



Volume 8 Number 4
July 2010

Chicago Center Stage

And Now... For the Rest of the Story Robert Langerveld, Chicago Center FLM

"I wanted to give you a thank you for the service we received on UAL945." "Main fuel savings was the optimum profile descent into Chicago." "My first officers were astonished by the clearance we got." "My back of the envelope calculations are that we saved at least 1,000 pounds of fuel." "Thanks again for the excellent service."

You might remember these comments from the previous newsletter. They were written by Captain Rocky Stone, Chief Technical Pilot, United Airlines, and the pilot in command of UAL945 for the Earth day test flight on April 15th.

This is very high praise for the service we provided. I'm extremely proud of all of the controllers in the Northeast Area especially those involved in this operation:

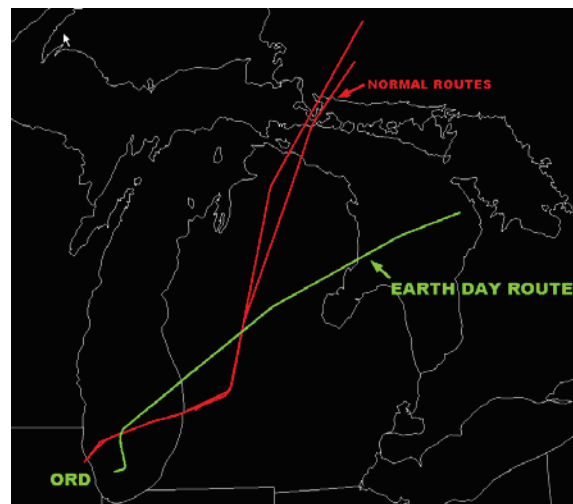
Steve Chambers – Empire Radar
Tom Sztuchmal – Fremont Radar
Dave Ingraham – Pullman Radar
Tim Druffel – Pullman Radar Associate
Dave Murawski – KUBBS Radar

Thank you for your professionalism and the outstanding service you provided that day!

We may not have changed the world on the 15th, but we did make a dent. The Northeast Area team accepted the challenge this flight presented and worked together to make it happen. One thousand pounds of fuel!!! Now I'm not a rocket scientist (you don't have to agree all at once) but my guess is that we saved UAL at least a couple thousand dollars. I know UAL945 came through at a very optimal time for the Northeast Area. But it still took planning,



evaluating, and coordinating to make this work. No NEXTGEN, no fancy procedures, no big hammer, just a team of outstanding controllers working together to provide quality service. I wonder how much "greener" the earth would be if we chose to do this whenever we have the chance?



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Our vision is to be the flagship air traffic facility, setting the standard of excellence in safety, customer service and accountability to the public.

Season of Construction

Terry Glant, Chicago Center CPC

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Ah those "Dog Days of Summer" and with them come the season of construction. Chicago Center will be no exception. We have had our share of interior face-lifts. Our administrative wing and conference rooms have been renovated - complete with new names and in some cases locations. Let's take a look at some of the upcoming changes you can expect to see.

Since my arrival here in 1985, you could always expect to see the NARACS antenna prominently holding its space in the front yard of our facility. Well, that soon will be a thing of the past. Scheduled for late July, it will be removed and the space it occupies, and that surrounding it, will become a temporary parking area. We will be utilizing this space to accommodate another improvement.

Coming soon is a new surface for our parking lot. Yes, a much needed face-lift for our aging parking spaces. Not to be forgotten, our two-wheeled employees can expect some new digs for their rides this summer as well. Tentatively scheduled is the removal of our current medical facility, and if possible, development of some additional motorcycle parking spaces.

For those of you who still have that urge for nicotine; expect some new space for your vice. A new smoking shelter is in the works to be installed on the east side of our building during our summer of construction projects. Expect some nice element-free space to enjoy that cigarette of your choice. As you are enjoying that smoke, you will be able to look back at the building and see some new changes as well.

Scheduled to begin August 15th, the front of our building will receive a new "Curtain Wall". The current façade has been in place since before my arrival in 1985 and is well past due for a little cosmetic surgery. Not to be forgotten our main stairwell will be getting a fresh coat of paint. This will complete the new look of our facility - bringing its appearance up to par with the service excellence we provide here daily.

We all can expect to see these improvements over the next few months. Of course with new construction comes some minor inconveniences, but when the smoke clears and the dust settles, we should all be happy with our new look.



