



P A P A S E Z

VOLUME 17 NUMBER 3

MARCH 2003

MARK YOUR CALENDAR NOW FOR PAPA'S SPRING EVENTS

FLY MARKET! April 19th 10 AM – 3 PM

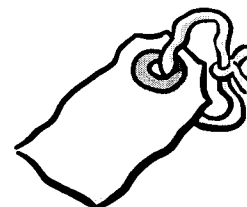
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Registration begins at 09:00. A 10% sales fee will be placed on all items to benefit PAPA's continuing effort to represent the needs of general aviation at Palwaukee Airport.

Fun! Friends! Flying! Food! Fantastic Deals!

We are in need of some volunteers to make this a success, so contact papa@pwkpilots.org to offer your assistance.

PLANE CARE: PLEASURES & PITFALLS

April 23 7pm videos; 7:30 pm program

**Palwaukee Inn, 1090 S. Milwaukee Ave, Prospect Heights, IL
60070**



Have you ever wondered ? What's an "A&P?" (Hint - it's not a grocery store) For that matter, what's an "IA?" What *really* is an "annual"? What can the pilot do if you're trapped far from home with a sick plane?

Whether you rent or own an aircraft or just wish you could, you won't want to miss the April 23rd PAPA meeting. The PAPA program committee is pleased to present the legendary Bob Russell, A&P, AI, CFI, small plane fleet owner and President of Aviation Plus at Kenosha Airport. Bob is all primed to cover these and all those other pesky aircraft questions you always wanted to ask.

Is tire pressure really THAT important? How much oil is too little? Is there such a thing as too much oil? What's the one thing you can do in most high wing Cessnas to restore controllability if you lose a windshield in flight?

You got a question? Bob's got the answer. And PAPA's got Bob!

**DON'T FORGET ABOUT PALWAUKEE YOUNG EAGLES DAY – MAY 17, 2003
PILOTS, NEIGHBORHOOD CHILDREN, AND GROUND VOLUNTEERS WANTED**



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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:

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1120 S Milwaukee Ave. Ste A
Wheeling, IL 60090-6392

Visit the PAPA Web Site

Http://www.pwkpilots.org

WELCOME OUR NEW MEMBERS!!

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DANIEL MOLGAARD

GREGG ORSINGER

JAY PROOPS

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JEFF ROSENGARDEN

JOHN THOM

WAUKEGAN AVIONICS

PAPA MEETING DATES

BOARD MEETING – MAR 12 – 7 PM – NAJ

BOARD MEETING – APR 9 – 7 PM – NAJ

FLY MARKET AT PWK – APRIL 19 – SERVICE AVIATION

GENERAL MEETING – APR 23 – 7 PM – PWK INN

BOARD MEETING – MAY 14 – 7 PM – NAJ

YOUNG EAGLES AT PWK – MAY 17 – SERVICE AVIATION

BOARD MEETING – JUN 11 – 7 PM – NAJ

GENERAL MEETING – JUN 25 – 7 PM – PWK INN

BOARD MEETING – JUL 9 – 7 PM – NAJ

FLY OUT – TENTATIVE

BOARD MEETING – AUG 13 – 7 PM – NAJ

PWK OPEN HOUSE – SATURDAY AUGUST 23

HANGAR PICNIC – AUG 27 – 6:30 PM – TBA

BOARD MEETING – SEP 10 – 7 PM – NAJ

GENERAL MEETING – SEP 24 – 7 PM – PWK INN

BOARD MEETING – OCT 8 – 7 PM – NAJ

FLY OUT – TENTATIVE

BOARD & GENERAL MEETING – NOV 12 – 7 PM – PWK INN

BOARD MEETING – TENTATIVE – DEC 3 – 7 PM – NAJ

HOLIDAY DINNER – DEC 10 – 7 PM – TBA

SANTA FLIGHT & TOY DROP – DEC 13 – 10 AM

100TH ANNIVERSARY OF FLIGHT – 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.

