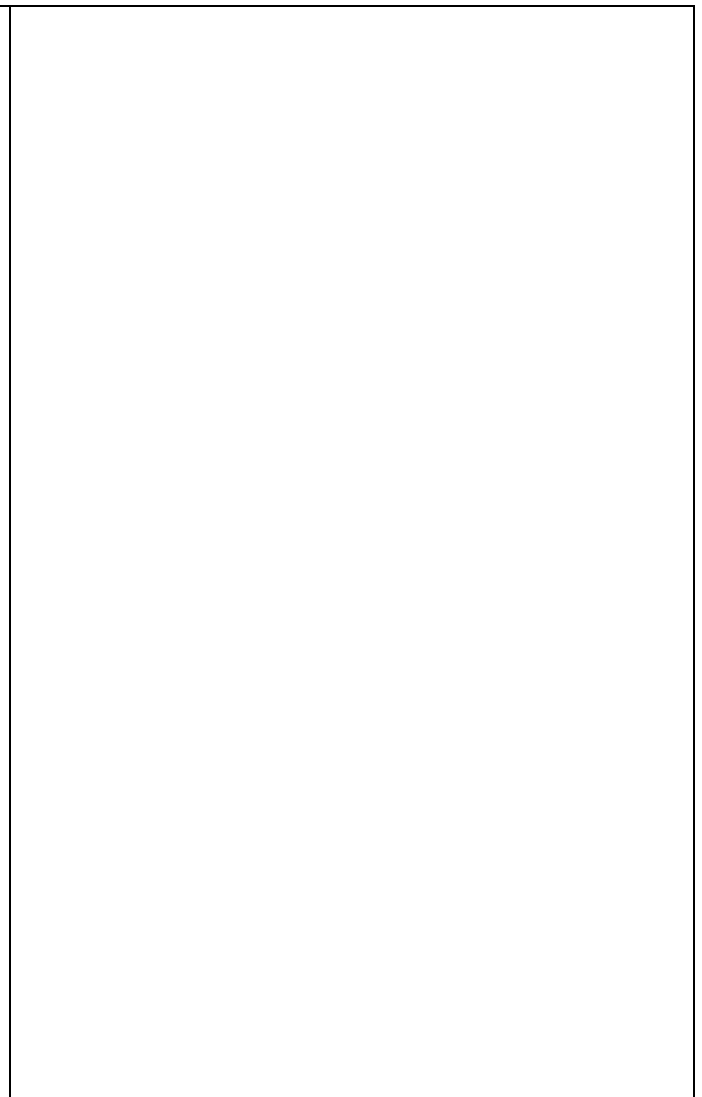
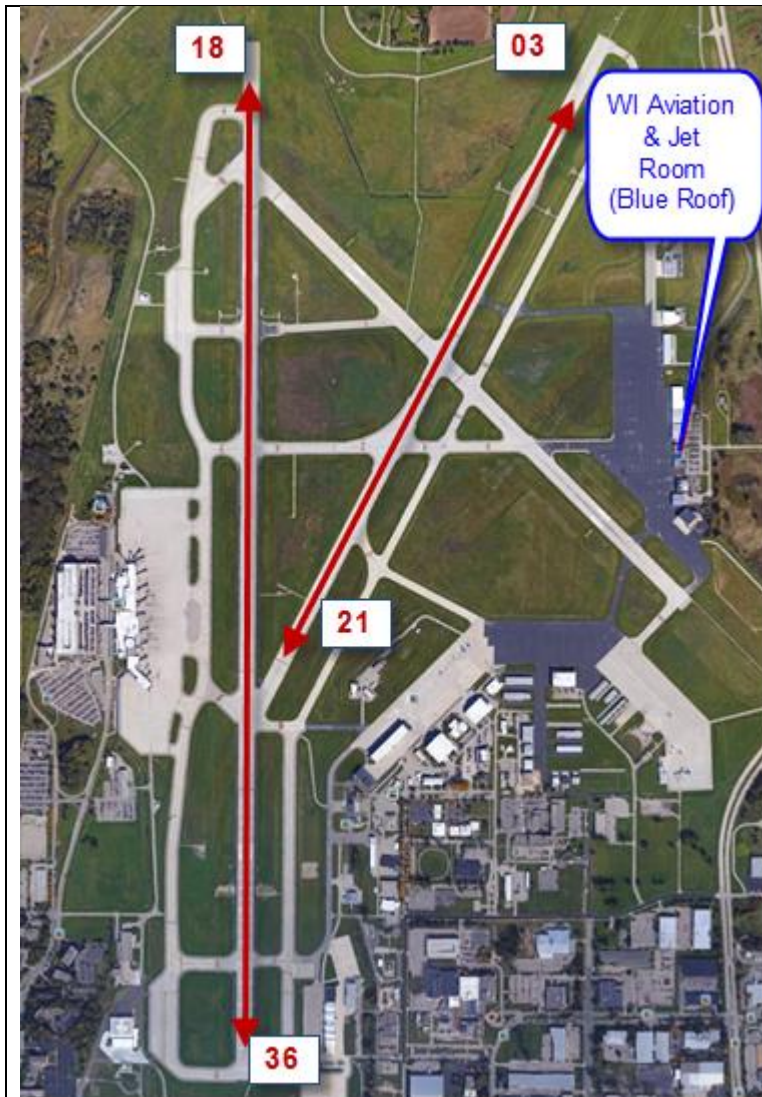
FFM Fuel Est
Fuel Remaining T/O
Land
<a href="#">[HOME]</a>

Ephraim/Gibraltar					
Airport <div>3D2</div> <div>Ephraim / Gibraltar</div>		Info		ATIS <div>124.175</div>	
Rwy <div>14 \ 32</div> <div>Papi M irl 2,700 x 60 Papi</div>				Twr CTAF <div>123.00</div>	
Wind <div>0</div>		@ Kts (gust)		Grnd <div>1 - - - -</div>	
Visibility <div>1 3 5 6 10</div> <div>Rain Fog Haze Snow</div>				Clear <div>1 - - - -</div>	
Sky					
few BKN <div>, 00</div> <div>sct OVC</div>		few BKN <div>, 00</div> <div>sct OVC</div>		few BKN <div>, 00</div> <div>sct OVC</div>	
Temp		Dew		FFM Fuel Est	
Altimeter 29 30		Density Alt		Fuel Remaining T/O	
Pattern <div>1,700</div>		Elevation <div>773</div>		Land	
<div>[HOME]</div>					

KMSN			Madison (Dane)		CTZ
<div>18   36</div> <div> <div>PAPI</div> <div>9,000 x 150</div> <div>PAPI</div> </div> <div> <div>RAIL</div> <div>Mirl</div> <div>RAIL</div> </div>			<div>Wind</div> <div>0</div>		
<div>3 / 21</div> <div> <div>PAPI</div> <div>7,200 x 150</div> <div>PAPI</div> </div> <div> <div>???</div> <div>Mirl</div> <div>REIL</div> </div>			@ Kts	<div>Visiblity</div> <div>10</div>	
<div>14 \ 32</div> <div> <div>PAPI</div> <div>5,850 x 150</div> <div>PAPI!</div> </div>			Gusting	<div>5</div> <div> <div>Snow</div> <div>Fog</div> <div>Haze</div> <div>Rain</div> </div>	

<div>ATIS</div> <div>1 24.65</div>	<div>BKN OVC</div> <div>Few SCT , 00'</div>	<div>Pattern</div> <div>1,900</div>
<div>CTAF</div> <div>1 19.30</div>	<div>BKN OVC</div> <div>Few SCT , 00'</div>	<div>Elevation</div> <div>886</div>
<div>GROUND</div> <div>1 21.90</div>	<div>Temp</div> <div>Dew Pt</div>	<div>Density Altitude</div>
<div>CLEAR</div> <div>1 21.62</div>	<div>Altimeter</div> <div>29</div> <div>30</div>	<div>INFORMATION</div>
		<div>Wisconsin Aviation FBO/Restaurant is at the East</div>







Grand Rapids

<div>Airport</div> <div>KGRR</div> <div>Grand Rapids</div>	<div>Info</div> <div>8L – 26R</div> <div>POOR conc 5,000 x 100</div>	<div>ATIS</div> <div>118.725</div>
<div>Rwy</div> <div>8R – 26L</div> <div>Papi M irl 10,000 x 150</div>	<div>17 – 35</div> <div>M irl 8,500 x 150</div>	<div>Twr</div> <div>CTAF</div> <div>135.65</div>
<div>Wind</div> <div>0</div>	<div>@ Kts</div> <div>(gust)</div>	<div>Grnd</div> <div>121.80</div>
<div>Visibility</div> <div>135610</div>	<div>Rain</div> <div>Fog</div> <div>Haze</div> <div>Snow</div>	<div>Clear</div> <div>119.30</div>

Sky

<div>few</div> <div>BKN</div> <div>00</div> <div>sct</div> <div>OVC</div>	<div>few</div> <div>BKN</div> <div>00</div> <div>sct</div> <div>OVC</div>	<div>few</div> <div>BKN</div> <div>00</div> <div>sct</div> <div>OVC</div>
---	---	---

<div>Temp</div>	<div>Dew</div>	<div>FFM</div> <div>Fuel Est</div>
<div>Altimeter</div> <div>29</div> <div>30</div>	<div>Density Alt</div>	<div>Fuel Remaining</div> <div>T/O</div>
<div>Pattern</div> <div>1,600</div>	<div>794</div>	<div>Land</div> <div>[HOME]</div>

French Lick, IN

Airport <b>KFRH</b> French Lick		Info	ATIS <b>118.075</b>	
Rwy <b>8 – 26</b> Vasi M irl 5,500 x 100			CTAF <b>122.80</b>	
Wind  <b>0</b>	@ Kts  			

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

Temp	Dew
Altimeter 29 30	Density Alt
Pattern <b>1,600</b>	<b>792</b>
Enterprise Car Rental - (812) 634-6344 (Call ahead to reserve) Airport: 812/936-222 Attendance: 09:00 - 17:00	

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

Syrma (Nashville)					
Airport <b>KMQY</b> Smyrna		Info		ATIS 1 <b>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 1 <b>18.15</b>	
Wind  0		@ Kts  			

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

Temp	Dew	FFM Fuel Est
Altimeter 29  30	Density Alt	Fuel Remaining T/O
Pattern  1,500'	543'	Land
		[HOME]

[\[HOME\]](#)

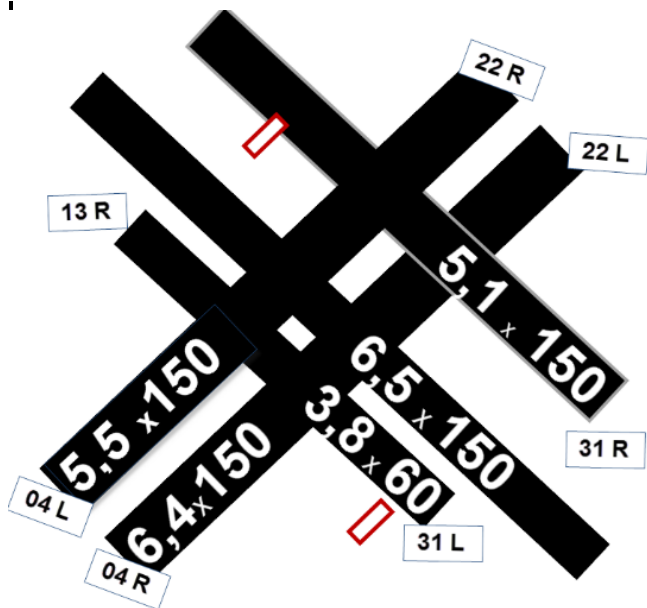
[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



(Chicago Midway)

Info

ATIS

1 **32.75**

Kts

Twr

CTAF

1 **18.70**

Grnd

1 **21.65**

Visibility

Rain

Clear

04 / 22 LR 13 \ 31 CR

1 **21.85**  
1 **24.625**

Sky

few

BKN

13 \ 31

sct

OVC

few

BKN

Mirl ~6,000 x 150

sct

OVC

few

5,000+ x 150

sct

Papi

BKN

00

OVC

Temp

Papi

Dew

Altimeter

29

30

Density Alt

Pattern

1,500'

620'

(Pictures on Next Page)

FFM  
Fuel Est

Fuel Remaining  
T/O

Land

[\[HOME\]](#)

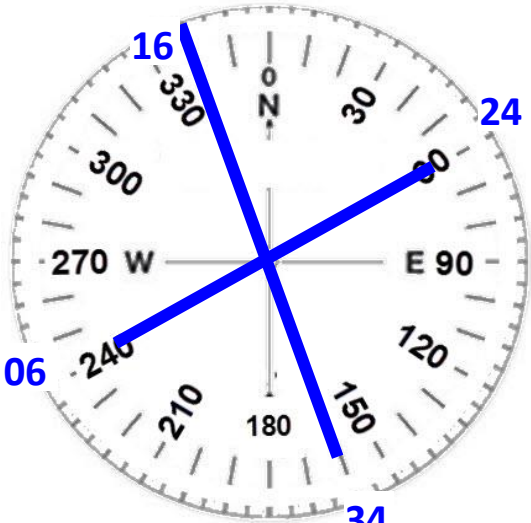
[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

K MDS			Midway			CTZ		
<div><div></div><div>NONE5,000 x 150PAPI</div><div>RLLSMirlREIL</div></div>			<div>Wind</div> <div>0</div>			<div></div>		
<div><div></div><div>PAPI4,400 x 75PAPI</div><div>REILMirlREIL</div></div>			<div>@ Kts</div>					
<div><div></div><div>PAPI3,600 x 50None!</div></div>			<div>Gusting</div>			<div>Visibility</div> <div>10</div> <div>5</div> <div>Snow</div> <div>Fog</div> <div>Haze</div> <div>Rain</div>		

<div> <div>AWOS</div> <div>BKN</div> <div>OVC</div> </div> <div> <div>1</div> <div>27.75</div> <div>5 CLICKS FOR AWOS?</div> </div>		<div> <div>00'</div> </div>		<div> <div>1,000</div> <div>Elevation</div> <div>800</div> </div>	
<div> <div>UNICOM</div> <div>BKN</div> <div>OVC</div> </div> <div> <div>1</div> <div>22.80</div> <div>5 CLICKS FOR PCL ?</div> </div>		<div> <div>00'</div> </div>		<div> <div>Density Altitude</div> </div>	
<div> <div>GROUND</div> <div>1</div> <div>----</div> </div>		<div> <div>Temp</div> <div>Dew Pt</div> </div>		<div> <div>INFORMATION</div> </div>	
<div> <div>CLEARANCE</div> </div>		<div> <div>Altimeter</div> <div>29</div> <div>30</div> </div>		<div> <div>HOME</div> </div>	

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)



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

ETZ

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

**17L | 35R**

PAPI

8,500 x 150

PAPI

RAIL

Mirl

RLLS

**17R | 35L**

PAPI

12,000x150

PAPI

RAIL

Mirl

RAIL

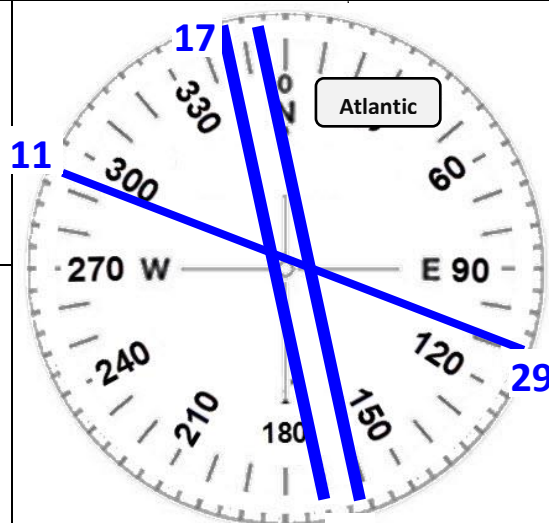
**11 \ 29**PAPI  
NONE7,200 x 150  
MirlPAPI  
RAIL

