



P A P A S E Z

VOLUME 17 NUMBER 2

FEBRUARY 2003

HAPPY NEW YEAR, 2003!

“THE 100TH ANNIVERSARY OF FLIGHT”

As PAPA president for the new term, I wish to welcome the new slate of Officers and board of Directors:

OFFICERS

Vice President Madeleine Monaco

Secretary Mark Turek

Treasurer John Doerner

BOARD OF DIRECTORS

Fred Gillick

Ray Granzow

Howard Levinson

Richard Steinbrecker

Adam Szczepaniec

Plus all Committee Chairs, without whose assistance PAPA would not be able to function as a viable organization.

PAPA'S STATED PURPOSE IS:

- ❖ Promoting and preserving safe and efficient operations of the general aviation airport 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.
- ❖ 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.
- ❖ 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 City of Prospect Heights, as well as favorable and accurate aviation reports and reviews by the press, radio and television.
- ❖ 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.
- ❖ 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 county and state of Illinois.

PAPA'S GOALS in 2003, for the Palwaukee Municipal Airport, ARE:

- 1) Elimination and/or reducing any chance of runway crossing incursions, with a **CONTINUOUS TAXIWAY LIMA. (NO GAPS).**
- 2) A clear (treeless) approach path for runway 24, thereby increasing the usable length, and an optical glide path guidance system to provide increased safety for pilots and less noise for our surrounding neighbors.
- 3) Affordable T-Hangar capacity in the Southwest quadrant plus and additional 80 to 100 aircraft capacity hangars of various sizes in the Northeast quadrant.
- 4) Self service fuel depot, for lower cost fuel.
- 5) Improved airport/neighbor relations, through such programs as Young Eagles, Holiday Toy Drop and other airport benefit programs etc.
- 6) PAPA Members activities – Safety Programs, Fly Outs, etc.
- 7) More member participation, to assist with airport and municipality meetings.

Through this 100th Anniversary of Flight, I desire to have all PAPA members work together to accomplish these stated goals, for a SAFE and Enjoyable year of Flying and Aviation Heritage.

Lou J. Wipotnik, ATP, Master CFI

PAPA President

FEBRUARY 26TH MEETING – Howard Levinson's “TRUE CONFESSIONS” – 7:00 pm PWK INN

OFFICER, DIRECTORS & CHAIRPERSONS

PRESIDENT

Lou Wipotnik 847/827-0790 jan.lou@attbi.com

VICE PRESIDENT

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Richard Steinbrecher 847/579-1225 claudrich@aol.com

Adam Szczepaniec 630/213-2741 adamszczep@aol.com

COMMITTEE CHAIRPERSONS

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AIRPORT AFFAIRS.....

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SAFETY/PROGRAMS/MEETINGS.....Mark Turek 847/441-5066
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.....Richard Steinbrecher 847/579-1225
claudrich@aol.com

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takeoff95@aol.com

WEBMASTER.....Ed Gomboz 847/577-5491
papawebmaster@avchicago.com

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

Visit the PAPA Web Site
Http://www.pwkpilots.org

WELCOME OUR NEW MEMBERS!!

WALLY DOUTHWAITE STEVEN WOOD
ANN HENDERICK JAY HUEBLEIN
RAY HUNDRIESSER

PAPA MEETING DATES

BOARD MEETING – FEB 12 – 7 PM - NAJ
GENERAL MEETING – FEB 26 – 7 PM - PWK INN
BOARD MEETING – MAR 12 – 7 PM – NAJ
BOARD MEETING – APR 9 – 7 PM – NAJ
FLY MARKET AT PWK – APRIL 12 – SERVICE AVIATION
GENERAL MEETING – APR 23 – 7 PM – PWK INN
BOARD MEETING – MAY 14 – 7 PM – NAJ
YOUNG EAGLES AT PWK – MAY 17 – TENTATIVE
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
HANGAR PICNIC – AUG 27 – 6:30 PM – TBA
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.

FEB 6 MAR 6 APR 3 MAY 1

P.M.A.C. MEETING DATES

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

FEB19 MAR19 APR16 MAY21 JUN18
JUL16 AUG20 SEP17 OCT15 NOV19 DEC17

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

FEEDBACK – CONCERNS AND 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)

MEDICAL EXAMINATIONS FOR PILOTS

Dean Thomas Velis, M.D., F.A.C.P.