MAR 6 APR 3 MAY 1

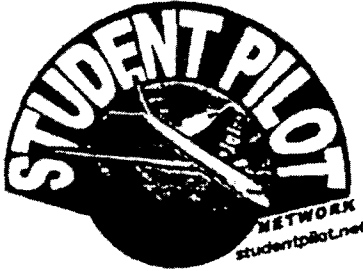

P.M.A.C. MEETING DATES

Palwaukee Municipal Airport Commission
The Commission meets each month at 7:00 pm to
conduct the business of the airport.

MAR19 APR16 MAY21 JUN18
JUL16 AUG20 SEP17 OCT15 NOV19 DEC17

Joint meetings/workshops with the Prospect
Heights and Wheeling elected officials
MAR 31 SEP 29

PAPA MEMBERS ARE INVITED
AND ENCOURAGE TO ATTEND

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I HAVE THE FOLLOWING CONCERN/REQUEST REGARDING PWK.

NAME _____ (optional)

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Airline travel is a hassle today.

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PAPA IS LOOKING FOR A FEW GOOD PILOTS!

New T-Hangars, Self-Service Fuel, Taxiway Lima are just a few issues that PWK pilots have said that they want.

You can help by joining a PAPA committee.

Contact: Lou Wipotnik, PAPA President
847-827-0790 jan.lou@attbi.com

PARTNERSHIP INTEREST

1/3 OR 1/2 AVAILABLE AT PWK 1983 P210 fully equipped Paul Schmutzler 847-303-1530 or Schmutzl@aol.com

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. Only \$ 6,000 down.

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1990 SOCATA TRINIDAD (TB-20) Based Area 3
Call Ken 312-371-7481

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Best offer. 312-656-0884

ADDRESS CHANGES NEEDED

PAPA spends considerable time and effort - not to mention money each month on mis-sent newsletters. You could help us to be more efficient by giving us your new address when you move.

EMAIL THRU OUR WEB SITE WWW.PWKPILOTS.ORG
OR CALL KEN RIESTERER 847/384-4290

START SPREADING THE NEWS

PAPA FLY MARKET TO BE HELD APRIL 19

PAPA YOUNG EAGLES DAY TO BE HELD MAY 17

WHEN IT HITS THE FAN – WILL YOU BE READY??

BY: Lou J. Wipotnik, ATP – MCFI



While attending a recent Civil Air Patrol training class on Search and Rescue (SAR), I gained new insights and information on search and rescue techniques, pertaining to the safety of general aviation pilots.

As you may already know, the FAA is the primary source of information on overdue aircraft. On VFR flight plans, an aircraft is considered overdue 30 minutes past its stated ETA. IFR aircraft are overdue 30 minutes past their ETA over a specified or compulsory reporting point. If no flight plan has been filed, when a *reliable* source reports that the aircraft is one hour or more overdue at their destination.

What happens next when an aircraft is reported – *OVERDUE*? The FAA sends an information request (INREQ). This INREQ is sent to the departure station, enroute FSS, ARTCC and area approach control. If the INREQ process doesn't locate the missing aircraft within one hour, the FSS or ARTCC will issue an Alert Notice (ALNOT). This starts an extensive communication search to area stations within 50 miles of the route of flight for the overdue, unreported, or missing aircraft. A search and rescue mission will open normally 2 hours after notification of the missing aircraft or ELT activation, or immediately if radio or radar drop-off. The Civil Air Patrol will be notified at this time if the aircraft is still unaccounted for. If this is late at night or the weather is deteriorating, it maybe the next day before a search can commence.

Searchers know that the best chance of finding a missing aircraft is within a 10 nm radius of the departure or arrival airports, and 5 to 10 nm either side of their proposed centerline. If you file a flight plan, stick to it or revise it with FSS or ARTCC.

