

The Unfriendly Skies

Bird Hazards

Presented and compiled by:
Lou J. Wipotnik, ATP - MCFI.

According to the AIM (7-4-1), bird migratory activity begins during the months of March through April, and August through November. While over 90% of the reported bird strikes occur at or below 3,000 feet AGL, strikes at higher altitudes are common during migration. Ducks and geese are frequently observed up to 7,000 feet AGL and pilots are cautioned to minimize enroute flying at lower altitudes during migration.

The Mississippi Flyway stretches from Canada through the Great Lakes and follows the Mississippi River.

Reporting bird and other wildlife activities should be reported to the nearest FAA ARTCC, FSS, or Control Towers. Report geographic locations, bird type, approximate numbers, altitude and direction of bird flight path. If you should experience a bird strike, after landing fill out the FAA Form 5200-7 (Bird/Other Wildlife Strike Report), which can be found in Appendix 1 in the back of the AIM.

The following excerpts were taken from the Bell Helicopter "Heliprops" (Volume 16, #1, 2004):

1. Bell 407. Jan 2000. "The aircraft was approaching the airport when it collided with a buzzard. The bird penetrated the pilot's windshield, hitting the pilot in the face knocking him out. Pilot slumped over the controls preventing copilot from gaining full control. Copilot tried to regain control, but the aircraft crash landed and slid down a steep slope. No post crash fire."
2. Bombardier Dash 8. Oct. 2002. "Pilot saw a large flock of birds and disengaged the autopilot to try to avoid them, but several hit with a big thud. Aircraft handled normally and landed without incident. At the gate found a bird protruding from the wing and fuel leaking

out running down the wing. Another hole was found at the base of the vertical stabilizer. Engine was starting to smoke where the fuel was running down onto it."

3. Cessna 172. June, 2002. "Vulture smashed through the windshield and the right side door blew open. The instructor's headset flew out the open door. Bird ended up in the baggage compartment. Student pilot was cut on face and arms."
4. Cessna 152. Oct. 2003. "A Cessna 152 experienced a bird strike, forcing the pilot to make an emergency landing. VMC conditions prevailed at the time. The airplane sustained substantial damage. The airplane was found inverted; a quarter of the windshield was recovered... A bird was found in the airplane. The instructor stated that the student was practicing ground reference maneuvers at about 1,000 feet AGL at an indicated airspeed of 90 knots. While coming out of a left turn, a sudden loud noise followed by debris was felt in the cockpit. The instructor stated the airplane was missing the windshield and he could not maintain altitude after applying full throttle. The airplane impacted a field nose first and came to a halt inverted. The instructor and student suffered minor injuries.

Bird strikes are common. They happen frequently. The U.S. Department of Agriculture through an interagency agreement with the FAA compiles a database of all reported wildlife strike to civil aircraft in the U.S. The "Report of Significant Wildlife Strikes to Civil Aircraft in the U.S., 2002" indicates that more than 48,000 strike reports have been compiled for the period 1990-2003. It is estimated that this represents only about 10% of the strikes that have occurred. But officials can do little about birds in open-air, away from the airport. Bird strikes have resulted in annual losses of over \$400 million for U.S. civil and military aviation, according to the Bird Strike Committee USA.

The following are some suggestions to avoid and guard against bird strikes:

1. When flying in the vicinity of birds, **reduce airspeed** below cruise where feasible, giving the birds a better chance to avoid the aircraft and reducing impact force.
2. Turn on all external lights. **Lighting**, especially strobe lights, makes an aircraft more conspicuous to birds and may improve bird avoidance and last-minute panicking.
3. In cool weather **warming the windshield** with cabin heat will reduce shatterability.
4. Keep shatterproof glasses or goggles in the cockpit and use them when obliged to take off or land where birds are known to congregate.
5. Avoid low flight over rivers or other waterways during the migratory seasons, and over wildlife refuges at all times.
6. Always fly around birds, but not under them. If a collision is imminent **pitch up and away**. It's always best to have the bird impact the bottom of the aircraft.