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-Dennis P. Jans, President and General Manager

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PAPA FLY MARKET – CLASSIFIED ADS

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WANTED GOOD PARAGON FLYING CLUB MEMBER

3 excellently maintained IFR equipped aircraft at N.A.J.. Club established in 1955. For information contact Howard Levinson 847/480-1118

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

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Paid advertisement

PAPA IS LOOKING FOR A FEW GOOD PILOTS!

New T-Hangars, Self-Service Fuel, Taxiway Lima are just a few issues that PWK pilots have said that they want. You can help by joining a PAPA committee.

Contact: Lou Wipotnik, PAPA President
847-827-0790 ian.lou@atthi.com

PARTNERSHIP INTEREST

1/3 OR 1/2 AVAILABLE AT PWK 1983 P210 fully equipped Paul Schmutzler 847-303-1530 or Schmutzli@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 remains. Only \$ 6,000 down.

Call Nate Mortkovitch at 847-687-4777

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

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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

START SPREADING THE NEWS

PAPA FLY MARKET TO BE HELD IN APRIL

PAPA YOUNG EAGLES DAY TO BE IN MAY

ICE ISN'T NICE !

Experienced light aircraft pilots adhere to three tactics in dealing with airframe icing – avoid, avoid, avoid! However, someday there may be a situation, where through some other logic (or lack thereof) you venture into an icing situation before recalling the above three rules.

In the most current data, we note that singles outnumber twins by more than 2 to 1 in icing accidents. The primary factor in icing accidents, for single engine aircraft, is loss of control. Actually, in a real life icing scenario, loss of control follows a period of pilot distraction, usually attributed to significant reduction in the aircrafts' performance and/or loss of flight instrumentation. In some cases, this may have been avoided by utilizing immediate pitot heat.

Not unlike other statistics involving aircraft incidents, icing accidents involve a series of pilot actions or decisions leading up to the final circumstance, like a row of tumbling dominos.

Flight service briefings often tend to portray areas of icing as covering tremendous geography, perhaps as an insurance backup. One recently introduced aid to pilots regarding icing forecasts which can be used to supplement and enhance the Flight Service Station briefing is available online at <http://adds.aviationweather.noaa.gov>. The pilot selects an altitude and the program provides a map with the percentage probability of ice at that altitude. The forecast covers a six-hour valid period.

A rule of thumb pilots can use to determine the possibility of ice is when studying prog-nosis or current charts is to note the areas east and north of a low pressure system. Seasonal icing often is a good guess for these areas as well as downwind of our own Great Lakes.

These areas supply the requirement for substantial icing; that requirement is lift. To obtain supercooled water droplets, the moisture has to ascent into air that is below freezing. Following the arrival of that moisture the droplets hang out as liquid until an aircraft strikes them. The result – instant icing.

Dispelling an idea I long held to, was that the weight of the airframe ice assured the demise of the aircraft. Cessna ran engineering studies on singles with airframe icing and found that an inch of ice added about 65 pounds to the airframe, roughly the same as 10.5 gallons of 100LL. However, climb performance can deteriorate to nil at an unbelievably rapid rate, eliminating one option for the pilot. In addition, elevator effectiveness might also be reduced.

The lesson to be remembered is to recall the three rules again:

A quick return to the prior area you just left where ice wasn't is usually a safe bet. Descend, make a 180° turn, or if you were descending when ice occurred, climb back to the altitude you left. Controllers usually understand the urgency of your need and make haste in assisting you.

Two last points to consider: Aircraft icing creates substantial drag. The pilot of an aircraft with airframe icing should land on the longest available runway aligned with the wind utilizing no flaps.

Lastly icing is not limited to Midwest winters. The majority of icing-related accidents occur in April with the months of December, February, and March following behind.

Fly smart – Fly safe. PAPA needs you.