The Air Force Rescue Coordination Center (AFRCC, Langley AFB, VA) records survival times. "Out of 100 crash victims, 35 will survive the crash. 21 will be injured and 4 of them will be alive after 24 hours. Of the 14 uninjured, 7 will be alive after 3 days and their chances of survival rapidly diminish after 3 days. The first 18 to 24 hours are said to be critical. A six year study by the AFRCC, has shown; from an aircraft's last known position to the time of location by searchers, if the pilot had filed a VFR flight plan, the time of location would be 18.13 hours. For IFR – 11.48 hours and no flight plan – 62.56 hours. The same six year study also showed, that if the aircraft had an ELT they would be found in 14.20 hours and without an ELT, 65.88 hours.

From this information, I have drawn some conclusions :

- 1) Always file a Flight Plan.
- 2) On VFR flight plans, update your position in reference to a VOR, major landmark, or IFR fix (if known).
- 3) Better yet, request flight following. Check with your friendly CFI, if your not sure how to do this.
- 4) On takeoff, have your ELT squawking Mode C.
- 5) Make sure you your ELT is checked and serviced at least once a year. Personal checks can be conducted only during the first 5 minutes after any hour, three sweeps only! (AIM 6-2-5). Before you shut down your engine, check 121.5 to be sure you didn't accidentally set off your ELT. NOTE: you can be fined \$10,000 dollars for setting off your ELT indiscriminately.
- 6) If your on a local \$100 dollar hamburger flight (no flight plan), let someone know what time your expected back. Remember the first 18 to 24 hours are critical for survival.

Lastly, satellite processing of 121.5/243 MHz emergency beacons will be terminated in the USA on February 01, 2009. So what is the answer? A beacon transmitting on 406.0 MHz and sending digitally encoded information which includes a beacon ID for accessing a user registration database. The database will give the aircraft N number and other information, plus GPS location if added. GEO (stationary) satellites over the USA can provide immediate alerting and identification of 406 MHz beacons.

To give one a sense of ELT accuracy – current ELT's will place a downed aircraft in a 12 nm radius or 452 sq nm search area and an 6 hour search notification time, from the satellites second hit. The current 406 MHz ELT will place you within a 2 nm radius or 12.5 sq nm search area, with an average notification time of 1 hour. The new 406 MHz with GPS will put your aircraft within a 1/2 nm radius or .008 sq nm search area and a 5 minute notification. This alone is critical in a densely forested area. If your current ELT gives up the ghost, you maybe in the market for a 406 MHz ELT. They're more expensive, but how much is your life and your love ones lives worth?

In conclusion, always file a **FLIGHT PLAN**, and/or use flight following. Let someone know where your going and when you expect to return. Know and service your ELT equipment. Be prepared to survive for at least two nights/three days, and carry survival equipment for the weather conditions your flying **IN** or **OVER**. Carry plenty of bottled water for all passengers, as water is more important than food. The life you save may be your own.

NEW MONTHLY QUIZ By Lou J. Wipotnik, ATP – CFI

PAPA is always asking members for their input. So when a member asked that PAPA have a short quiz in each monthly PAPA SEZ, I was happy to oblige. As many of you know, that's right up my taxiway. However, I wish to make this more interesting. Beginning in March 2003, for every Question submitted with an answer, by e-mail (TO: jan.lou@attbi.com), I will place that members name in a drawing, that will be held at the PAPA annual Holiday Party. Only **ONE** Q and A per month per member. It must be about Palwaukee Municipal Airport, the Chicago ARTCC or an aircraft. Only the questions that are used will be placed in the drawing. My selection for the Q & A will be final. Sorry, but this is my contest. (A nice aviation gift will be awarded to the drawing winner).

Here are some questions to start the quiz off:

- 1) What is the available landing distance on runway 16 to the LASHO hold short line? _____ ft.
- 2) The difference between runway 6/24 and 12/30 length is? _____ ft.
- 3) How far is the Northbrook VOR from the runway 16 threshold? _____ NM.
- 4) When an aircraft announces they're at **CUTEY**, they are _____ NM from runway 16 and generally descending out of _____ ft. msl. to land straight-in or circle for another runway.
- 5) If inbound to PWK from the northwest or north, and you are slightly disoriented (lost). Who would you call for radar assistance or vectors, and on what frequency? _____ and _____ freq,
From the southwest _____ freq. From the southeast _____ freq,

