



# P A P A S E Z

VOLUME 17 NUMBER 4

APRIL 2003

## CALENDAR CHANGES!!!

**FLY MARKET PREVIOUSLY SCHEDULED FOR 4-19**

**Postponed!! THIS EVENT WILL TAKE  
PLACE AT OUR HANGAR PICNIC 8-27**

## PLANE CARE: PLEASURES & PITFALLS

**April 23 7pm videos; 7:30 pm program**

**Palwaukee Inn, 1090 S. Milwaukee Ave, Prospect Heights, IL 60070**

Have you ever wondered ? What's an "A&P?" (Hint - it's not a grocery store) For that matter, what's an "IA?" What really is an "annual"? What can the pilot do if you're trapped far from home with a sick plane?



Whether you rent or own an aircraft or just wish you could, you won't want to miss the April 23rd PAPA meeting. The PAPA program committee is pleased to present the legendary Bob Russell, A&P, AI, CFI, small plane fleet owner and President of Aviation Plus at Kenosha Airport. Bob is all primed to cover these and all those other pesky aircraft questions you always wanted to ask.

Is tire pressure really THAT important? How much oil is too little? Is there such a thing as too much oil? What's the one thing you can do in most high wing Cessnas to restore controllability if you lose a windshield in flight?

You got a question? Bob's got the answer. And PAPA's got Bob!

**YOUNG EAGLES EVENT – PREVIOUSLY SCHEDULED FOR MAY 17, 2003**

**Postponed!! THIS EVENT WILL  
TAKE PLACE AT A LATER DATE.  
VOLUNTEERS STILL NEEDED**

**OFFICER, DIRECTORS & CHAIRPERSONS**

\*\*\*\*\*

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**PAPA SEZ** is published monthly by the Palwaukee Airport Pilot's Association (a non-profit organization). The Palwaukee Airport Pilot's Association (PAPA) was formed in 1987 as a forum for the users of Palwaukee Airport. PAPA's mission is to promote the safety of operations and continued development of the Palwaukee Municipal Airport in a fraternal environment with the pilots, users and community.

Membership in PAPA is open to any user of Palwaukee Airport. Membership dues are \$25.00 annually and include the subscription to PAPA SEZ. Letters to the Editor and any articles submitted for publication must be received by the 20th of the month, will be printed on a space available basis and may be edited for style and length. Please mail typewritten material or preferably email to:

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1120 S Milwaukee Ave. Ste A  
Wheeling, IL 60090-6392

Visit the PAPA Web Site  
[Http://www.pwkpilots.org](http://www.pwkpilots.org)

**WELCOME OUR NEW MEMBERS!!**

GLEN HATZAI, JR. ALAN LAUFER  
MICHAEL RADOMSKY BRAD RUEDIG  
ROB WEINBERG RICHARD ZIC

**PAPA MEETING DATES**

GENERAL MEETING – APR 23 – 7 PM – PWK INN

BOARD MEETING – MAY 14 – 7 PM – NAJ

BOARD MEETING – JUN 11 – 7 PM – NAJ

GENERAL MEETING – JUN 25 – 7 PM – PWK INN

BOARD MEETING – JUL 9 – 7 PM – NAJ

FLY OUT – TENTATIVE

BOARD MEETING – AUG 13 – 7 PM – NAJ

PWK OPEN HOUSE – SATURDAY AUGUST 23

YOUNG EAGLES AT PWK – SERVICE AVIATION

HANGAR PICNIC – AUG 27 – 6:30 PM – TBA

FLY MARKET AT PWK – AUG 27 – SERVICE AVIATION

BOARD MEETING – SEP 10 – 7 PM – NAJ

GENERAL MEETING – SEP 24 – 7 PM – PWK INN

BOARD MEETING – OCT 8 – 7 PM – NAJ

FLY OUT – TENTATIVE

BOARD & GENERAL MEETING – NOV 12 – 7 PM – PWK INN

BOARD MEETING – TENTATIVE – DEC 3 – 7 PM – NAJ

HOLIDAY DINNER – DEC 10 – 7 PM – TBA

SANTA FLIGHT & TOY DROP – DEC 13 – 10 AM

100TH ANNIVERSARY OF FLIGHT – DEC 17 2003

**P.A.C.E. MEETING DATES**

Palwaukee Airport Community Engagement  
Join in the community discussion at the Palwaukee  
Municipal Airport Manager's office at 7:00 pm.