Wind

0

@ Kts

Gusting

(Land **17 L**, then North on  
TWY 'Echo' to Atlantic on **129.90**)

Visibility

10

5

Snow

Fog

Haze

Rain

ATIS

**1 18.725**

BKN OVC

Few SCT

00'

CTAF

**1 24.20**

BKN OVC

Few SCT

00'

GROUND

**1 21.70**

Temp

DewPt

CLEAR

**1 26.10**

Altimeter

29

30

Pattern

**1,500**

Fld Elev

**500**Density  
Altitude

: INFORMATION

**PICTURES ON NEXT PAGE**\$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](#)





<div> <div>KENW</div> <div>Kenosha</div> <div>CTZ</div> </div>			<div> <div> <div>7L - 25R</div> <div> <div>PAPI</div> <div>5,500 x 100</div> <div>PAPI</div> </div> <div> <div>RAIL</div> <div>Mirl</div> <div>---</div> </div> </div> <div> <div>7R - 25L</div> <div> <div>PAPI</div> <div>3,300 x 75</div> <div>PAPI</div> </div> <div> <div>---</div> <div>Mirl</div> <div>---</div> </div> </div> <div> <div>15 \ 33</div> <div> <div>VASI</div> <div>4,400 x 100</div> <div>VASI</div> </div> <div> <div>---</div> <div>H<sub>I</sub>RL</div> <div>---</div> </div> </div> </div>		<div> <div>Wind</div> <div>0</div> <div>@ Kts</div> <div>Gusting</div> </div>	<div> <div> <div>Visibility</div> <div>10</div> <div>5</div> </div> <div> <div>Snow</div> <div>Fog</div> <div>Haze</div> </div> </div>
--	--	--	--	--	---	--

<div> <div>ATIS</div> <div>1 27.17</div> </div>	<div> <div>BKN OVC</div> <div>Few SCT , 00'</div> </div>	<div> <div>Pattern</div> <div>1,750</div> </div> <div> <div>Elevation</div> <div>740</div> </div>
<div> <div>CTAF</div> <div>1 18.60</div> </div>	<div> <div>BKN OVC</div> <div>Few SCT , 00'</div> </div>	<div> <div>Density Altitude</div> </div>
<div> <div>GROUND</div> <div>1 21.87</div> </div>	<div> <div>Temp</div> <div>Dew Pt</div> </div>	<div> <div>INFORMATION</div> </div>
<div> <div>CLEAR</div> <div>11</div> </div>	<div> <div>Altimeter</div> <div>29</div> <div>30</div> </div>	<div> <div>[HOME]</div> </div>





[\[HOME\]](#)[\[KSUE\]](#)[\[KPWK\]](#)[\[KRFD\]](#)[\[3CK\]](#)[\[HOME\]](#)**KEYE****Eagle Creek** (Indy)**ETZ****03 | 21****PAPI**

4,200 x 75

**PAPI**

---

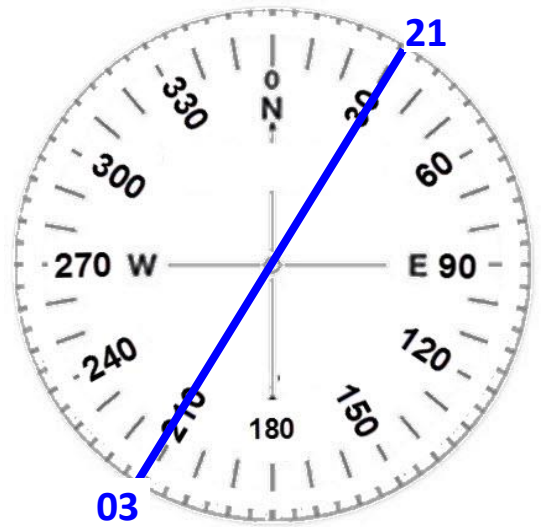
**MIRL**

Wind

**0**

@ Kts

Gusting



Visibility

**10**

Snow

**5**

Fog

Haze

ATIS

**1 21.57****BKN OVC**

Few SCT

, 00'

UNICOM

**1 22.80****BKN OVC**

Few SCT

, 00'

GROUND

**1 - - - -**

Temp

Dew Pt

CLEAR

**1 28.60****Altimeter**

29

30

Pattern

**1,800**

Elevation

**822**Density  
Altitude

INFORMATION

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

[\[HOME\]](#)

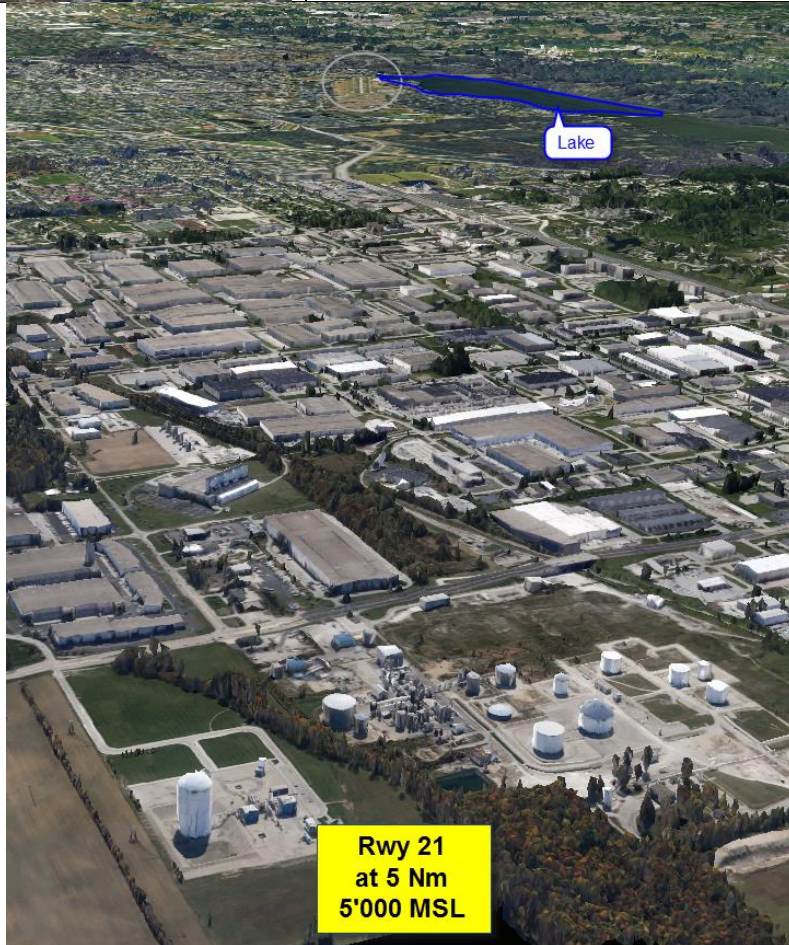
[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



[\[Craft unCtl\]](#)

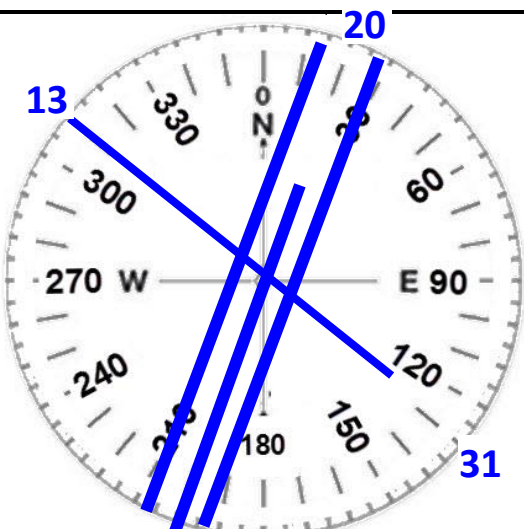
[\[KSUE\]](#)

[\[KPWK\]](#)

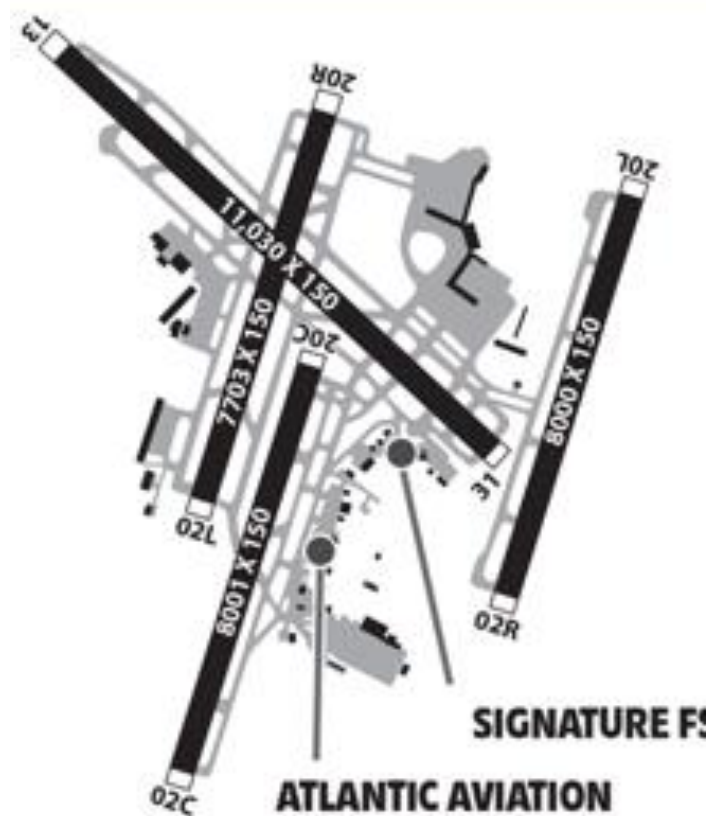
[\[Craft CTL\]](#)

[HOME](#)



KBNA			Nashville, Int'l		CTZ
02L   20R			Wind	0	
NONE	7,700 x 150	PAPI			
RLLS	Mirl	RLLS			
02C   20C			@ Kts		
NONE	8,000 x 150	PAPI			Visibility 02 10
RAIL	Mirl	NONE			
02R   20L			Gusting		Snow Fog Haze
NONE	8,000 x 150	NONE			
RLLS	Mirl	RAIL			

<div>ATIS</div> <div>1 35.10</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Pattern 1,500</div> <div>Elevation 600</div>
<div>CTAF</div> <div>1 118.60</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Density Altitude</div>
<div>GROUND</div> <div>1 21.90</div>	<div>Temp Dew Pt</div>	<div>INFORMATION</div>
<div>CLEAR</div> <div>1 26.05</div>	<div>Altimeter</div> <div>29</div> <div>30</div>	<div>[HOME]</div>

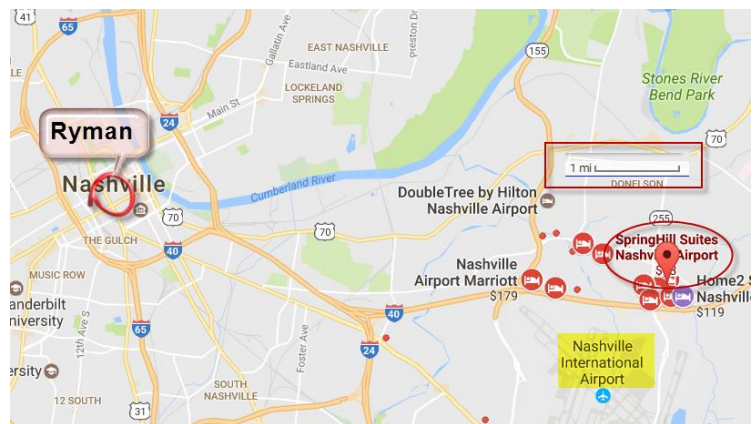


Signature: 24/7 615/361-3000

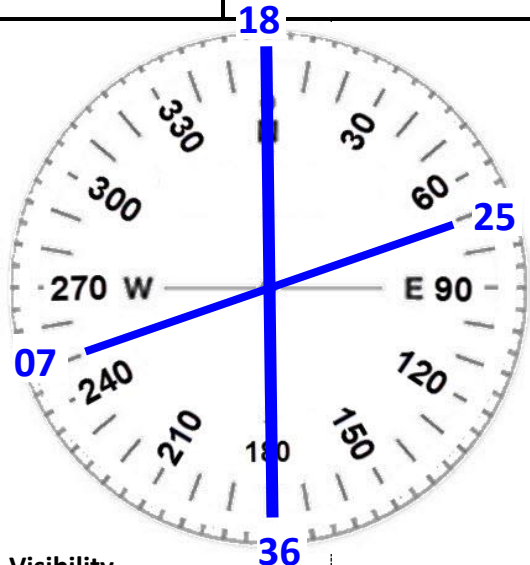
The normal rates/fees at BNA are as follows (1/2017) :

- 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

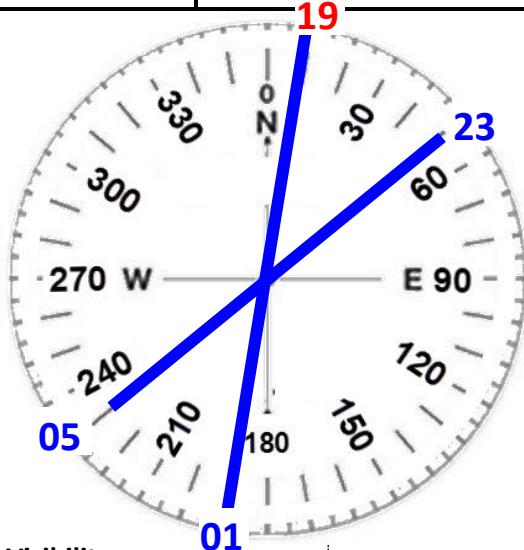
Advise the counter staff that you are based at Signature-PWK with General Manager Al Palicki and they may assist further with decreasing your operating costs.