Missing Members Email Addresses

PAPA does not have email addresses for our members listed below. If you wish to receive notification about PAPA events and important news, please send us your email address. There are 2 ways to join the PAPA email list:

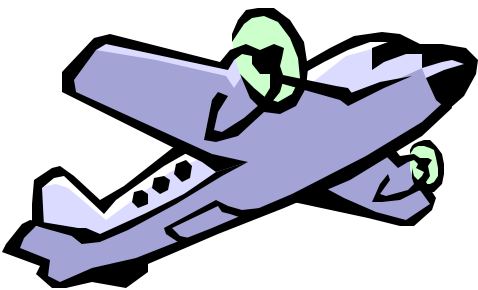
1. From the PAPA Home Webpage select "PAPA Members: Join the PAPA email list to receive notification about PAPA events. (join_papa_email_list@pwkpilots.org), or
2. Send an email **to** papa@pwkpilots.org requesting to join the PAPA email program.



Please note that PAPA does not sell or distribute the email list.

George Amend	Joseph Grimm	Walter Manning	Melvin Simon
Frank Bartusek Jr	L C Hardison	Bruce McClaren	Timothy Sipples
Donald Biging	Hal Harncuk	James McLennan	Richard Spiegel
Fred Blumenthal	Miklos Hencz	Michael McQuillen	Jeffrey Stringer
Kenneth Bourne	Robert Hillerich	Roger McVeety	Ronald Tarrson
Steven Boyd	Leonard Jablon	Russell Monie	William Terry
Michael Brooks	Steve Jacobs	Nakhle Morcos	H.W. Timmons
Bruce Chelberg	Thomas Johnson	Donald Moriarty	Dean Velis, MD
Jeremy Cole	Bradley Johnson	Nathan Mortkovitch	Harold Warp
Eugene Cummings	Steven Kaplan	Paul Neskow	Glenn Weaver
Tod Curtis	Ray Klaus	Charles O'Hara	Chuck Wenk
Denis Darida	Gerald Koll	Irv Oppenheim	Bernard Wiczler
Thomas Delaney	James Kwasek	Patricia Owens	John Willis
Daniel Dickinson	Scott Larson	Jason Rassi	Richard Wise
Todd Dickison	William Lauth	William Ridgeway	Jerry Witt
Dan Ephraim	Carl Laystrom	Arnold Robin	Chester Wojnicki
Michael Fasciano	Matthew Lerzak	Tom Rodell	Scott Yarbrough
James Fotos	Lawrence Levin	Ron Rosensweet	John Zappia
Frank Grabos Jr	William MacHarg	Ronald Rychlik	Alan Zielinski
Charles Greenhill	Larry Maher	Russell Shavitz	
		Charles Sheaff	

THINK SPRING



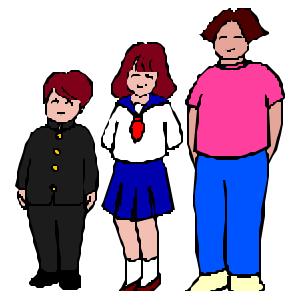
It's not that long before we can all start to think spring. And this year, when you think spring, think Young Eagles.

Start thinking now about May 17, 2003 - PAPA's Spring Young Eagles event. Open to all kids from 7 to 17 years of age,.

The young Eagles program is a project of the Experimental Aircraft Association (EAA) and is designed gives kids their first plane ride free of charge. To date, over 860,000 kids have joined the Young Eagles worldwide. Kids will go aboard PAPA/

EAA members' planes for the ride of their lifetime. We'll takeoff from our favorite airport, Palwaukee, and give kids an aerial perspective of their earth most have never seen before. It's a teaching opportunity, a fun time and a wonderful way to broaden the horizons for young minds.

So if you've got kids or have neighbors who have kids or belong to a church or synagogue group, spread the word! If you can volunteer, so much the better. Let's show what general aviation can do for our youngsters and for our communities! Spring Young Eagles is coming to Palwaukee. Watch PAPA SEZ for details!



F.Y.I. This article is reprinted with permission from the Northwest Tax Watch Newsletter, Oct, Nov, Dec 2002 issue

FAA Answers Mismanagement Complaint at Palwaukee Airport ...Funding Jeopardized!