MONTHLY QUIZ #12 ANSWERS

1. (a) white & green - lighted land airport. White, yellow & green - lighted heliport.
Two quick white flashes followed by a green flash - a military airport.
2. a. 5X - 7X maximum - 3X - lowest intensity. (all airports may not have all three intensities).
3. b.
4. c.
5. b.
6. c. False (red red - your dead) (red over white - you're all right) (white white - you'll fly all night).
7. a. True - One row (white, white, white, red, red - on 3° glide path).
8. a.
9. a.
10. c.
P.S. Palwaukee Municipal Airport has in stalled experimental solar powered Wig-Wag lights to highlight the intersection of taxiway Kilo 2 and runway 16/34. These lights are made up of two alternating flashing yellow lights, and will point out a hold short line, that is to be observed. More lights will be placed at other runway intersections in the future, as monuments become available (a total of 9 sets are planned on the taxiways leading into 16/34). This should help prevent future runway incursions.

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PAPA IS LOOKING FOR A FEW GOOD PILOTS!

New T-Hangars, Self-Service Fuel, The Taxiway Lima Gap, Low Coast Piston Engine Maintenance, are just a few issues that PAPA pilots have said, that they need to stay at PWK. You can help by joining a PAPA committee.

Contact:

Lou Wipotnik, President
1615 Burning Bush Lane, Mt. Prospect, IL 60056-1670
Phone: 847-827-0790 email: jan.lou@comcast.net

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

PAPA Meeting Dates

April 14	7PM	April Board Meeting	NAJ
April 28	7PM	April General Meeting	PWK INN
May 12	7 PM	May Board Meeting	NAJ
June 9	7 PM	June Board Meeting	NAJ
June 23	7 PM	June General Meeting	PWK INN
July 14	7 PM	July Board Meeting	NAJ
August 11	7 PM	August Board Meeting	NAJ
August 25	6 PM	Annual Picnic	TBD
September 8	7 PM	September Board Meeting	NAJ
September 22	7 PM	September General Meeting	PWK INN
October 13	7 PM	October Board Meeting	NAJ
November 10	7 PM	November Board Meeting	NAJ
November 17	7 PM	November Annual Meeting	PWK INN
December 8	7 PM	December Board Meeting	NAJ
		Toy Drop - Santa Flight - TBD	
December 15		Holiday Dinner	TBD

P.A.C.E. 2004 Meeting Dates

Palwaukee Airport Community Engagement

Join in the community discussion at the Palwaukee Municipal Airport Manager's office at 7:00 p.m. on:

May 6th
July 1st
September 2nd
November 4th

P.M.A.C. 2004 Meeting Dates

Palwaukee Municipal Airport Commission

The Commission meets each month at 7:00 p.m. to conduct the business of the airport on:

April 21st
May 19th
June 16th
July 21st
August 18th
August 30th
September 15th
October 20th
November 17th
December 15th

PAPA Members are invited to attend

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 a 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 email to:

claudrich@aol.com

EDITOR, PAPA SEZ
1005 S Wolf Road Suite 106
Wheeling IL 60090-6408

Visit the PAPA Web Site
<http://www.pwkpilots.org>

PAPA License Plate Covers Available

\$5.00 Donation benefits the Scholarship Fund
Available at all PAPA meetings and events.

Editorial: A Sign Of The Times

Over the last year the Palwaukee Municipal Airport Commission has undertaken an aggressive program of airport promotional signage. Starting on the east side of the airport, the first phase of the sign plan calls for placing a large display on Milwaukee Avenue. It would be designed to draw attention to two airport entities: the PWK control tower and the 94th Aero Squadron Restaurant. This first of several planned signs, it seems clear to us, is a deplorable waste of airport funds. Of course the approximately \$235,000+ this sign is costing will not completely deplete the financial reserves of the airport. But we are sure it will be recouped from us by raising fuel costs, ramp charges, hanger rents, maintenance and tie down fees.