K35			Reedsburg			CTZ		
18   36			Wind					
PAPI	4,800 x 75	None	0					
None	Mirl	None						
07 / 25			@ Kts					
None	2,500 x 50	None						
None	Mirl	None						
Disp TH: 18: 440    36: 300' 07: 230'    25: 300'			Gusting			Visibility		
		None!				10		
						5		
						Snow		
						Fog    Haze		
						Rain		

<div>1 18.95</div> <div>ATIS</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Pattern 1,900</div> <div>Elevation 900</div>
<div>1 22.80</div> <div>UNICOM</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Density Altitude</div>
<div>1 -----</div> <div>GROUND</div>	<div>Temp Dew Pt</div>	<div>INFORMATION</div>
<div>12</div> <div>CLEAR</div>	<div>Altimeter</div> <div>29 30</div>	<div>[HOME]</div>

K ZPH			Zephyr hills			ETZ		
01   19			Wind					
None	4,700 x 100	None	0					
None	Mirl	None	@ Kts					
05 \ 23								
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		
CLEAR 1 19.90 ??			Altimeter 29 30					

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

<a href="#">[HOME]</a>		<a href="#">[KSUE]</a>	<a href="#">[KPWK]</a>	<a href="#">[KRFD]</a>	<a href="#">[3CK]</a>	<a href="#">[HOME]</a>
15FL		Cannon Creek				ETZ
09 -27			Wind			
NONE	2,600 x 50	NONE	0			
	Turf		@ Kts			
18   36					Visibility 10  5	
NONE	3,500 x 25	NONE	Gusting			
PICTURES ON THE NEXT PAGE						
		NONE			Snow Fog      Haze Rain	

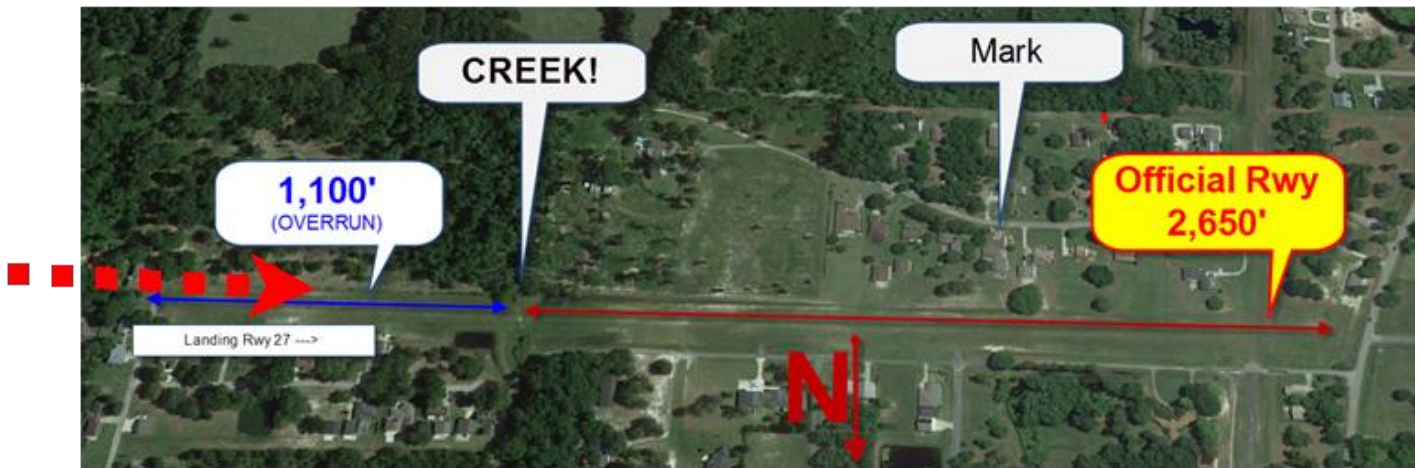
ATIS	BKN OVC	
	Few SCT	, 00'
1 20.67 (at KLCQ, 6 nm NE)		Elevation (700' in shaded Magenta , or Nt, else 1,200) 125

<div>CTAF</div> <div>1 23.00</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Density</div> <div>Altitude</div>
	<div>TOWER</div> <div>119.3 ←KLCQ</div> <div>Lake City Gateway (LCQ) is now a <b>Class D airport.</b> 5.5 NM NE of this airport</div>	<div>Temp</div> <div>Dew Pt</div> <div>INFORMATION</div> <div>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</div> <div><a href="#">[HOME]</a></div>
	<div>Altimeter</div> <div>29</div> <div>30</div>	





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



[\[HOME\]](#)

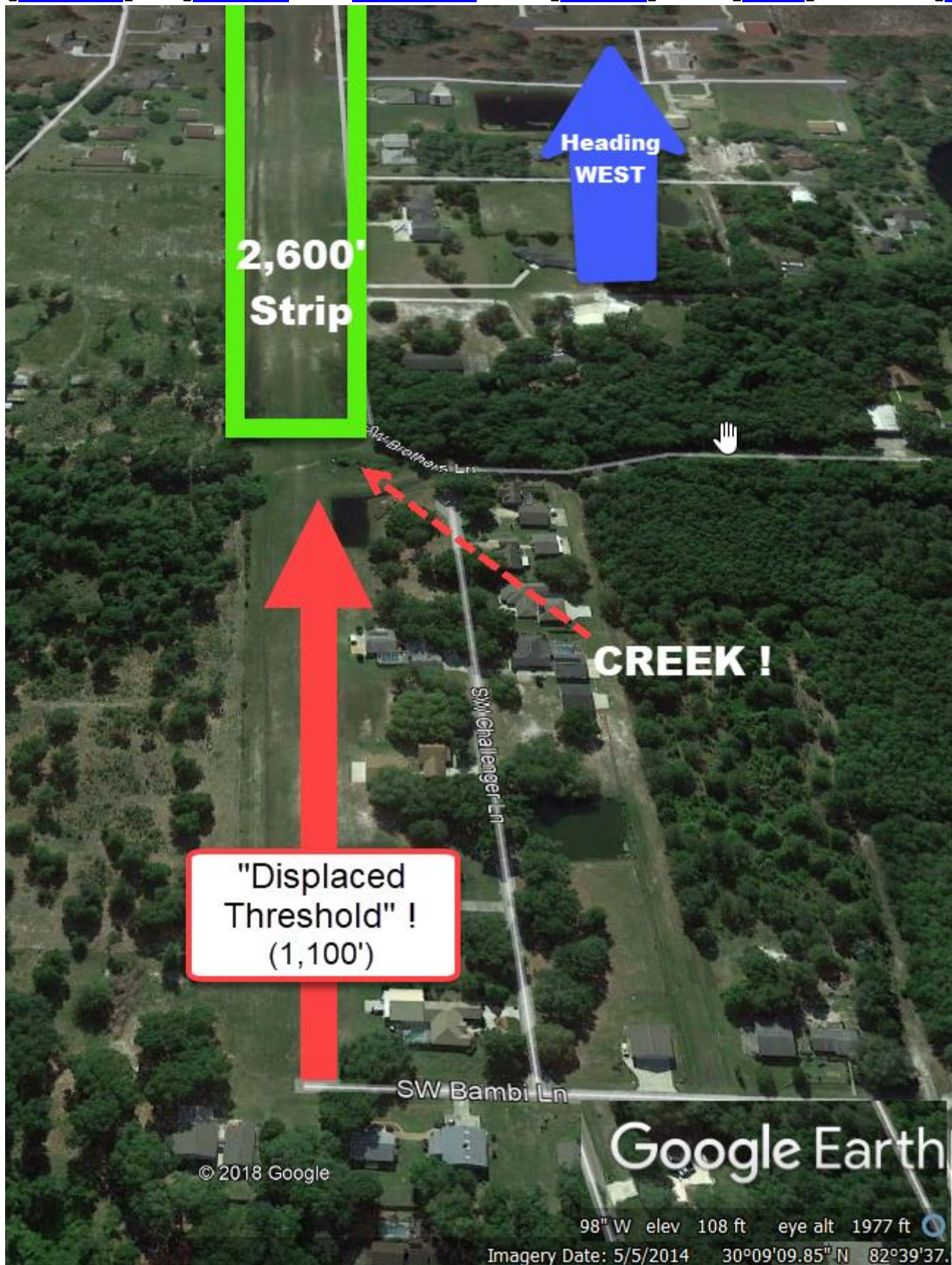
[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



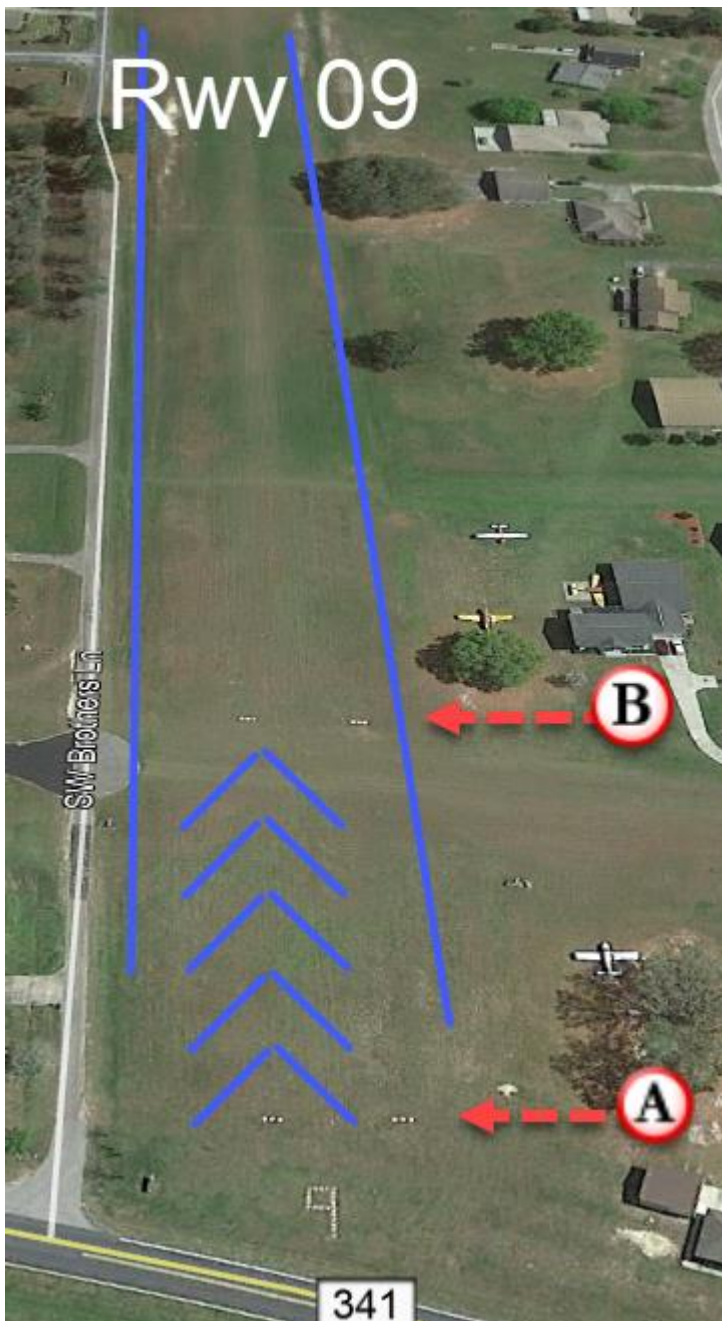
[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

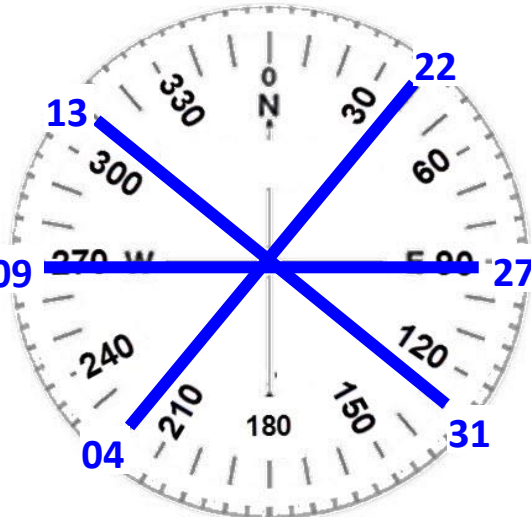
[\[Craft CTL\]](#)

[HOME](#)



**DISPLACED THRESHOLD  
ON  
RWY 09**



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

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

[\[HOME\]](#)

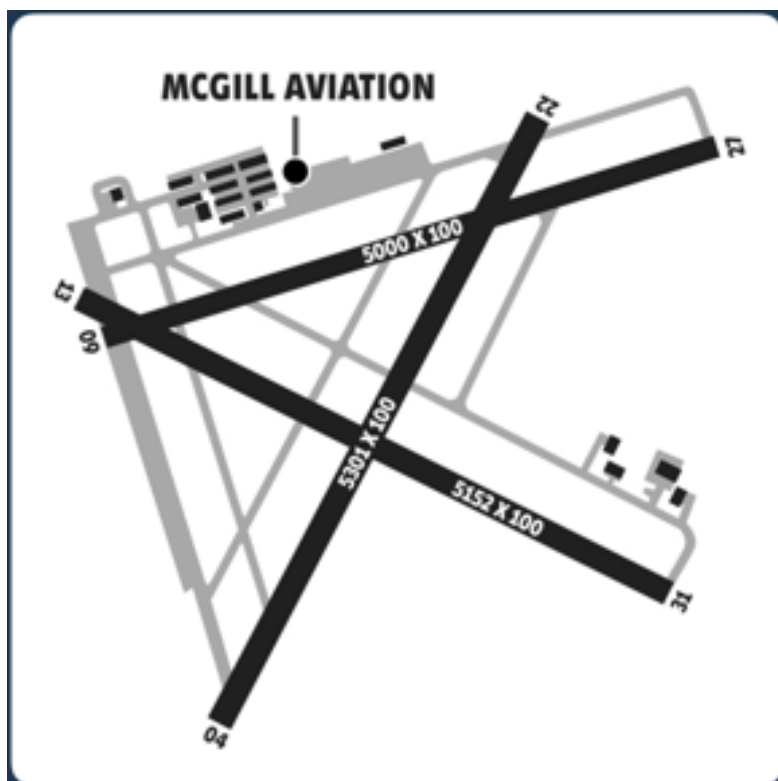
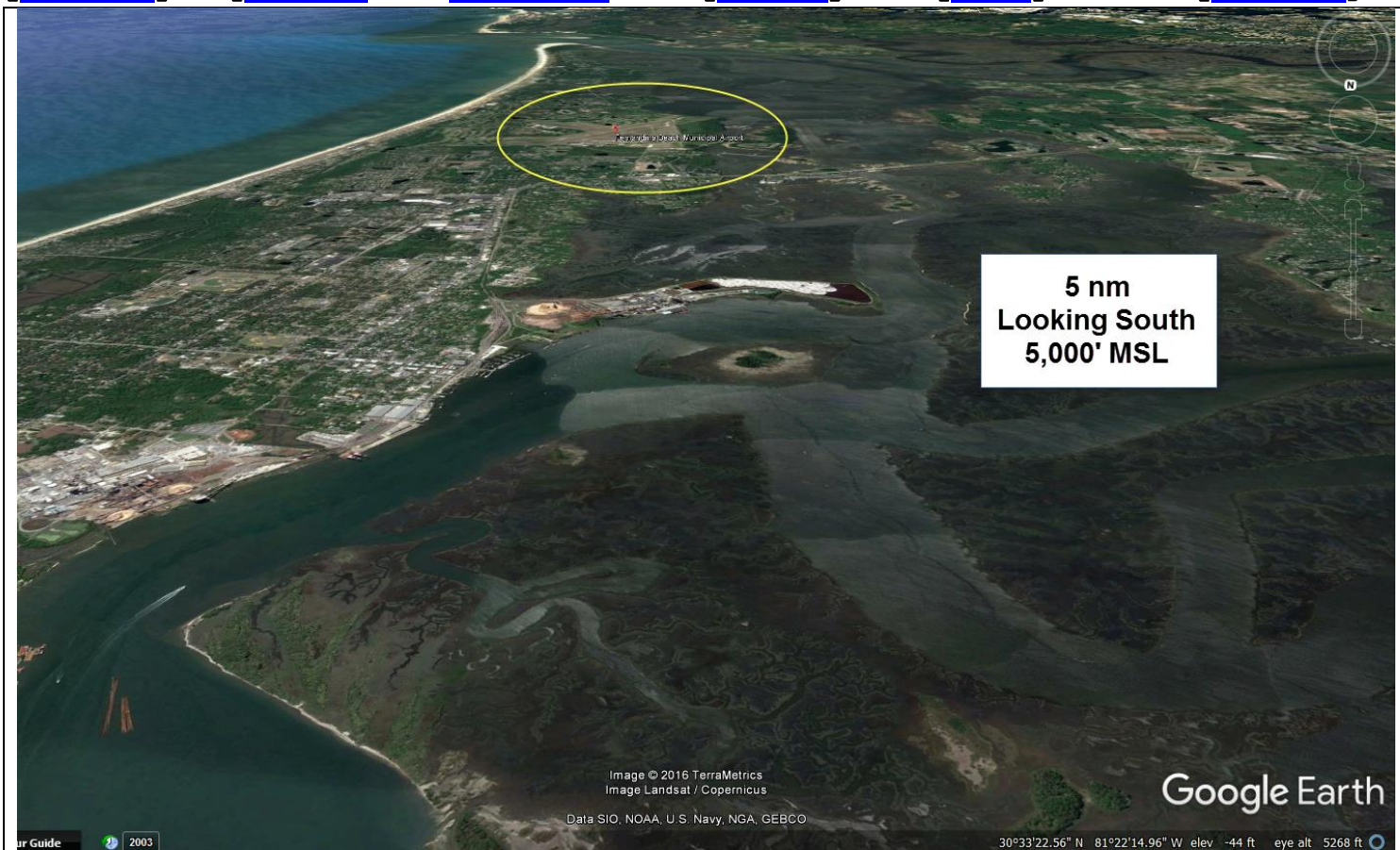
[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