NTW received a copy of the Federal Aviation Administration's (FAA) response to a FAR Part 13 Complaint filed by North American Jet (NAJ), a fixed based operator (FBO) at Palwaukee Municipal Airport. The analysis and recommendations cited in the 16 September report acknowledge, if not a pattern of malfeasant management behavior, then incredulous good fortune in favor of one particular FBO.

We have been following the story despite efforts by the two owners, the Village of Wheeling and the City of Prospect Heights, to keep all things embarrassing to their respective leaders, Village President Greg Klatecki and Mayor Edward P. Rotchford, under wraps.

Both leaders choose the representatives that serve on the Palwaukee Airport Commission who are tasked with fiduciary oversight of airport management. They also report back to their municipalities when necessary.

In earlier newsletters NTW mentioned a few of the allegations made by NAJ. They ranged from ground leases that did not have legal descriptions, to unbelievably attractive lease option terms, to a most-favored FBO collecting rent for property for which it had no leasehold interest.

NTW also reported significant campaign contributions from airport affiliated sources to key local government officials.

The regional FAA responded to the eight (8) specific complaints made by NAJ. Their suggestions for remedy clearly illustrate that NAJ's complaints are real and valid.

For example, while NAJ's lease options extend to the year 2010, Signature Flight Support's (SFS), were to extend to the year 2049. In light of this, the FAA ruled that "all current options be terminated as soon as possible." The lease extensions are in direct conflict with federal and state law and FAA directives.

The FAA also ruled that "the airport must ensure that its lease rates and charges are applied equally." This apparently has not been the case between NAJ and SFS. Moreover, they recommend that the airport "change existing leases so that the time frame for charging fair market rent is equal for leases for similar airport uses."

The comments in the balance of the report continue in a similar vein.

But despite what appears to be corruption and its derivative, favoritism, what is most interesting is how taxpayer-funded legal counsel managed to overlook such management behavior.

Then again, with the airport spending big money on all sorts of improvements, it seems that the President Klatecki and Mayor Rotchford have found a good way to spread enough green to silence all but a few objectors. The gravy train for consultants is endless.

By any standard, resolving the issues posed by NAJ this past Spring should have been a priority. But the Airport Commission responded by hiring a public relations firm. Once again, our tax dollars are being utilized to, essentially, lobby against us.

A case in point is a recent *Daily Herald Fencepost* article titled, "Airport brings in cash, business to villages." In the article, Robert Mark, Palwaukee Airport Community Engagement Coordinator, states that, "no tax dollars are used to run the airport," and that the economic impact of Palwaukee to the area is \$37.5M.

Does anyone really believe that without Palwaukee, the 500 acre land mass would have remained virgin and unproductive land? Such taxpayer funded studies are dubious and usually serve political, as opposed to economic, purposes.

Perhaps Commission Chairman Robert Strauss or Vice Chairman Michael Lesser

AIRPORT SECURITY NOTICE

Use your eyes and ears to keep our airports safe

➔ **Here's what to look for:**

- Pilots who appear under the control of someone else.
- Anyone trying to access an aircraft through force – without keys, using a crowbar or screwdriver.
- Anyone who seems unfamiliar with aviation procedures trying to check out an airplane.
- Anyone who misuses aviation lingo – or seems too eager to use all the lingo
- People or groups who seem determined to keep to themselves.
- Any members of your airport neighborhood who work to avoid contact with you or other airport tenants.
- Anyone who appears to be just loitering, with no specific reason for being there.
- Any out-of-the-ordinary videotaping of aircraft or hangars.
- Aircraft with unusual or obviously unauthorized modifications.
- Dangerous cargo or loads – explosives, chemicals, openly displayed weapons – being loaded into an airplane.
- Anything that strikes you as wrong – listen to your gut instinct, and then follow through.
- Pay special attention to height, weight, and the individual's clothing or other identifiable traits.

Use your common sense. Not all these items indicate terrorist activity.



**When in doubt, check it out!
Check with airport staff or call
the National Response Center
at 1-866-GA-SECURE!**



Palwaukee Airport Pilot's Association
 1120 S Milwaukee Avenue Suite A
 Wheeling, IL 60090-6392

ADDRESS SERVICE REQUESTED

Meeting Feb 26th
 True Confessions,
 ATC + Volunteer Drive
 Kickoff



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