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From the Tower

By Lou J. Wipotnik, ATP - MCFI

It gives me great pleasure to announce the latest in controller personnel to arrive at Chicago Executive Control Tower.

While we have the pleasure of their professional working relationship, it is nice to know, at least the name/s behind the voice and/or some of their background. We hope to meet them all personally at some future PAPA meeting or outing.

AMY WORTHINGTON

Started at PWK in November, 2006

Originally from Wabash, Indiana

Went to Purdue University, West Lafayette, Indiana

Graduated in 2000 Bachelor of Science in Aviation Flight

Prior aviation experience:

Flew commercial B727-100/200 for Ryan International Airlines

Pilot certificates:

Private, Commercial, Instrument, CFII, MEL, FE

JAMES NELSON

Started at PWK in March, 2007

Originally from Tucson, Arizona

Went to Mt. San Antonio College in California

KATHLEEN MISSIMER

Started at PWK in December, 2007

Originally from Port Saint Lucie, Florida

Was in the US Navy for 9 years

Prior air traffic controller for the Navy

ZACHARIAH SCHNEIDER

Started at PWK in January, 2008

Originally from Fort Walton Beach, Florida

Went to college at Embry-Riddle Aeronautical University, received degree in Air Traffic Management

Chicago Executive Airport has been blessed with wonderful tower personnel over the years. They come, work hard and move on to bigger and better facilities or locations closer to where they enjoy better weather and families.

PAPA pilots are looking forward to a friendly, safe, expeditious working relationship with our new comrades in aviation.

P.S. PAPA would be remiss if we didn't thank our controllers that have been in the cab for some time. Our current tower manager Margit McKee, who has been greatly involved with many airport matters and Jason Messina, Acting Front Line Manager.

Brigadoon Aviation Will Be PWK's New FBO

Ken Ross, President and CEO of North American Jet will be building a new, 75,000 square foot FBO at PWK. There will be two hangers with repair services, a terminal and office area, and parking. The facility will be located on the east side of the airport, presumably just north of runway 24.

In keeping with NAJ Charter's leap into VLJs (they have five Eclipse aircraft with more on order), the new FBO will include interactive Eclipse 500 simulators and amenities fit for charter jet customers.

I have heard this development likened to a "private club", so I don't know that this will be a place to taxi over your 172 for a top off.

Editor's note: Ken Ross will be speaking about VLJs at the PAPA Pilot Meeting on April 23rd. See back page for more details.

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PAPA SEZ is published monthly by PAPA At Chicago Executive (PAPA) - a non-profit organization. PAPA was formed in 1987 as a forum for the users of Chicago Executive Airport*. PAPA's mission is to promote the safety of operations and continued development of Chicago Executive Airport in a fraternal environment with the pilots, users and community. Membership in PAPA is open to any user of Chicago Executive Airport. Membership dues are \$30.00 annually and include a subscription to PAPA SEZ. *Formerly Palwaukee Municipal Airport.

Letters to the Editor, Feedback, Concerns, and Questions

Letters to the Editor and any articles submitted for publication must be received by the 15th of the month, will be printed on a space available basis, and may be edited for style and length. PDF or e-mail text OK but Microsoft Word files preferred. Please email to: editor@pwkpilots.org or send to:

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Visit the PAPA Web Site: <http://www.pwkpilots.org>

PAPA 2008 EVENT SCHEDULE

All Board Meetings will be held at
 Atlantic Aviation at 7:00 p.m.

Pilot Meeting locations to be decided.
 Please check PAPA SEZ or
www.pwkpilots.org for information.