ANSWERS 1) 3650 FT 2) 600 FT 3) 6.2NM 4) 4.9NM 5) Chicago Approach Control 120.55
SW - 133.5 - SE 118.4

THE SHORT APPROACH

By Lou J. Wipotnik, ATP – MCFI

EMERGENCY FREQUENCY 121.5

During World War II, pilots had a lifesaving expression – “Watch Your Six,” less the enemy come from behind, and smite thee. Lt. Col. Boyle of the Civil Air Patrol has requested that PAPA remind all pilots to CHECK their *radios*, on 121.5, before shutting down, to see (hear) if their ELT has been accidentally set off by a not so soft landing. No one makes a **Hard** landing– do they? If one doesn't check their radio's (and the ELT has been activated), and the aircraft is placed in a hangar, the ELT satellite cops will receive a distress message. The CAP will be sent out to find an suspected downed aircraft. While the perfectly good aircraft is actually tucked away for the night with a blaring ELT. If the aircraft is tied down or resting on a ramp, its much easier for the CAP to find with their detection equipment. However, if the aircraft is parked inside a hangar, it makes their search more difficult. On these very cold nights, CAP ground teams don't enjoy looking for perfectly good aircraft. Just help everyone from becoming false-alarmed, by checking your radio's on 121.5, making sure you don't hear your ELT sounding off. The CAP has a motto, “when you go down, we go up.” Let us all help the CAP keep their activities, for real life saving emergencies.

PRE-HEAT

Recently, one of my former private students had a minor problem on takeoff. After flying to work, the airplane sat out all day in the cold Wisconsin air. He had the airplane preheated and then took off. He noticed that his airspeed indicator was stuck on zero. Although he had been trained to fly without an airspeed indicator, this was the first time he actually faced this problem. He did continue his takeoff and all of a sudden the airspeed came alive. What could he have done to lesson this problem? Discontinue his takeoff, if he had runway left. Put on the pitot heat at the first sign of airspeed problems (it helps to know where the switch is). Pre-heat the cockpit as well as the engine. Probably all of the above. Engine pre-heat alone can cause moisture in the cockpit, which then can freeze. Some moisture could have condensed in the static lines. His airspeed needle could have stuck or froze and a little tap might have helped. In this very cold weather be extra careful regarding a preflight. Although the wind chill can be brutal on the flight line, care still has to be taken to ensure a safe venture into our clear but often cold skies. Ice is not just in the clouds.

F.Y.I. This article is reprinted with permission from the Northwest Tax Watch Newsletter, Oct, Nov, Dec 2002 issue

FAA Answers

Although the top line above indicates that the article that followed WAS NOT PAPA's opinion, there was some confusion. The PAPA Board does not belong to or support Northwest Tax Watch, but found much to be true in the article reprinted and wanted to share it with our members. For the record, the PAPA Officers and Directors do not attribute the attitudes and actions of the former airport manager to the current airport manager. We expect great things from Dennis Rouleau during his time at the helm.

We received the following "Letter to the Editor" on the subject.....

February 17, 2003

Dear PAPA SEZ:

I've been a PAPA member for 15 years. Since I served a term as association secretary a few years ago, I thought I had a grasp on how the organization operated. But I must say I was rather confused after reading your reprint of the Northwest Tax Watch article in last month's newsletter.

Northwest Tax Watch is well known for their inflammatory rhetoric and anti-airport spin on just about everything they produce. So while the fact that North American Jet has indeed filed a Part 13 complaint with the FAA is true, the other inaccuracies and accusations ("The management prognosis at Palwaukee is not good.") left me wondering what the point of reprinting this article was exactly, especially in light of PAPA's mission to "promote ... continued development of the Palwaukee Municipal Airport in a fraternal environment with the pilots, users and community."

Did anyone at PAPA SEZ actually read this article before they printed it?

Taking pot shots at President Klatecki, Mayor Rotchford, the airport manager and the Palwaukee Municipal Airport Commission is hardly in any one's best interest ... if you'd like to see the airport succeed that is.