The first indication of a signage issue came to our attention well over a year ago when the 94th Aero Squadron Restaurant sent a special representative to attend a Palwaukee Municipal Airport Commission (PMAC) meeting. At that meeting, he proposed a sign to be placed on Milwaukee Avenue similar to those now on display in front of their restaurant featuring, of all things, airplanes. The base of the proposed sign would be large enough and have adequate room for the names of existing as well as future businesses fronting on the tower entrance road. The restaurant's representative projected a sign cost of over \$90,000.00 that *they alone* would pay for and maintain. It seemed a great deal. Not only would the 94th get a sign, but drive-bys would be greeted by the view of a full-scale airplane topping a sign promoting Palwaukee. All this at no cost to the Airport.

But there was a snag.

Even though the 94th representative was accepted (placed last) on the meeting agenda, the commission chairman decided not to extend to him the courtesy of letting him finish his presentation: it was 10:00 and it was time to go home. A motion to extend the time limit past 10:00 to allow him to conclude was voted down. Man, it seems you have to be fast on the draw to give these people money. Now understand, many of us have on occasions sat through commission meetings running to as late as midnight listening to protracted discussions of less weighty issues: trips they were planning to Springfield, the NBAA Convention, food for a joint meeting and other rather less important topics. So we were appalled when the commission sent the 94th representative packing back to Ohio with the admonition to return the following month.

The next month's meeting must have been a nightmare for the poor guy. The commission now questioned everything—the exact location of the sign, the type and color of the material, they even had a long discussion about brick or slate. In our opinion the commission pushed this sincere gentleman around with little intent of letting his company put up a sign. The Ohioan was as flexible in every way as he could be, and the commission just shuffled him around and made him sweat. His proposal, though, sure made sense to the audience. That sign would draw awareness to the 94th Aero Squadron Restaurant, the passing public could appreciate the sign and fantasize about flying and future businesses could enjoy the benefit of attractive signage—all with no cost to the airport.

But it wasn't to be. At the end of the day, the 94th Aero Squadron's proposal was turned down; the airport would do their own sign, thank you.

Inarguably, pilots and passengers are the lifeblood of air commerce. And they, as the name implies, arrive at an airport from the air. As we, the pilots of Palwaukee travel all over the country, no where do we use signs on the ground to direct us to an airport. We, of course, use aeronautical charts for that purpose. Airports are not the kind of ordinary businesses that benefit from grandiose ground level location signs; they

do not rely on drive-by traffic for business. We would challenge anyone to show that this \$235,000 sign on Milwaukee Avenue will help the airport's businesses, increase safety, or provide services to its customers any better than the free \$90,000 sign we could have had a year ago.

A few modestly priced signs strategically placed around the airport that identify the airport and the businesses located there in would make sense. What does not make sense when everything is said and done is spending nearly a half million dollars on two airport identification signs (oh, yes, there is one planned for the west side too). Both the villages of Prospect Heights and Wheeling, along with most municipalities define their boundaries with modestly designed signs. Why not do the same for Palwaukee airport? Besides, anyone driving along Milwaukee Avenue, night or day, would need a seeing-eye dog if they didn't realize that they were next to an operating airport.

The Airport Manager and the Palwaukee Municipal Airport Commission (PMAC) have over the years conducted most financial discussions and made decisions based on them in secret under the guise of "Executive Sessions." Open session meeting attendees, primarily consisting of Palwaukee Airport Pilot Association (PAPA) members, are not apprised of or even consulted about proposed expenditures. The Commission and airport manager just send their decisions on to the two Communities that own Palwaukee. PAPA would not expect the council members of Wheeling and Prospect Heights to understand all of the ramifications of the day-to-day operations of an airport. For that they have, after all, empowered a paid commission and a professional airport manager to guide and inform their decision-making. PAPA believes that in many instances the owners of Palwaukee airport are ill advised or uninformed. Perhaps part of this is because pilots are not part of the commission and therefore the commission debate lacks important, sometimes critical input; like the informational dialogue initiated by PAPA resulting in closing of the potentially dangerous taxiway Lima gap.