Memphis Center Curtain Wall

Dog Days of Summer

Gary Knapp, Chicago Center Acting TMO

"Dog Days" (Latin: *diēs caniculârcs*) are the hottest, most sultry days of summer. In the northern hemisphere, they usually fall between early July and early September. In the southern hemisphere they are usually between January and early March. The actual dates vary greatly from region to region, depending on latitude and climate. Dog Days can also define a time period or event that is very hot or stagnant, or marked by dull lack of progress. The name comes from the ancient belief that Sirius, also called the Dog Star, was somehow responsible for the hot weather.

The definition above was extracted from Wikipedia, and epitomizes what our facility has experienced for the last four to six weeks, minus the lack of progress. While the "dog days" officially arrive in July, we have had the pleasure of summer weather patterns, i.e., thunderstorms, deviations, enroute, arrival delays, departure delays and a myriad of restrictions during June and July.

A typical recent day in traffic management revolved around arrival reroutes, Coded Departure Routes (CDR's) and the opening and staffing of multiple positions surrounding these activities. Our unit has routinely staffed four and sometimes five positions (Restriction Coordinator, Arrival Coordinator (ORD, MDW, MKE), Departure Coordinator, Enroute Coordinator1, Enroute Coordinator 2 (when TMA is in effect for DTW and during heavy ESP to East Coast airports), in addition to our STMC position. Many days the weather (and traffic) has remained until late evening hours.

While we (TMU) support and ultimately attempt to provide structure to the operation during the weather events, it is the area controllers who provide the finishing touches and make our plan work. Many thanks go to the area CPC's and FLM's who have diligently worked through the many challenges of our Midwest "dog days".



I attend a teleconference daily, in which facilities and customers provide feedback on previous days activities in the NAS. Our performance at Chicago Center has been routinely singled out, and positive feedback provided, regarding our ability to effectively minimize delays and safely and expeditiously move traffic.

While I routinely accept the commendation, my thanks go to you for a job well done. Enjoy your vacations and time away from the facility this summer. The "dog days" will be gone, but the pride and professionalism will remain constant at our facility.

Service Recognition

This year, the following personnel have been recognized with a pin or certificate depending upon their length of service:

5 Years

Alison Ellis
Jaimee Frank
Carrie Hoft
Robert Mendenhall
Stephen Schwarz
Daniel Stanczak
Nicolas Stolarczyk
Brian Vogelsinger

10 Years

Genevieve Hegarty
Adrienne Perkins

15 Years

Clifford Lewis

20 Years

Shawn Lowry
Kenneth Wedeen

25 Years

Vincent Blaber
Gary Dettloff
Milan Indrisek
Timothy Karwoski
Dennis Kraus
Jon Noffsinger
Michael Sproston
Curtis Ward



Operations Council

Tim Prendergast, Chicago Center FLM

Steve Schmidt, Jerry Mona, Kevin Frank, Kris Hollarbush, Randy Schulz, and Tim Prendergast.

On Thursday, June 24th the inaugural Operations Council was held in the St Charles conference room. In attendance were Glen Martin, Toby Hauck, Dave Koroscik, Joe Mionskowski, Tom Rucker, Ray Cummins, Gary Knapp,

The Operations Council Priority Team briefed representatives of Chicago Center Management, NATCA, and FAST on current Operations office projects and presented an initial list of priority items to the group. The priority items list was formulated by the Priority Team after review and research of all current projects. Control room personnel were contacted by the team to provide input.

A discussion of both the Operations Council process and of the items identified by the Priority Team was conducted with input from all parties present.

The initial list of current Operations Office projects identified for priority by the team is as follows:

- 1. MKG / AZO**
Airspace Boundary Move
- 2. MKE LOA**
Airspace Boundary Move
- 3. Chicago Metro South Departure SIDs**
Design South Departure SIDs out of the Chicago Metropolitan Area
- 4. Future SOP Changes**
Incorporate pending requests for SOP changes
- 5. South Departure boundary Changes**
Adjust East boundary of EON and West Boundary of NEWTT
- 6. OMP OPS Concept Group**
Create plans for different runway configuration and usage
- 7. EA Area Route Change Request**
Establish a new ATC assigned route to the MKE area
- 8. MLI Approach Area A**
MLI APCH assume A/S in Area A 6000-10000
- 9. Chart Date / Maps and Collars**
Complete timely/accurate chart change
- 10. Weather Dissemination Group**
AIRMET language and required procedures

The Operations Office has incorporated the prioritization of these items into their office task list.

