



# P A P A S E Z

VOLUME 17 NUMBER 6

JUNE 2003

## SPRING FLY OUT TO OSHKOSH JUNE 14TH

Join us to visit the museum and have lunch



The PAPA fly-out is approaching faster than early spring fog. June 14<sup>th</sup>, the day before Father's Day is the date. We are flying to Whitman field at Oshkosh, WI. You can elect either to fly directly or can fly out as a group out of Service Aviation in Palwaukee. Meet at Bassler Flight Services – where they are expecting us – between 10:30 and 11:00 am. We will have a lunch and visit the EAA museum. It will be a fun and hopefully a sunny day.

Please let me know by e-mail if you are going to attend (number of individuals in your party) and the tail number of your aircraft. If any of you are willing to take other members in your aircraft, please let me know. If any of you need a ride please let me know. I would appreciate hearing from you on or before June 6<sup>th</sup>, 2003. Let us make it a fun event.

My e-mail address is [sprasd2@enh.org](mailto:sprasd2@enh.org)

S. Guru Prasad– fly in host

## JUNE 25th MEETING “RUNWAY AND SURFACE SAFETY”

Controllers viewpoint on this important subject



7:00 VIDEOS – 7:30 MEETING & PROGRAM

Join us for dinner at the Compass Rose before the meeting.

## EDITORIAL

By Lou J. Wipotnik, President

### WELCOME TO THE NEW PROSPECT HEIGHTS AIRPORT COMMISSIONERS

PAPA wishes to offer congratulations to the new members of the Palwaukee Airport Commission. The Prospect Heights Commissioners are: Darlene Ahlstedt – Acting - to Appointed William Nesbit – No change  
Ralph Shepston – Re-appointed James Wyle – New

The new member, Commissioner Wyle, has had flight training at Palwaukee Airport some years ago, and PAPA knows this training will assist Mr. Wyle in his commission responsibilities. Commissioner Wyle was voted to fill the remaining term of Mike Lesser, as Chairman of the Commission. PAPA would like to thank Mr. Lesser for his years of past service to the Airport Commission.

PAPA also wishes to extend a warm welcome to Alderman Luis Mendez, of Prospect Heights, who took his valuable time to attend the last Airport Commission meeting. Alderman Mendez brings his expertise to the City of Prospect Heights, as a pilot. PAPA looks forward to his support of Palwaukee Municipal Airport.

### NORTH AMERICAN JET

The Aviation International News (April, 2003), 13th Annual FBO Survey, has shown NAJ as the number one FBO at PWK. Service and Signature were ranked together in second place. For a non-existing FBO at PWK, I'm pleased to see Service Aviation (compared to the other FBO) and tied for second place. Mr. Jans, keep up the good fight.

PAPA would like to salute Mr. Ken Ross for his continued support of all services for general aviation at PWK. He is proposing (underground storage) self-service fuel for the light planes at PWK. This would lower the cost of avgas by approximately twenty cents per gallon. NAJ has been listening to the PWK pilots, by having a fuel truck on the east side of the airport, for a quick response time for fueling, and offering the lowest prices all week long. Look for the fuel truck with the large green signs, listing the lowest fuel prices.

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\*\*\*\*\*

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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!!**

**Timothy Lent Scott Prentice**  
**Daniel Ronan David Lecinski**

**PAPA MEETING DATES**

BOARD MEETING – JUN 11 – 7 PM – NAJ  
FLY OUT – JUNE 14 – OSHKOSH MUSEUM & LUNCH  
MEETING – RUNWAYS – JUN 25 – 7 PM – PWK INN  
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.  
JUL 3 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.  
JUN18 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

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**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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## PAPA FLY MARKET - CLASSIFIED ADS

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### FOR SALE BASED AT PWK

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### PARTNERSHIP INTEREST

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## LATEST T-HANGAR REPORT

If everything goes according to plan and the weather cooperates, the new 20 t-hangars should be ready for users sometime in October. A meeting to begin the work process started today (May 23, 03) between the builder, the two municipalities, and the Airport Management. Amen!