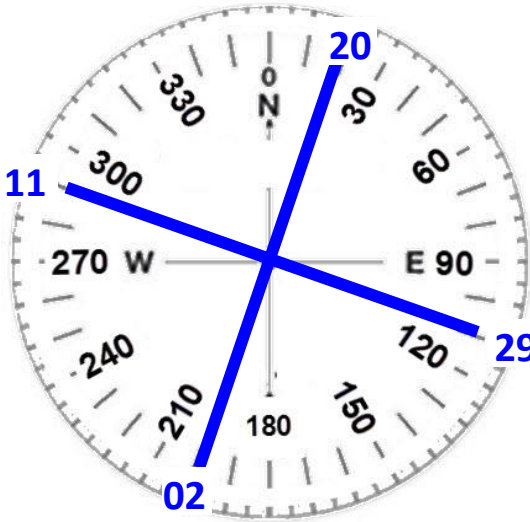
[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

<a href="#">[HOME]</a>	<a href="#">[KSUE]</a>	<a href="#">[KPWK]</a>	<a href="#">[KRFD]</a>	<a href="#">[3CK]</a>	<a href="#">[HOME]</a>	
K BMI		Bloomington/Normal			CTZ	
02   20		Wind				
PAPI	8,000 x 150	None				
RLS	Mirl	RAIL				
11 - 29		@ Kts				
PAPI	6,500 x 150	None				
None	Mirl	RAIL				
		Gusting			Visibility	
					10	Snow
					5	Fog Haze
						Rain

ATIS		BKN OVC		1,700	
1 35.35		Few SCT , 00'		Elevation 900	
CTAF		BKN OVC		Density Altitude	
1 24.60		Few SCT , 00'			
GROUND		Temp Dew Pt		INFORMATION	
1 21.65					
CLEAR		Altimeter		FBO Syergy on 129.1	
- - - -		29		Image Air (Unicom)	
		30		122.95	
				<a href="#">[HOME]</a>	



[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[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

Fog

Haze

Rain

1 09.60<sup>ATIS</sup>

(Fort Knox, 6 nm)

BKN OVC

Few SCT, 00'

1 22.8<sup>UNICOM</sup>

BKN OVC

Few SCT, 00'

1<sup>GROUND</sup>

Temp

Dew Pt

1<sup>CLEAR</sup>

Altimeter

29

1,400

Elevation

577

Density Altitude

INFORMATION

[HOME]

K LNL			Land of Lakes			CTZ		
14 \ 32			Wind					
PAPI	4,000 x 75	PAPI	0					
	Mirl		@ Kts					
5 / 23								
	2,570 x 130							
	TURF		Gusting			Visibility		
						10		
						5		
						32		
						Snow		
						Fog Haze		
						Rain		

AWOS 1 19.52		BKN OVC		2,700	
		Few SCT , 00'		Elevation 1,700	
UNICOM 1 22.80		BKN OVC		Density Altitude	
		Few SCT , 00'		INFORMATION	
GROUND 1		Temp Dew Pt			
GCO 1 21.72 <sub>5</sub>		Altimeter 29			



05C

Griffith - Merrillville

CTZ 😊

08 | 26

PAPI 2

4,900 x 75

PAPI 2

Mirl

Wind

0

@ Kts

Gusting

Visibility

10

5

Snow

Fog

Haze

GARY AWOS

1 34.57

219/944-0010

BKN OVC

Few SCT , 00'

UNICOM CTAF

1 23.00

BKN OVC

Few SCT , 00'

GROUND

1 -----

Temp

Dew Pt

GARY TOWER !

1 25.60

Altimeter

29

30

1,400

Elevation

630

Density Altitude

INFORMATION

[HOME]

[\[HOME\]](#)

CTZ

# PAPI

## Rain

00'

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

400

[HOME](#)



<div>CTAF</div> <div>125.35</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Density Altitude</div>
<div>GROUND</div> <div>121.80</div>	<div>Temp Dew Pt</div>	<div>INFORMATION</div>
<div>DEPARTURE (not Clear)</div> <div>125.30</div>	<div>Altimeter</div> <div>29</div> <div>30</div>	<div><a href="#">[HOME]</a></div>

[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)



[\[Craft unCtl\]](#)

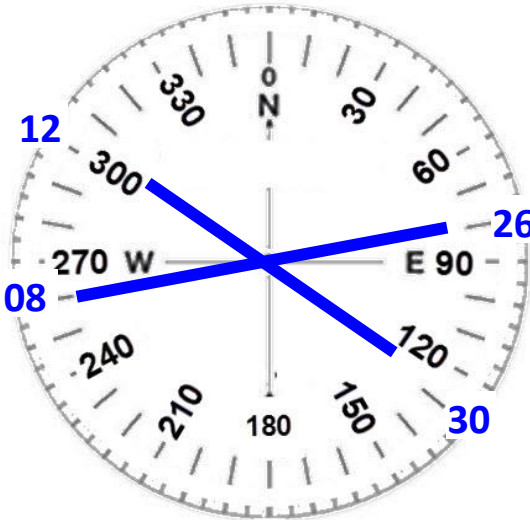
[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

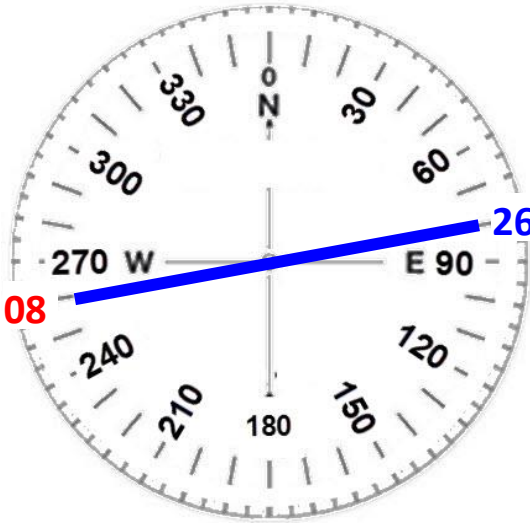
[HOME](#)

Henry@N78HF.com

<a href="#">[HOME]</a>	<a href="#">[KSUE]</a>	<a href="#">[KPWK]</a>	<a href="#">[KRFD]</a>	<a href="#">[3CK]</a>	<a href="#">[HOME]</a>
C73		Dixon (IL)			CTZ
8 - 26			Wind		
NONE	3,800 x 75	PAPI			
NONE	Mirl	NONE			
12 \ 30			@ Kts		
NONE	2,800 x 75	NONE			
NONE	Mirl	NONE			
			Gusting		Visibility
					10
					5
					Snow
					Fog Haze
					Rain

815/288-2039	AWOS	BKN OVC			1,600
1 18.57		Few SCT	,	00'	Elevation
					785
1 23.05	CTAF	BKN OVC			Density Altitude
		Few SCT	,	00'	
1 -----	GROUND	Temp		Dew Pt	INFORMATION
1 26.0 (RFD)	CLEAR	Altimeter			
		29			
		30			
					<a href="#">[HOME]</a>

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

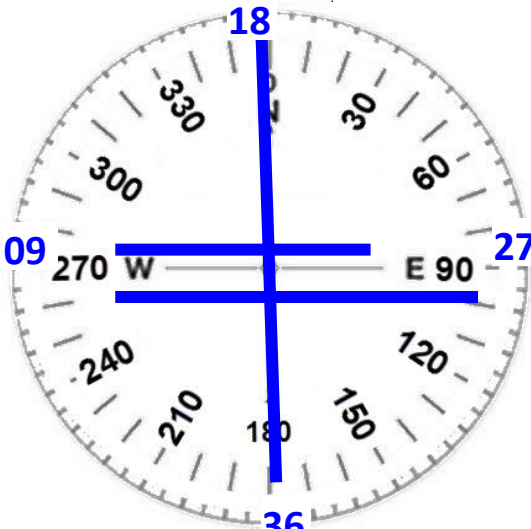
K BIV			West Michigan (Holland)			ETZ		
08 / 26			Wind					
PAPI	6,000 x 100	PAPI	@ Kts					
None	Hirl	RAIL						
						Visibility 10		
			Gusting			Snow		
						Fog Haze		
						5		

616/394-0190 <b>1 19.02</b>	AWOS BKN OVC Few SCT, 00'	<b>1,700</b> Elevation <b>700</b>
CTAF/UNICOM <b>1 23.05</b>	BKN OVC Few SCT, 00'	Density Altitude
GROUND <b>1 ----</b>	Temp Dew Pt	INFORMATION
231/798-4761 Chicago CLEAR <b>1 23.95</b>	Altimeter 29 30	<a href="#">[HOME]</a>

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





<a href="#">[HOME]</a>		<a href="#">[KSUE]</a>		<a href="#">[KPWK]</a>		<a href="#">[KRFD]</a>		<a href="#">[3CK]</a>		<a href="#">[HOME]</a>	
K SBN				South Bend						ETZ	
18   36				Wind  0							
PAPI 7,100 x 150 PAPI		NONE Mirl NONE									
9L – 27R				@ Kts				Visiblity  10			
2 PAPI 4,300 x 75 2 PAPI		NONE Mirl NONE									
9R – 27L				Gusting				5			
PAPI 8,400 x 150 PAPI		RLLS Mirl RLLS									
								Snow Fog Haze Rain			

ATIS		BKN OVC		1,800	
1 20.67		Few SCT , 00'		Elevation 800	
CTAF		BKN OVC		Density Altitude	
1 18.90		Few SCT , 00'			
GROUND		Temp Dew Pt		INFORMATION	
1 21.70					
CLEAR		Altimeter			
12		29			
		30			
				[HOME]	

K SAW

Sawyer

ETZ

1 | 19

PAPI

12,300 x 150

PAPI

RAIL

Mirl

none

Wind

0

@ Kts

Gusting

19

1

10

5

Snow

Fog

Haze

Rain

AWOS

BKN OVC

Few SCT

906/346-5126

1 18.37

2,200

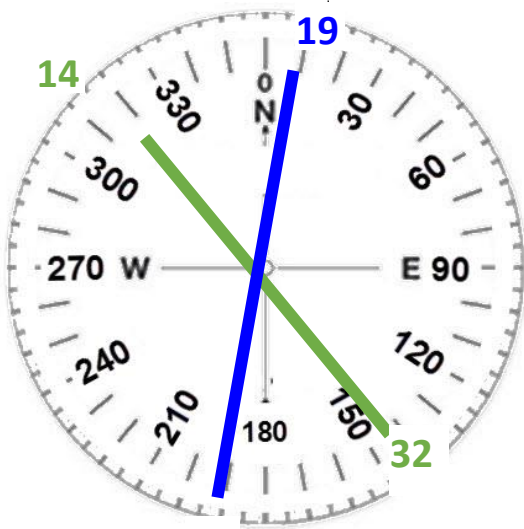
Elevation

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



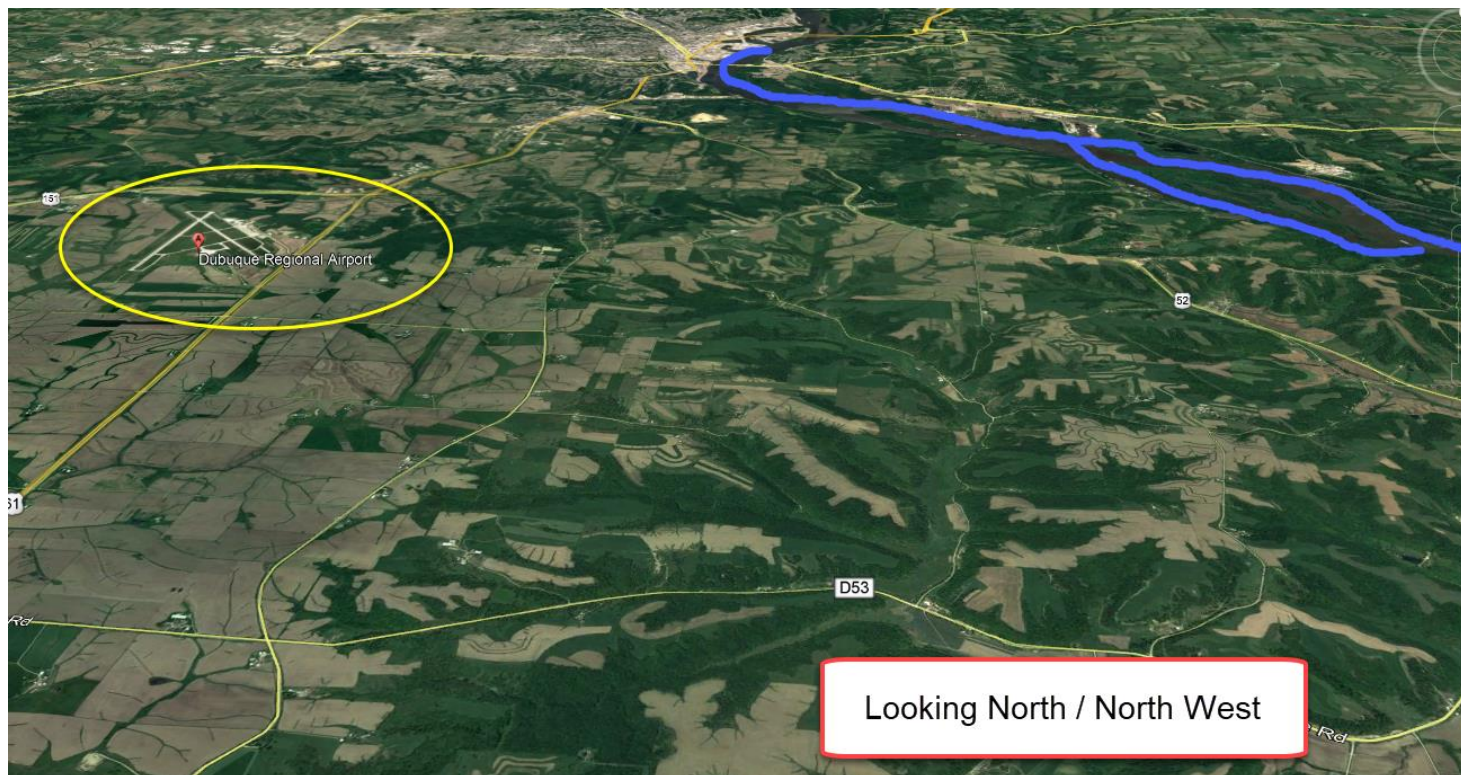
<div>CTAF</div> <div>1 19.97</div> <div>6am to 10pm EST</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Density</div> <div>Altitude</div>
<div>GROUND</div> <div>1 21.65</div>	<div>Temp</div> <div>Dew Pt</div>	<div>INFORMATION</div>
<div>CLEAR</div> <div>1 2 ??</div>	<div>Altimeter</div> <div>29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