But when we the pilots and users of the airport try to speak to the issues, we are strictly limited to five minutes and have been cut off in mid-sentence regardless of the importance of the subject matter. Please remember dear reader, PAPA is an all-volunteer organization; we are not paid for our time or expertise. Still our whole reason for being is to support our members and help maintain, keep safe and improve this airport. We are in every case committed to promoting a better PWK for all its users. We recognize that individual commission members may be astute in their particular field of endeavor, but too many lack an important qualification—aeronautical and operational knowledge. This in our view is tantamount to the blind (the commission) leading the blind (the owners) on many important, sometimes life-and-death issues.

We understand that Wheeling and Prospect Heights, the owners of the airport, have contracted for this first of many signs. It is our strong belief that this \$235,000 expenditure is totally out of line with respect to the benefits it will produce for Palwaukee Airport. We the clients, the revenue base of the Airport, respectfully request that the communities buy out this contract as best they can—perhaps recovering as much as \$200,000. That money could be much better spent on airport infrastructure and fee relief which would encourage Pilots to visit and base at PWK rather than force them to fly away in droves.

Papa Scholarship Program

The Palwaukee Airport Pilots Association (PAPA) is very proud of the fact that we have developed an ongoing program to aid students in their pursuit of an aviation career as they work their way through an accredited aviation degree program. Aviation programs include flight training, A&P technician, avionics technician, aeronautical engineering, aviation business/management or any other recognized professional aviation career program offered by an institution of learning.

Over the past 10 years, we have consistently awarded a minimum \$1000 scholarship yearly to a deserving student(s) with Illinois residency and who attends an accredited Illinois school. Some of our award winners have come back and introduced themselves at our PAPA meetings and now many of these fine young adults have established themselves in aviation careers.

It is our hope that one day, after they climb the aviation success ladder, maybe with a kid or two in hand as they fly through the book of life, they will join a pilots organization like ours and give back to the next generation of pilots some of the experience and support they have received. And now we are asking you, the membership of PAPA, to please make donations to our scholarship program as we continue our commitment to helping students with financial needs pursue their aviation dreams. We have made it extremely easy for you to add contributions for the Scholarship Program while filling out your annual dues notice. SO PLEASE BE AS GENEROUS AS POSSIBLE. And remember, all scholarship contributions are completely tax deductible.

PAPA Scholarship Committee
Ray Chou, Chairman

Young Eagles Soar over the top One Million kids Flown, and Counting

By Sheila Macomber

In 1992 the Experimental Aircraft Association (EAA), headquartered at Oshkosh, WI, began the Young Eagles Program. Its mission was to introduce one million children to the wonders of flight by the 100th anniversary of powered flight on December 17, 2003. To fulfill that goal more than 35,000 volunteer pilots, supported by over 50,000 ground volunteers, donated their time and aircraft to offer free flights to children. On November 13, 2003, that extraordinary goal was met: 1,021,321 children had been flown worldwide! But we're not stopping now!

The Palwaukee Airport Pilots Association (PAPA) is planning our first Young Eagles rally for 2004 to be held on Saturday, May 1st at Palwaukee Municipal Airport. In addition to free introductory flights, the Young Eagles rally will offer an informal ground school with subjects such as the theory of flight, navigation by chart, and how flight instruments work. PAPA is committed to aviation education and is eager to inspire the next generation of pilots.

The May 1st rally begins at 10 AM and will be held at the North American Jet terminal at Palwaukee; 1005 S. Wolf Road, Wheeling Illinois. As in the past, NAJ has generously offered their facility as a staging area for the day's events. If you would like to sign up a child, or children, please call the Young Eagles hotline 847-883-8388 and follow the menu. Children need to be between 7 and 17 years of age and should have parents' or guardian's written approval for the flight and a responsible adult must be present. Sign-up forms will be mailed out to those leaving information on the hotline.

PAPA's Young Eagles program is always on the lookout for pilots and ground volunteers too. No prior experience is need for ground volunteers, so if you are able to volunteer your time on May 1st please contact PAPA Young Eagles Director Richard Steinbrecher at 847-579-1225 or email him at claudrich@aol.com. Volunteers should plan on arriving at 8:30 AM. Pilots briefing begins at 09:30, flights begin at 10:00.

Come, inspire or be inspired.

