



THE PALWAUKEE AIRPORT PILOTS ASSOCIATION NEWSLETTER

# P A P A S E Z

VOLUME 17 NUMBER 7

JULY 2003

## EDITORIAL

By Lou J. Wipotnik, President

At the airport commission meeting (6-18-03) the airport manager along with Crawford, Murphy & Tilly, gave a twenty year plan for Palwaukee Municipal Airport. PAPA applauds the plan, as it shows interests for all types of General Aviation aircraft and a view for excellent economic growth for Palwaukee Municipal Airport and the surrounding communities.

However, with good news, it seems there has to be some bad. The 20 year plan will reduce some tie-down space (about 44), leaving only area three for tie-downs. One of the airport commissioners expressed concern, as to why our airport was losing airplanes to other nearby airports? Some of the reasons that I have been made aware of are:

- 1) High cost of fuel
- 2) High cost and yearly raises in tie-down fees.
- 3) High cost of maintenance.
- 4) Poor maintenance (having to return the aircraft two to three time before its done right).
- 5) Lack of T-hangar space.
- 6) Lack of Airport Management's perceived concern for the individual pilot user.

Now please don't shoot the messenger, Mr. Manager, but inquiring minds want to know:

- 1) The FBO's are trying to lower the fuel costs with good competition and extra fuel trucks. PAPA applauds their work, but would also like to see a SELF-SERVE pump that NAJ has recommended and applied for. For a further reduction of fuel costs to the user.
- 2) I have received e-mail (and informed the airport management) that people were leaving, due to the ever rising costs of tie-downs. What will happen if tie-down space is reduced? Will pilots be forced to move into t-hangars at double the cost, or just MOVE off airport?
- 3) Many pilots leave PWK for outlying airports because of high costs and poor workmanship or the owner feels the shop's at PWK don't have the knowledge to service certain types of aircraft.
- 4) Lack of t-hangar space, which is slowly being resolved, **IF** the costs are inline with the surrounding airports. Once again, if PWK prices the T's like some suggest, "to what the market will bear", I guarantee you will lose more tenants from this airport.
- 5) Lastly, Airport Management must show a sincere concern for the small airplane user at Palwaukee Municipal Airport. With Rouleau, PAPA has seen a 180 degree turn around from the previous regime, and PAPA applauds this change. PAPA further requests continued, candid, communications, where all parties are kept in the loop. Otherwise, there will always be a lack of trust and poor relations, plus a continued loss of users to other airports.

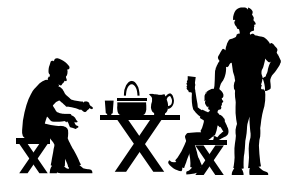
Keeping everyone happy is never an easy job, but with trust and good communications, at least everyone can appreciate a sincere effort.

P.S. If those PAPA or non-PAPA members who have left PWK, will explain the reason/s why they left PWK, I will be happy to relay their snail mail or e-mail to the airport commission at their next meeting in July. (Jan.lou@attbi.com).

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**YOUNG EAGLES FLY AT PWK OPEN HOUSE  
SATURDAY, AUGUST 23, 2003**

**FLY MARKET AND HANGAR PICNIC  
WEDNESDAY, AUGUST 27, 2003**



**OFFICER, DIRECTORS & CHAIRPERSONS**

\*\*\*\*\*

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

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

EDITOR, PAPA SEZ mjmonaco99@aol.com  
1120 S Milwaukee Ave. Ste A  
Wheeling, IL 60090-6392

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

**WELCOME OUR NEW MEMBERS!!**

RON KALOUS (Welcome Back)  
ROBERT NOLE JAY DARLING  
DONALD SHAPIRO LOUIS JAMES MENDES

**PAPA MEETING DATES**

BOARD MEETING – JUL 9 – 7 PM – NAJ  
BOARD MEETING – AUG 13 – 7 PM – NAJ  
PWK OPEN HOUSE/YOUNG EAGLES – SAT AUG 23  
FLY MARKET/HANGAR PICNIC – AUG 27 – 6:00 PM  
BOARD MEETING – SEP 10 – 7 PM – NAJ  
MEETING – GPS/AVIONICS – SEP 24 – 7 PM – PWK INN  
BOARD MEETING – OCT 8 – 7 PM – NAJ  
FLY OUT EAGLE RIVER FLOAT PLANE EVENT– SEPT 6TH  
BOARD & GENERAL MEETING – NOV 12 – 7 PM – PWK INN  
BOARD MEETING – TENTATIVE – DEC 3 – 7 PM – NAJ  
SANTA FLIGHT & TOY DROP – DEC 13 – 10 AM  
**100TH ANNIVERSARY OF FLIGHT/  
WRIGHT DAY HOLIDAY DINNER – 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.  
AUG 7 SEP 4 OCT 2 NOV 6 DEC 4