Then, of course, there are the thoughts attributed to me. They were almost correct. But I'm not as concerned about being accurately quoted as I am the fact that no one at PAPA seems to understand, any better than Northwest Tax Watch, where we find the money for capital projects at the airport.

Sure Palwaukee uses tax money to support capital improvement work here. But that money comes from the Airport Trust Fund that was developed with tax revenues on aviation fuel and airline tickets.

If you don't use the aviation system in some way, you don't pay for Palwaukee with your tax dollars.

I find it hard to understand why no one at PAPA felt the need to correct this misstatement on the part of Northwest Tax Watch or even comment on the piece when you ran it..

The lack of any critique clearly indicates that PAPA now endorses this Northwest Tax Watch perspective on local politics and our airport.

I'll grant you I've not been to a PAPA meeting in a while, but do all the association's members realize that we now support Northwest Tax Watch, a group that is actively working to shut Palwaukee down?

So again, I'm confused. What happened to our PAPA mission statement ... you know, the part about the "continued development of Palwaukee Municipal Airport?"

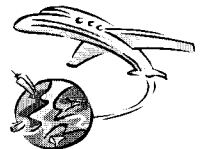
Robert P. Mark, PAPA member #215

** Rob is employed as a consultant to Palwaukee Airport, as well as being a pilot and PAPA member. Papa Sez Editor*

PRESS RELEASE J.A. AIR CENTER OFFERS CITATION RVSM

J.A. Air Center has entered into a dealer agreement with Garrett Aviation Services to offer RVSM Certified Installations for several Cessna Citation models. J.A will install the IS&S System at its facility at DuPage Airport (DPA). RVSM capability enables aircraft to fly a more optimum profile, thereby saving fuel while increasing airspace capacity.

J.A. Air Center was recently rated one of the Top Five Avionics Facilities by the readers of *Professional Pilot Magazine*.





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Dear Faithful Friends of Home of the Sparrow,

Thank you for your generous participation in this year's Holiday Gift Program. By providing an memorable event and so many wonderful gifts (including the \$60 in gift cards from the "mysterious" Barry with no last name:+), Home of the Sparrow will continue its work with women and children. You are indeed a partner in our mission to assist individuals and families to eliminate homelessness, joblessness and hunger by teaching self-reliance, independence and self-discipline. It was a pleasure to work with you again!

FRIENDS OF HOME OF THE SPARROW
Cheri Pagonis, Chair

Each of my last three years spent coordinating holiday donations has been a joy, filled with incredible stories of sacrifice, creativity and generosity. This year a family with young children and a retired woman gave a much-needed spa retreat to one of our residents! Neither of these families would have gifted themselves with such a delight. One high school took on one shelter's real needs and donated kitchen items and gas gift cards instead of "fun stuff." Several churches and businesses set up giving trees and guaranteed that the specific wishlist items of our residents were secured, including money for a new car radiator and sets of tires. One family brought shelter requests to community folks through a restaurant and miraculously gave us several carloads of specifically needed items including sheet sets to last for all of next year. Several folks took our plea for gift cards to heart and helped us immensely. Many school children shared themselves through their gifts and cards.

SHELTER SITES
Crystal Lake
McHenry
Palatine

Time and again, despite the economic level of the donor, I heard the now familiar words, "We have been so blessed; it's our pleasure to share with others." This experience continues to amaze me AND affirms what I already believe. God wants the best for each of us. When we respond, we become the arms and legs that make God's wishes a reality. Thank you so much for the outpouring of love through your practical response. Please keep us in your prayers. May Home of the Sparrow grow abundantly to serve even more who are in need.

SPARROW'S NEST
THRIFT STORES

378 N. NW Hwy.
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847.639.4082

Warmly and Gratefully,

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815.363.6008

Sue

275 E. NW Hwy.
Itasca, IL 60143
847.705.6852

Sue Mazur
Holiday Gift Program Coordinator

cc: Karen Stunkel, Executive Director

Words are not enough!

