



PAPASEZ

THE PALWAUKEE AIRPORT PILOTS ASSOCIATION NEWSLETTER

VOLUME 18 NUMBER 3

MARCH 2004

Visit the PAPA Web Site
Http://
www.pwkpilots.org

MEMBERSHIP STATISTICS

New Members:
Alan Milasius

Current Membership
(2003 - 2004): 286

Membership Comparison (5/31 year-end totals)

2002 - 2003:	290
2001 - 2002:	232
2000 - 2001:	269
1999 - 2000:	268
1998 - 1999:	290
1997 - 1998:	279
1996 - 1997:	305
1995 - 1996:	287
1994 - 1995:	249

Kenneth W. Riesterer
Membership Chairman
Palwaukee Airport Pilots
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papa@pwkpilots.org

Language Would Discourage Piston Businesses

PAPA Squawks—Minimum Standards Tabled

By Richard Steinbrecher

The progress of the controversial Palwaukee Airport Minimum Standards document passed by the airport commission over the strong objections of PAPA members at the January 21st PMAC meeting has been halted—at least for now. Due to a renewed effort on the part of PAPA to bring problem language in the proposed document to the attention of the Wheeling Village Manager, the measure was tabled at the meeting of the Wheeling village board Monday, February 9th. "We just felt that the bar was set too high with respect to businesses who want to service the piston owners," said Wally Douthwaite, Wheeling Village Manager. "It looked to us like [the Palwaukee commission] was setting airport policy from the bottom up, not top down."

Although not mandatory, the FAA encourages adoption of a set of rules regulating business activities on all airports under its jurisdiction. Known simply as "Minimum standards," these sets of rules codify various aspects of the standards required for the establishment and operation of businesses on an airport. According to PAPA though, some of the language in the voluminous Palwaukee Minimum Standards document would have the effect of squashing any attempt to establish new piston-friendly businesses on PWK. "Some of the provi-

sions would make it impossible for a small piston maintenance shop for instance, to set up business," said PAPA President Lou Wipotnik. "Things like needing 22,500 square feet of land and a 7,500 square foot hangar space would discourage anyone from even considering a business application to the airport management. Howard Levinson and his Minimum Standards subcommittee have gone through the document with a fine tooth comb and turned up a number of provisions that if left in, would just encourage more piston aircraft to leave Palwaukee—and we don't want that," says Wipotnik. "Area 3 is already 40% vacant—down from a full occupancy just a few years ago. We think we can show why, and we have taken our argument to the villages. We want to see those piston owners who are here, stay here, and those who have left to come back home."

Hearings for the Palwaukee Minimum Standards measure and a final vote are tentatively scheduled for the quarterly combined meeting of the Wheeling and Prospect village councils at the Community Center of the Rob Roy Country Club at 7:00PM on Monday March 29th. PAPA members are strongly encouraged to attend and support piston-friendly changes in the minimum standards rules.

GA Accidents

Between January 2001 and November 2001, NASA's Aviation Safety Reporting System added 1,329 general aviation incidents into its database. Source: ASRS

529 (41 percent) of the incidents involved pilots breaking FARs, 100 involved near mid-air collisions, and 260 involved aircraft equipment problems.

84 percent occurred during VFR conditions, and 83 percent occurred during daylight. 22 percent involved pilots with fewer than 500 hours. 37 percent involved pilots with between 501 and 2,000 hours. 18 percent had between 2,001 and 5,000 hours.

83 percent occurred during single-pilot operations.

39 percent required ATC intervention to resolve the problem.

50 percent involved pleasure flying. 26 percent involved flight training.

During 127 incidents, the pilot had to make elusive maneuvers.

Aircraft were damaged in 146 incidents. Four resulted in injury.

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

PAPA Meeting Dates

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:

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 License Plate Covers Available

\$5.00 Donation benefits the Scholarship Fund
 Available at all PAPA meetings and events.

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

President's Page

By: Lou J. Wipotnik

On February 18, 04 the latest Palwaukee Municipal Airport Commission (PMAC) meeting was held. Speaking with various commissioners, representatives of the two FBO's and the airport manager before and after the regular meeting, it became apparent that some of the aforementioned are starting to see the writing on the wall. Palwaukee Municipal Airport is becoming too expensive for the light piston aircraft users. Many owner/user pilots are leaving PWK because of the ever rising costs. Fuel, tie-downs, T-hangars and maintenance are becoming frightfully cost prohibitive at Palwaukee for the small piston user.