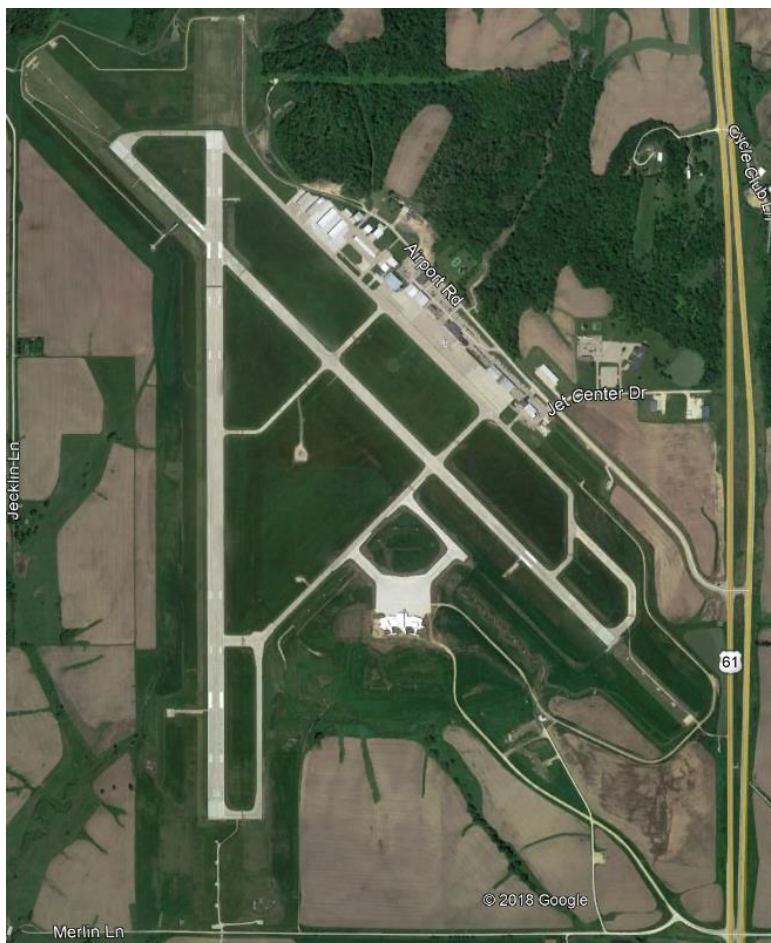
K DLL			Baraboo/Dells			CTZ		
01   19			Wind					
2 PAPI	5,000 x 75	2 PAPI	0					
	Mirl		@ Kts					
14 \ 32								
PAPI	2700x100	PAPI						
			Gusting			Visibility		
						01		
						10		
						5		
						Snow		
						Fog Haze		
						Rain		

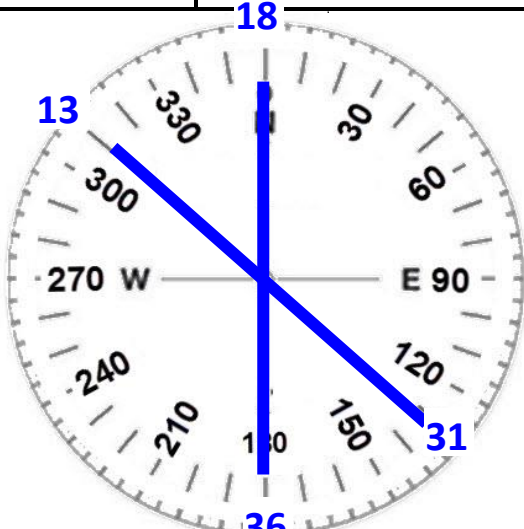
AWOS		BKN OVC		1,980	
118.32		Few SCT , 00'		Elevation 980	
UNICOM		BKN OVC		Density Altitude	
123.05		Few SCT , 00'			
GROUND		Temp Dew Pt		INFORMATION	
1----				Baraboo-Dells 608/356-2270	
CLEAR		Altimeter		<u>Kevin</u> , or Bob (older, Piper Pilot)	
135.45		29		Cell: 608/963-8950	
No reception below ~600 AGL		30		Runs Car Rental ON the Field.	
608/244-5691 = MSN Tower/Clear				\$50/nt hangar \$10/nt electric	
				<a href="#">[HOME]</a>	

Dubuque...



Avis and Hertz on the field



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

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

C 0 2 (ZERO)

GRAND GENEVA

CTZ

05 / 23

NONE

3,800 x 75

NONE

NONE

Mirl

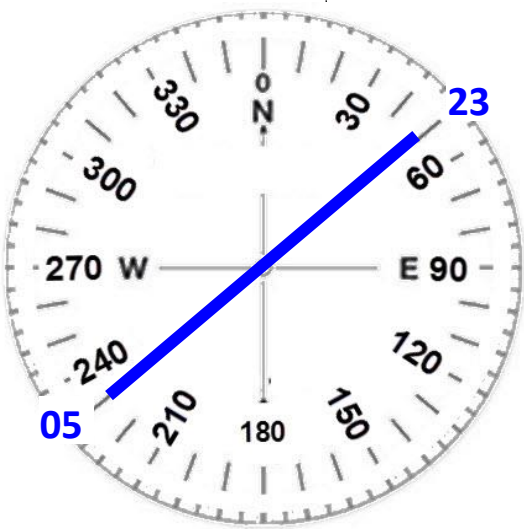
NONE

Wind

0

@ Kts

Gusting



Visibility

10

5

Snow

Fog

Haze

AWOS

1 27.75

UNICOM

1 22.80

GROUND

1 - - - -

CLEARANCE

1 - - - -

BKN

OVC

,

00'

BKN

OVC

,

00'

Temp

Dew Pt

Altimeter

29

30

1,600

Elevation

800

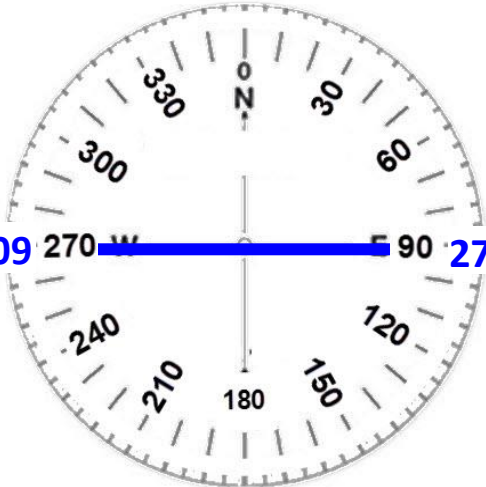
Density

Altitude

INFORMATION

[HOME]



M 3 4			Kentucky Dam			CTZ		
09   27			Wind					
PAPI 4,000 x 100 PAPI			0					
Miri			@ Kts					
			Gusting					
						Visibility 10		
						5		
						Snow Fog Haze Rain		

ATIS		BKN OVC		Elevation	
1 09.60		Few SCT , 00'		(700' in shaded Magenta , or Nt, else 1,200)	
(On FFM, but not Freq KPAH, 20nm NW)				350	

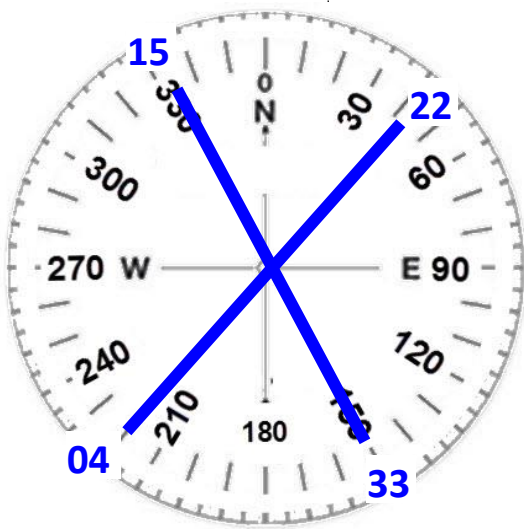
<div>UNICOM</div> <div>123.0</div>	<div>BKN OVC</div> <div>Few SCT, 00'</div>	<div>Density Altitude</div>
<div>GROUND</div> <div>1</div>	<div>Temp Dew Pt</div>	<div>INFORMATION</div>
<div>CLEAR</div> <div>1</div>	<div>Altimeter</div> <div>29</div>	<div>[HOME]</div>



1H2			Effingham Cty			CTZ		
01   19			Wind					
VASI	3,400 x 60	VASI	0					
PULSE	Mirl	PULSE	@ Kts					
11 \ 29								
None	5,100 x 100	None						
None	Mirl	None						
			Gusting			Visibility		
						10		
						5		
						Snow		
						Fog Haze		
						Rain		

AWOS		BKN OVC		1,600	
1	18.37	, 00'		Elevation	585
217/536-5976		Few SCT			
UNICOM		BKN OVC		Density Altitude	
1	22.80	, 00'			
		Few SCT			
GROUND		Temp Dew Pt		INFORMATION	
1		Rem: Rem:			
CLEAR		Altimeter			
		29			
		30			

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

K MZZ			Marion Municipal			E TZ		
04 / 22			Wind					
NONE	6,000 x 100	2 Vasi	0					
RAIL	Mirl	NONE	@ Kts					
15 \ 33								
2 PAPI	4,400 x 75	2 PAPI						
NONE	Mirl	NONE						
			Gusting			Visibility		
						10		
						5		
						Snow		
						Fog Haze		
						Rain		

1 08.60 AWOS	BKN OVC		1,900	
	Few SCT	, 00'	Elevation 858	
1 22.7 UNICOM	BKN OVC		Density Altitude	
	Few SCT	, 00'		
1 --- GROUND	Temp Dew Pt		INFORMATION	
	Rem:	Rem:		
1 20.0 CLEAR	Altimeter			
	29			
	30		HOME	

KJVL			Janesville			CTZ		
<div>04 / 22</div> <div>PAPI5,000 x 150PAPI</div> <div>RAILMirlNone</div>			<div>Wind</div> <div>0</div>			<div></div>		
<div>14 \ 32</div> <div>PAPI7,300 x 150Vasi</div> <div>NoneMirlRAIL</div>			<div>@ Kts</div>					
<div>18   36</div> <div>None5,000 x 75None!</div> <div>NoneNoneNone</div>			<div>Gusting</div>					

AWOS 1 28.25 .?		BKN OVC  , 00'		1,800 Elevation 800	
TOWER 1 18.80 CLICKS FOR PCL ?		BKN OVC  , 00'		Density Altitude	
GROUND 1 21.65		Temp Dew Pt		INFORMATION	
CLEARANCE 1 21.65		Altimeter 29 30		<a href="#">HOME</a>	

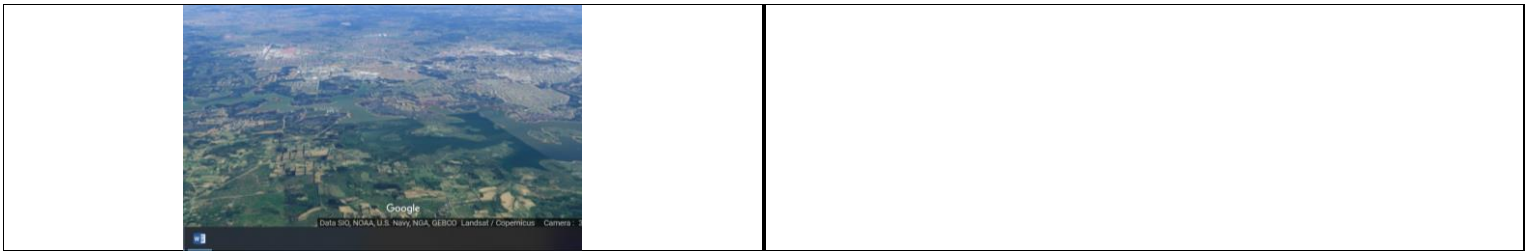
**[HOME]**

CTZ

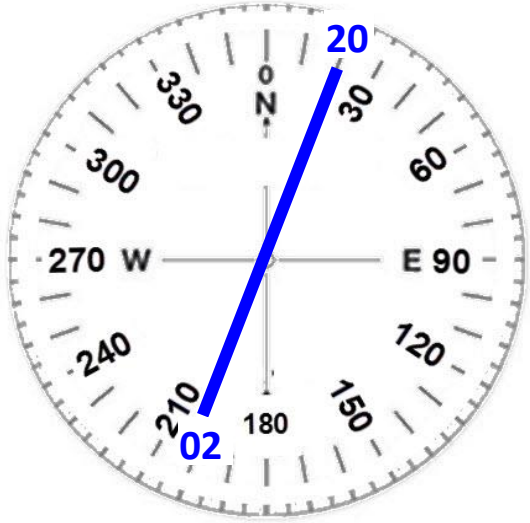
## Rain

**122.77**

Henry@N78HF.com



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

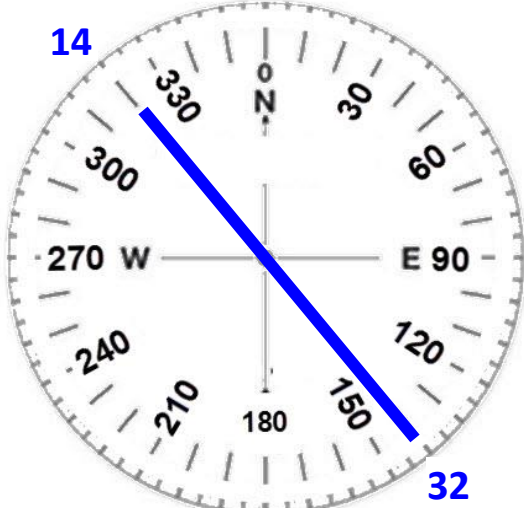
<b>K JWN</b>			<b>John TUNE</b>			<b>CTZ</b>		
<div>02 / 20</div> <div> <div>PAPI</div> <div>6,000 x 100</div> <div>PAPI</div> </div> <div> <div>none</div> <div>Mirl</div> <div>none</div> </div> <div>           October 2017 hop from Smyrna to PWK            VERY busy, no tower, and \$20 fee if not fuel. Near hills &amp; towers! Prefer Smyrna.         </div>			Wind <div>0</div>					
			@ Kts			Visibility <div>10</div>		
			Gusting			Snow Fog Haze		
						5		

<div>AWOS</div> <div>1 27.07</div> <div>615/350-622</div>			<div>BKN OVC</div> <div>,</div> <div>00'</div>			<div>1,500</div> <div>Elevation</div> <div>500</div>		
<div>CTAF and UNICOM</div> <div>1 22.70</div> <div>5 CLICKS FOR PCL ?</div>			<div>BKN OVC</div> <div>,</div> <div>00'</div>			<div>Density Altitude</div>		
<div>GROUND</div> <div>1 - - - -</div>			<div>Temp Dew Pt</div>			<div>INFORMATION</div>		
<div>Nashville CLEARANCE</div> <div>1 24.55</div> <div>Call on the Ground ! 😊</div>			<div>Altimeter</div> <div>29</div> <div>30</div>			<div>[PWK]</div> <div>HOME</div>		

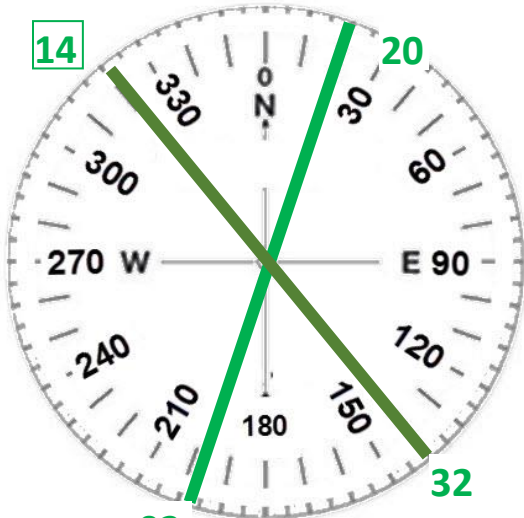
[\[Craft unCtl\]](#)
[\[KSUE\]](#)
[\[KPWK\]](#)
[\[Craft CTL\]](#)
[HOME](#)