THINK SPRING-THINK YOUNG EAGLES AT PWK

Start thinking now about May 17, 2003 - PAPA's Spring Young Eagles event. Open to all kids from 7 to 17 years of age. Let's show what general aviation can do for our youngsters and for our communities!



The Young Eagles program gives kids their first plane ride free of charge. Over 860,000 kids have joined the Young Eagles worldwide. Kids will go aboard PAPA/EAA members' planes for the ride of their lifetime. We'll takeoff from our favorite airport, Palwaukee, and give kids an aerial perspective of their earth most have never seen before. It's a teaching opportunity, a fun time and a wonderful way to broaden the horizons for young minds.

So if you've got kids or have neighbors who have kids or belong to a church or synagogue group, spread the word! If you can volunteer, so much the better. Spring Young Eagles is coming to Palwaukee. Watch PAPA SEZ for details!

Pal-Waukee -Sky Harbor – Chicagoland

Airports as we knew them and a time that is gone but far from forgotten!

Dear Pilot:

if you flew out of any or all Of the above listed airports during the years between World War II and now (1945 to present) you are a very special person and you were part of a very special era. Many of our friends- have "gone West" but there are hundreds still out there that are active or inactive in aviation.

I came to PWK in 1949 and instructed there and at Elmhurst Airport in 1951. For many years after that I instructed part time and flew my own aircraft in and out of Pal-Waukee more times than I could possibly count. Those airports and the people that flew out of them, or worked there, or just hung out there, were part of an incredibly important chapter in our lives. Let's celebrate the memories of our aviation experiences with the sharing of stories and a toast to Auld Lang Syne.

A reunion of everybody that can be located would be an unforgettable event. Please help me organize this for the summer of 2003. Friday, Saturday and Sunday, the 26th, 27th and 28th of July are the target dates. A time for renewing old and very valuable friendships will be the main purpose. Come for an hour, a day, a weekend or more. A cocktail party and dinner will be held at the 94" Aero Squadron Restaurant which is located right on Pal-Waukee Airport. Details of this and other plans for our weekend will be announced as this event takes shape.

Many of you are in touch with other people from the past (and present). Please help spread the news of this happening by contacting those you know, and sending me their names, phone numbers and E mail addresses. There's a great deal of organizational work to be done and **I need your help**. Let's get together with some of the folks that played a big pan in the longest running show in aviation history. Thank you in advance for your prompt assistance in making this the biggest and most meaningful event ever for denizens of Pal-Waukee – Sky Harbor – and Chicagoland.

See you this summer!

Sincerely

Bob Mayer

Phone: (480) 991-6630

Fax: (480) 991-1411

Mail: 8302 E. Lincoln Dr. Scottsdale AZ 85250

E- Mail: rmayer1220@cox.net

Do you remember?

The Starlight Room	The Hangar Restaurant	Tony Nichol	Otto Nichol
Vic Jacobs	Al Zajicek	Stanley Siudzinski	Jim Goggin
Sally Stempel	Erv Stempel	Sam Dedes	Ray Vesillus
Dwight Morrow	Vince (the bartender)	Esther	Bill Pruyn
Ted Seymour	"Red Ted" Ogren	Ray Cuny	Bill Clark
Ray Reinert	Earl Reinert	Wally Oakes	Wally Mills
Dale May	Bob Wilfarth	Bob Stowers	Ray Wendt
Dick Hallbom	Irene and Vi	Roy McKillup	John Kwernerland
Lew Manke	Dan Congreve	Bob Rush	Bernie Singer
Bill Turgeon	Bones	Ed Casey	Lease-A-Plane
Frank Pascal	Ceiling Zero	Sportsmens Golf Club	Charlie Erickson
runway lights by request	Joe Munizza	The foul tasting well water	Art Schelter
The 1st 310 demonstrator	Frank (the night watchman)	Northbrook 400 (phone #)	Bob Sachs
Old wooden hangar stairs	Original Lunchwaffe gang	Ethel's homemade pies	Bob Sanabria
The old tired Link C-3 trainer	Smudgepots to light 3OR	Gravel-runways at Pwk	The Villa Venice

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Continued from page 9.....

