



P A P A S E Z

VOLUME 17 NUMBER 11

NOVEMBER 2003

SANTA FLIGHT & TOY DROP

12-13-03 10:00 a.m.

Signature Flight Support

Please bring new toys and clothes for the children and gifts appropriate for the moms.

Drop boxes available at various locations around PWK – Jim's Pilot Shop, FBOs, etc.

To benefit Home of the Sparrow, WINGS (Women In Need Growing Stronger), and Shelter, Inc.



NEW ADDRESS FOR PAPA

Effective immediately, PAPA will be using a mail box graciously provided for us by North American Jet. It will take us some time to change everything over, but please begin using our new address:



PALWAUKEE AIRPORT PILOT'S ASSOCIATION
1005 S WOLF RD STE 106
WHEELING IL 60090-6408

WRIGHT DAY DINNER

Celebrate with us the 100th Anniversary of Flight

You may make your reservation on line and charge it by going to www.pwkpilots.org and scrolling down to the Wright Day Dinner text.

The dinner reservations can be made and paid for on line or by phone to Windy City Flyers at 847-808-1188 ask for Skip, or by mail to PAPA at our new address – include your check for \$40.00 per person. Renaissance Chicago North Shore Hotel in Northbrook is the place. 6:30 pm is the time. A wonderful buffet dinner with choices to suit every taste will be provided – along with a cash bar.



Sign up now - join in the celebration.

All aviation enthusiasts are welcome.

ANNUAL MEETING & ELECTION

Presentation of slate of 5 directors for 2004

Invited Speaker – Dennis Rouleau on “The State of the Airport”

November 12 7:00 video, 7:30 meeting

Palwaukee Inn



OFFICER, DIRECTORS & CHAIRPERSONS

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Lou Wipotnik 847/827-0790 jan.lou@attbi.com

VICE PRESIDENT

Madeleine Monaco 847/277-1847 mjmonaco99@aol.com

SECRETARY

Mark Turek 847/441-5066 mark.turek@morganstanley.com

TREASURER

Adam Szczepaniec 630/213-2741 try4adam@aol.com

DIRECTORS

Fred Gillick 847/823-4144 fgillick@aol.com

Ray Granzow 847/515-2162 flyrwgprg@aol.com

Howard Levinson 847/480-1118 howdl@comcast.net

Lou Nistler 847/823-6713 nistlerinc@ameritech.net

Richard Steinbrecher 847/579-1225 claudrich@aol.com

COMMITTEE CHAIRPERSONS

AIRPORT SUPPORT

NETWORK REP.....Howard Levinson 847/480-1118
howdl@comcast.net

AWARDS/SCHOLARSHIPS..Ray Chou 847/853-1144
rchou@urbansolutionsllc.com

ATC LIASION.....Don Medernach 847/229-6000
pwkatct@fastservice.com

BYLAWS/LEGAL.....Kenneth Ross 847/808-0812
kdr@najet.net

CORPORATE.....Ray Granzow 847/515-2162
flyrwgprg@aol.com

MEMBERSHIP.....Ken Riesterer 847/384-4290
riesterer@att.net

NEWSLETTER.....Madeleine Monaco 773/714-1220
mjmonaco99@aol.com

P.A.C.E. Liaison.....Fran Huritz 847/724-3260
fran@web-town.com

SAFETY/PROGRAMS/MEETINGS...Mark Turek 847/441-5066
mark.turek@morganstanley.com

.....Richard Steinbrecher 847/579-1225
claudrich@aol.com

PUBLIC RELATIONS..... Barry Axelrod 847/215-0460
takeoff95@aol.com

WEBMASTER.....Ed Gombos 847/577-5491
papawebmaster@avchicago.com

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:

EDITOR, PAPA SEZ mjmonaco99@aol.com

1005 S Wolf Rd Suite 106
Wheeling, IL 60090-6408

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

WELCOME OUR NEW MEMBERS!!

None this month – are YOU recruiting?
Bring someone new to the Wright Day Dinner.

PAPA MEETING DATES

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

Reserve and pay now on line at www.pwkpilots.org

Scroll down to the Wright Day Dinner box.

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.

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.

NOV19 DEC17

PAPA MEMBERS ARE INVITED TO ATTEND

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.

1005 S WOLF RD SUITE 106
WHEELING IL 60090-6408

PAPA LICENSE PLATE COVERS AVAILABLE

\$5.00 DONATION BENEFITS THE SCHOLARSHIP FUND

Available at all PAPA meetings and events.