The second meeting of the Operations Council is scheduled for August 5th. Results of this meeting will follow. Thanks to all who provided input to the team. Your assistance is crucial to this process.

Teamwork

Rob Mickolayck, Chicago Center FLM

On July 14th, a pair of C182's, piloted by a husband and wife, were flying VFR from Batavia, OH to Bult Field, in Monee, IL. The pilots were receiving VFR advisories from Sue Christensen at the IKK sector.

"I think you might want to know this," Sue said to me at the desk. "This guy says he has a power reduction, and is going to land at C98, but doesn't need any assistance at this time."

Several minutes later, after Sue gave him his distance from the airport, Gordon Wilson, the pilot of the failing aircraft advised, "I'm not sure I'm gonna make it." Moments later, he broadcasted his last transmission during the incident, "97H is not gonna make it. I'm gonna choose a field here."

Frieda, the pilot's wife in the companion aircraft, had circled back to determine the location of her husband's aircraft. With Sue's assistance, she attempted to fly over the last known location of Gordon's plane. After several minutes of searching, with no success, she headed toward Bult Field to retrieve her car, with plans to drive to the location and search for her husband.

During the search, Sue acquired the cell phone numbers of both pilots. Approximately 10 minutes after Gordon's last transmission, I dialed his cell phone number, and he answered. He was in an ambulance, and was being told by the EMT to put the phone away, but he did state that he was roughed up but felt fine, and "Please let Frieda know that I'm OK."

Wilson had put the aircraft down in a cornfield, and hit an irrigation rig, totaling the aircraft, and injuring himself in the process. "I had a bloody nose, and was bleeding profusely from a cut above my eye. I spent several minutes gathering my things in the plane, and stepped down into corn taller than I am. When I turned around, there were two people standing behind me."

An ambulance was just down the road when the 911 call came in from a passer-by who witnessed the crash, and had responded almost immediately. Wilson later stated, "I don't know how they got there so quickly, but I walked up from the ditch, and climbed right onto a gurney."

When interviewed one week after the incident, the couple praised Sue Christensen's efforts during their ordeal.

Gordon commented, "She kept track of where I went down, and helped Frieda find me. She did a great job."

Frieda added, "She was absolutely wonderful. She did an astounding job. She kept her cool, which helped me keep cool. She kept me informed, and helped me try to find him. I can't thank her enough."

Kudos to Sue for a job well done!

Calling All Kids

I was privileged to meet Tammera Holmes, President and CEO of AeroStar Corporation, at a recent Great Lakes Regional event. Ms. Holmes related her personal story and involvement with the aviation community, which I found very inspiring. Tammera's organization, which she founded, provides opportunities for children to explore aviation related experiences. The following provides information regarding an opportunity for children ages 7-17 to fly at the Gary Airport, sponsored by the Tuskegee Airmen and the EAA Young Eagles program.
– Gary Knapp.

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Every Young Eagle will need to be accompanied by a parent or guardian and will receive an official Young Eagles night certificate commemorating their first flight. Volunteer EAA or Tuskegee Airmen member pilots are welcome.



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Call the Tuskegee Airmen Young Eagles Hotline:
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"FROM THESE ROOTS BUILD TOMORROW"



Tech Ops - Environmental Support Unit

Rick Torossian, Chicago Center NAS Operations Manager



Bernie Healy
Supervisor

In an effort to acquaint everyone with the Tech Ops organization here at ZAU, I will feature different units from time to time. This month I would like to introduce you to the Environmental Support Unit or ESU. In past years they were known as Building Engineers or Building Maintenance.



Sean Sheldon
Coordinator

ESU consists of eleven technicians who are responsible for all electrical and building maintenance, HVAC and plumbing. Yes, they are the ones we call when the toilets are plugged and we are too cold or too hot. What most people don't realize is the responsibility they shoulder to insure our electricity never fails and the high level of training they undergo for their certifications. They make it possible for the rest of us to do what we do.



Dave Platt
Technician

The building just North of ZAU is the Power Building which houses the Power Conditioning equipment as well as six huge engine generators (EG's). Electric power is supplied by Com Ed to the Power Building where it is conditioned and then dispersed to ZAU on three separate 'busses'. The 'building service' bus provides power for the lights and regular outlets. This bus is cleaned of voltage spikes and is backed up by EG's which take about one minute to come to full power. The 'essential bus' provides power for motors, chillers and pumps. This power is cleaned of voltage spikes and also backed up by EG's. The 'critical power' bus is just that. This is power which cannot be interrupted for any reason and powers the radar scopes and other critical equipment. Critical power is backed up by large battery banks that provide power until the EG's can come to full power. Anything on the 'building service' bus such as lights and convenience outlets will be affected by power bumps but equipment on the 'critical bus' is not affected. During power outages, (or if we don't pay our electric bill), three EG's (of the six available) can provide full power for dayshift operations and there



George Torres
Technician



James Groleske
Maint. Mech.



