



PAPASEZ

THE PALWAUKEE AIRPORT PILOTS ASSOCIATION NEWSLETTER

VOLUME 18 NUMBER 1

JANUARY 2004

New Address for PAPA

Effective immediately, PAPA will be using a mailbox graciously provided for us by North American Jet. It will take us some time to change everything over, but please begin using our new address:

**PALWAUKEE AIRPORT
PILOT'S ASSOCIATION
1005 S WOLF RD STE 106
WHEELING IL 60090-
6408**

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

Our Future Pilots Need HELP!

To PAPA pilots: The Civil Air Patrol fly and train their young cadets on Orientation flights ("O" flights). The cadets must make five "O" flights to achieve certain goals for their advancement. CAP Senior Pilots volunteer their time and efforts to help accomplish these program goals. As we all know, the cockpit is a very noisy place to conduct any type of lesson, therefore, head-sets are sorely need.



If PAPA Pilots have old/extra, but serviceable head-sets, or would like to donate new head-sets to our youth and future pilots, to assist learning, in a quite and more productive and healthful environment, the cadets would be very grateful. Any donation to the Civil Air Patrol is tax deductible.

Please take your head-sets to North American Jet, in a paper bag or box, addressed to Lt.Col. Lou J. Wipotnik, CAP. Have your name and address enclosed inside, so I can forward you a tax slip.

Get in the New Year Sprit and help our Youth to Love Aviation.

Many Happy Landings, for the New Year 2004,

Lou J. Wipotnik
PAPA President

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 25th, 2004 at the Compass Rose Restaurant, 1090 S. Milwaukee Avenue, Wheeling, IL. Safety Video begins at 7:00, program 7:30 - 9:00 P.M. 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).***

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. For those who need a reminder -- here is the current logo.



2004 OFFICERS, DIRECTORS & CHAIRPERSONS

PRESIDENT

Lou J. Wipotnik 847-800-3776 jan.lou@comcast.net

VICE PRESIDENT

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

SECRETARY

Mark Turek 847-441-5066 mark.turek@morganstanley.com

TREASURE

Adam Szczepanec 630-213-2741 try4adam@aol.com

DIRECTORS

Armand Bendersky 847-470-0005 armyair@arlagraphics.com

Fred Gillick 847-823-4144 fgillick@aol.com

Ray Granzow 847-515-2162 flywgpgrg@aol.com

Howard Levinson 847-480-1118 howdl@sbcglobal.net

Sheila Macomber* 773-578-1553 aviatrix@core.com

Lou Nistler 847-823-6713 nistlerinc@ameritech.net

*Member filling remaining term of resigned member.

COMMITTEE CHAIRPERSONS

AIRPORT SUPPORT NETWORK REP

Howard Levinson 847-480-1118 howdl@sbcglobal.net

AWARDS/SCHOLARSHIP

Ray Chou 847-853-1144 rchou@urbansolutionsllc.com

ATC LIASION

Don Medernach 847-229-6000 pwkatct@fastservice.com

BYLAWS/LEGAL

Ken Ross 847-808-0812 kdr@najet.net

CORPORATE

Ray Granzow 847-515-2162 flywgpgrg@aol.com

MEMBERSHIP

Ken Riesterer 847-384-4290 riesterer@att.net

P.A.C.E. LIAISON

Fran Huritz 847-724-3260 fran@web-town.com

SAFETY/PROGRAMS

Armand Bendersky 847-470-0005 ARMYAIR@aol.com

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

Mark Turek 847-441-5066 Mark.turek@morganstanley.com

PUBLIC RELATIONS

Barry Axelrod 847-215-0460 Takeoff95@aol.com

WEBMASTER

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

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

PAPA Meeting Dates

January 14	7 PM	January Board Meeting	NAJ
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:

January 8th

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:

January 21st

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

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

PAPA License Plate Covers Available

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EDITORIAL

Two Thousand and Four is the beginning of our second century of flight. How will it affect PAPA? First of all, you have a dedicated group of Officers, Directors and Committee Persons striving to make this next and subsequent years, fun and exciting, through Fly-Outs, Safety Programs, Meetings of Interest, capped off with fun social events. Yes, PAPA will continue to do its best, to save you money at your FBO's. Work with the Airport Management, and Airport Commission, to protect your interests at OUR Airport.