## PAPA SHORT APPROACH

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

### WRONG FREQUENCY, WRONG RUNWAY

*An instructor and student were conducting proficiency training at a non-tower field when an unplanned maneuver – collision avoidance – became necessary.*

My student and I were perfecting landings and takeoffs... We stayed in the pattern [and] announced our intentions throughout the pattern... I advised my student to be aware of landing position (Runway 03 active with wind directly down the runway) and to try to land near or on the numbers "3." Looking at the centerline, he did as I recommended. Our wheels were just touching down, when I saw another aircraft (twin) just about to touch down on Runway 21. I instructed my student to move onto the grass between the runway and taxiway quickly, which he did. The twin flew by us (he had a good tailwind). I got on 122.7 {the UNICOM frequency} asking what his intentions were. A helicopter pilot overhead mentioned on 122.7 that the twin was broadcasting on 122.8, not our UNICOM frequency... {The twin also} had no landing lights on... We continued to fly the pattern with vigilance, making sure no traffic was on Runway 21. Later that day two other pilots mentioned that they heard {the twin} announce entering the pattern on a base leg and turning final, not realizing that he was not on the correct frequency.

The pilot of the twin aircraft delivered a double whammy to this unsuspecting instructor and student by using the wrong frequency and wrong runway. Single runway-opposite direction operations are commonly encountered at non-tower airports, even on occasions (as in this incident) when wind conditions do not favor this use pattern. Pilots who develop an "expectation" of opposite direction traffic on the same runway, and who exercise extra vigilance during takeoffs and landings, will be a step ahead in avoiding conflict situations.

Section 4-1-9 of the Aeronautical Information Manual provides a detailed summary of recommended communications procedures at non-tower airports, and where to look up the various common frequencies used.

## MONTHLY QUIZ #3

By Lou J. Wipotnik, ATP – MCFI

1. Where are the two best places to obtain CTAF frequencies? \_\_\_\_\_ & \_\_\_\_\_ .
2. According to the AIM, what two announcements should be made – OUTBOUND?
3. According to the AIM, what five announcements should be made - INBOUND?
4. When practicing instrument approaches, what announcements should be made?
5. When departing and remaining in a traffic pattern, what announcement is recommended?
6. When departing, and leaving the pattern, what announcement is recommended?

Answers (AIM 4-1-9)

1. Airport/Facility Directory and approach charts.
2. Before taxiing and before taxiing on the runway for departure.
3. 10 miles out-entering downwind-base-final & leaving the runway.
4. Final Approach fix inbound and distance on final approach to a certain runway.
5. Gault Traffic-Skyhawk 378MA, Departing Rwy 09, staying in left pattern, Gault.
6. Gault Traffic-Skyhawk 378MA, Departing Rwy 09, straight out-Eastbound, Gault.

## May is was Membership Month

by Kenneth Riesterer, Membership Chairperson

Your membership renewal materials were mailed to you with last months newsletter. If you have not yet filled out the form and mailed it with your check, please take a minute to do so now. Please also consider an additional payment to support our fine scholarship program. With your help, another Illinois student will receive assistance in pursuit of his or her aviation career. See next item-you could make a big difference.

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### News from a PAPA Scholarship Winner

Past PAPA Scholarship recipient, Erin Plummer is now a pilot for American Eagle, flying a 50 seat Brazilia Regional Jet. Our money was OBVIOUSLY well spent. Barry Dainas and Ray Chou have been making some changes and improvements to our application distribution process. Aviation careers are expensive to pursue. Let's make it possible for more deserving students to continue!

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### The Flight Center – our PAPA featured business at PWK for June

Founded in 1993, The Flight Center is owned and operated by PAPA member Jim Kwacek. When asked how he got started in aviation, Jim said that he and his brother used to fight over the airplane window seat on family vacations. He knew he wanted the front seat early on. He received his pilot training from Priester Aviation beginning in 1988 and went on to get an Associate degree in Aviation Flight and a Bachelors degree in Aviation Management from Southern Illinois University. When he graduated in 1993 he opened his flight school business at PWK.

The company has been very successful and grown to employ 13 instructors – serving between 100 and 200 students and renters at any given time. Last year they booked over 4500 flight operations in their fleet of Beechcraft Sundowners, Cessna 150s. Soon they will add a Beechcraft Sierra. All of the aircraft are available for rental and instruction.

In 1995 Jim was featured in Windy City Magazine as “Chicago’s Aviation Playboy”. While he has had a hard time with the ribbing from his friends for that, the publicity has been good for his business and for PWK.