Meeting Dates 2008

March	
12	Board Meeting
April	
9	Board Meeting
23	Pilot Meeting - Let's Talk VLJs Atlantic Aviation - Hangar 2 (see back page for details)
May	
12	Board Meeting
21	Pilot Meeting - Capt. Paul Johns Retired Pan Am Captain
June	
11	Board Meeting
25	Pilot Meeting - moved to May 21
July	
9	Board Meeting
August	
13	Board Meeting
27	Members Hanger Picnic
September	
10	Board Meeting
24	Pilot Meeting
October	
7	Board Meeting (Tuesday)
November	
5	Board Meeting
12	Annual Meeting & Election of Officers & Directors
December	
3	Board Meeting
10	Holiday Dinner
13	Toy Drop

Membership Report

New Regular Members:

John Chitjian
 Mathew Lertzak
 Chuck Peterson
 Doug Powers
 Robert Stevens

PWK NE T-Hangar Project

At last month's airport meeting citizen's comments included those of PAPA members John Doerner and Gene Badal regarding the very high rents that will result if the NE T-hangar project proceeds as planned. Excerpts from their letter to Chairman Englehardt and the Airport Board follow:

"The objective of the Northeast T-Hangar project is a continuation of the project to replace the old 39 T-Hangars with bare bones T-Hangars that would be as close as possible in structure and rental rates. Currently only 20 of these units (Southwest T-Hangars) of phase one of the entire project have been replaced. The Southwest T-Hangars are a successful project. The current average rental (as of April 2007) of the Southwest T-Hangars is \$428.00 per unit.

The current NE corner T-Hangar project, presented by the airport management, has deviated from the focus of replacement and relocation. The current plans are not bare bones replacement but for 16 T-Hangar structures that have complete amenities such as heat, insulation, individual electric meters, etc. Estimates from the airport management are that these T-Hangars will result in replacement rental rates averaging around \$650.00 to \$825.00 with renters also paying for their own utilities.

We find that the current plan for the NE T-Hangars with its deviation of project scope, inappropriate bid documents, and too few bid responses results in costs of construction that are out of range. The Southwest T-Hangars built three years ago had a construction cost of \$61,850.00 per unit compared with an estimated \$124,676.00 per unit for the new Northeast T-Hangars made in the analysis of February 28, 2008. This doubling of estimated cost in three years needs to be explained.

Some might believe that the increasing rental rates from the old SW T-Hangers, to the new SW T-Hangars, to the proposed NE T-Hangars (roughly \$250.00, and \$450.00 and from \$600.00 to \$825.00, respectively) represent a commensurate increase in positive cash flow to the Airport. This is not the case. The rents from the old T-Hangars are almost pure positive cash flow. The new SW T-Hangars contribute a fair return to the Airport. The difference between the rental rate of the new SW T-Hangers and the higher rate of the proposed NE T-Hangars does not come to the Airport as increased positive cash flow but is paid out to the Hangar company and the construction company that would erect them. The question remains of what is the plan to replace the considerable positive cash flow of the old T-Hangars when they are torn down?

We recommend that the Northeast corner T-Hangar project be re-bid with a revised set of drawings reflecting bare-bones structures with specific project specifications and that these specifications be widely published so as to encourage as many bidders as possible as was the case of the construction project that built the 20 new SW T-Hangars three years ago.

As a result of these circumstances, we regret that we cannot support the Northeast corner T-Hangar project as currently planned."

The Board of PAPA At Chicago Executive fully supports these comments and thanks those involved in discussions with the airport for their efforts and expertise.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

CHICAGO EXECUTIVE AIRPORT WHEELING, ILLINOIS

ISSUED: 3/25/2008

EFFECTIVE: 3/31/2008

CHICAGO EXECUTIVE LETTER TO AIRMEN NO: 1

SUBJECT: RUNWAY 16 DEPARTURES

CANCELLATION: 3/31/2010

TO: CHICAGO EXECUTIVE PILOTS

Aircraft departing PWK Runway 16 could conflict with aircraft departing O'Hare International Airport (ORD) Runway 4L. To ensure separation, departure restrictions at either airport are required. To continue to run the most efficient operations at both airports, the following procedures are being instituted when ORD is departing Runway 4L:

PWK IFR Runway 16 departures will be required to complete a left turn to an assigned heading to the northeast within one NM of the departure end of runway 16.

If unable to accept the turn required above the following options will be utilized:

1. Depart PWK Runway 34 if operationally feasible.
2. Depart PWK Runway 16 VFR and pick up the IFR clearance when airborne. This needs to be coordinated with PWK Control Tower.
3. A ground departure delay may be necessary if aircraft cannot comply with any of the options listed.