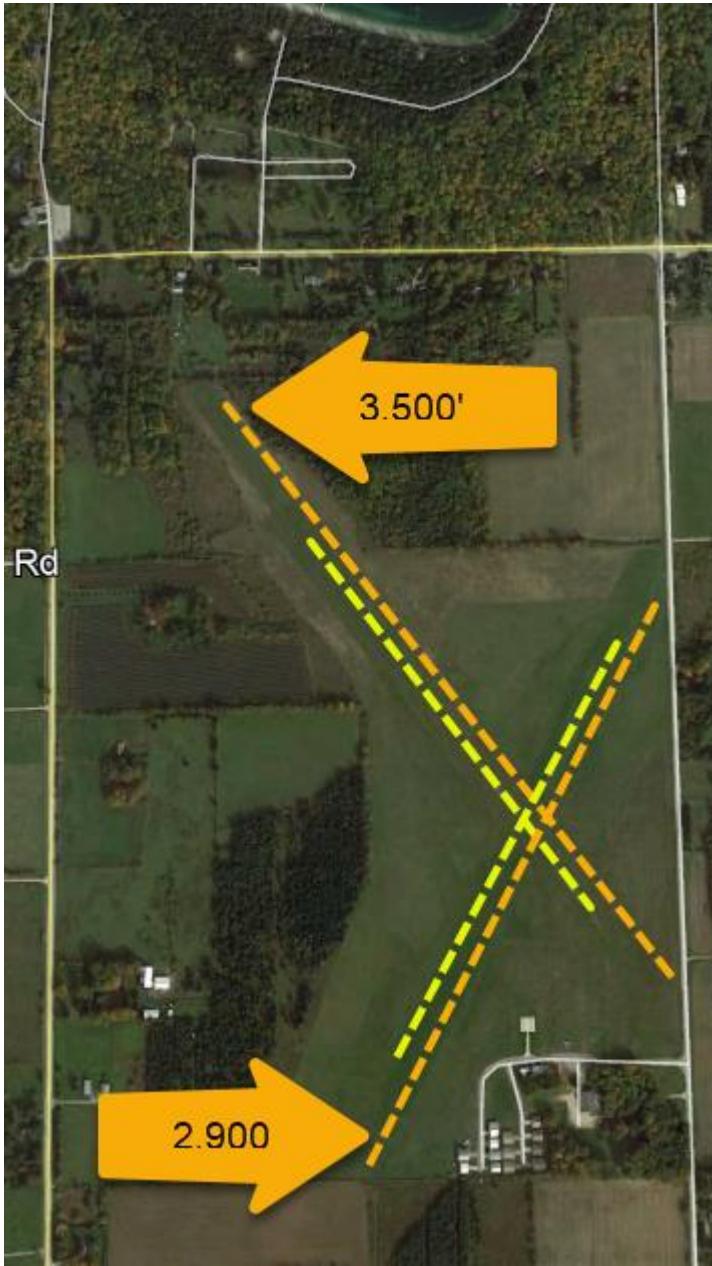
[\[HOME\]](#)
[\[KSUE\]](#)
[\[KPWK\]](#)
[\[KRFD\]](#)
[\[3CK\]](#)
[\[HOME\]](#)

K BBG			Branson			CTZ		
<div>14 \ 32</div> <div><div>PAPI</div><div>7,000 x 150</div><div>PAPI</div></div> <div><div>none</div><div>Hirl</div><div>RLLS</div></div>			<div>Wind</div> <div>0</div>			<div></div>		
			@ Kts					
			Gusting					
			<div><div>Visibility</div><div>10</div><div>5</div></div> <div><div>Snow</div><div>Fog</div><div>Haze</div></div>					

ATIS or AWOS		BKN	OVC			2,300	
1 24.62				,	00'	Elevation	1,300
TOWER		BKN	OVC			Density Altitude	
1 28.15				,	00'		
GROUND		Temp	Dew Pt		INFORMATION		
1 18.40							
CLEARANCE		Altimeter					
1 18.40		29					
		30					
		<a href="#">[PWK]</a>					
		<a href="#">HOME</a>					

2P2			Washington Island			CTZ		
02 / 20			Wind			<div><div>14</div></div>		
NONE	2,250 x 150	NONE	0					
			@ Kts					
14 \ 32								
NONE	2,250 x 150	NONE				Visibility 02		
						10		
			Gusting			5		
						Snow		
						Fog Haze		
						Rain		

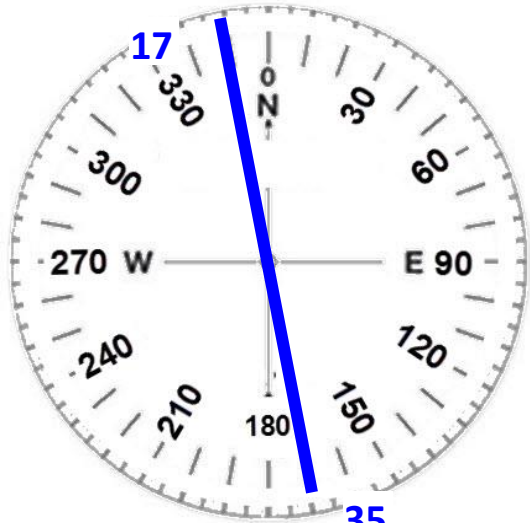
AWOS		BKN	OVC			1,650	
1	18.52			,	00'	Elevation	650
5 CLICKS FOR AWOS? 920/847-3024		Few	SCT				
UNICOM		BKN	OVC			Density Altitude	
1	22.90	Few	SCT				
GROUND		Temp		Dew Pt		INFORMATION	
CLEARANCE		Altimeter					
1	- - - -	29					
		30					



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		
<div>17   35</div>			Wind			<div></div>		
PAPI	5,500 x 100	PAPI	@ Kts					
none	Mirl	none						
SNF Fuel stop, just W of KATL			Gusting			Visibility		
						10		
						5		
						Snow		
						Fog Haze		
						Rain		

AWOS		BKN	OVC		
118.175				, 00'	
5 CLICKS FOR AWOS?		Few	SCT		
CTAF/ UNICOM		BKN	OVC		
122.975				, 00'	
5 CLICKS FOR PCL ?		Few	SCT		
GROUND		Temp	Dew Pt		
1 - - - -					
CLEARANCE		Altimeter			
121.60-		29			
		30			
		2,000			
		Elevation			
		1,165			
		Density Altitude			
		INFORMATION			
		[PWK]			
		HOME			

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

0A3

Smithville

ETZ

6 / 24

PAPI

4,200 x 75

PAPI

RLLS

Mirl

REIL

Displaced Threshold 06: 151'

PAPI

REIL

PAPI

3,600 x 50

None!

Wind

0

@ Kts

Gusting

06

24

10

5

Visibility

Snow

Fog

Haze

ATIS or AWOS

1 - - -

BKN

OVC

, 00'

Few

SCT

UNICOM

1 22.80

5 CLICKS FOR PCL ?

BKN

OVC

, 00'

Few

SCT

GROUND

1 - - - -

Temp

Dew Pt

CLEARANCE

1 - - - - -

Altimeter

29

30

Pattern

2,000

Elevation

1,080

Density Altitude

INFORMATION

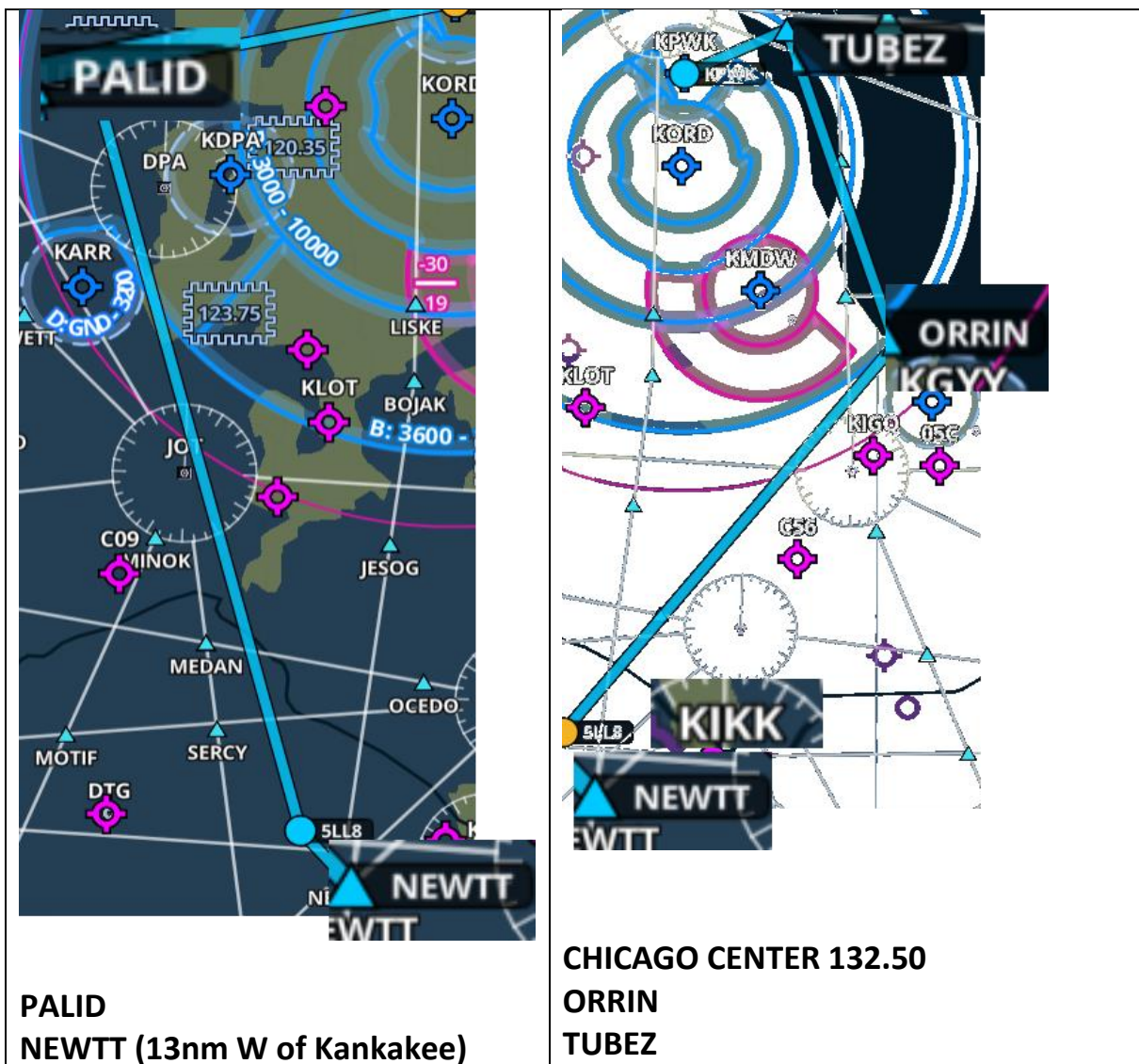
[\[PWK\]](#)

[HOME](#)

K OKK				Kok	
		5 / 14 23		Wind	
PAPI		6,000 x 150		PAPI	
None		Mirl		RAIL	
		14 \ 32			
PAPI		4,000 x 150		PAPI	
None		Mirl		None	

AWOS 1 13.50		BKN	OVC	1,800	
		, 00'		Elevation 832	
UNICOM 1 23.00		BKN	OVC	Pattern Density Altitude	
		, 00'			
GROUND 1 - - - -		Temp	Dew Pt	INFORMATION	
CLEARANCE 1 20.00-		Altimeter			
		29		[PWK]	
		30		HOME	





5 LL8

Van Voorst / Union Hill

CTZ

09 – 27

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..

← Images on PREVIOUS PAGE

Wind

0

@ Kts

Gusting

Visibility

10

5

Snow

Fog

Haze

Rain

ATIS or AWOS

1 - - -

BKN

OVC

00'

CTAF

1 22.925

Click 3 times to activate lights and alert ground crew

BKN

OVC

00'

GROUND

1 - - - -

Temp

Dew Pt

CLEARANCE

1 - - - -

Altimeter

29

30

Pattern:

1,617

Elevation

617

Density Altitude

INFORMATION

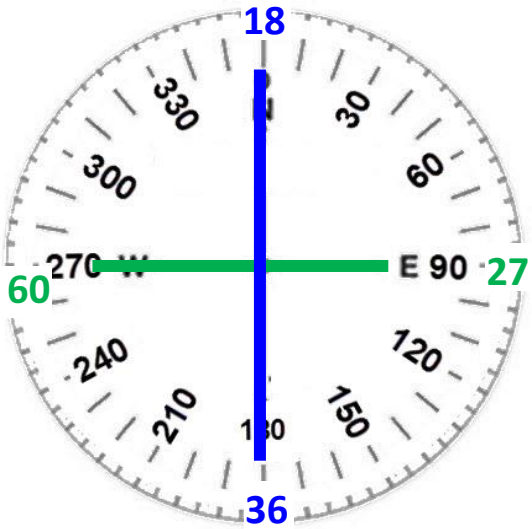
PARK YOUR AIRPLANE ON THE GRASS AT THE SOUTHWEST CORNER OF THE RUNWAY.