What's the answer? Commissioner William Nesbit of Prospect Heights offered his personal views in a written statement to all the commissioners and airport management. He stated that the issues of concern to PAPA and the airport owner/users of piston aircraft should be looked into and addressed. Many in the audience applauded Commissioner Nesbit's written statement, even a plant standing in the corner of the meeting room fell over in surprise (I wonder what kind of omen that was)?

After the formal meeting, many PAPA members spoke with principals of the two FBO's about costs of buildings that could be used by maintenance shops, which might be willing to open at PWK. At issue too was the creation of self-serve fuel sites which could be operated by one or both FBO's but in a central location on the airport.

Everyone wants PWK to grow and prosper, so let's get everyone pulling together and TALKING about ways the costs can be re-structured and lowered. Everyone agrees that PWK has a wonderful location, but we MUST be competitive with near-by airports or we will continue to lose pilots and aircraft (this is the trend). If costs can be lowered, we can keep piston aircraft owners and users from leaving Palwaukee and even get pilots and aircraft BACK to our airport. Commission and airport management claim they want to keep the piston aircraft here at PWK, but if they don't take steps to lower the cost of doing business at PWK, the airport will slowly lose more and more of the small plane market to near-by airports. The writing is on the wall, the time is now to change the trends.

On Thursday (2/19/04), I attended the first of the "Airport Manager's Meetings." It was sad; I was the only one in attendance. I had written to Mr. Rouleau, on January 30th, that many concerned people would like to attend these meetings, but that 9 o'clock AM is the wrong time of day for many working people to attend. Mr. Rouleau agreed to have the other quarterly meetings in the evening. However, it seems to me that flight schools, and other airport personal *could* have attended the morning meeting. In any case, Mr. Rouleau and I had a productive chat about issues that had not been discussed at last night's commission meeting.

As president of PAPA, I am e-mailed a copy of the airport manager's report, which is presented to the airport commission. I would like to relay one note of interest from that report:

AIRPORT OPERATIONS - "Snow and bad weather have effected the local aircraft operations in the month of January. This month's traffic, down from December, consisted of 8,050 itinerant and 1,822 Local for a total of 9,872 operations. This brings the 12-month total ending January 31 2004, to 171,080 operations; 4.7% more than the 12-month total ending January 31, 2003."

Of note, the airport's operational statistic for calendar year 2003 ranks us 97th busiest airport in the nation with a control tower. This is up from 110th place last year." Mr. Rouleau, stated at the commission meeting that PWK now ranks 54th in the top 100 airports, ahead of New Jersey's Teterboro (TEB). Great!!

Last but by no means least. PAPA's Congratulations to Robert Strauss (Village of Wheeling), the newly elected Chairperson of the Palwaukee Municipal Airport Commission.

If any PAPA member would like to read the whole Airport Managers report, please contact me.

"Noted"

Editorial: Thinking *Inside* The Box

It was another lesson on "HOW THINGS ARE REALLY DONE" at the Palwaukee Municipal Airport Commission (PMAC) meeting February 18th. In the wake of a contentious January meeting where PAPA members voiced their deep concern about the continued exodus of piston engine aircraft from Palwaukee Airport, the commission took up the question of establishing a self-fuel facility, an issue which was raised in this publication in the February edition.

Early in the meeting, Wheeling Trustee and airport Commissioner Trevor Lehmann proposed that the airport site plan committee be charged with identifying three possible sites for a self-fuel facility independent of current FBO's leaseholds. But under questioning from the commission, Airport Manager Dennis Rouleau said, "We aren't looking at self fuel. We don't want to dot the landscape with fuel signs. If the FBO's want to put [self fuel] on their leaseholds—it's a business decision of the FBO's." On the question of whether the airport could offer self-serve fuel on it's own, Assistant Airport Manager Stacey McLaughlin added, "I've been told we're not going that route."

In response to Commissioner Darlene Ahlstedt's suggestion to direct the airport manager to write a letter to the FBO's asking if they would want to put a self fuel on their leasehold, PMAC Chairman L. James Wylie's simple response was: "noted. This isn't the forum for that." It seems doubtful that the self-fuel issue will move off of dead center just yet. For now it appears destined to remain adrift in the Byzantine labyrinth of the Palwaukee Municipal Airport Commission.