John Waynick
Technician

is enough fuel to last approximately two weeks.

ESU technicians attend a fourteen week school for the power conditioning and EG systems. In addition to the above systems, ESU technicians maintain boilers (heat) and chillers (A/C). While heat is used for people comfort, the A/C is actually more critical for the equipment. For example, if our chillers (which provide the A/C) would fail, computers and radar scopes would quickly begin to fail from over heating.

What most people don't realize is the responsibility they shoulder to insure our electricity never fails and the high level of training they undergo for their certifications. They make it possible for the rest of us to do what we do.

To fully train and certify an ESU technician is a long process. Formal training for most of their assigned systems is comprised of approximately one year in Oklahoma City (OKC) as well as extensive OJT. The certification exam for the Power Conditioning System alone is thirty-two hours. At the end of their thirty year careers, the average ESU technician will have spent approximately three years in OKC training on various systems.

The last time ZAU lost power (including 'critical power') was in the early nineties and was caused by a contractor shorting out 'critical power' on the day shift. This was front page news for days. Although we have had many power bumps since then (on the 'building service' bus) we have not lost critical power thanks to the battery banks and EG's maintained by ESU.

ESU techs are the guys with the tool belts you see walking around. They are most visible when we see them changing light bulbs or repairing doors but it's really the 'behind the scenes' stuff that is most important.

Without ESU, we'd all be out of business.

Many Thanks ESU!

Not pictured: Rick Beiderer - Technician



Peter Hartman
Technician



Mike Dyas
Technician



Dan Kovacevic
Technician



Rick Gutierrez
Technical Support



Shawn Lockhart
Technician

The Mayonnaise Jar and Two Cups of Coffee

Bob Szajkovics, Chicago Center FLM (Retired)

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The following metaphor was submitted by long time FLM Bob Szajkovics upon his retirement with the request that it be included in the newsletter.



To All My Dear Friends,

A lot of you probably have already seen this. If you have, consider this "refresher training". I kept it and it really hits home now. I am trading in my pebbles for my golf balls before it's too late! Thanks for the memories and God Bless.

Bob Szajkovics
bobs30012@comcast.net

When things in your life seem almost too much to handle. When 24 Hours in a day is not enough, remember the mayonnaise jar and 2 cups of coffee.

A professor stood before his philosophy class and had some items in front of him. When the class began, wordlessly, he picked up a very large and empty mayonnaise jar and proceeded to fill it with golf balls. He then asked the students if the jar was full. They agreed that it was.

The professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles rolled into the open areas between the golf balls. He then asked the students again if the jar was full. They agreed it was.

The professor next picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else. He asked once more if the jar was full. The students responded with a unanimous "yes."

The professor then produced two cups of coffee from under the table and poured the entire contents into the jar, effectively filling the Empty space between the sand. The students laughed. "Now," said the professor, as the laughter subsided, "I want you to recognize that this jar represents "your LIFE".

The golf balls are the important things - God, family, children, health, friends, and Favorite passions -- things that if everything else was lost and only they remained, your life would still be full.

The pebbles are the other things that matter like your job, house, and car. The sand is everything else -- the small stuff.

"If you put the sand into the jar first," he continued, "there is no room for the pebbles or the golf balls. The same goes for life. If you spend all your time and energy on the small stuff, you will never have room for the things that are important to you.

So...

Pay attention to the things that are critical to your happiness. Play With your children. Take time to get medical checkups. Take your partner out to dinner. Play another 18.

There will always be time to clean the house and fix the disposal. "Take care of the golf balls first -- the things that really matter.

Set your priorities. The rest is just sand.

One of the students raised her hand and inquired what the coffee represented. The professor smiled. "I'm glad you asked".

It just goes to show you that no matter how full your life may seem, there's always room for a couple of cups of coffee with a friend.

CPC

Njuen Chendi EA
Sarah Dunsmuir NW
Lee Emerick SW
Blakely Hughes NW
Adam King EA
Jozef Prelich EA
Eric Sundquist WE

Retirements

Emilie Jones
Bob Szajkovics
Tom White

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