MAY 1 JUN 5 JUL 3 AUG 7  
SEP 4 OCT 2 NOV 6 DEC 4

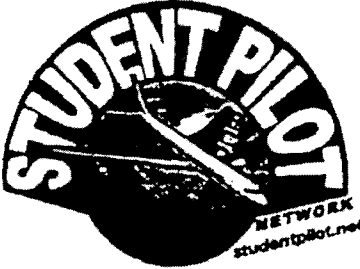

**P.M.A.C. MEETING DATES**

Palwaukee Municipal Airport Commission  
The Commission meets each month at 7:00 pm to  
conduct the business of the airport.

APR16 MAY21 JUN18 JUL 16  
AUG20 SEP17 OCT15 NOV19 DEC17

Joint meetings/workshops with the Prospect  
Heights and Wheeling elected officials  
MAR 31 SEP 29

PAPA MEMBERS ARE INVITED  
AND ENCOURAGE TO ATTEND

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**FEEDBACK - CONCERNS + QUESTIONS**

Submit by mail to PAPA, 1120A S Milwaukee Ave, Wheeling, IL 60090 or email to bdainas@juno.com

I HAVE THE FOLLOWING CONCERN/REQUEST REGARDING PWK.

NAME \_\_\_\_\_ (optional)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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## PAPA FLY MARKET - CLASSIFIED ADS

But the only class is aviation :-)

### FOR SALE BASED AT PWK

1976 Cessna Skyhawk 172M, 5885TT, 1820 SMOH, 160 HP, IFR Equipped, 2 Nav/Coms 170A-175B, Bendix ADF, King DME, M1 Loran, KMA20 Audio Panel, King KT76 Transponder, David Clark Intercom 4 place / PTT, EGT/CHT, Strobes, Steps & Handles, New Imron Paint, New Cameron Interior. Asking \$44,000 Call Larry, 847-823-4144 Ext. 234

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### 1/2 PARTNER WANTED

78 CHEROKEE SIX-300 2700 TT SMOH IFR cert., WX 10 stormscope, M1 Loran, 6 place intercom Based at PWK- Area 2 Mike Charewicz 847/228-5333

### Partnership Available

Airline travel is a hassle today. Perhaps you would like to be a partner in my 8 seat, C421 – Golden Eagle, based at PWK in NAJ Hangar. For information please contact Howard D. Levinson at 847/480-1118

### Partners & Tenants Wanted

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### PARTNERSHIP INTEREST

1/3 OR 1/2 AVAILABLE AT PWK 1983 P210 fully equipped Paul Schmutzler 847-303-1530 or Schmutz@aol.com

### FOR SALE

1/4 share in 1980 Seneca II. King digital radios, dual Apollo GPS (IFR, moving map, fuel computer, air data coupled to AP), King 200 AP/FD, slaved HSI. KNS-80 RNAV/DME. Strikefinder, Factory O2, fully deiced w/excellent boots, 1997 leather interior and paint, 6 place intercom w/stereo CD player, NDH, 3400TT, 550 since Gold Medallion remans. Only \$ 6,000 down.

Call Nate Mortkovitch at 847-687-4777

### PARTNER WANTED

1990 SOCATA TRINIDAD (TB-20) Based Area 3 Call Ken 312-371-7481

### SEEKING PARTNERSHIP

1600 hr pilot wants to buy a share, or get together to buy a SE aircraft. Call Jerry Witt 847-945-4021

### 1/4 SHARE PARTNER WANTED

1977 C310-R. Colemill conversion. Known icing. Vortex generators GAMI injectors. GEM. Dual instruments WX-1000 stormscope, RDR-160 radar King Silver Crown, slaved King HIS 680 hrs left to run on engines to TBO 4324 TT Hangared at PWK Call Greg Ostrom at 847-741-0372

### FOR SALE

1970 F33C Aerobatic model Bonanza 4400 TT, 1300 SFRM, 420 TTSN, 3 blade prop, Garmin 430 KLN-89, STEC 60-2, WX-900, GEM 610, standby electric horizon, much more. Hangared. Based at PWK 20+ years. Best offer. 312-656-0884

### ADDRESS CHANGES NEEDED

PAPA spends considerable time and effort - not to mention money each month on mis-sent newsletters. You could help us to be more efficient by giving us your new address when you move.