Ray of Hope?

In the face of yet another in a growing list of disappointments where the concerns and suggestions of PAPA and other clients of Palwaukee airport have been seemingly dismissed by the airport commission and management, there appears to be a ray of hope. In a stunning written letter of opinion presented at the February meeting, Commissioner William Nesbit urged the commission and airport management not to dismiss the concerns of PAPA and other small aircraft owners "...merely as unavoidable gripes." Nesbit went on to challenge the airport administration to "aggressively strive to make the Airport more attractive to small airplane owners and operators and the businesses which serve their needs."

Following is the full text of Commissioner Nesbit's letter:
[Commissioner Comments, February 8, 2004](#)
[Commissioner William R. Nesbit](#)

In the process of establishing Minimum Standards and General Provisions for the Airport, the Commission heard a significant number of suggestions and complaints from smaller tenants and business establishments. Some of these complaints are repeated in the current "PAPA Sez" newsletter. As a result some changes were made in the Standards but it appears that there is still some dissatisfaction. Accusations have been made that the Airport management, including the Commission has set unreasonable standards which favor existing FBO's and large tenants at the expense of smaller owner/operators. It is implied that the Commission is indifferent to the continued attrition in the number of based piston aircraft. This attrition is attributed to the relatively high cost of fuel at PWK, lack of reasonably priced maintenance services and high fees. It appears that some feel that the Airport is simply not interested in attracting or retaining smaller tenants.

These complaints could not be adequately addressed in the context of the Minimum Standards documents. However this Commissioner believes it is important that they not be dismissed as merely unavoidable gripes. In my opinion the Commission needs to make it perfectly clear to all concerned that we fully intend that Palwaukee Municipal Airport should remain a full service general aviation facility offering high quality services at reasonable cost to all segments of the general aviation community. We have no desire or intent to drive out small airplanes - indeed, we wish to retain all our present small customers and attract more, if possible.

Continued on page 5

MONTHLY QUIZ #11

By: Lou J. Wipotnik, ATP - MCFI

NOTE: Questions and answers from AOPA publications.

1. Most flight schools recommend landing with at least _____ (or more) of fuel reserves on board.
a) 30 minutes b) 45 minutes c) 60 minutes
2. Pilots should lean the mixture only at high altitudes.
a) True b) False
3. What color is 80 octane fuel?
a) Red b) green c) blue
4. Operating with carburetor heat on will result in a _____ mixture.
a) leaner b) richer
5. Worn or defective fuel cap seals can allow water to enter the fuel tanks.
a) True b) False
6. _____ fuel containers should not be used to fuel aircraft because they cannot be grounded to the aircraft.
a) plastic b) metal
7. Because fuel burn is a constant (at any given altitude, power setting, and mixture setting), pilots should think of fuel in terms of _____.
a) gallons b) pounds c) hours and minutes.
8. Pilots coordinating with ATC and running low on fuel can declare a _____, which means delays cannot be tolerated and will likely result in an emergency situation.
a) direct routing request
b) minimum fuel advisory.
c) priority situation.
9. Fuel only needs to be sampled once each day? Before the first flight of the day.
a) True b) False
10. Fuel samples must be disposed of by pouring the uncontaminated sample back in the fuel tank.
a) True
b) False - the sample must be disposed of on the ramp.
c) False - there are several correct ways to dispose of the samples.

PWK Fuel Watch:

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 .50 discount for any amount during the weekend (\$2.91).

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

Letters to the Editor

Tuesday, February 24, 2004

Dear PAPA Members:

Thank you to all the hard working PAPA members that recently offered many hours of participation on the minimum standards and T-Hangar project.

The opinions of your members as well as other users are important to me. Some of the changes that made their way into the final document were a result of your input.

The T-hangars have been a long time coming and we will soon begin to see the steel erected when the weather improves. It is clear the PAPA members are very interested in the T-hangar project. It is because of the active participation of your members that we have reached the construction phase. PAPA helped us express to the Commission and the two Communities what needed to be included in the buildings and what did not.

There will be other important projects and issues ahead and I appreciate your willingness to work with me in a positive way to help make Palwaukee Municipal Airport a great airport for all users.

