



# PAPASEZ

THE PALWAUKEE AIRPORT PILOTS ASSOCIATION NEWSLETTER

VOLUME 18 NUMBER 2

FEBRUARY 2004

## FEBRUARY GENERAL MEETING

### *Advanced Avionics for the GA Pilot*

Wednesday  
February 25th, 2004

Compass Rose Restaurant  
1090 S. Milwaukee Ave.  
Wheeling, IL

7:00 p.m.  
Safety Video

7:30 p.m. - 9:00 p.m.  
Program

### Don't Forget to Use Our New Address

Effective immediately, PAPA will be using a mailbox graciously provided for us by North American Jet.

PALWAUKEE AIRPORT PILOT'S  
ASSOCIATION  
1005 S WOLF RD STE 106  
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### Logo Contest

The Officers and Board of PAPA have initiated a search for a new logo. Please submit your suggestion by email or regular mail to PAPA - Logo Contest, 1005 S. Wolf Road, Suite 106, Wheeling, IL 60090.

## Self Serve Fuel at PWK?

Well, maybe. According to Palwaukee Airport Commissioner and Wheeling 5th Ward alderwoman Darlene Ahlstedt "Most of the airport commission is in favor of self fuel. Most of us think it's a good idea." Palwaukee's North American Jet FBO President Ken Ross is ready to put in self fuel any time. "I can do it by myself, or in partnership with Signature and the airport - any way they want it. I proposed this months ago. It just makes sense. It costs me less because I don't have to truck 100LL around the airport and tie-up ramp personnel. I could save self-serve customers 50 cents off the full service rate. We should have self-serve fuel on either end of the airport."

So what's holding it up? Apparently where to put it. "We have to think it through," says Ahlstedt, "we don't want to just say 'put it there' and later find out we have to move it because of something we didn't take into consideration, like the closing of the taxiway Lima gap running too close to hangar 9."

One unanswered question is what the time frame may be for completion of a self-fuel facility. PMAC Commissioner William Nesbit supports "moving as fast as possible" to establish self-serve fuel at PWK. "I would like to see Signature do self-serve fuel on the east side of the airport and NAJ do it on the west." It would have to be part of the existing airport layout plan which can be updated as conditions require. Nesbit says that the part of the plan that would include self fuel could be fast tracked. "I hope to get [the plan] done this year. I would like to see a concerted effort [made toward self-serve]."

PAPA president Lou Wipotnik told the Wednesday evening January 21st. PMAC meeting "We need self fuel right now not in 2 or 3 years. By then it will be too late. We already have aircraft abandoning Palwaukee for other airports where the fuel costs are much more reasonable. Self serve fuel at Waukegan is \$2.48 at Kenosha \$2.25. You do the math, our members will."

## PAPA Members:

The Board of Directors of PAPA is in the process of looking for ways to better represent your needs. So in the future, we will be asking you a lot of questions about Palwaukee Airport and your experiences here. The first of these initiatives will require some help from you. We need to know where PWK pilots and aircraft owners are obtaining their services. Where are you getting your maintenance done? Off airport or on? Where do you buy fuel - here or somewhere else? Who do you go to if you have a serious problem that grounds your plane? What kind of plane are you flying - single, twin?

We need to document answers to these questions, and the best way to do that is to ask for copies of all of your maintenance bills for 2003. You can (and should) black out any personal information you don't want shared - name address, N-number, etc. What we're interested in is how much we all spent for maintenance and fuel and where we spent it.

If you absolutely do not have the time to make copies, add up or at least estimate your maintenance bills and send us that information along with a statement of fuel expenditures and an indication of where you get those services.

This is critical! If we want to keep affordable, knowledgeable maintenance and reasonable fuel rates on PWK, we need your help. Please send copies of invoices to: PAPA MX Survey, 1005 S. Wolf Road, #106, Wheeling, Illinois 60090 or e-mail the information or any questions to [ClaudRich@aol.com](mailto:ClaudRich@aol.com). Attachments should be in DOC, JPEG, BMP or GIF file format. Fax is 847-579-1227.

Take the time now. Help us to help you!  
PAPA Board

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### PRESIDENT

Lou J. Wipotnik 847-800-3776 [jan.lou@comcast.net](mailto:jan.lou@comcast.net)

### VICE PRESIDENT

Richard Steinbrecher\* 847-579-1225 [claudrich@aol.com](mailto:claudrich@aol.com)

### SECRETARY

Mark Turek 847-441-5066 [mark.turek@morganstanley.com](mailto:mark.turek@morganstanley.com)

### TREASURE

Adam Szczepanec 630-213-2741 [try4adam@aol.com](mailto:try4adam@aol.com)

### DIRECTORS

Armand Bendersky 847-470-0005 [armyair@arlagraphics.com](mailto:armyair@arlagraphics.com)

Fred Gillick 847-823-4144 [fgillick@aol.com](mailto:fgillick@aol.com)

Ray Granzow 847-515-2162 [flywgpgr@aol.com](mailto:flywgpgr@aol.com)

Howard Levinson 847-480-1118 [howdl@sbcglobal.net](mailto:howdl@sbcglobal.net)

Sheila Macomber\* 773-578-1553 [aviatrix@core.com](mailto:aviatrix@core.com)

Lou Nistler 847-823-6713 [nistlerinc@ameritech.net](mailto:nistlerinc@ameritech.net)

\*Member filling remaining term of resigned member.