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

Palwaukee Municipal Airport Commission  
The Commission meets each month at 7:00 pm to  
conduct the business of the airport.  
JUL 16 AUG 20 SEP17 OCT15 NOV19 DEC17

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


PAPA MEMBERS ARE INVITED TO ATTEND

**FOR SALE/RENT**


T-Hangar at Kenosha (ENW) with 44' electric bi-fold door,  
electric & water. Easy access, and only 35 minutes from  
Palwaukee via I-94. \$375 per month or \$37,500.  
Call Bill Terry 630-584-5424

**PAPA HAS A NEW OFFICE!!!**

NAJ has provided us with some office space in order to  
keep our materials together. If you have any PAPA records  
or materials, please contact Lou to return them.



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**FEEDBACK –CONCERNS + QUESTIONS**

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

I HAVE THE FOLLOWING CONCERN/REQUEST REGARDING PWK.

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

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### FOR SALE

1/4 share in 1980 Seneca II. King digital radios, dual Apollo GPS (IFR, moving map, fuel computer, air data coupled to AP), King 200 AP/FD, slaved HSI. KNS-80 RNAV/DME. Strikefinder, Factory O2, fully deiced w/excellent boots, 1997 leather interior and paint, 6 place intercom w/stereo CD player, NDH, 3400TT, 550 since Gold Medallion remans. \$ 6,000 down. **Call Nate Mortkovitch at 847-687-4777**

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## T-HANGAR UPDATE

Here's the update for Palwaukee Airport T-hangar tenants and future tenants. The long awaited T-hangar construction project for the southwest corner has been approved by both Wheeling and Prospect Heights. Also, the construction funding from Illinois for the taxiway joining runway 6 to the Southwest corner has been approved. What this means is that the ground breaking for site preparation will most likely begin sometime in July or August. At the time of this letter, Palwaukee airport is completing the final finance arrangements for the project. Completion of the project should occur by the end of October/November 2003.

Our new T-hangars will be Erect-A-Tube models N54-42 (10 units building # 1) and N60-45 (10 units building # 2). The T-hangars will be SIMPLE T-hangars with electric bi-fold doors. They will not have heat, insulation, or water. There will be one his/hers bathroom servicing both buildings. They also will have a sprinkler system. The lowest winning construction cost from bid opening on February 10, 2003 was for \$936,900. A breakdown is \$112,000 for fire protection (sprinklers) and a core building price for \$.824,900. (Note: Certain code variations and project modifications still might change the expected completion Costs).

Now that expected project costs are known, rental rates can now be computed. Rental rates as of today are still an issue and are being debated. Various proposals on how to price these units have been made with many variations and suggestions. We are still hearing some of the airport commissioners suggesting price ranges in the \$500's to as high as \$900 per month.

Our P.A.P.A, T-hangar committee has focused in on those communications and conveyed that Palwaukee Airport provide not only simple structures, but also provide affordable priced T-hangars as they are direct replacements of our current T's and relocation of our current Palwaukee tenants.

To re-emphasize - our mission on T-hangars is to once again bring our T-hangar population back up to at least a minimum of 80 T's. Demolition in the past reduced our current number to 39. We have strongly suggested numerously in the past 12 months and do so again that simple and affordable T-hangars such as the models built at the Lansing Airport be duplicated at Palwaukee. They have simple structures with pricing from \$325 to \$175 range.

Our P.A.P.A. T-hangar committee has provided the Palwaukee Airport Commissioners and Management with our analysis of what rental rates must result in order for this project to break even. We define breakeven as the point in which monthly rental income will equal necessary expenses and monthly note payment.