MONTHLY QUIZ #12

By: Lou J. Wipotnik, ATP - CFI NOTE: Questions and answers from AOPA web page. "Airport Lighting"

1. A White and Yellow lighted beacon marks the location of:
 - a. lighted water airport.
 - b. lighted land airport.
 - c. lighted heliport.
2. For pilot controlled airport lighting, clicking the mic. ___ times will activate the medium intensity lights.
 - a. 5 X.
 - b. 7 X.
 - c. 9 X.
3. What color are the runway edge lights on instrument runways?
 - a. Runway edge lights are white.
 - b. White, until the last 2,000 feet or half the runway length, whichever is less. After that, the lights are yellow.
 - c. The first half is white, then the lights become yellow until the last 1,000 feet, which are red.
4. Runway centerline lights are white until the last ___ feet of the runway.
 - a. 1,000
 - b. 2,000
 - c. 3,000
5. What color are taxiway centerline lights?
 - a. Blue
 - b. Green
 - c. White
6. On a two-color vertical approach slope indicator (VASI), if all the lights are white, you are:
 - a. On glide path.
 - b. Below glide path.
 - c. Above glide path.
7. The precision approach path indicator (PAPI) lights are arranged in 3 rows.
 - a. True
 - b. False
8. Runway end identifier lights (REIL) consist of a pair of synchronized flashing lights located on each side of the runway threshold.
 - a. True
 - b. False
9. The approach light systems (ALS) include:
 - a. Signal lights starting at the landing threshold and extending into the approach area.
 - b. All lights in the runway environment.
 - c. Signal lights starting at the landing threshold and extending to the departure end of the runway.
10. Where on the airport surface are clearance bar lights located?
 - a. Clearance bar lights are located on the ramp area and allow pilots to enter the taxiway once they have received their taxi clearance.
 - b. Clearance bar lights are located at each runway entrance and allow pilots to enter the taxiway once they have received their takeoff clearance.
 - c. Clearance bar lights are located at "hold short" positions on taxiways in order to increase the visibility of holding position locations. They consist of three yellow lights.

Letters to the Editor

In answer to member Axelrod's letter to the Editor (February Issue), I apologize if I omitted saying anything or forgetting the Airport Community. However, I really don't know who Mr. Axelrod is referring to, when he says "Airport Community"? Is it all people working on or using the airport, and/or the municipalities surrounding the airport, or all of the above? I would like to know who I omitted. In any case, PAPA is working first of all for *ALL its member's interest*.

PAPA's bylaws state:

1. "Promoting and preserving safe and efficient operation of the general aviation system to the benefit of the community and to advance public understanding and interest in the beneficial use and utilization of aviation through educational and charitable means."
2. "Unifying the interests of all supporters and users of the Palwaukee Municipal Airport and through unity, creating a voice more readily heard in all forums."
3. "Organizing the activities of the members as a group in establishing and maintaining good relationships with the community, the Airport Authorities representing the Village of Wheeling and the City of Prospect Heights, as well as favorable and accurate aviation reports and reviews by the press, radio and television."
4. "Furthering the cause of aviation safety, utility and enjoyment through a corporate participation in opportunities to comment on issues, on proposed regulations, and on pending legislation."
5. "Providing through mutual action, seminars, functions and activities which present the airport and aviation as a valuable resource to the local municipalities and to the country and state."

PAPA, as stated in the Jan.04, PAPA SEZ, that PAPA will labor for OUR members, with FBO'S, Airport Management, and the Airport Commission. We will also work and assist whenever the Airport Community requests our help. In the past PAPA supported P.A.C.E. (and still do, with a PAPA member serving as liaison). PAPA has asked our members to always "Fly Quiet," consistent with safety. PAPA has and is continuing to sponsor the annual Toy Drop to the under-privileged in our area, and will continue to fly the Young Eagles through Airport Community involvement. Many PAPA members also fly Mercy Missions with Angel Flight.

Again I personally apologize if I failed to mention anyone my name, it was strictly unintentional.