Thanks again,
Dennis G. Rouleau
Airport Manager

Wings

Women in Need Growing Stronger

January 22nd, 2004

Mr. Lou J. Wipotnik, President
PAPA Membership

Dear Mr. Wipotnik:

On behalf of the women and children of the WINGS Program, Inc., I want to thank you for the opportunity that you gave us again to be part of the "Palwaukee Santa" Event in December, 2003. I have enclosed some of the thank you notes that I received from the children so that they could say "thank you" themselves.

Although the experience was, for the most part, fun for all I did have some feedback from WINGS staff this year that I wanted to share with you:

PAPA asked wings staff how they wanted to do things. They said wait in line to see Santa and then pick a (one) gift. We told our kids that this was how it would happen (This was how it was conducted last year). I guess it became fairly chaotic as the other agency that was there took many presents. One mom from the other agency took a present out of the hands of one of our children (we did not find out about this until we were on our way home). One of our other children did not get a gift (this is after the other agency had boxes and garbage bags filled with gifts). I do not know if there was staff there from the other agency. I believe that it is not PAPA's fault that this happened. It seemed that no staff from the other agency was there to make sure that residents acted appropriately (i.e. took turns, took one present, waited in line, etc.).

I hesitate to send this information to you, but felt that you would want to know. We definitely appreciate the offer and the experience, but have some reservations about repeating this experience as it occurred this year.

Please contact me should you wish to discuss this further.

Respectfully,

Elizabeth Gardham
Director of Community
Resources
WINGS



Commissioner Nesbit's Letter Continued from page 3

To that end I propose that the Airport Manager and his staff, as part of the project to develop a marketing plan for the Airport should include a specific program to improve the Airport's relations with smaller tenants, to address their specific complaints, and aggressively strive to make the Airport more attractive to small airplane owners and operators and the businesses which serve their needs. Such a program would necessarily include consideration of self-serve fueling, upgraded piston aircraft maintenance services and a review of fees and lease rates. The program must be developed in cooperation with all interested parties.

Subject to the approval of the Commission I suggest that we place this matter on the agenda for the next Committee of the Whole meeting and that we come prepared to consider specific ideas of how to proceed.

Respectively,
Bill Nesbit

To the comments and recommendations of Commissioner Nesbit, PAPA adds a hearty HEAR, HEAR! All of us in the piston owners and operators community fervently hope and trust that his words will soon translate into actions.

Watching your wallet

What he wanted was a simple soldering job. One wire had come loose from one of the push to talk (PTT) switches on the aircraft yoke. He could see it hanging there but under the rules, he couldn't fix it because he wasn't an Airframe and Powerplant (A&P) mechanic. So Jim Kwasek of The Flight Center at Palwaukee, took one of his Beechcraft Sundowners across the field to Palwaukee Service Center, formerly Priester Aircraft maintenance. "The job took about 10 minutes, but when they were done, they handed me a bill for over \$80." I was shocked," said Kwasek, "I thought maybe \$20 or \$30, but \$80 seemed way out of line." Kwasek fell prey to what is known as an hourly minimum charge, and unprepared, he was faced with a far greater bill than he had anticipated. "Nowhere did they tell me that there would be a minimum charge; it's not posted anywhere and they don't tell you ahead of time," says Kwasek, the owner of 8 aircraft ranging from two Cessna 152's, one of which he started business with 8 years ago, to a Beechcraft Sierra, retractable 4 to 6 place single engine aircraft.

I was somewhat surprised by Kwasek's experience: I had taken a directional gyro over to Palwaukee Service Center a couple of months ago; I just wanted to see if it spun up. I asked if there was a minimum charge and Avionics Manager Tom Wyman said no; they'd just charge for the time spent. I paid them something like \$26. Something must have really changed over there.

Palwaukee Service Center's MINIMUM CHARGE POLICY explains it this way:

"There will be a one hour minimum charge for any work performed, regardless of the magnitude of the job. The reasons behind such a policy may not be fully understood by all our customers, so we would like to explain it. As a Certified Repair Station, PSC has to meet many requirements set forth by the FAA, and we have to cover many areas to accomplish even the smallest of jobs. For example, here are the steps in simply changing a landing light bulb: 1. open a work order; 2. retrieve the replacement part; 3. travel to the aircraft; 4. gain access to the bulb; 5. change the bulb; 6. inspect the work; 7. close up the area; 8. functional test; 9. return to the facility; 10. complete the paperwork detailing the work done, with correct part numbers and aircraft information; 11. have the inspection department complete their work on the documentation, including the proper logbook entry; and finally, 12. complete the accounting and billing tasks. While it seems that changing a light bulb should take a fraction of the time outlined above, when you add it all up, an hour minimum often barely covers our time."