EMAIL THRU OUR WEB SITE [WWW.PWKPILOTS.ORG](http://WWW.PWKPILOTS.ORG)  
OR CALL KEN RIESTERER 847/384-4290

## START SPREADING THE NEWS

PAPA FLY MARKET TO BE HELD AUGUST 27

PAPA YOUNG EAGLES DAY TO BE HELD IN FALL

## PAPA SHORT APPROACH

The following is reprinted from the NASA Aviation Safety Reporting System.

### THE ARTFUL (WEATHER) DODGER



A GA pilot was repositioning an aircraft with no radios on a long cross-country flight. He was prepared for forecast rain showers, but not for worsening visibility.

I was repositioning a single-engine aircraft. However, the aircraft did not have any navigation or communication radios. Therefore, it was necessary to fly a course that avoided several controlled airports and do this by pilotage. All forecasts, including my destination airport, called for VFR conditions during my flight and for several hours after my estimated time of arrival. The only weather that posed a problem was an area of rain showers that covered an area I had to fly through in order to avoid the controlled airports. As it turned out, this area of rain showers had ceilings that were 800/1000 feet, but the visibility was very good. However, as I left the rain showers, the visibility started to decrease to about 6 miles. As I neared my destination (about 20 miles out), the visibility dropped further. I was concerned that the visibility would decrease to less than 3 miles. (My destination is in class E airspace) I did not have a lot of fuel to play around with, no electronic navigation, and no ability to talk to anyone. Therefore, I determined that the best action would be to continue to my destination, which was the closest airport and an area that was very familiar to me.



Shortly after I landed, I went to the pilot lounge and checked the automatic weather. It was reporting a special observation of 2-1/2 miles visibility. I do not know what I could have done differently when confronted by the conditions so far into my flight. The best action was to get the airplane on the ground as soon as possible.

*This pilot might also have planned a fuel stop for the trip, which would have allowed time for a weather update and needed fuel reserves. A handheld transceiver would have provided communications capability for an emergency.*

*(Do all weather forecasts go according to plan 100% of the time? This pilot was living in la la land. PAPA Lou).*

## MONTHLY QUIZ #2

By Lou J. Wipotnik, ATP – MCFI



- 1) What are the coordinates of Palwaukee Municipal Airport? N— — .—; W— — .—
- 2) If you saw something suspicious at the airport, who would you call? \_ \_ \_ .
- 3) What is the Magnetic Variation at PWK? \_ \_ .
- 4) After the PWK control tower closes, what frequency should you use? - - - - .
- 5) According to the AOPA Airport Directory how many Fixed Base Operators does PWK have? \_ .  
Can you name them? \_\_\_\_\_.
- 6) According to AOPA what is the First "Local Attraction listed for PWK? \_\_\_\_\_

**ANSWERS**

1) N42-06-85 W87-54-09  
 2) 911  
 3) 02°W  
 4) CTA 119.9  
 5) 3 A) North American Jet  
 6) Jim's Pilot Shop

(C) Signature Flight Support

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ADDRESS SERVICE REQUESTED

Meeting April 23  
 Bob Russell on  
 PLANE CARE

# SERVICE AVIATION



March 1, 2003 marks the tenth anniversary of Service Aviation at Palwaukee Airport.

So much has happened - both good and bad - during the past decade. As we reflect on the past and consider the future, we firmly believe that our Palwaukee Municipal Airport is poised for great change.

Barriers to progress from the past are gone, creating hope for development in the near future.

New T-hangers and leveling of the playing field are two signs of positive change.

Thanks for the hundreds of expressions of gratitude for Service Aviation.

We sincerely hope Service Aviation can continue to contribute to the positive change we have all worked so hard to bring to Palwaukee.

-Dennis P. Jans, President and General Manager

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