If a pilot loses radio communications after departing VFR and before receiving their IFR clearance, remain VFR.

Thank you all for your cooperation in these procedures. They will enhance the safety and efficiency of both PWK and ORD.

Monthly Quiz #55

“B-1-RD FORMATIONS”

By Lou J. Wipotnik, ATP - MCFI



Migratory bird activity is about to begin, will you be ready?

- Bird strike risk increases because of bird migration during the months of -
 - February through May.
 - March through April.
 - February through April.
 - March through May.

- Migration returns again in the months of -
 - August through December.
 - July through September.
 - August through November.
 - July through November.

The altitudes of migrating birds vary with winds aloft, weather fronts, terrain elevations, cloud conditions, and other environmental variables.

- At what altitude do 90 percent of the reported bird strikes occur?
 - At or below 3,000 feet AGL.
 - At or below 5, 000 feet AGL.
 - At or below 7,000 feet AGL.
 - At or below 9,000 feet AGL.

- Ducks and geese are frequently observed up to _____ feet AGL and pilots are cautioned to minimize en route flying at lower altitudes during migration.

A. 7,000 B. 9,000 C. 11,000 D. 15,000

- For most light general aviation aircraft, which is the most dangerous bird strikes you may encounter?
 - Engine ingestion.
 - Windshield strikes.
 - Wing strikes.
 - Tail strikes.



Mid-air goose strike in a B-55 Baron

- When encountering birds en route, what action should you take?
 - Dive
 - Climb
 - Turn
 - Maintain level flight.
- Where can you find information and answers to the above questions?
 - Airplane Flying Handbook.
 - AIM/FAR Section Four
 - FAR/AIM Section Four
 - Pilot/Controller Glossary

Besides the animals, many pilots are coming out of hibernation from our long winter season of limited flying and airplanes sitting unused in hangars and tie-downs. Be sure to perform a thorough pre-flight.

- During the nesting season of our local birds, where are they most likely to build a nest in our airplanes?
 - In the engine cowling.
 - In the tail section.
 - In the wings.
 - Any place there is an opening.
- Once you find birds nest in an airplane, and remove it. The birds will give up and not return.
 - True
 - False
- Bird droppings will usually give you a clue as to where they are entering and nesting in your flying carpet.
 - True
 - False
- A birds nest must be removed before starting your engine, as it may cause fire, weight and balance problems, and/or control interference (depending where it is located).
 - True
 - False

Notice of Interest to Members

Received From Several PAPA Members

The FBO (Northern Illinois Flight Center) at 3CK (Lake in the Hills) airport has agreed to align their 100LL fuel price with Burlington for a four month trial period (through June 30th). Therefore, 100LL is only \$3.99 a gallon, the same price as Burlington. You can also receive a 5 cent per gallon discount if you purchase with cash or Phillips charge card.

The city has asked the FBO to do this in an attempt to increase the fuel flowage at the airport. If the FBO doesn't pump more fuel, they will raise their prices at the conclusion of the four month trial period.

PAPA at Chicago Executive 2008 SCHOLARSHIP PROGRAMS

PAPA at Chicago Executive is very proud of the fact that we have developed an ongoing program to aid students in their pursuit in education towards a goal in an aviation degree program.

Consistently during the past 13 years, we have awarded at least one scholarship to a deserving student. Some of our award winners have come and introduced themselves at our PAPA meetings in the past and now many of these fine young adults have established themselves in aviation careers. It is our hope that one day, as they advance in their the careers, that they will decide to participate in a pilots organization such as ours and give back some experience and support to make the aviation circle

This year we are offering three scholarships. As in the past we will award two individual scholarships in the amounts of \$1,000 and \$500 to two qualifying individuals. Last year PAPA established the Mark Turek Memorial Scholarship. This scholarship is offered only to graduating New Trier High School students who are pursuing aviation careers through accredited programs. This scholarship was established to honor the life and memory of past board member and New Trier High School graduate, Mark Turek.