The following is a summary of facts used in our analysis of breakeven which was provided to the Commissioners and the Airport management. The information below was provided by the accounting staff of Palwaukee Municipal Airport.

- 1) Initial mortgage amount is \$936,900,
- 2) 20 year loan period (240 months).
- 3) Estimated interest rate 4,.1%.
- 4) Estimated annual cost for maintenance, electric, snow removal and insurance is \$12,000.
- 5) Monthly payment amount amortizes to \$5,727.

Monthly estimated required mortgage payment	\$ 5,727
Monthly estimated operating expenses	<u>\$ 1,000</u>
Total monthly cash requirements	\$ 6,727
Divided by 20 T-hangar units	<u>20</u>
Rent needed from each T-hangar to breakeven	\$ 336

Our analysis concludes that low priced affordable T-hangars can be provided at Palwaukee Airport.

To further support what hangar rents should be at Palwaukee Airport, our P.A.P.A. T-hangar committee has completed a study of Fair Market Value rental rare charges at nearby airports. Here are those findings:

- 1) Waukegan Regional Airport (Kris DB Aviation)
  - A) North T's \$325 per month
  - B) South T's \$350 to \$375 per month
  - C) No waiting list at this time

.....continued on page 6

## T HANGAR UPDATE

continued from page 5

2) Schaumburg Regional Airport (Betty Northwest Flyers and Brian Simmons of the Schaumburg Transportation Department).

- A) Small older (1960's) T,s \$200 Manual open doors
- B) Small N54-42 T's \$400 Insulated, Electric
- C) Gas heater available for \$1600 paid over 6 months
- D) Large NGO-48 T's \$650 per month heated and electric (one unit vacant at time of inquiry)

3) DuPage Airport (Marlene Bradbury Dupage Flight Center)

- A) Small 40,Ft T's \$387 per month
- B) Large 44 Ft T's \$506 per month - heated and insulated (The airport has vacancies)

On April 9, 2003, our P.A.P.A. T-hangar committee John Doerner and Lou Nistler had a meeting with Dennis Rouleau, Stacy McLaughlin, and Henry Paul. Also present as observer was commissioner Bill Nesbit. Our topic was pricing of T-hangars. During this productive meeting, we reviewed various spread sheets prepared by Henry Paul analyzing T-hangar coats, rents and payback of investment. We reviewed the many variations with PWK management and found that the analysis called EI (Echo one) is the model cash flow projection P.A.P.A. supports. This document projects that the average rent be at \$399 per month. Prorated based upon square feet of hangar space, the smaller T-hangars prorated to \$364 and the larger T-hangars at \$434. We agreed that this would place the new T-hangars at a market level comparable to what our finding revealed from our study or other airports.

At the airport commission meeting on April 17, 2003, we hoped that this pricing analysis would gain approval from all the Palwaukee commissioners. Although many apparently favored the analysis, a surprise response from one Wheeling commissioner about having a another analysis of what rent charges should be. The commissioner suggested that the \$600 and up should be reevaluated, This surprise statement was unexpected because for the previous 10 to 12 months, the commissioner has indicated repeatedly that he wanted to make these (T-hangars) as cheap as possible and all we want to do is BREAKEVEN. A sudden turn of position which went unexplained.

The airport commission, stemming from the commissioners comments, directed Dennis Rouleau to once again conduct a survey and do an analysis as to rental rates and a market analysis. It was also discussed that P.A.P.A, participate in the next analysis. Back to square one!

Pricing of these T-hangars must come to a favorable conclusion. our current tenants should be the airports primary concern. we certainly would like the pricing of T's to become attractive enough so that the exodus of pilots at this airport, to other airports, comes to a end. Affordable pricing should also encourage pilots who moved to other airports to return.

We look forward to and are hopeful of a positive conclusion on this issue.

**P.A.P.A T-Hangar Committee**

### **PARTNER WANTED FOR 1/4 SHARE OF LANCAIR COLUMBIA 350 and 1/4 SHARE OF HANGAR**

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Chicago's aviation community will be invited to share in an evening celebrating the Wright Brothers accomplishment on December 17, 1903.