[PWK]

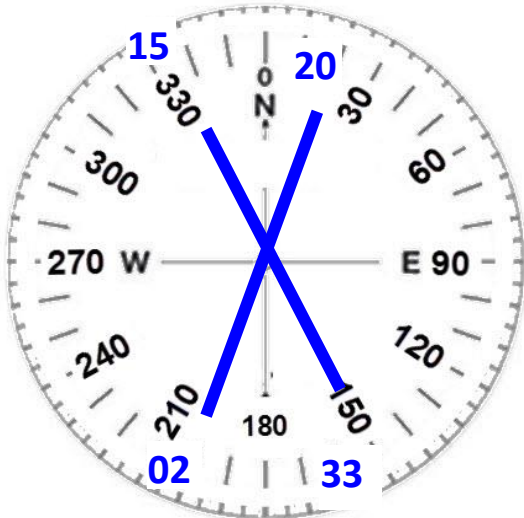
HOME

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

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K RZL		Jasper County		CTZ	
18   36			Wind		
PAPI	4,000 x 60	PAPI	0		
RLS	Mirl	REIL			
09-27			@ Kts		
1,400 x 15o					
Gary Tower:125.6			Gusting		Visibility
< 3,100					10
					5
					Snow
					Fog Haze

AWOS		BKN OVC		Pattern: 1,700	
1 19.17				Elevation 700	
219/866-7167		, 00'			
CTAF		BKN OVC		Density Altitude	
1 22.80		, 00'			
Few SCT		Few SCT		INFORMATION	
GROUND		Temp Dew Pt			
1 - - - -					
CLEARANCE		Altimeter		[PWK]	
1 - - - -		29			
		30		HOME	

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

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

8 TN 2		Shelbyville/Pleasant Grove		CTZ	
<div>10 - 28</div> <div> <div>NONE</div> <div>3,000 x 60</div> <div>NONE</div> </div>		<div>Wind</div> <div>DO NOT 0</div>			
<div>1% Incline on 28</div> <div>ALWAYS:</div> <div>LAND on 28 (to the West)</div> <div>DEPART on 10 (to the East)</div> <div>Regardless of Wind!!!!</div>		<div>@ Kts</div> <div>LAND HERE</div>			
<div>Always operate NORTH of the Runways</div>		<div>Gusting</div>		<div>Visibility</div> <div>10</div> <div>5</div> <div> <div>Snow</div> <div>Fog</div> <div>Haze</div> <div>Rain</div> </div>	

<div>ATIS or AWOS</div> <div>1 19.275</div> <div>Bomar/Shelbyville</div>		<div>BKN</div> <div>OVC</div> <div>,</div> <div>00'</div> <div>Few</div> <div>SCT</div>		<div>Pattern:</div> <div>1,850</div> <div>Elevation</div> <div>850</div>	
<div>CTAF</div> <div>1 22.90</div>		<div>BKN</div> <div>OVC</div> <div>,</div> <div>00'</div> <div>Few</div> <div>SCT</div>		<div>Density Altitude</div>	
<div>GROUND</div> <div>1 ----</div>		<div>Temp</div> <div>Dew Pt</div>		<div>INFORMATION</div>	
<div>CLEARANCE</div> <div>901/ 368-8453</div> <div>Memphis Center</div>		<div>Altimeter</div> <div>29</div> <div>30</div>		<div>[PWK]</div> <div>HOME</div>	

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

C 29

Middleton (Madison)

CTZ

10 - 28

PAPI

4,000 x 100

PAPI

None

Mirl

None

01 | 19

None

2,000 x 125

None

None

None

None

Wind

0

@ Kts

Gusting

Visibility

10

5

Snow

Fog

Haze

AWOS

18.675

5 CLICKS FOR AWOS?

BKN

OVC

Few

SCT

CTAF

23.00

5 CLICKS FOR PCL ?

BKN

OVC

Few

SCT

GROUND

21.75

Temp

Dew Pt

CLEARANCE

GCO

21.725

Altimeter

29

30

Pattern:

1,930

Elevation

930

Density Altitude

INFORMATION

[PWK]

HOME

[\[Craft unCtl\]](#)
[\[KSUE\]](#)
[\[KPWK\]](#)
[\[Craft CTL\]](#)
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K TYS

Tyson McGee (Knoxville)

E TZ

05L / 23R

NONE

6,000 x 150

PAPI

REILS

Mirl

REIL

05R / 23L

PAPI

9,000 x 150

PAPI

REIL

Mirl

RAIL

APPROACH

North of RWY Centerline 123.90

South of RWY Centerline 118.000

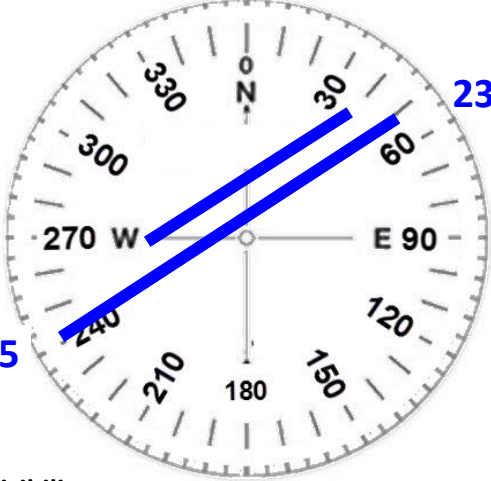
Expensive Fuel, but affordable Tie Downs, etc via TAC Air

Wind

0

@ Kts

Gusting



0523

Visibility

10

5

Snow

Fog

Haze

Rain

ATIS

BKN

OVC

128.35

Few

SCT

TOWER

BKN

OVC

121.20

Few

SCT

GROUND

Temp

Dew Pt

121.90

CLEARANCE

Altimeter

29

30

Pattern:

2,000

Elevation

980

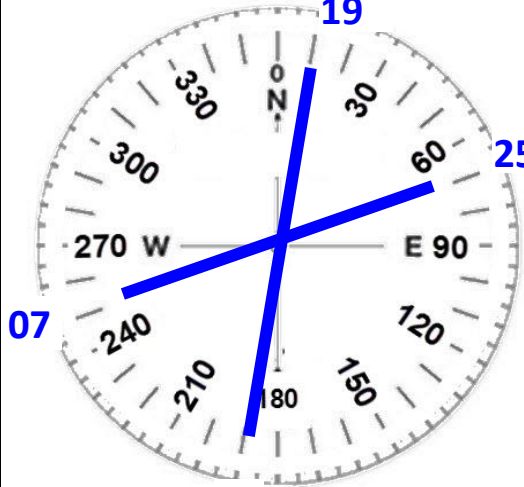
Density

Altitude

INFORMATION

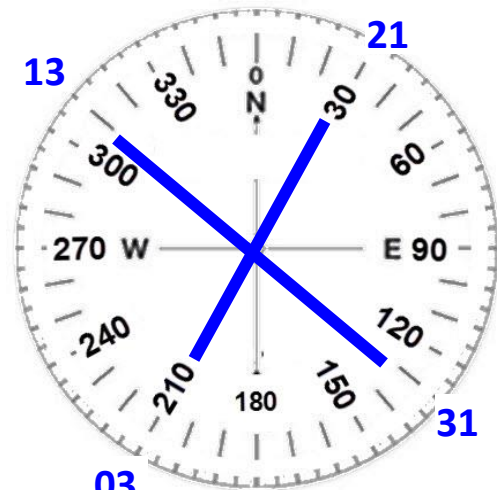
[Craft unCtl]

[Craft CTL]

K RMG			Rome/ Richard Russel			E TZ		
01   19			Wind					
PAPI	6,000 x 150	PAPI	0					
RAIL	Mirl	NONE	@ Kts					
07 / 25								
NONE	4,500 x 100	NONE						
NONE	???	NONE						
SNF stopover			Gusting			Visibility		
						10		
						5		
						Snow		
						Fog Haze		
						Rain		

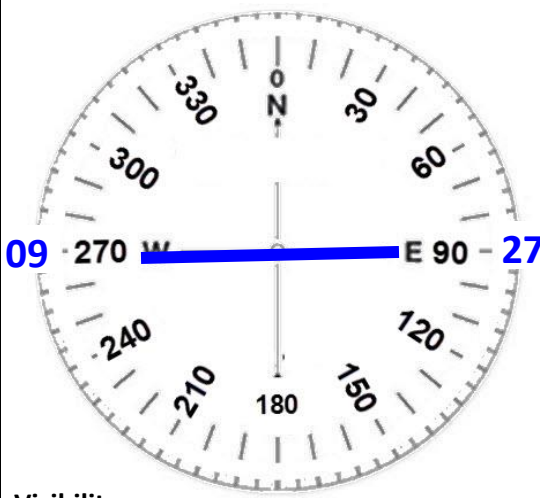
AWOS		BKN	OVC	Pattern:	
1 119.925				1,650	
		Few	SCT	Elevation	
				650	
CTAF		BKN	OVC	Density Altitude	
1 23.00					
		Few	SCT		
GROUND		Temp	Dew Pt	INFORMATION	
1 - - - -					
CLEARANCE		Altimeter		[Craft unCtl]	
1 - - - -		29			
		30		[Craft CTL]	

<a href="#">[HOME]</a>	<a href="#">[KSUE]</a>	<a href="#">[KPWK]</a>	<a href="#">[KRFD]</a>	<a href="#">[3CK]</a>	<a href="#">[HOME]</a>
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	
				5	
				10	
				Snow	
				Fog Haze	
				Rain	



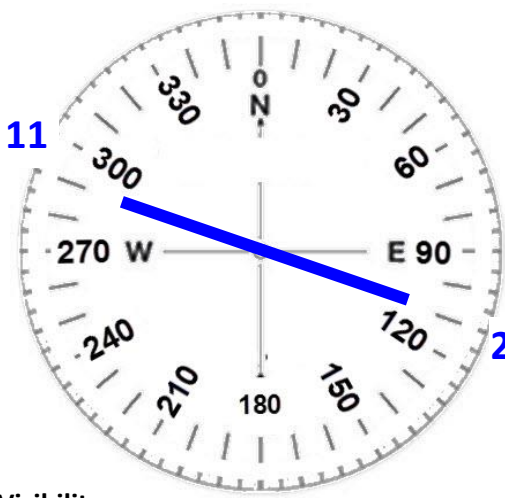
AWOS		BKN	OVC	Pattern: 1,700	
26.32				Elevation 700	
CTAF		BKN	OVC	Density Altitude	
22.97				INFORMATION	
GROUND		Temp	Dew Pt	[Craft unCtl]	
1 - - - -				[Craft CTL]	
CLEARANCE		Altimeter			
1 - - - -		29			
		30			

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

K RYY			Cobb Cty			E TZ		
09 – 27			Wind					
09: 1,000' Displaced Threshold!			0					
PAPI	6,000 x 100	PAPI	@ Kts					
						09 270 W E 90 27		
						240 210 180 150 120		
When visiting Ken Ross			Gusting			Visibility		
						10		
						5		
						4		
						Snow		
						Fog Haze		
						Rain		

ATIS		BKN	OVC	Pattern: <b>2,040</b>	
<b>28.125</b>				Elevation <b>1,040</b>	
TOWER		BKN	OVC	Density Altitude	
<b>25.90</b>				INFORMATION	
GROUND		Temp	Dew Pt	[Craft unCtl]	
<b>19.00</b>				[Craft CTL]	
CLEARANCE		Altimeter			
<b>19.00</b>		29			
		30			

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

<a href="#">[HOME]</a>	<a href="#">[KSUE]</a>	<a href="#">[KPWK]</a>	<a href="#">[KRFD]</a>	<a href="#">[3CK]</a>	<a href="#">[HOME]</a>
0 6C		Schaumburg			CTZ
11 - 29		Wind			
PAPI 2	3,800 x 100	PAPI 2		0	
NONE	MIRL	NONE			
NO APPROACHES		@ Kts			
MAX ALTITUDE: 1,900 = Bravo Ceiling!!!					
		Gusting			Visibility
					10
					5
					Snow
					Fog Haze
					Rain

AWOS		BKN	OVC	, 00'	
1	28.275	Few	SCT		
CTAF		BKN	OVC	, 00'	
1	23.00	Few	SCT		
GROUND		Temp	Dew Pt		
1	- - - -				
CLEARANCE		Altimeter			
1	- - - -	29			
		30			

Pattern:	1,600
Elevation	800
Density Altitude	
INFORMATION	
[Craft unCtl]	
[Craft CTL]	

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

K LOT

Lewis

CTZ

02 / 20			Wind	
PAPI 4	6,000 x 100	PAPI 4	@ Kts	
NONE	MIRL	NONE		
09 - 27				Visibility 10 5
PAPI 4	5,500 x 75	PAPI 4	Gusting	
NONE	MIRL	NONE		
DPA Tower 120.9				Snow Fog Haze Rain

18.525	AWOS	BKN	OVC	, 00'	Pattern: 1,700
		Few	SCT		Elevation 00
122.80	UNI COM	BKN	OVC	, 00'	Density Altitude
		Few	SCT		INFORMATION
1 - - - -	GROUND	Temp Dew Pt			<a href="#">[Craft unCtl]</a>  <a href="#">[Craft CTL]</a>
	CLEARANCE	Altimeter			
1 - - - -		29			
		30			



18   36			Wind	<div>0</div> <div>@ Kts</div> <div>Gusting</div>	<div><div><div>18</div><div>36</div></div><div>Visibility</div><div>10</div><div>5</div><div>Snow</div><div>Fog</div><div>Haze</div><div>Rain</div></div>
	5,100 x 75				
PAPI 2	MIRL only	PAPI 2			
PAPI 2	3,600 x 50	NONE			
REIL	NONE	RAIL			

ASOS 417/257-1313		BKN	OVC	Pattern: 2,230	
1 23.825		Few	SCT	Elevation 1,230	
CTAF 1 22.80		BKN	OVC	Density Altitude	
GROUND 1 - - - -		Few	SCT	INFORMATION	
CLEARANCE (Memphis Departure?)		Temp	Dew Pt	[Craft unCtl]	
1 20.075		Altimeter		[Craft CTL]	
		29			
		30			

K MNV

Monroe Cty (Madisonville)

E TZ

5 / 23

NO Papi

3,600 x 75

NO Papi

NONE

MIRL

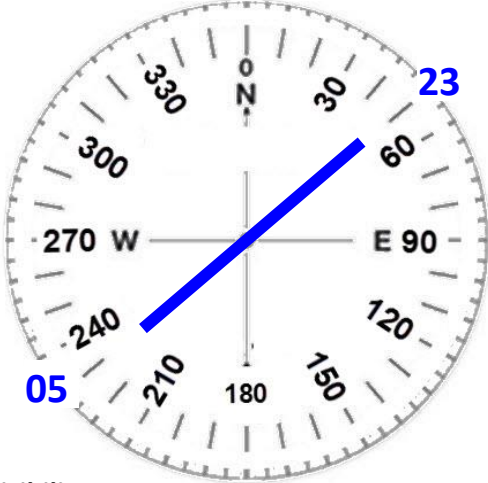
NONE

Wind

0

@ Kts

Gusting



Visibility

10

5

Snow

Fog

Haze

Rain

AWOS  
423/442-6170

18.175

CTAF

123.0

GROUND

1----

CLEARANCE (Knoxville Appr)

123.90

BKN

OVC

, 00'

Few

SCT

BKN

OVC

, 00'

Few

SCT

Temp

Dew Pt

Altimeter

29

30

Pattern:

2,030

Elevation

1,030

Density  
Altitude

INFORMATION

[\[Craft unCtl\]](#)

[\[Craft CTL\]](#)

K HOT

Hot Springs, (AR)

C TZ

5 / 23

6,500 x 150

13 \ 31

4,000 x 100

PAPI 2

3,600 x 50

NONE

REIL

NONE

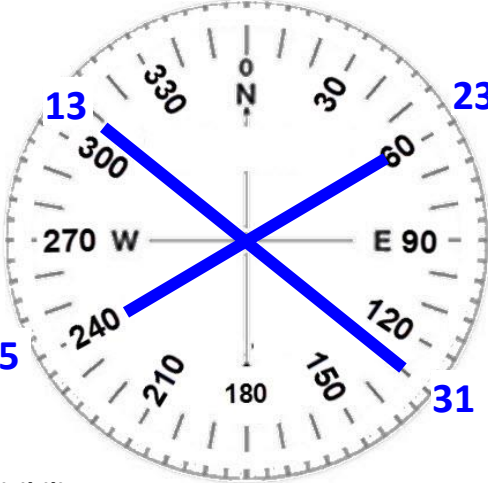
RAIL

Wind

0

@ Kts

Gusting



Visibility

10

Snow

Fog

Haze

Rain

AWOS

BKN

OVC

19.925.