In order to be eligible any of PAPA's scholarship programs, students must be in an accredited college aviation program. Aviation programs include flight training, A&P technician, avionics technician; aeronautical engineering, aviation business/management or any other recognized professional aviation career program. The general PAPA scholarship recipient must be enrolled in an Illinois program. The Mark Turek Memorial Scholarship recipient may be enrolled in any accredited aviation program in the United States, but must be a graduating senior of New Trier High School in Winnetka, Illinois.



WriteUps

We are looking for aviation stories, comments, anecdotes, travelogues, or photos, etc. for the WriteUps Column. PAPA members may submit material to: editor@pwkpilots.org and put "WriteUps" in the subject line. Stories should be 1000 words or less and may be edited for length or language.

If you know a student who might be interested in one of our scholarships, applications are available on the PAPA website, www.pwkpilots.org or e-mail us at scholarship@pwkpilots.org. Applications are due May 1, 2008.

As an early reminder, please join us at the PAPA picnic in August to congratulate this year's award winners.

Sincerely,

Raymond Chou, Chairman
Al Carrino
Marc Epner
Scholarship Committee

Sovereign Development Group Awarded Southeast Quadrant Redevelopment Project

The project will include a 62,000 square foot hanger space, 30,000 SQ FT of office space, 7,500 SQ FT each for a terminal and restaurant, and a 4,500 SQ FT aircraft viewing area. Also to be included are a pilot shop, PWK airport historical display, and fueling.

The new facility is being touted as 'Art Deco meets Aviation High Tech' and will replace everything along Milwaukee Avenue from Palatine Road to the 1098 Building.

The proposed plan was chosen over two other submissions. Thankfully, gone are the retail-strip mall shops from their original proposal submitted three years ago.

PWK Fuel

As of March 29, 2008



Signature

100LL \$6.42 full serve retail
Weekday M-F topper \$5.78 & Weekends \$5.92

Atlantic

100LL \$6.49 full serve

For daily fuel prices visit: www.100ll.com

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Classified Ads are FREE TO PAPA MEMBERS

For Sale - Aviation Headsets:

1 Pair AudioCom Pilot & co-Pilot with self-contained Intercom; Also: Telex Headset with Boom Mic 5X5 Pro. Make an offer. Call Barry Axelrod at 847-217-0707 or email: takeoff95@aol.com

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PLEASE CONTACT: editor@pwkpilots.org

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Are You the Owner of an Aircraft?

PAPA SEZ is looking for PAPA member aircraft owners for a series of feature articles. The articles would be about the airplane, the pilot's history with flying and the airport. We would also include one or two photos of the pilot and his/her aircraft.

Anyone interested in being featured should contact Rob Mark at: rmark@commavia.com.

PAPA SEZ Mailed Hard-Copy Opt-Out

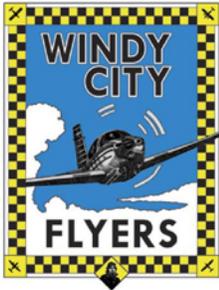
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Quiz Answers

- 1. B. 2. C. 3. A.
- 4. A. 5. B. 6. B.
- 7. C. 8. D. 9. B.
- 10. A. 11. A.

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PAPA Pilot Meeting - April 23rd at 7:00 p.m.

Ken Ross Talks About the Eclipse VLJ



Ken Ross is President of North American Jet Charter Group

Meeting will be at
Atlantic Aviation
1011 S. Wolf Road,
Hangar 2

- Please walk back
to West Entrance
off Wolf Road

COMING SOON.....

PAPA PILOT MEETING - MAY 21ST
(MOVED FROM JUNE 25TH)

SPECIAL PRESENTATION:

PAN AM CAPT. PAUL JOHNS, RET.

will talk about his
flying career, including
flying the famous

PAN AM Clipper



(MEETING TOPIC CHANGED TO TAKE ADVANTAGE OF
THIS OPPORTUNITY TO HEAR FROM CAPTAIN JOHNS.
LOCATION TO BE ANNOUNCED)