We also need YOUR help! Tell us what you want to see in your newsletter and what topics of interest we should consider for your General PAPA Meetings (there are only five General Meetings each year so let us make them count for you).

Speaking of PAPA's newsletter, we will be up-grading it this year, with a new look, new columns and features. Let us know your comments.

We should be getting new T-Hangars this year, and hopefully a continuous Lima (Levinson) Taxiway. Other coming airport

improvements in the near future will be the resurfacing and widening of runway 12/30 and the leveling of 6/24, with added VASI lights on runway 06. How about VASI lights on runway 24, Airport Management?

Maybe if Santa is real good to us this year, he will take down the trees, on the approach end of runway 24. So be nice not naughty. There is going to be new Signage and a Beautification program to make our airport more neighborhood and pilot/visitor friendly.

Only through a strong PAPA membership can we foster a user friendly Palwaukee Municipal Airport. Help PAPA, by joining committees and e-mailing your input on matters, near and dear to your heart.

Happy New Year! To You and Yours.

*From your PAPA STAFF
Lou J. Wipotnik, President*

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PAPA'S Short Approach

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

Complete Electrical Failure

The pilot of a C182 obtained two weather briefings and an IFR clearance prior to departing on a cross-country flight of approximately 130 nautical miles.

I climbed without incident to 6,000 feet where I was in and out of the cloud tops. About fifteen minutes into the flight, I noticed that the ammeter was discharging. I could not reestablish operation of the alternator. I contacted Center and declared an emergency. I was given vectors to [an airport], cleared to descend to 2,100 feet, and cleared for a GPS approach. While making the procedure turn inbound, I began to experience icing, abandoned the approach, and climbed back to 6,000 feet. I requested to fly to [my destination], where, hopefully, I would be able to do an ILS or surveillance approach. I informed Center that I would shut off all my electrical equipment to maintain as much battery power as possible. I continued to fly in the general direction of [my destination]....I turned the radio on and found that I had experienced a complete electrical failure....WHAT WOULD YOU HAVE DONE?

See: ELECTRICAL FAILURE RESOLVED.

Maintenance Notes

NOTE: Taken from "Light Plane Maintenance 12/03"

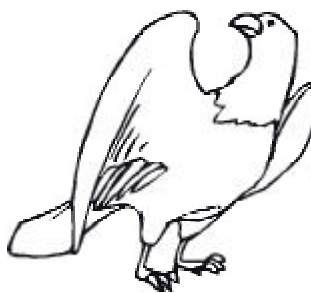
BATTERY MAKERS COMPLY - Both Gill and Concorde, the two principal players in the aircraft battery business, now furnish Instructions for Continued Airworthiness (ICAs), and these ICAs call for periodic capacity testing. This capacity testing is required to comply with FAR23.1353 (h), which specifies that a battery must meet, at minimum, 80 percent of the required capacity to run emergency or essential systems in the aircraft for a period of 30 minutes in the event of a charging system failure.

PAPA suggests you check with your maintenance shop, to see if this affects you??

ELECTRICAL FAILURE RESOLVED

Using my cellular telephone, I first contacted Flight Service and then was given a direct number to contact Approach Control. The controller informed me that I was twenty miles east of [an alternate airport] and suggested...that he could permit me to descend to 1,800 feet MSL. [The airport] was reporting 1,800 foot overcast at that time. He gave me a vector to [the airport] and cleared me to descend to 1,800 feet. I broke out into the clear, and with the vector assistance, was able to land without incident....?

Special Young Eagles



It came as a special request phone call from Palwaukee Tower controller, Eddy Cornett to PAPA Young Eagles Director Richard Steinbrecher. Fourteen of Scout Leader Cornett's Boy and Girl Scouts wanted to take an introductory plane ride before the end of the year. Could it be arranged?

Steinbrecher polled his group of PAPA Young Eagles pilots and chose Saturday December 6th. secure in the fact that he had conducted many winter Young Eagles flights from Meigs Field. His idea was to make it a special day for the kids - not just a first light plane flight but a comprehensive aviation experience.