CTAF

BKN

OVC

23.00

GROUND

Temp

Dew Pt

1 - - -

CLEARANCE (CENTER in Air)

Altimeter

29

30

28.47

Pattern:

1,540

Elevation

540

Density Altitude

INFORMATION

[Craft unCtl]

[Craft CTL]

K UUV

Sullivan

C TZ

6 / 24

PAPI 2

4,500 x 75

PAPI 2

Wind

0

@ Kts

06

Gusting

5

Visibility

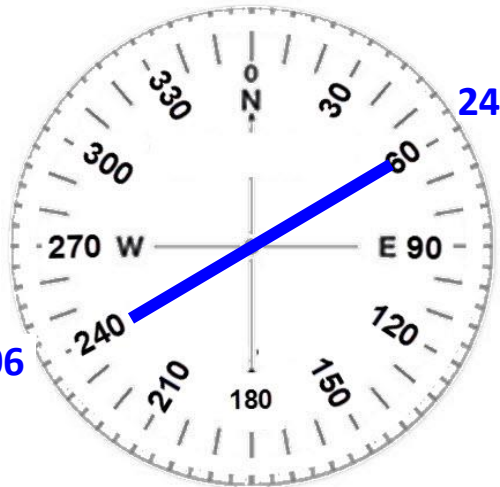
10

Snow

Fog

Haze

Rain



AWOS

BKN

OVC

19.375.

or CTAF

BKN

OVC

122.70

GROUND

Temp

Dew Pt

28.35

CLEARANCE (CENTER in AIR)

Altimeter

29

30

Pattern:

2,000

Elevation

9300

Density Altitude

INFORMATION

[Craft unCtl]

[Craft CTL]

[\[Craft unCtl\]](#)

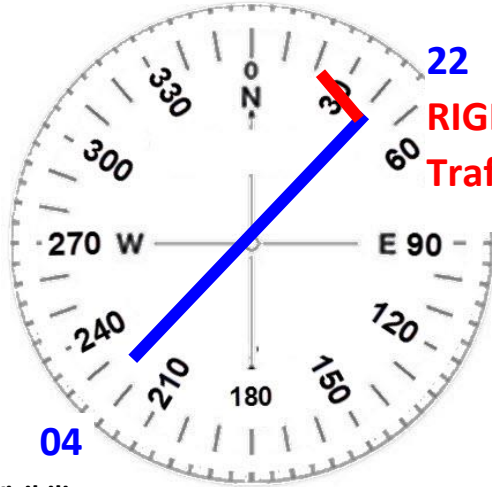
[\[KSUE\]](#)

[\[KPWK\]](#)

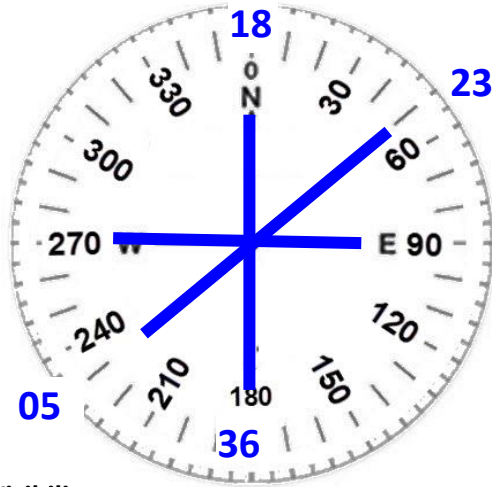
[\[Craft CTL\]](#)

[HOME](#)

Henry@N78HF.com

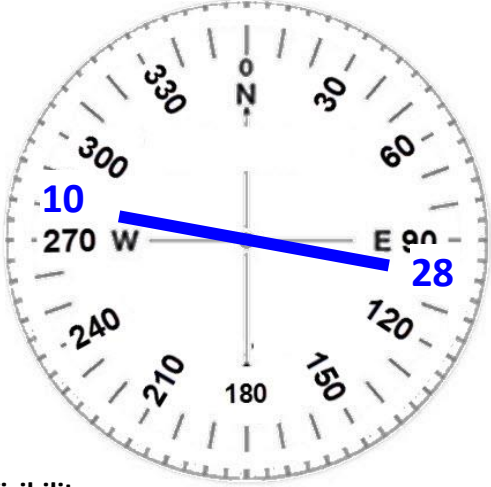
K APT			Marion Cty/Brown Fld			CT		
4 / 22			Wind					
PAPI	3,500 x 75	PAPI	0					
			@ Kts					
			Gusting			Visibility		
						10		
						5		
						Snow		
						Fog Haze		
						Rain		

ATIS or AWOS CHATANOOGA		BKN	OVC	Pattern: 1,640	
1 19.85				Elevation 640	
TOWER or CTAF		BKN	OVC	Density Altitude	
1 22.8				INFORMATION	
GROUND		Temp	Dew Pt	[Craft unCtl]	
1 ----				[Craft CTL]	
CLEARANCE Chattanooga Delivery		Altimeter			
(423) 855-6478		29			
		30			

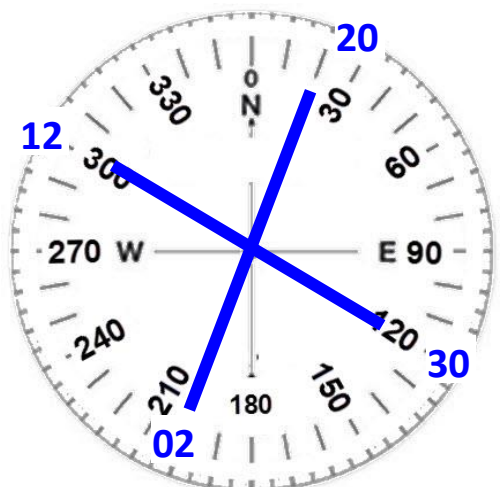
K OSH			OSHkosh/Whitman			CTZ		
05 / 23			Wind					
NONE	3,500 x 75	NONE	0					
9 – 27			@ Kts					
PAPI 4	6,150 x 150	PAPI 4						
18 / 36			Gusting			Visibility		
PAPI 4	8,000 x 150	PAPI 4				10		
						5		
						Snow		
						Fog Haze		
						Rain		

ATIS		BKN	OVC	Pattern:	
25.90				1,800?	
1		Few	SCT	Elevation	
18.50				800	
TOWER		BKN	OVC	Density Altitude	
1		Few	SCT		
GROUND		Temp		Dew Pt	
1					
CLEARANCE 630/906-8921 (CHICAGO)		Altimeter		INFORMATION	
1 - - - -		29			
		30		[Craft unCtl]	
				[Craft CTL]	



K ML J			Badlwin Cty Regional			E TZ		
10 / 28			Wind					
5,500 x 100			0					
			@ Kts					
PAPI								
						Gusting		
						Visibility		
PAPI 2			3,600 x 50			NONE		
REIL			NONE			RAIL		
						Snow		
						Fog Haze		
						Rain		

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

K GYY			Gary			C TZ		
02 / 20			Wind					
PAPI2	3,600 x 100	PAPI2						
12 \ 30			@ Kts					
PAPI4	8,900 x 100	PAPI4						
REIL ?						Gusting		
						Visibility		
						10		
						5		
						Snow		
						Fog Haze		
						Rain		

ATIS		BKN OVC		1,600	
34.57.		, 00'		Elevation	
1		SCT		597	
TOWER		BKN OVC		Density Altitude	
1 25.6		, 00'			
Few		SCT		INFORMATION	
GROUND		Temp Dew Pt			
1 21.90					
CLEARANCE 847/289-0926 (Gary)		Altimeter		[Craft unCtl]	
1 - - - -		29			
		30		[Craft CTL]	

K BPK

Baxter Cty

C TZ

5 \ 23

5,000 x 75

PAPI 4

PAPI 2

Wind

0

@ Kts

Gusting

23

05

Visibility

10

5

Snow

Fog

Haze

Rain

Pattern:

AWOS

33.97

UNICOM

23.00

GROUND

1 ----

CLEARANCE

901/368-8453

BKN

OVC

Few

SCT

BKN

OVC

Few

SCT

Temp

Dew Pt

Altimeter

29

30

1,900

Elevation

900

Density Altitude

(Big Air 123.00)

INFORMATION

[Craft unCtl]

[Craft CTL]

[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

Henry@N78HF.com

612

Springfield, KY

\_ ETZ

11 - 29

PAPI

5,000 x 75

PAPI

Wind

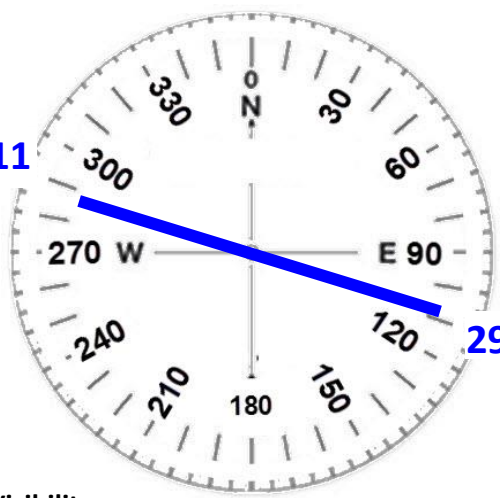
0

@ Kts

Gusting

11

29



Visibility

10

5

Snow

Fog

Haze

Rain

Pattern:

AWOS  
859/336-0340

1

19.725.

BKN

OVC

Few

SCT

, 00'

CTAF

1

22.80

BKN

OVC

Few

SCT

, 00'

GROUND

1

----

Temp

Dew Pt

2,000

Elevation

900

Density Altitude

INFORMATION

CLEARANCE

(317) 247-2411

Altimeter

29

30

[\[Craft unCtl\]](#)

[\[Craft CTL\]](#)

3J7

GREENSBORO

E TZ

7 / 25

PAPI 2

5,500 x 100

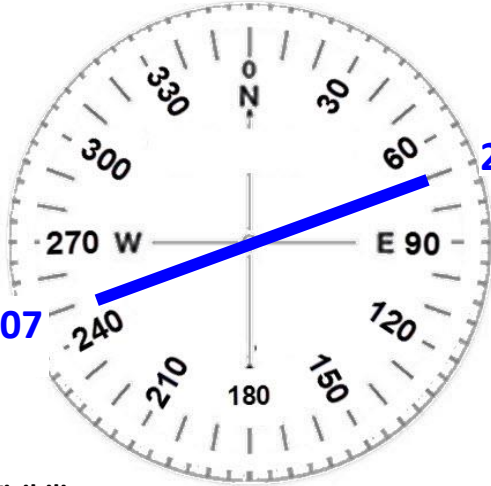
PAPI 2

Wind

0

@ Kts

Gusting



Visibility

5

Pattern:

10

Snow

Fog

Haze

Rain

ATIS or AWOS

706/453-0017

24.525

1

CTAF

22.80

1

GROUND

1

----

BKN

OVC

, 00'

Few

SCT

BKN

OVC

, 00'

Few

SCT

Temp

Dew Pt

1,700

Elevation

700

Density Altitude

INFORMATION

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

CLEARANCE (GCO)  
**-678/364-6131**

Altimeter  
29  
30

[\[Craft unCtl\]](#)  
  
[\[Craft CTL\]](#)

**K PAH** **Paducah / Barkley** **\_ TZ**

**05 / 23**  

NONE	<b>6,500 x 150</b>	<b>PAPI</b>
RAIL	<b>HIRL</b>	NONE

**14 \ 32**  

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

Wind  
**0**  
  
@ Kts  
  
Gusting

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

ASOS	BKN OVC	<b>1,400</b>
<b>1 18.375</b>	Few SCT	
TOWER (0600-2300)	BKN OVC	Elevation <b>411</b>
<b>1 19.6</b>	Few SCT	Density Altitude
GROUND	Temp Dew Pt	INFORMATION
<b>1 -21.70</b>		



[\[HOME\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[KRFD\]](#)

[\[3CK\]](#)

[\[HOME\]](#)

CENTER

133.65

Altimeter

29

30

[\[Craft unCtl\]](#)

[\[Craft CTL\]](#)

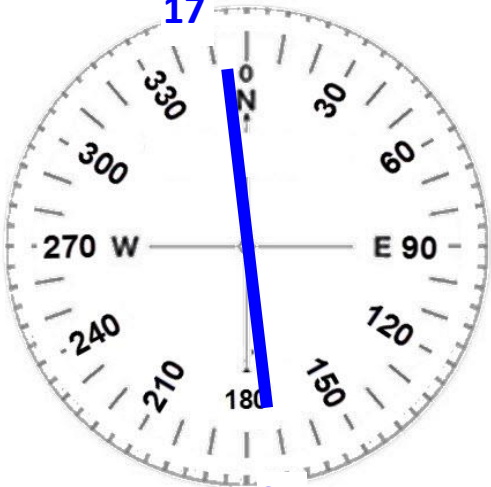
[\[Craft unCtl\]](#)

[\[KSUE\]](#)

[\[KPWK\]](#)

[\[Craft CTL\]](#)

[HOME](#)

K GZL			Stigler Regional			C TZ		
17 / 35			Wind					
PAPI	4,300 x 60	PAPI	0					
			@ Kts					
			Gusting					
						Visibility		
						10		
						5		
						Snow		
						Fog Haze		
						Rain		

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

K DEQ

Lynn Helms Sevier Cty

C TZ

08 / 26

PAPI

5,000 x 75

PAPI

Wind

0

08

@ Kts

Gusting

Visibility

10

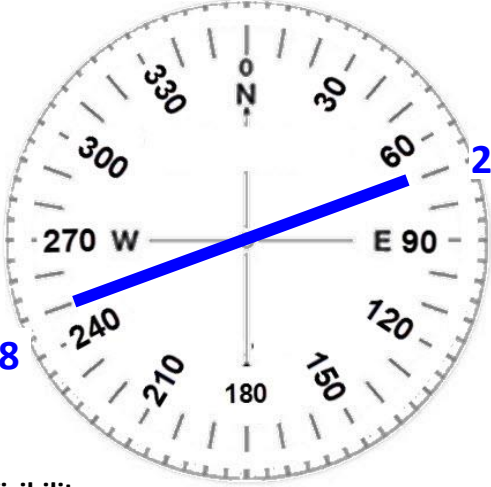
5

Snow

Fog

Haze

Rain



ATIS or AWOS

1 34.075

TOWER or CTAF

1 22.80

GROUND

1 - - - -

CLEARANCE

1 - - - -

BKN

OVC

00'

Few

SCT

00'

Temp

Dew Pt

Altimeter

29

30

Pattern:

1,350

Elevation

350

Density Altitude

INFORMATION

[\[Craft unCtl\]](#)

[\[Craft CTL\]](#)

K UMP

Indianapolis Metro

E

TZ

15 / 33

PAPI

4,000 x 100

PAPI

PAPI

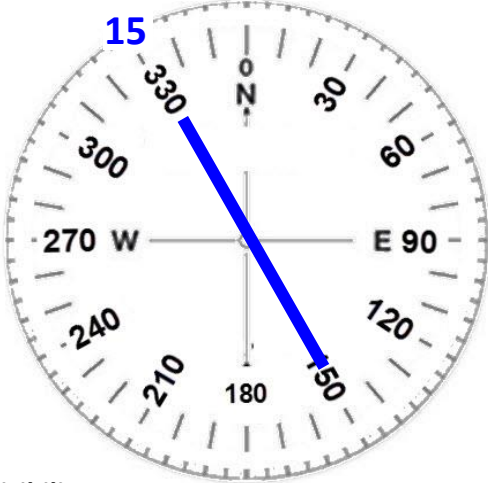
PAPI

Wind

0

@ Kts

Gusting



Visibility

10

5

33

Snow

Fog

Haze

Rain

AWOS 317/842-3911

1 19.375

CTAF/Unicom

1 23.00

GROUND

1 ----

Departure/CLEARANCE

1 27.15

BKN

OVC

Few

SCT

BKN

OVC

Few

SCT

Temp

Dew Pt

Altimeter

29

30

Pattern:

1,800

Elevation

811

Density Altitude

INFORMATION

[Craft unCtl]

[Craft CTL]

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

K

Sample

TZ

/			Wind	0	
PAPI	5,000 x 100	PAPI			
\\			@ Kts		
PAPI	4,400 x 75				
	REIL ?				
			Gusting	Visibility	
PAPI 2	3,600 x 50	NONE		10	34
REIL	NONE	RAIL		5	Snow Fog      Haze Rain

AWOS 317/842-3911		BKN	OVC	, 00'	1,800
1 1		Few	SCT		
TOWER or CTAF/Unicom		BKN	OVC	, 00'	811
1 2		Few	SCT		
GROUND		Temp	Dew Pt	INFORMATION	
1 ----					
Departure/CLEARANCE		Altimeter			[Craft unCtl]
1 2		29 30			[Craft CTL]