It's official
Villages Approve New Rates

In separate votes, the villages of Wheeling and Prospect Heights have approved new lower rates for the T-hangars being constructed on the southwest corner of Palwaukee airport. Ranging from a low of 1134 square feet to a high of 1672.5 square feet, prospective tenants can expect to pay about $360 a month for the smallest and $528 for the largest. Minor adjustments in rates may be made to reflect the actual costs of construction.

In an associated action, tiedown spaces in area 3 have plummeted from $124 a month to $97 per month. “This is an experiment,” says Airport Manager Dennis Rouleau, “area 3 rates will be good for a year and will probably be extended for longer if enough people take advantage of them.”

“It’s a great opportunity.” Said Richard Steinbrecher, PAPA Vice President, “I’ve been on this airport since 1979 and this is the first time I’ve seen rates go down. It’s very exciting. Palwaukee airport should buy space in all the local pilots organization newsletters and let folks know.” PAPA applauds the long, hard work on the part of PAPA members, the villages of Prospect Heights and Wheeling, and airport staff to reach this unprecedented agreement.

A new lease on life
Hangar One’s New Tenant

Jim Kwasek’s a happy guy these days. But it wasn’t too long ago that his Flight Center flight school seemed to be facing homelessness. Kwasek had occupied the second floor of Service Aviation’s Hangar One leasehold for years, slowly building his business from one rented Cessna 150, to the fleet of 5 Beech Sundowners,1 Sierra and 2 Cessna 150s he now owns. Service Aviation’s lease was up in November 2003, though, and it looked like it would not be renewed. But Dennis Jans, owner of Service Aviation, had pulled a rabbit out of his hat so many times, there was reason to think he could do it again and extend his lease. “Until they were packing the truck to leave, I really didn’t know.” says Kwasek. With Service aviation gone, Kwasek’s business faced a crisis because his occupation of Hangar One was only valid as a sub-lease of Service Aviation. Without Service Aviation, the Flight Center had no standing with the airport. “We had a big problem,” says Kwasek. “Not only would we lose our home, but Service’s maintenance shop would no longer be there to take care of our fleet. Our biggest concern was the airport tearing down Hangar One. All a flight school has is its location. Moving to the 1098 building would have killed us. People are creatures of habit; they’re used to having our planes right outside the door. Location was crucial.”

The airport was prepared to grant The Flight Center a lease on its own, but not on terms that would work for them. The lease rate proposed was based on their running a full service FBO. It then forbade them to offer full FBO services. As Kwasek’s partner Larry Kohls put it, “It was like renting somebody a house and then telling them that they couldn’t use the bathroom or the kitchen or the bedroom.” Initial drafts of the lease stipulated no maintenance, no fueling, and no storage of aircraft. In other words, no way to generate the revenue to pay for the space needed. Then too, Hangar One needed a lot of repair. “The building leaked, there were cracked windows, insulation was falling down, paint was pealing and [the airport] wanted to charge us like it was in perfect condition,” said Kwasek. “We were at a stalemate.”

PAPA Gets Involved

“The best thing that happened,” says Kwasek, “was that PAPA put us in contact with the village of Wheeling. After a long meeting with them, the airport came back with a workable lease that would allow us to do maintenance and run our flight school. In short, we would be able to make enough to pay the rent and grow our business. It was a real breakthrough.”

Since signing a lease under their new name Palwaukee Flyers, the crew has been busy refurbishing Hangar One. Reception areas have new paint and carpet, bathrooms are completely redone, vending machines are on the way, walls of the old line office have been knocked down for a pilot’s lounge with a

continued on page 3
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PAPA IS LOOKING FOR A FEW GOOD PILOTS!