**Please save the date for a gala affair!**

## PAPA SHORT APPROACH

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

### AIR BRUSH

ASRS received reports from two pilots involved in a mid-air collision at a non-tower airport. Fortunately, the mid-air resulted only in minor damage to each aircraft and no injury to the involved pilots. Accordingly, it was not categorized by the NTSB as an accident. This incident involved several elements often seen in conflict events at non-tower fields:

- **A no-radio aircraft**
- **A non-standard traffic pattern by one aircraft**
- **Ineffective visual scan by both pilots.**
- ◆ [From Pilot #1, Aircraft 'X'] I entered the pattern from its 45°. On downwind while looking at the wind sock, I noticed Aircraft 'Y' taking off. We were obviously the only aircraft in the pattern. I made all my radio announcements as usual. On final a plane in the run-up area made a call to me to pull-up – watch out. I looked to the left and Aircraft 'Y' was right there. I was already pulling up and to the right. We made contact and Aircraft 'Y' had minor damage to the right wing skin and I received a dent in my left wheel pants.

Aircraft 'Y' has no radio and did not see me enter the pattern and made a modified short pattern... From now on if I don't hear from an aircraft in the pattern, I am going to do a go-around and get behind the aircraft.

- ◆ [From Pilot #2, Aircraft 'Y'] I was on the third approach for take-off and landings at airport. Aircraft 'Y' is non-electric and has no radio. Unaware of Aircraft 'X' having entered the pattern, I was turning from base to final...and collided with Aircraft 'X' that was on a longer final. Damage was scuffed paint on the left main wheel fairing of Aircraft 'X' and dented leading edge skin on [Aircraft 'Y'] right wing.

Better visual scan on the part of both pilots could have prevented this occurrence, and use of a hand-held radio [in Aircraft 'Y'] may have helped.

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## WHAT ARE YOU DOING WITH YOUR OLD AVIATION STUFF?

Have a garage or basement with useful, but currently unused aviation materials? Old headsets, a replaced radio, books, games, goggles or a hood crowding out your space? Have a shelf in your closet with pictures, puzzles, gadgets and gimmicks, any of which you'd like to part with, but only to a good home? Well we have a deal for you. On Wednesday, August 27th PAPA will be holding their first Fly Market in conjunction with the annual Hangar Picnic. You know the old saying "ONE MAN'S TRASH IS ANOTHER MAN'S TREASURE" Well put a price tag on your aviation 'trash' and bring it to sell. Aircraft tugs, Tannis heaters, spark plugs, Loran, Stormscopes, engine analyzers, CO detectors, floor mats, sun screens, pitot tube covers, chart holders, lap boards, nav or com radios.....I could go on forever!

Just start gathering it up and labeling it and soon you will be turning your old flying stuff into money to buy some new flying stuff! Not as far as, not as hot as, not as busy as Oshkosh – and you'll get your free picnic supper as well!!!

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### MONTHLY QUIZ #4

1. Who is the PWK Airport Manager?
2. Who is the PWK Assistant Airport Manager?
3. Who is the Chairman of the Airport Commission?
4. What is the phone number of the airport managers office, for questions and reporting irregularities?
5. What is the phone number to report something suspicious.

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### FUELING AROUND PALWAUKEE

As of June 19, 2003

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### QUIZ ANSWERS

1. Mr. Dennis G. Rouleau C.M.
  2. Ms. Stacey S. McLaughlin
  3. Mr. James Wyle
  4. 847-537-2580
  5. 911



Palwaukee Airport Pilot's Association  
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*Don't have a ride of your own?  
 Rent one of ours !*

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Cessna 172 (2)	\$80 / hour
Piper Arrow	\$105 / hour

*(rates are wet, times are Hobbs)*

**-Dennis P. Jans, President and General Manager**

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PALWAUKEE AIRPORT

NORTH AMERICAN JET ANNOUNCES NEW LOW PRICE FOR 100LL - **\$2.70 PER GALLON\***

**PAPA MEMBERS** - SHOW YOUR MEMBERSHIP CARD AND GET AN **ADDITIONAL \$0.05 OFF EACH GALLON**



In order to better serve you and to provide you with the quickest response time available, North American Jet now has a 100LL fuel truck positioned on the main ramp to service clients in the area and at the T-hangars.

Simply call our customer service at one of the numbers below or contact them at 122.925 to advise of your aircraft location and tail number.

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\*Please call to verify current fuel price