The Flight Center specializes in the flight instruction of beginners and part-time students. Because of that specialization, they've learned how to solve the particular problems and nuances that come from someone who is not going to be able to devote their full time and energy to flying, but still would like to learn to fly.

Most of their students are professional people who have their careers set; have no interest in aviation as a career; but are very interested in learning to fly because they're looking for something challenging, fun, new, and exciting. Flying is all that... and more!



The Flight Center also invests in avations future in our community by participating in the Boy Scouts North East Council Aviation Explorers program.

Stop in on the second floor of Hangar One (above Service Aviation) and see what they're doing there. It's our business of the month at PWK for June. (1-800-I-WILL-FLY) or <http://www.1800IWILLFLY.com>

## BLUE SKIES AND TAIL WINDS.....

For our friend and fellow Palwaukee pilot, Rick Lucente, who went on to new horizons this month. Rick died in an aircraft accident near Pontiac Illinois while giving flight instruction in a turbine Ag plane. Rick and his wife Kelly McDonald – also an aviator – lived with their daughter in a home on Poplar Grove Airport. A second child is on the way. Rick will be missed very much by his family and by all who knew him.

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## PAPA NOTAM'S

For Information and/or staying out of Trouble!

### NATIONAL FSS PHONE NUMBERS\*

The FAA now designates a toll-free “866” number for nearly every AFSS nationwide. You can call the “866” number to reach a specific Flight Service from anywhere in the U.S. If you are in Michigan, for example, planning a flight to Indiana, you can use the “866” number to ask Terre Haute AFSS about TFRs there.

In contrast, you have no choice which FSS you talk to when you dial 1-800-WX-BRIEF; the system routes you to the one with jurisdiction over your area. This fact can generate a problem if you use a cell phone out of state. The manager of the Riverside (Calif.) FSS described how he got a call from someone who had dialed WX-BRIEF and wanted current weather in Houlton (Main). As it turned out, the caller was a Californian on vacation, and he had used his cell phone.

The dominant type of cell phone, you see, sends out its land-line signal from a base station at home, which is why the system routed a call originating physically in Main to a California AFSS. The “866” program obviates the problem. Thus, if you use your cell phone to ring up FSS, use the “866” number for the FSS of your choice. (Riverside also advises giving your cell-phone number to FSS when you file a flight plan!)

The Airport/Facility Directory (AFD) - has a listings, under – “FAA and NWS Telephone Numbers” by state, as well as various commercial guides such as Flight Guide. I.e. Kankakee (IKK) AFSS phone number is -866-450-6593.

### AUTOMATED UNICOM\*

Many an airport across the country has installed an automated unicom system, or Super Unicom, that provides an airport advisory without human agency. We show the presence of this installation in Flight Guide by printing “automated” under the unicom frequency. When you make a radio call on the unicom frequency, the equipment responds with a recorded welcome message and instructions to key the microphone a certain number of times for an advisory, another number for a radio check (for example); sometimes automated weather is also an option.

There's a caveat, however. Traffic-pattern information can be incomplete. At the editor's home field, one runway uses right-hand traffic. This fact is published on the Sectional and Terminal Area charts (the indication “RP” followed by a number means “right pattern” for that runway), it is given in the A/FD and the commercial guides, and it is indicated on the ground by the segmented circle. Right traffic is not, however, mentioned in the automated unicom's broadcast.

We regularly see transient pilots use left traffic for the runway in question, which is both dangerous and illegal. In one recent case, we spoke with the offending pilot and learned that he had diverted from his original destination, five miles away, because the runway there was closed. In the brief time it took to fly thence to our airport, he did not take (or have) time to consult his chart or airport directory. He *assumed* that a standard left-hand pattern was in use. He was wrong. And though he listened to the automated message, it did not mention the non-standard right-hand pattern for the runway he selected.

So beware of the automated unicom's potential deficiencies. Always consult your chart, your Flight Guide, and – if available– the segmented circle on the airport.

\*Re-printed from “Flight Guide Briefing”

From: Lou J. Wipotnik



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

ADDRESS SERVICE REQUESTED

Save the day  
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 MUSEUM & LUNCH



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# SERVICE AVIATION



*We at Service Aviation wish to extend our deepest sympathies to the family and friends of Rick Lucente.*

*Rick was a good friend, fellow pilot and husband to Kelly McDonald - another accomplished aviator. Kelly began her aviation career with us and is a much-loved member of the Service Aviation family.*

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

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