## COMMITTEE CHAIRPERSONS

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Howard Levinson 847-480-1118 [howdl@sbcglobal.net](mailto:howdl@sbcglobal.net)

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Ray Chou 847-853-1144 [rchou@urbansolutionsllc.com](mailto:rchou@urbansolutionsllc.com)

### ATC LIASION

Don Medernach 847-229-6000 [pwkatct@fastservice.com](mailto:pwkatct@fastservice.com)

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Ken Ross 847-808-0812 [kdr@najet.net](mailto:kdr@najet.net)

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Ray Granzow 847-515-2162 [flywgpgr@aol.com](mailto:flywgpgr@aol.com)

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### P.A.C.E. LIAISON

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Mark Turek 847-441-5066 [Mark.turek@morganstanley.com](mailto:Mark.turek@morganstanley.com)

### PUBLIC RELATIONS

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

## PAPA Meeting Dates

February 11	7 PM	February Board Meeting	NAJ
February 25	7 PM	February General Meeting	PWK INN
March 10	7 PM	March Board Meeting	NAJ
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:

March 4th  
 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:

February 18th  
 March 17th  
 March 29th  
 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](mailto:claudrich@aol.com)

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

## PAPA License Plate Covers Available

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Available at all PAPA meetings and events.

## President's Page

By: Lou J. Wipotnik

*First some of the good news, taken from the Jan 2004 Airport Manager's Up Date:*

Palwaukee will receive two PAPI units from the FAA. One PAPI will be for runway 6 and the other is slated for runway 12. I asked the manager about runway 24, and he remarked that runway will be taken care of when the runway is resurfaced.

The pricing for new T-hangars is still in Limbo as of this writing. As you may know, the PAPA T-hangar committee has been taken out of the rental rate discussion loop. We did hear that the T's should be ready for rent by July 2004. Speaking of the T's, at the Palwaukee Municipal Airport Commission (PMAC) meeting (Jan. 21, 04), one commissioner asked the airport manager if he had started start getting occupants lined up. The manager said that he had not. So it looks like once the airport announces the pricing for the new T hangars and the old "T" tenants decide to stay put, move in to new T hangars, move elsewhere at PWK or move to another field, they will go to the waiting list to fill the new and old T-Hangars. Why not announce a tentative pricing (plus-minus a few dollars) and start getting people ready? I'm sure the airport management and commission members don't want empty hangars for any length of time.

We understand from the airport manager that Taxiway Lima Gap will be completed this year. This will improve taxiway traffic flow and there will be fewer aircraft needing to cross the main runway. The result is much less chance for a runway incursion. PAPA's thanks to member Howard Levinson, for all his persistent diligence.

Starting in April, there should be new construction to extend two taxiways. Echo will be extended west to connect with runways 16/34, as a high-speed turn off. This should lesson thrust reversal noise, for our neighbors. Taxiway Kilo will be extended all the way south, from Runway 24, to the 34 pad. Both extensions will improve movements and safety. Remember, repeat all "Hold Short" requests from the Tower.

At the aforementioned Airport Commission Meeting, a few PAPA members and other airport users voiced their displeasure with some of the Minimum Standards for operating at Palwaukee airport which were pending a vote that evening. Compared with all the airports with-in a 50 mile radius, PWK's minimum standards documents had almost twice the number of pages and verbiage. PAPA members explained that some of the proposed minimum standards such as mandating that a maintenance operator be on call after normal business hours with a response time not exceed 60 minute were unnecessary and burdensome. Although PAPA applauds the airport manager's willingness to revise some of the standards downward to a more reasonable level as a result of PAPA members meetings with him, we deplore that despite citizen petitions for reconsideration, the minimum standards draft was approved by the Airport Commission as written. PAPA feels the remaining unchanged minimum standards will discourage future competition from developing on our field. We do note that the commission has assured us that waivers of restrictive standards might be granted to businesses petitioning in writing, but our concern remains that few entrepreneurs would have

the time and resources and therefore the desire to mount such an appeal process. We all know what happens without competition.