"I don't believe in charging a minimum," says Aviation Plus' Bob Russell. "Shops that charge a minimum fee aren't doing themselves any good. I had a guy come in here the other day with a burned out landing light. It took me about five minutes to replace it, he even had his own bulb, and I didn't charge him anything because I know that if I charged

him an hour minimum, I'd probably lose him as a customer. But I know he'll be back for an annual or a 100 hour or whatever. It just makes sense not to gouge a customer, and I consider a minimum charge gouging. All that stuff about having to keep up a shop, train our people and account for parts—well, we all have to do that, that's nothing unique," says Russell. "That five minutes I spent on a customer with a small problem will come back to me many times over in other job revenue. It's called customer service. I have people who have come back to me for years because of it and I want to keep encouraging them to think of Aviation Plus first when they need something."

PAPA'S SHORT APPROACH

NOTE: The following is reprinted from the NASA Aviation Safety Reporting System (ASRS).
Put together by: Lou J. Wipotnik, MCFI



FIELD OF DREAMS: If you Plow it, they will come

By including fuel quantity in a periodic scan of the aircraft instruments, an abnormal trend in fuel consumption can be noted and range calculations adjusted accordingly. This pilot did not recognize the signs, tried to change the game plan, and wound up out in left field.

☞ This was a break-in / ferry flight to bring the aircraft back from engine overhaul to the home field... The fuel tanks had been...topped off to make sure they were full...The aircraft has two 18-gallon tanks for a total of 36 gallons (35 gallons usable). After one hour of flight, the power was reduced from 75% to 65% per the break-in instructions and the fuel quantities were checked. The right tank indicated empty and the left tank was selected. After approximately two hours and 15 minutes [total flight time]... the decision was made to divert to ZZZZ, a distance of 30 nautical miles...Just before turning final, the engine started to sputter and died. I landed two miles short of the runway in a plowed field.

There was no indication of fuel leakage...Normal fuel burn prior to the overhaul...provided a duration of approximately four hours. On this flight, the fuel was exhausted at approximately two hours and thirty minutes.

Given the burn rate experienced during the first hour of flight, two hours and thirty minutes would have been a reasonable estimate for planning the off-airport landing.

MONTHLY QUIZ #11 ANSWERS

1. c - 60 minutes plus or better.
2. b - anytime below 75% of power.
3. a - red (blue is 100 LL)
4. b - you may have to lean for smooth engine operations.
5. a 6. a 7. c 8. b
9. b - before the first flight of each day and after each refueling.
10. c - Suggest the "Gats Jar", it has a filter and you can return uncommenced fuel to your tanks. Available thru Sporty's Pilot Shop and others.

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1. Advertisers must be a current paid member of the Palwaukee Airport Pilots Association.
2. Ad must be aviation related or of benefit to the users of Palwaukee Airport.
3. Non-commercial ads may be placed free of charge as space is available. (i.e. sale of a personal item) Limited to 1 section.
4. Commercial ads will be charged at the rate of \$15.00 for 1/12, \$20 for 1/8, \$25 for 1/6 of a page with a maximum size of 1/4 page (\$35.00). Rates are subject to change at any time. Terms: net 30 days. The 13th month is free for a 12 month pre-payment.
5. Space must be reserved by the 15th of the month and copy/ artwork received by the 20th of each month.
6. Percentage of advertising space is limited to 25%.
7. Newsletter editor has discretion in the wording and placement of advertising.
8. The Palwaukee Airport Board of Directors will review this policy as need arises.

Approximate Sizes:

1 section 3-1/2" x 1-1/2"	2 sections 3-1/2" x 3-1/8"
3 sections 3-1/2" x 4-3/4"	

All artwork and ad copy should go to Patty Jonland at:
pjonland@aol.com. (847) 470-7701.

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Contact Lou at 847-827-0790



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