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Phone: 847-827-0790 email: jan.lou@comcast.net

PAPA Meeting Dates

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:
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:
July 21st
August 18th
August 30th
September 15th
October 20th
November 17th
December 15th

PAPA Members are invited to attend

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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 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

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Http://www.pwkpilots.org


Praise for blue sky
International Young Eagles Day

This spring’s monsoon season let up for a day bringing some unexpected benefit for a change. Because the previous days (months?) had been so wet, airport construction could not proceed apace on Saturday, June 12th, International Young Eagles Day. So against all the planning to the contrary, the full length of runway 34/16 was available for use. Joy reigned at the PAPA Young Eagles office! Because without the full length of the runway, there was little chance the rally would go smoothly even if the weather did prove to be flyable.

Earlier in the week it was decided that construction activity at the south end of that main runway would preclude landings to the north. So with only part of the runway available, departures had to use a truncated runway 34 while arrivals had to use the opposite direction 16. All this could have set up a problem for ground operations.

But as it turned out, none of that happened. No weekend construction was scheduled and the main runway was free and open. As a result, Young Eagles operations went off flawlessly. Despite early concerns of possible deteriorating conditions, the weather turned out to be glorious. A troupe of intrepid ground volunteers plus six dedicated airmen ushered 52 new Young Eagles into a quiet, blue sky. Topping the list was PAPA President Lou Wipotnik with an official total of 16 youngsters flown. Lou’s real total was 17 because he gave one last ride to a straggler after the rally had officially closed.

In a tie for second place with 10 kids each were Steve Hammond flying his Bonanza and PAPA board member Howard Levinson in his Cessna 421. Next in line was perennial Young Eagles pilot Tim Lent in his Arrow with 9, followed by Indiana based Mark Remaley in his Cardinal RG with 6, and DuPage newcomer David David Montgomery in his Warrior with 2.

None of it, though, could have happened without our superb ground volunteers. Chief among those is Meigs Field Young Eagles Program veteran Jim Robbs. At Palwaukee he sets up in the early morning and tears down after the rally. In between, as chief dispatcher he connects kids to their pilots while keeping track of who went where with whom. Jim is clearly the “spark plug” of the ground crew. Another long time former Meigs Field volunteer, Jim “J.D.” Moss brought his Oshkosh ramp marshal expertise to International Young Eagles Day.

Among those who made the 2004 International Young Eagles Day a great success was PAPA board member Sheila Macomber contributing a spirited ground school. Kids check-in was handled professionally by Claudia Steinbrecher and Jan Wipotnik. Assisting dispatch and directing the certificate desk was Al Carrino. PAPA founding member Barry Axelrod and his friend Diane brought doughnuts for the pilots and volunteers and undertook, respectively, ground school and certificate duty.

As always North American Jet’s Customer Service Director Pam Kavanaugh donated the facilities and provided the PAPA Young Eagles telephone hotline support. Her NAJ colleague Shannon gets the credit for recording the hotline announcements for the day.

Working together, this dedicated team forms the core of the Palwaukee Young Eagles program. It continues to be my privilege to be able to rely on these outstanding volunteers as a resource. My sincere thanks to all.

Richard Steinbrecher
Director, PAPA Young Eagles Program

Hanger One
continued from page 1

weather computer. Historical Hangar One hasn’t looked this good in years. “People are welcome to come over and use the facilities; the pilots lounge, the computer, the bathrooms—they’re all open,” says Kwasek. To top it off, Kwasek has hired three full-time airframe and powerplant mechanics (A&P’s), and an IA (A&P with an Inspection Authorization) is on-call to inspect and sign off on major work. The new Palwaukee Flyers shop is now open for outside business, and in perhaps a first for Palwaukee Airport, the maintenance doors will be open on weekends. “It doesn’t make any sense that you can’t get work done on Saturday or Sunday,” says Kwasek, “that’s when most of the piston fleet flies and that’s when a lot of the problems happen.

“We’re filling a void. Signature and North American Jet really concentrate on turbine aircraft and they’re good at it. Our focus is on the piston fleet—only piston. We have guys who know small aircraft and have years of background servicing them. They haven’t been working for an airline somewhere and trying to learn pistons—they’re already there.”