Coral Airlines	Swede Nelson Ercoupe dealer	Earl Finkel	Eli Graubart
Jimmy Weiss	Testor Lee	Joe Rasmus	Jack Schelter
Carl Berens	John Drew	Lee Carey	Joe Floeter

And More Nostalgia From The Past Half Century.....

Bill Lee landing in an Aeronca, flipping over and dropping on his head when he unbuckled his belt.
A 1700 foot gravel North/South runway about where 34 is now.
Palatine Road before the bridge over Milwaukee Ave. was built.
The red brick schoolhouse that stood on the N.E. corner of Palatine Road and Milwaukee Avenue.
The Goodyear Blimp mooring at PWK all summer.
The Shell gas station that was in Pal-Waukee's parking lot.
The welcome sight of the Sodium Vapor tights at Milwaukee Ave. and River Road.
Glenview low frequency range.
The EAA show when it was at Rockford (before Oshkosh).
The old Southwest runway (now a taxi strip).
No control tower and twelve Cubs in the pattern at one time.
A Gruman Amphibian landing with the gear up and Tony Nichol rollg the window down on the fuel truck so he could ask the pilot what he was doing in the middle of the field without a boat.
The hangar dances in the early fifties.
The all day Sunday gang in the restaurant
Bob Phillips losing his toupee flying an open cockpit Ryan
Wally Mills getting struck by lightning while walking from the tiedown area back to the restaurant. The bolt went through a 172, then flipped Wally into the air.

Wishing to hear more about the good old days? Contact Bob Mayer and lets have a reunion!

PWK SECURITY NOTICE

To: ALL AIRPORT TENANTS
From: Dennis G. Rouleau, Airport Manager

THE AIRPORT'S SECURITY THREAT CONDITION HAS CHANGED

Review the attached Airport Security Alert and take appropriate action.

Emphasize the applicable security procedures with your employees.

Post the Alert on your bulletin board or some other appropriate location for all to see.

Because our Airport is near the center of a major city, in Class B Airspace, supports frequent mid-sized jet operations, and is home to more than 340 based aircraft it must maintain significantly stricter security measures than smaller general aviation airports in more remote areas of the country.

According to the Airport's Security Plan, the Airport Manager, in consultation with the Federal Aviation Administration (FAA), Transportation Security Administration (TSA), Illinois Department of Transportation Division of Aeronautics (IDOT/DOA), local law enforcement and affected tenants, will determine when increased security measures are necessary in response to recognized threat conditions or situations, and will identify the appropriate threat response level. The Airport shall then take the applicable measures specified in the plan. The measures may be applied as appropriate to Airport facilities, a particular flight, a series of flights, or all flights arriving or departing from the Airport.

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SECURITYcontinued from page 10

Airport Management will notify you when the Threat Condition or Threat Response Measures change.

THE CURRENT HOMELAND SECURITY THREAT CONDITION IS: **ORANGE = HIGH**
A High Condition is declared when there is a high risk of terrorist attacks.

THE CURRENT AIRPORT THREAT CONDITION IS: **ORANGE = HIGH**
Immediately report suspicious activities to any or all of the following:

POLICE: DIAL "911" FBI: (312) 431-1333
AIRPORT MANAGEMENT: (847) 537-2580 (8-4:30, M-F) after hours dial 9 and leave a message

Palwaukee Municipal Airport is committed to the safety and security of our customers, co-workers, and community. To ensure the highest level of protection for you and your aircraft, and in support of national efforts to increase aviation security across the country, please adhere to the following procedures:

- Consider cancellation of public events or plan for additional precautions.
- Prepare to execute contingency procedures.
- Restrict facility and ramp access to essential personnel only with verified ID containing photo.
- All pedestrian gates will be closed and locked or guarded to prevent unauthorized entry.
- Consider conducting weekly security meetings with key personnel from the airport, FBO's, tower, law enforcement, and key tenants.
- Consider placing guards at each essential drive-through gate and lock out all non-essential gates.
- Multiply daily inspections as appropriate and arrange for additional after-hours surveillance.
- Request additional support from local law enforcement agencies.
- Inspect all parked aircraft and hangar doors for locks or other security means.
- Confirm 24-hour availability of key Airport/tenant personnel in the event of an emergency.
- Use aircraft anti-theft devices/lockable control surface devices, if possible. Hangar and building doors shall remain locked.
- Implement a schedule for increasing the frequency of inspections in public areas with special emphasis on rest-rooms, garbage containers, ashtrays, and other areas that could be hiding places for contraband or dangerous items.
- Post signs at appropriate locations to emphasize the need for all personnel to be under heightened vigilance.
- Refueling vehicles must remain locked/secured when unattended.
- Notify Airport management/FBO if an aircraft based at this Airport will be departing for extended periods of time.
- Transient (non-based) pilots must register their aircraft upon arrival with a Fixed Base Operator (FBO) and notify that same FBO at departure.
- FBOs will maintain an accurate list of all aircraft under their custody and immediately report any that are missing. Obtain the name and local contact information for the pilot or individual responsible for the aircraft and ensure that same individual returns and is responsible for the aircraft's departure.
- Confirm accuracy of emergency telephone lists and review and, if appropriate, update emergency response procedures for your facility. Ensure someone is available and can be contacted 24-hours daily, 7-days a week for emergency notifications.
- Flight crew must identify all passengers and baggage prior to boarding aircraft as a group. Baggage must not be left unattended. Pilots (or another responsible individual) must escort passengers or visitors at all times.
- Only authorized personnel shall have access to aircraft or hangar keys. Aircraft and/or hangar doors must be locked/secured.
- Access through drive-through gates is limited to those who have a legitimate need for access and have registered with the Airport management office or are being escorted by someone with access privileges. Personnel authorized access through drive-through gates are responsible for anyone entering the ramp while the gate is open. Stop inside the gate and wait for it to close behind you before proceeding. Do not allow other vehicles to pass through with you.

Thank you for your patience and cooperation.

Dennis G. Rouleau, Airport Manager
Palwaukee Municipal Airport
1020 S. Plant Road
Wheeling, IL 60090
847.537.2580



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

ADDRESS SERVICE REQUESTED

**Meeting April 23
 Bob Russell on
 PLANE CARE**



Working together to provide you with
 the best price for 100LL at
 PWK and ENW Airports.

Here's how it works!!!

If you purchase your 100LL from North American Jet and are a PAPA member you will automatically get a **45-cent discount per gallon!** It's that easy!!!

How do I become a member?

Complete a Membership application and pay the annual membership fee of \$25.00. Discounts begin immediately.

How do I pay for my membership?

You can pay by check right at North American Jet or, you can send your payment directly to PAPA at 1120 S. Milwaukee Ave, STE A, Wheeling, IL, 60090.

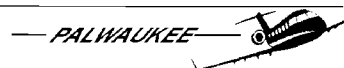
Is there a limit to my fuel purchases that I can receive with this discount?

Absolutely not!!!

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The best service
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*Your vehicle's engine please call the 1-800-368-0812 for more current information.
 †Your membership card is required to be presented at the time of purchase.
 ‡Contact Kurt Kinoy at 847-808-9690 for any further questions.

SERVICE AVIATION



March 1, 2003 marks the tenth anniversary of Service Aviation at Palwaukee Airport.

So much has happened - both good and bad - during the past decade. As we reflect on the past and consider the future, we firmly believe that our Palwaukee Municipal Airport is poised for great change.

Barriers to progress from the past are gone, creating hope for development in the near future.

New T-hangars and leveling of the playing field are two signs of positive change.

Thanks for the hundreds of expressions of gratitude for Service Aviation.

We sincerely hope Service Aviation can continue to contribute to the positive change we have all worked so hard to bring to Palwaukee.

-Dennis P. Jans, President and General Manager

Tel: (847) 808-9690

FAX: (847) 808-9698