Starting at 10:00 AM at North American Jet center's Palwaukee FBO, Scouts began the day learning about weather and how weather information is gathered; they were showed what aviation charts looked like and taught how to read them. They learned how aircraft and airport communications are conducted and what the most important safety issues were. New PAPA Board Member and pilot Sheila Macomber explained all about flight instruments and how they functioned in the cockpit. Long-time PAPA Board member, pilot and CFII Howard Levinson contributed a "nutshell" version of the theory of aerodynamics. Controller Cornett explained the role of the Air Traffic Controller in flight operations and deftly fielded some tricky questions from the youngsters like "Is it your fault if two planes run into each other?". THIS was a tough crowd.

The predicted three thousand, five hundred foot overcast was making its way down toward two thousand feet, so John Doerner, one of five pilots flying Young Eagles that day, suggested boarding the kids early for their flight. Cleared to runway 34, the Young Eagles fleet departed straight north to stay out of the ILS approach corridor to runway 16. The route took the planes to the intersection of route 60 and 294, a highway cloverleaf easily seen from the air. A southeast turn to Ft. Sheridan brought them to a couple of miles west of the shore of Lake Michigan, and a southwest turn brought them back to enter the traffic pattern at Palwaukee, all under the watchful eye of Palwaukee Tower.

Continuing the pre-flight activities back in North American Jet's heated hangar, scouts and parents gathered around as Director Steinbrecher explained aircraft preflight procedures and the role of the engine and flight controls using a Piper Warrior.

To cap off the day, Controller Cornett invited the entire group, parents, pilots and kids to do something that had been forbidden since 9/11 - visit the control tower.

Yes, we can all now do that again.

It was a good day.

Monthly Quiz #9

By: Lou J. Wipotnik

Note: Questions and answers from AOPA publications.

1. Loss of control accounts for approximately _____ percent of all takeoff and landing accidents?
 - a. 25%
 - b. 30%
 - c. 40%
2. Pilots with less than _____ hours of experience statistically have a greater risk of a takeoff or landing accident.
 - a. 100
 - b. 150
 - c. 200
3. Landings account for more total accidents but less fatal accidents than takeoffs.
 - a. True
 - b. False
4. _____ percent of all accidents occur during takeoff or landing.
 - a. 35%
 - b. 50%
 - c. 60%
5. When landing in gusty wind conditions, the pilot should subtract the gust factor from his or her airspeed.
 - a. True
 - b. False
6. Aircraft configuration is a leading cause of both takeoff and landing accidents?
 - a. True
 - b. False
7. When landing on a down sloping runway with the wind...
 - a. More runway is required?
 - b. Less runway is required?
8. You are being given radar vectors in VFR conditions and you notice that your current heading will place you too close to a tower. You should:
 - a. Notify ATC, and obtain a new heading. You are responsible for obstruction avoidance.
 - b. Accept the vector. ATC is responsible for obstruction avoidance when giving radar vectors, so they will probably give you a new vector shortly.
9. A minimum fuel advisory is an emergency.
 - a. True
 - b. False
10. You are approaching an airport when LAHSO (Land And Hold Short Operations) are in effect. You are cleared to land on runway 12 and hold short of runway 06, but you're not sure that you will be able to stop before reaching 06. You should:
 - a. Accept the clearance - you do not have the authority to refuse it.
 - b. Refuse the clearance - it is your responsibility to notify ATC if you cannot comply with a clearance.

Letters To The Editor:

DECEMBER 6TH SPECIAL YOUNG EAGLES PROGRAM

THANK YOU SO MUCH
PALWAUKEE AIRPORT PILOTS ASSOCIATION!

December 27, 2003

Dear Mr. Steinbrecher and the Palwaukee Airport Pilots Association,

On behalf of the Den 7 families and boys, we would like to thank you all so much for introducing the world of aviation to our boys. As a parent that witnessed the experience, I marvel at how lucky our boys were to be taught what pilots must consider before and during flight in the classroom, how and why a plane flies in the hanger, how the controllers direct planes in and out of an airport safely in the control tower, and then experience a flight in a small plane (a real hit!). Numerous parents have commented on how this experience has influenced their sons.

We may have some future pilots from Den 7, and some of the credit goes to the generous men and woman pilots that gave of their time and knowledge.

Thank you so much!

Sincerely,

The Families and Boys of Pack 79, Den 7

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Winter "NOTAMS" Review

By: Lou J. Wipotnik, ATP - MCFI

FAR91-103 Preflight Action - Requires you to be a "Know It All", pertaining to any flight. For winter operations a few worthwhile contractions should be familiar in your Notam aviation vocabulary.