NOMINATING COMMITTEE REPORT

At the Annual Meeting of the Palwaukee Airport Pilot's Association, 5 Directors shall be elected to serve for the year 2004. The following members have agreed to serve and are presented to you here as a slate of officers.

Fred Gillick Armand Bendersky Howard Levinson
Lou Nistler Richard Steinbrecher

Nominations will be accepted from the floor as well.

Madeleine Monaco, Committee Chair



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12-17-03
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THE LATEST FROM PAPA SEZ

By Lou J. Wipotnik, ATP-CFI 7

At the last Airport Commission Meeting on October 15, 03. Airport Manager, Dennis Rouleau said; that ground breaking would begin on the taxiway for the T-Hangars on or about the 16th of October. On the 17th, I passed the Southeast corner of the airport and graders were in fact moving topsoil. Hopefully, the taxiway will be completed before the snow's arrive. Next the T-Hangars?? Still no word on Pricing??

VASI still coming for runway 06. No news when installation will start.

Young Eagles Flight's on October 18th, were a great success. PAPA pilots flew 101 Young Eagles and future aviation supporters. PAPA offers a special "THANK'S" to all the PAPA ground volunteers and pilots who made the Young Eagles day a delightful one. PAPA's hats are also off to the North American Jets ramp and counter personal and the guys and gals in our great control tower for all their help and support.

By the time you receive this newsletter, standard time will once again be in effect, and our slowing shrinking daylight hours, will offer us more, night time experience. Remember, you will need three full stop takeoffs and landings before carrying passengers again at night. If it has been awhile since you have flown at night, get with your favorite flight instructor, and get up to speed. There is more to nighttime than just 3 takeoff and landings. As quoted from the Sept. AOPA PILOT – "The hazards are born out by accident statistics. Of the general aviation accidents that occurred during **night flight** in 2001, 30.4 percent resulted in fatalities, compared to an overall fatality rate of about 20 percent for GA accidents, according to the AOPA Air Safety Foundation's 2002 Nall Report. Adding IMC to the mix nearly doubled the fatality rate for night flight."

From all the Officers, Directors and Chairpersons of PAPA, we wish you and your family a - "Happy Thanksgiving".

PAPA'S SHORT APPROACH

The following is reprinted from the NAS Aviation Reporting System

OLD HABIT – NEW PATTERN. A Bonanza pilot related how an unfamiliar approach to a familiar field caused some confusion. Proper entry into the traffic pattern is crucial and should be based on situational awareness, not a habit pattern. H "I was approaching the airport from the southeast. I contacted Tower and was told to call at three miles for a right base entry to Runway 6. At three miles southeast, I called and was told to watch for traffic on left base for Runway 6. I told Tower that the traffic was not in sight. When I finally saw the traffic, it was close off my left wing, about 300 feet below me. I was told by Tower that I had flown through the final approach course, very close to landing traffic, and that I was to make a left 180-degree turn to enter final for Runway 6. An uneventful landing was accomplished.

After thinking about the incident, I realized what had happened. I have been to this airport many times, but almost always approaching from the northeast and usually landing on Runway 24. This time I approached from the southeast for a base entry to Runway 6. I was intent on looking for my traffic and mistook Runway 14/32 for Runway 6/24. I was looking at the wrong runway and looking for traffic in the wrong place. When I saw the traffic, I thought he was in the wrong place and I became confused, until the Tower told me about flying through the final approach course for Runway 6. I realize that orientation is a full time job, especially when flying in the pattern. When I didn't see the traffic, I should have called the controller and asked for further directions....

MONTHLY QUIZ #7 By Lou J. Wipotnik

- 1) When communicating with ATC, it's important to listen carefully instead of hearing only _____
A. the departure runway. B. your tail number. C. what you expect.
- 2) Which of the following is the most useful tool to use in the cockpit while taxiing?
A. GPS B. moving map. C. airport taxi diagram.
- 3) A clearance to "taxi to" the takeoff runway assigned to the aircraft _____ a clearance to cross other runways that intersect the taxi route to that assigned takeoff runway.
A. is B. is not
- 4) All runway incursion accidents to date in the USA have included at least one of the following factors:
A. poor visibility, pilot distraction, and no airport taxi diagram in the cockpit.
B. night, poor visibility, and ATC operational error. C. night, VFR, and pilot distraction.
- 5) What does a clearance to "back-taxi" mean?
A. taxi back to your starting point on the airport. B. Taxi onto the runway in back of the departing aircraft.
C. use the runway to taxi in a direction opposite to departing or landing traffic to reach the takeoff position.