But what upset me the most in the PMAC meeting was the attitude of one of the airport commissioners who had the audacity to remark that "all citizens' comments [he] heard tonight were TRASH"! Not exactly the spirit of cooperation and partnership we had hoped for. How can PAPA and other airport users ever have an honest and creditable dialog with this airport commission, when some on the commission voice these outrageous and inflammatory comments in an open meeting?

## PAPA February General Meeting

*Puzzled about all the new  
avionics technologies?  
Now is your chance to catch up.*

Advanced Avionics for the GA Pilot will be the featured program of the PAPA general meeting Wednesday, February 25th, 2004. On hand will be Jamie Holland of Garmin International, Rob Berglund from WSI Data Link Weather, and Scott Reagan of Jeppeson's Aviation Database division. Hands-on demonstrations of the new equipment will be conducted by Ray Klaus and Scott Clark of Advanced Aviation Training. Come learn how to do what's new!

*Mark your calendars for:*  
Wednesday evening,  
February 25<sup>th</sup>, 2004  
at the  
Compass Rose Restaurant  
1090 S. Milwaukee Avenue  
Wheeling, IL

Safety Video begins at 7:00  
Program 7:30 - 9:00PM.

As always the February meeting will qualify for the wings program and it'll be a full house, so get there early for the best seats.

For an evening of friends, fun and flight features, come on in from the February cold. It's free, informative, and warm. What could be better?  
See you there!

*Sponsored by Waukegan Avionics, Inc., Palwaukee Airport Pilots Association, and the DuPage Flight Standards District Office (FSDO).*

## MONTHLY QUIZ #10

By: Lou J. Wipotnik, ATP - CFI

NOTE: Questions and answers from AOPA publications.

1. When taxiing with a crosswind, how should the aircraft's controls be positioned?
  - a) Dive away from the wind if it is a quartering tailwind.
  - b) Turn controls into the wind, no matter the direction of the wind.
  - c) Turn controls away from the wind, no matter the direction of the wind.
2. Which is not a tactic for flying in icing conditions?
  - a) Do not lower the flaps.
  - b) Use the autopilot.
  - c) Turn the defroster on high.
  - d) Do not climb steeper than average.
3. Which is not a tactic when entering an area of strong turbulence?
  - a) Fly attitude - not altitude.
  - b) Don't chase the airspeed.
  - c) Lower the flaps.
  - d) Lower the landing gear.
4. When flying from an area of high pressure to an area of lower pressure without resetting the altimeter, the aircraft will be -
  - a) Higher than indicated on the altimeter.
  - b) Lower than indicated on the altimeter.
5. Which of the following is a tip for deviating around weather?
  - a) Deviate north of convective activity.
  - b) Don't fly under anvils and overhangs.
  - c) Try to deviate 45 degrees or less from course.
  - d) All of the above.
6. Which is more stable?
  - a) Warm air over cold air.
  - b) Cold air over warm air.
7. At what dew point temperature, in degrees Fahrenheit, do cumulus clouds often form in the summer?
  - a) 40    b) 50    c) 60    d) 70
8. If flying in an area of thunderstorms,
  - a) Don't land or takeoff in the face of an approaching storm.
  - b) Avoid by at least 20 miles any thunderstorm identified as severe.
  - c) Regard as extremely hazardous any thunderstorm which tops 35,000 feet or higher.
  - d) All of the above.
9. Can a microburst be associated with virga (rain not reaching the surface)?
  - a) Yes            b) No
10. What does "BECMG 0204 34007kt" in the following TAF indicate?
 

"KBWI 121403z 121412 28025g42kt p6sm SCT045 TEMPO 1418 BKN045 fm2100 30012g20kt p6sm SKC BECMG 0204 34007kt"

  - a) Wind abruptly changing to 340 degrees at 7 knots between 0200 and 0400 zulu.
  - b) Wind becoming 340 degrees at 7 knots at exactly 0204 zulu
  - c) Wind gradually changing to 340 degrees at 7 knots between 0200 and 0400 zulu.

### PWK Fuel Watch:

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

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

## Errata: Eating a little Crow

*I unintentionally misstated something at the PMAC meeting the other evening.*

I said that the total number of *operations* at Palwaukee airport last year was 113,500. This was in error. The true number is 172,551. I will explain the reason for the misunderstanding with the help of Tower Controller Eddy Cornett, NATCA local representative. Airport towers are rated by virtue of an ATC formula which takes into account airport location, types and numbers of operations, the airport layout and complexity, and proximity to other high traffic airspace. The ATC formula takes this all into consideration and assigns a "100" number to a given tower. The "100" number is an expression of the lowest status of a tower category- known as "levels." Palwaukee tower is a level 7 tower which means a certain minimum level of staffing must be maintained with commensurate salaries. The lowest "100" number to maintain level 7 tower status is 114. Below 114, the tower can be downgraded to a level 6 tower. A level 6 tower has fewer