Kwasek’s heart does seem to be at Palwaukee. “This airport is what inspired me to get into aviation. I used to come over here and watch the jets land—it was great. And we’ve built a pretty good flight school here. But even though the flight school is the core business, I’ve wanted to do outside maintenance from the beginning.” Kwasek’s plans include bringing a level of innovation to piston maintenance while offering aggressive customer service on both sides of his business. “I want Palwaukee Flyers to be known as the leader in customer service; both for the flight school and piston maintenance—that’s our goal. I see our company growing like crazy in the next six months.”

As to airport plans to tear down Hangar One in 2006? Kwasek says only, “A lot can happen in two years.”
Papa’s Short Approach
NOTE: The following is reprinted from the NASA Aviation Safety Reporting System (ASRS) Put together by: Lou J. Wipotnik, MCFI

FAIR WEATHER EXCURSION
Spring fever can affect anyone’s ability to stay alert and focused. This C172 pilot was just a little out of “sync” and missed a clear opportunity to prevent an expensive mishap.

It was a beautiful day after 22 rainy days. I went out to enjoy the sun and upon return, I decided to make a straight-in approach instead of a full pattern. [My] landing checklist for the C172N doesn’t say “flaps” and because of the lack of normal pattern procedure, I landed with only 20 degrees of flaps. I was wondering why speed did not decrease. I floated and made a long touchdown. I immediately applied brakes but could not stop in the remaining runway. I ran off the runway and the airplane sustained some damage...I could not understand why I was floating. I could have, and should have, gone around. But somehow I didn’t. It was a beautiful day. I was not mentally alert.

My observations - How many mistakes did this pilot make, besides having his head “UP and LOCKED”?

1. One can always make their own check list, and enhance the one found in the POH.

2. Didn’t enter the pattern properly, although it’s legal to land straight-in. Legal isn’t always SAFE!

3. Complacent - Didn’t use Check List. Done this a hundred times before.

4. Probably with the proper or additional training, could have landed with NO flaps.

5. Sounds like he could have used the trim more, to help him with the speed problem.

6. Approach speed too high, something not just right? A good signal to Go Around.

7. Not positively on the runway by the first third? Another Signal to Go Around.

8. Biggest mistake - He had to complete the landing. That’s like get-home-ites.

It’s always easy to second guess other pilots mistakes while sitting in the cockpit of a Porcelain 51, but this gives us an opportunity to think about the signs that he received and ignored. Sometime a lack of recurrent training is also the problem. We get into bad habits and without some type of evaluation maintain them.

This summer there will be two “Wings” programs within a short flight of the Chicago Area. The first is the Wings Weekend in Mattoon, IL. July 9th through the 11th, and for the first time, closer to the Windy City, the Du Page FSDO Wings Weekend, to be held at De Kalb Airport, Friday, Saturday, September 24 and 25th. Mark you calendar for this free FAA/IDOT program.
Editorial

Who cares?
The Young Eagles program

After all it’s just a way to justify flying for some fat-cat pilots, right? Well, not really—not even close. The Young Eagles program was conceived by the Experimental Aircraft Association (EAA) in 1992. Arguably the largest general and sport aviation advocacy organization in the country, the EAA began to realize that if GA was to survive, it needed to educate the non-flying public about “little planes”—meaning anything from the often-cited “Piper Cub” to the corporate jet. Fueled by media reports of “little planes falling out of the sky,” the general public was developing a concern about safety, noise and pollution. The plan the EAA came up with was brilliant. They would launch an international program to take 1 million youngsters on their first plane ride. The idea was to make that goal by the 100th anniversary of the Wright Brothers first powered flight in 1903. Families from communities served by general aviation airports all over the country would be introduced to the realities of aviation first hand. The experience would educate children and parents about aviation and would dispel myths and help to stem the tide of suspicion and concern about small airplanes. All of this would be free of charge to the kids and their families. EAA member pilots all over the globe would conduct the flights at their own expense and ground volunteers would coordinate the flights. All children flown would receive a certificate of first flight signed by their pilot and by the EAA program chairman Gen. Chuck Yeager. Each Young Eagles name would be emblazoned in the “World’s Largest Logbook” on display at EAA world headquarters.