QUIZ ANSWERS NEXT PAGE

Fueling around Palwaukee

As of October 20, 2003



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QUIZ ANSWERS 1) C 2) C 3) IS 4) B 5) C

Young Eagles Soar in August & October at PWK

When I first met Pam Kavanaugh the Customer Service Manager at North American Jet after a PAPA board meeting there and mentioned that we were thinking of doing a Young Eagles flight at Palwaukee, her dark eyes ignited with a fire of purpose usually reserved for a religious zealot. "I want to help," said she. And help she did. She set about designing and implementing a Young Eagles telephone hotline system for parents to sign their kids up for the Rally. She took messages from that hotline and assigned kids check-in times for the day of the Palwaukee open house. She contacted each of the parents and sent them a registration form. She coordinated with management and operations personnel to clear hangar and ramp space for the event and generated signage to keep visitors oriented at her FBO. Carol Thompson, an old hand at the Meigs Field Young Eagles program and the new regional EAA Young Eagles representative summarized Pam's work with one word, "amazing."

Amazing too was what we all accomplished in the face of some daunting obstacles. Taxiway Lima, which was one of the only routes to NAJ, was closed due to construction as was Lima 1, the northern access to the NAJ ramp. That meant that there was but one way in and out of the NAJ ramp, L2. Working together with Margit McKee and Jim Roche in the tower, we devised a complicated plan to get everybody in and out of NAJ with minimum delay. "Minimum" in some cases meant quite a long delay while tower and ground struggled to fit in many unexpected IFR jet arrivals, who had to go to. . . you guessed it, North American Jet. All of this in the face of a helicopter service giving rides and the general pandemonium of an airport open house. Those folks are real pros.

The day was magic though; light southeast winds and a smooth ride for the Young Eagles. As Carol Thompson, Jim Robbs, Janet Wipotnik, Mike and Scott Crane, Al Carrino, Sheila Macomber, Tom Hammond, and Claudia Steinbrecher, our ground volunteers dispatched the kids, 13 pilots with aircraft ranging from Howard Levinson's 421, 444SM, to Butch Bejna's Cessna 150, introduced 174 new Young Eagles to the wonder and majesty of flight.

Here's how it stacked up: Brian Crawford flying his C-182 was the leader with 23 Young Eagles flown. Steve Hammond in his BE33 was next with 22, John Doerner in Tiger 1190V, 19. Russell Shavitz in his Cardinal RG flew 18, Ken Lozini flying a 172 tied with Tim Lent in his Arrow with 17. With 11 youngsters each, Goeff Colgan, the newest EAA member in his Cherokee tied with Lou Wipotnik flying a 172. Next was the ever ebullient Mark Turek in his Baron with 10, followed by Howard "Big Metal" Levinson at 9 kids hearing his 421 (Howard had to leave early to attend to the PAPA table in the main tent). Butch Bejna continued his crusade of adding to his now 870 Young Eagles flown by adding 8 more (each, one at a time - remember he has only one pax seat in the 150). Steve Whitney of Meigs fame contributed 5 new Eagles and Bradley Ruedig in his Saratoga flew 4 while walking away with the Longest Ramp Hold award. Brad reported that altogether his kids were in the 'toga for more than 45 minutes on the ground. "But" he said, "the kids were very patient and didn't complain." Brad's engine start just happened to coincide with the arrival of the aforementioned jet traffic and things got a little snarled out there for a while.

At 5:30 or so as Claudia and I sat enjoying a cool after-event drink on the 94 Aero Squadron's verandah with Lou and Jan Wipotnik and the airport gang, I happened to glance over at Kilo taxiway to espy Tim Lent in his Arrow wending his way back to area 2. Later I learned that he'd been taking some of the parents up for a ride too. So his total passengers flown for the day was in reality higher than 17. Tim rightly deserves the vote for the "Last Out" award.

No, the Young Eagles rally wasn't perfect. But like a good medicine it was safe and effective and like a good ADF approach, vastly rewarding. A hearty "WELL DONE" to each and every one of you and a big thanks to Ken Ross, Kurt Kuempel, and Rick Pinto and his ground crew at North American Jet.