controllers who earn less and can it placed on a "contract out list." "Contract out" towers are the first ones considered by the FAA to be contracted out to private companies. Palwaukee is currently at 113.5. If we remain at that level for a certain time, we will be downgraded to a level 6 tower. The biggest factor that effects the "100" status is airport operations - the number of takeoffs and landings. As I stated in the same PMAC meeting, the tower estimates that 3/4 of the VFR operations and 25% of the IFR operations are done by piston aircraft. So even though I fluffed the numbers, the overarching point is unchanged: it's piston aircraft that keep our airport at a level 7 status and therefore maintain the ATC services we all want. If the piston population continues to desert PWK for more affordable airports...

Well, you can connect the dots.

*Richard Steinbrecher*

## PAPA'S SHORT APPROACH

**NOTE:** The following is reprinted from the NASA Aviation Safety Reporting System (ASRS).

Put together by: Lou J. Wipotnik

### “The sky is low, the clouds are mean”

By Emily Dickinson

NATURE

The further a pilot flies into deteriorating weather, the fewer options there are to maintain or return to VFR conditions. It appears that this PA-28 pilot used up all the options but one—luck.



→ While about 50 miles northeast of ZZZ, in marginal VFR [VMC], the ceiling suddenly dropped, or I flew into an area of lower clouds. I did a 180-degree turn and got out of it. I hit the “nearest airport” function on the Global Positioning System (GPS) with a view to landing, since the area was filled with hills and low mountains....As I turned in the direction of the airport, I faced a steep hill with the clouds almost touching it. I went over the hill and into the clouds, and realized I didn't know what would be below me if I descended. I tried it anyway and broke out [between layers] to find myself, fortunately, parallel to a wooded ridge. I was genuinely afraid, and decided I would not try to descend further until I knew what was below me. I had checked the Automated Surface Observing System (ASOS) and knew that there was a ceiling at about 1,700 feet AGL there. I also knew that the terrain was flat with no towers just to the northeast. I flew to that area and let down, breaking out at about 1,700 feet and landing....

“Marginal VMC” or “Marginal VFR” may be recognized meteorological terms, but by treating marginal weather the same as IMC and flying IFR in such conditions, pilots can significantly increase the margin of safety. ?

### MONTHLY QUIZ #10 ANSWERS

1. a
2. b - Using an autopilot masks the effects of ice. It may also bring the aircraft into a stall or cause control problems.
3. b - Lowering the flaps in an attempt to reduce airspeed can do more harm than good.
4. b
5. d
6. a
7. b
8. d
9. a
10. c

## Letters to the Editor

January 19, 2004

PAPA,

I am happy that you are interested in my concerns, but it seems like it is too little too late. I often wonder why I stay a member of PAPA.

I can dig out plenty of receipts, but for starters, I flew 250 hours last year and I burn 10 GPH. That works out to 2,500 gallons of fuel that I consumed last year and I suspect that I did not purchase more than 300 gallons at PWK. I certainly try to buy as much fuel as I can off of the field due to the pricing at PWK.

My plane is currently in annual, again off of the field. My expectation is that my annual will be somewhere between \$3,000 and \$4,000, only because of the work that I requested. I used to have some of my work performed at Service Aviation and now they have been forced off of PWK. Outside of storage, I have nothing done at PWK. I do know of someone that recently had their oil changed at one of two remaining FBOs to the tune of \$220 Vs Service Aviation's fee of \$130. I will refuse to even get my oil changed at PWK again.

I have had my name on the Tee hanger list for approximately 4 - 5 years and currently reside in area 2.

All you need to do is look at ENW. They have 2 FBOs as does PWK, BUT they also have 2-4 maintenance shops. These other maintenance shops do not care about selling fuel or servicing turbine planes, they only service piston planes like mine. PWK has none of these shops.

Someday I will probably have to leave PWK because I can no longer afford to keep my airplane here. Shame on me, shame on PAPA and shame on the airport authority.

Steve MacCabe

*We want to hear your concerns so we thank you for passing your thoughts along. We are trying hard to address these issues. -ED.*

The commentary by President Lou Wipotnik (PAPA SEZ January 2004) discussing PAPA's role at PWK was interesting but disturbing in what it didn't say. PAPA's mission is to include working with the Airport Community. This was omitted in Lou's article.

Presently, there is concern with the Airport's minimum Standards, and something that needs to get the airport on track. PAPA was not formed just as a social or educational organization, but to keep the user's interest in the forefront. This should be of paramount importance and should not be ignored. We need to remind the airport that we are the customers. They often forget this important fact.

Sincerely,

Barry L. Axelrod  
Past President and Founding Member



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