Contractions from the AIM (5-1-3) used in "Notams."

- BRAG** Braking Action = Good - Suggests caution, conditions could change.
- BRAF** Braking Action = Fair - Always be on guard.
- BRAP** Braking Action = Poor - Be extremely careful.
- BRAN** Braking Action = Nil - Reconsider Plans or Airport/s.
- FRNZ SLR** Frozen Slush on runway/s
- IR** Ice on runway/s
- LSR** Loose Snow on runway/s
- SIR** Packed or Compacted Snow and Ice on runway/s
- SLR** Slush on runway/s
- SNW** Snow
- SNBNKS** Snow banks - Along runways also watch the taxiways.
- WSR** Wet Snow on runway/s
- WTR** Water on runway/s - Could freeze anytime especially after sundown.

Note: During the winter snow and ice season, it is always a good idea to call ahead to both the local FSS and FBO. Check on hours of operation for fuel, storage, pre-heat and ground transportation, etc.

Let us know what you think

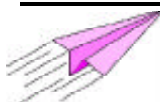
Starting with the new year, PAPA SEZ announces the addition of a Letters to the Editor column for PAPA members. Send your letters and comments to Richard Steinbrecher at: ClaudRich@aol.com. Please include your PAPA membership number. PDF or e-mail text OK but Microsoft Word files preferred. Newsletter submissions must be received before the 15th of the month.

Feedback, Concerns, and Questions

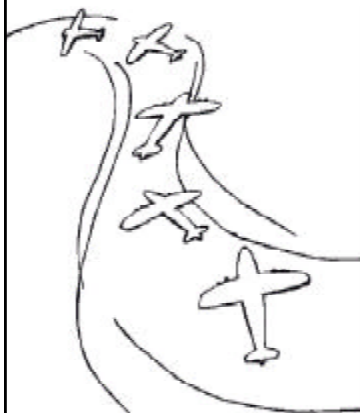
Submit by mail to PAPA, 1005 S. Wolf Road, #106, Wheeling, IL 60090 or email to HOWDL@COMCAST.NET

I have the following concern/request regarding PWK.

Name (Optional) _____



*Taxi - Takeoff - Landing Tips:



■ Whenever the taxiway is wet or slippery, reduce your taxi speed accordingly. Take precautions to avoid jet and prop blast, and watch for snow ridges and unplowed areas. Such hazards can snag a wheel and pull you off a taxiway or runway. To avoid an inadvertent slide during your run up, find some dry pavement on which to plant your airplane's wheels.

■ If the runway is slick, snowy, or slushy, a soft-field landing is your best approach. The extra propwash makes the rudder and elevator more effective, and you have the positive control response needed to make corrections during the flare and touchdown. Because a contaminated runway reduces braking action, your landing distance can easily Double. Be prepared to go around rather than land long.

■ Select your touchdown spot based on the runway's condition. In some cases, landing off centerline may be a good option if it puts you on dry pavement. Balance this decision against your touchdown spot's proximity to snow banks at the runway's edge. If you must land on a slick

runway, remember that on patchy ice or snow, heavy braking can cause a wheel to lock and a tire to blow. Landing with a slow touchdown speed will reduce your need for heavy braking.

■ Slippery runways can make crosswind operations especially difficult because wheel friction may not enable you to maintain directional control. Unless the pilot operating handbook makes other recommendations, a rule of thumb is to use one-half the manufacturer's demonstrated crosswind capability as the limit when landing on a slippery runway. A better choice, perhaps, would be to divert to an airport with better wind and/or runway conditions.

***Notes: Tips were taken from AOPA's Flying Smart Jan.97 article "Tips for Winter Takeoffs and Landings"**

Additional reading:

FAA-P-8740-24 Tips on Winter Flying. FAA Advisory Circular AC NO: 91-13C Cold Weather Operation of Aircraft.

MONTHLY QUIZ #9 ANSWERS

1. B = 30%
2. A = 100 (Still Learning).
3. True (Slower Speeds generally).
4. B = 50% (Be Careful Out There).
5. False - should add the gust to their normal approach speed.
6. True (use your Check List (downwind - base - final).
7. A = (Could be a lot more. Check your POH).
8. A = (Who is PIC you or ATC)?
9. False (Just an Alert)
10. B = (Again, who is PIC, however, don't wait until the last minute to change your mind, if you accepted the LAHSO).

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