.....continued on page 7

LOGO CONTEST

The Officers and Board of PAPA have initiated a search for a new logo. Please submit your suggestion by email or regular mail to PAPA – Logo Contest, 1005 South Wolf Road Suite 106, Wheeling, IL 60090-6408. For those who need a reminder – here is the current logo.



PALWAUKEE MUNICIPAL AIRPORT UPDATE

The Palwaukee Municipal Airport Commission meeting in September 2003 proved to be most gratifying. We should all praise the efforts of those presently involved with the operational safety of PWK, in their thoughtfulness regarding the filling the potentially dangerous **GAP** in taxi way Lima. Mr. Dennis Rouleau went to Washington to acquire airport funding for next years improvements. His report that PWK received the commitment to fund the **GAP** in 2004 should be applauded.

There is, apparently, still one fly in the ointment because of secrecy surrounding the negotiations with Signature Flight Support regarding the use of a tiny portion of their leasehold that belongs to the airport. These negotiations are going on for years. Countless dollars have been spent with appraisals and attorney's fees. Requests have been made under the Freedom of Information Act to share with the PWK pilots, the reasons for these delays, only to be denied. Eventually, the information regarding the final settlement of the small leasehold should be made available to all concerned, even though it will be after the fact. The lack of coordinated action and planning in the development of the full Taxi way has added tremendously to the final cost. This GAP, according to Mr. Chad Oliver of this region's FAA Airport Development Group, should have been part of the initial Taxi way Lima project. Bringing equipment to the site another time adds to the cost. This waste of money by the airport was certainly illogical and brought to my attention unsolicited by Mr. Oliver.

Yes, I am and we all should be delighted that eventually there will be no GAP in the Taxi way Lima but at the same time, disappointed in the process and costly delays. This delay has and still causes an unconscionable and dangerous condition to prevail at our Airport.

Sincerely,
Howard D. Levinson
PAPA Board, Member Paragon Flying Club, FAA Aviation
Safety Counselor, AOPA Airport Support Network Representative



wings
Women in Need
Growing Stronger

September 27, 2003

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


To Whom It May Concern:

On behalf of the Board of Directors and residents of WINGS Program, Inc., I would like to extend a heartfelt thank you for honoring us with your generous donation the Young Eagles Programs for the children of WINGS. Your support allows us to provide many comprehensive services to homeless women and children in the north and northwest suburbs of Chicago and assists us in helping our families to accomplish goals that will lead them to an improved quality of life.

Our philosophy is that everyone has the potential and strength to overcome difficult life circumstances. Your belief in our mission helps us to remove the stumbling blocks from the path of homeless women and their children on their road to self-sufficiency. We are grateful for your interest and commitment to WINGS.

I hope you will continue to work with us to broaden and develop our services to assist more women and children in need. Your donation is vital to the growth and development of our organization. We are happy to have you as part of our family!

With sincere gratitude,


Elizabeth Gardham

Director of Community Resources

WINGS Program Inc is a non-profit organization, registered under section 501(C)(3) with the Federal Government and the State of Illinois. WINGS federal income tax number is 36-3456061. No goods or services were furnished to you, in whole or part, for your contribution.

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E-Mail: wings@wingsprogram.com Website: http://www.wingsprogram.com

YOUNG EAGLES – continued from page 5

During the Saturday, October 18th rally, 101 kids joined the ranks of the Young Eagles courtesy of ground volunteers Pam Kavanaugh and her crew at North American Jet, Carol Thompson, Jim Robbs, Janet Wipotnik, Al Carrino, Mike and Scott Crane and Tom Hammond. Pilots who gave their time and expertise were Tim Lent, Lou Wipotnik, Steve Hammond, John Doerner, Howard Levinson, Waldo Born, Butch Bejna, John Fulcher, Dan Casella, Mark Odeen, Warren Levin and Richard Steinbrecher. It was a picture perfect day and the rally came off flawlessly thanks to Dennis Rouleau and his staff including Stacey McLaughlin who saw to it that both taxiway Lima 1 and Lima 2 were open for our use. And a big Thanks to Margit McGee and the tower personnel who kept things going like clockwork. We are already in the planning stages for the next Young Eagles.

Richard Steinbrecher



Palwaukee Airport Pilot's Association
1005 S Wolf Rd Ste 106
Wheeling IL 60090-6408

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Santa flight/Toy drop
Signature - 12-13
Wright Day Dinner
12-17-03

October 31, 2003

Dennis Jans
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Dear Dennis,

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Sincerely,

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