Lou J. Wipotnik
PAPA President

Dear PAPA Members:

We want to be sure that all of you know how pleased and proud we are to have been recognized for our efforts on your behalf. The honor in the form of the plaques that were presented to us as co-founders of your organization at the February 25th meeting are going to be proudly displayed in our homes or offices.

In 1987 there were rumors abounding at the newly municipal field that we all call home (PWK), and a new body was forming to govern the airport. Although the three of us had

only recently become acquainted, we had such a community of interest about PWK airport, and saw the real need, that we decided to form this pilots organization. Its purpose was as clear then as it is today. We wanted to funnel information from the governing body to the users and from the users to the governing body.

These things were and still are important to us:

- The education of the pilot population and the neighboring community
- The social contacts between and among airport users
- The funding and granting of aviation scholarships to the aviators of tomorrow
- The community involvement through activities like our Toy Drop and Young Eagles flights

But first and foremost is the continued provision of that conduit for information that caused us to begin this venture many years ago.

We must not forget that the same reasons for PAPA's work exist today as it did 17 years ago. We must reach out to the users and ask that they participate. We must recruit not just members, but active members, who can make a difference. You need not, in fact must not, stand back and wait for the next guy. Step up, speak out, take on a project. **You can make such a difference.**

A few years from now, you'll probably be the one being honored at a PAPA meeting for the difference you made.

Thanks again for this honor. We are especially happy to have it dated on the 100th Anniversary of Flight.

Madeleine J. Monaco, Past President
Barry Dainas, Past President
Barry L. Axelrod, Past President

Safety Information

Note: From ILL Div. of Aeronautics (Vol. 53 #2)

The spring and early summer months are usually the most active and varied time of year for weather across Illinois. People with aviation interests need to use caution, especially with convective activity.

Listed below are a few websites where up to date weather information can be found:

- ✈ <http://aviationweather.gov/>
- ✈ <http://www.weathe.gov/>
- ✈ <http://adds.aviationweather.gov>
- ✈ <http://www.crh.noaa.gov/ilx/aviation.php>
- ✈ <http://www.crh.noaa.gov/lot/aviation.php>

Added note:

If you are a resident pilot flying in Illinois you should obtain an Illinois Pilot Certificate of Registration. There are many benefits for the low cost (\$10.00 for two years), besides their news letter. If you are caught piloting an aircraft without an Illinois Certificate you are subject to a Class A misdemeanor punishable by fine not to exceed \$1,000.00 and/or up to 1 year in jail.

Compiled by; Lou J. Wipotnik, MCFI

PAPA Fly Market Classified Ads

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Three excellently maintained IFR equipped aircraft at NAJ
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Paid advertisement

PWK Fuel Watch:

Signature 100LL \$3.41 -
.34 discount for top off during the week (\$3.07).
.50 discount for any amount during the weekend (\$2.91).

NAJ 100LL \$3.00 -
.05 discount for PAPA members (\$2.95)

"PAPA SEZ" Advertising Policy

1. Advertisers must be a current paid member of the Palwaukee Airport Pilots Association.
2. Ad must be aviation related or of benefit to the users of Palwaukee Airport.
3. Non-commercial ads may be placed free of charge as space is available. (i.e. sale of a personal item) Limited to 1 section.
4. Commercial ads will be charged at the rate of \$15.00 for 1/12, \$20 for 1/8, \$25 for 1/6 of a page with a maximum size of 1/4 page (\$35.00). Rates are subject to change at any time. Terms: net 30 days. The 13th month is free for a 12 month pre-payment.
5. Space must be reserved by the 15th of the month and copy/ artwork received by the 20th of each month.
6. Percentage of advertising space is limited to 25%.
7. Newsletter editor has discretion in the wording and placement of advertising.
8. The Palwaukee Airport Board of Directors will review this policy as need arises.

Approximate Sizes:

1 section 3-1/2" x 1-1/2" 2 sections 3-1/2" x 3-1/8"
3 sections 3-1/2" x 4-3/4"

All artwork and ad copy should go to Patty Jonland at:
pjonland@aol.com. (847) 470-7701.

VOLUNTEERS WANTED
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