As it grew, Pilot organizations like PAPA began to expand on the program to include a more in-depth aviation experience. Kids and parents were treated to a before flight ground school, typically including lessons in aviation chart reading, weather information, radio communications, understanding aircraft instruments, principles of aerodynamics, ATC procedures and airport security. Internationally, the EAA’s Young Eagles program would meet and exceed its goal. As of December 17th, 2003, one million, twenty-four thousand children worldwide had been introduced to general aviation flight.

Locally, more than 500 youngsters and their families have gained a new appreciation for Palwaukee Airport and its role in the community. And those communities surrounding the airport are beginning to learn that in the troubling world of post 9/11, Palwaukee Airport is a good neighbor, a secure environment and that Palwaukee pilots and administration are concerned about residents safety and well being.

Like most other EAA partner organizations, PAPA is committed to continuing and expanding its Young Eagles program well past December 2003. Because if you educate today’s children about aviation they, along with their parents, become tomorrow’s educated adults and an educated adult spreads factual information about aviation throughout the community. And an educated community, values its airport.

So who should care about the Young Eagles program? Anyone who is concerned about security or airplane safety, lives in a community near an airport, flies or makes a living through aviation, has a business near an airport or values education. If you aren’t any of these, the rest of us will keep on working to expand your horizons a little.

Fly Quietly (or else)  
Instructor’s Corner

There has never been a time that I didn’t enjoy the sounds of propeller driven airplanes. Of course, I never moved under the flight path of an airport and then wanted the airport to cease operations either. When I would hear of noise complaints from our Palwaukee neighbors, in my mind it always pertained to that other guy in his Jet. But there was a wake-up call for me when I attended a Palwaukee Municipal Airport meeting. The main subject was the extremely expensive noise study being conducted for the benefit of Palwaukee area residents. After all, if no one complained I reasoned, there would be no need for a study.

To my surprise, in that meeting I learned that a lot of complaints were about propeller driven aircraft. I am now more aware that many of us have been using poor pilot techniques in and around PWK. The following suggestions are in no way intended to jeopardize safety by going against anything written in the Pilot’s Operating Handbook but rather as reinforcement. Bear in mind that most aircraft we fly achieve the best performance level at the lower rpm and the higher manifold pressure for any power setting as long as the engine runs smoothly and EGT/CHT readings remain normal.

Obviously, we all take off with full power, and this is where we all can help. We should gain the first 500 feet of altitude as rapidly as possible using Vx or best angle of climb as our guide. Our next step is to transition to cruise climb power or Vy, reducing propeller RPM; the big noisemaker of piston powered aircraft. These techniques result in a rapid increase in altitude and will help to keep the noise level within the boundaries of the airport. Another important factor here is safety. By using this method of departure you will have gained important altitude, close to the airport—just in case you have to return unexpectedly. One can readily understand that at this phase of flight, altitude is paramount and excess speed is secondary. The preceding departure sequence is step one for quiet flight.

Now, I suggest a safe and quiet approach to PWK. For those of us who attend various safety seminars, we know that the traffic pattern is where most midair collisions occur. When I instruct, I recommend early-on establishing a power setting clean, (gear and flaps retracted) for the airspeed desired for final approach. This will be the setting used to enter the traffic pattern. It means low (and quiet) RPM. It also means that pilot’s attention is not focused in the cockpit setting power, but looking outside for possible conflicting traffic. The final approach fix when on instruments or opposite the numbers on downwind is where the gear goes down allowing the plane to descend with little or no power adjustments necessary. Flaps are then applied as needed. Short final is time to put the propeller into high RPM and adjust mixture in case of a go-around.

If all Ladies and Gentlemen pilots flying piston-powered aircraft around PWK use this procedure, we probably will cease having complaints from our neighbors. We really don’t need to “hot dog”(noisily) around PWK. Calls for curfews will be a thing of the past. In other words, FLY QUIETLY, OR ELSE our flying privileges could someday be challenged.

Howard D. Levinson, CFII,MEL, FAA Aviation Safety Counselor; AOPA Airport Support Representative for PWK; Member PAPA board
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