

Advocacy. Camaraderie. Education.

Two PAPA Pilot Meetings for October and November

Tuesday, October 28th at 6:30 pm. PAPA is promoting this event with the Kenosha Pilots Association to hear from Waukegan pilot, Captain Paul Johns, Ret., and how he starting in 1929 at Burriss Field and worked his way up to Captain with Pan Am World Airways. He has flown for Northshore Airlines, United, and Pan Am. After retirement he flew ultralights and built a kit plane. Don't miss this opportunity to hear Capt. Johns tell about his efforts as an Airman. He will be joined by Bill Kinsman, a very close friend and President of Central County Airport Association near Iola, WI. Bill is chief chef on Fridays for lunch at this airport!

Capt. Johns' birthday is October 11th and he will be 95 years young this year. A birthday celebration is planned to open this event, which will be held at Knauz Autopark in Lake Bluff, IL - see back page for map. Light refreshments will be available. Questions, call Jack at 312 909 2500.

On Wednesday, November 12th at the PAPA Annual Meeting and Elections, we will hear a talk about Flying the B-24 for the Army Air Corps. Our speaker is our very own Howard Levinson that we know so well. He soloed in the PT-19 and worked thru AT-11, B-24, C-46 and AT-6's and is currently flying his personal Cessna 421. At 84 years and 11 months, he earned his ATP ME rating at Skill Aviation at UGN. The pilot examiner on the job is our own Airport Chairman at PWK, Alan Englehardt. This is a real fine presentation that will interest us all!

Location of the PAPA Annual Meeting to be announced in the November newsletter.

New FAA Wings Program Stresses Proficiency, Not Award

Scott Spangler - Reprinted with permission from Jetwhine.com

During the late 1990s I participated in the FAA Pilot Proficiency Award Program. Each year, in return for attending one safety seminar and logging three hours with an instructor (one each for airwork, patternwork, and hoodwork) I met the biennial flight review requirements and got a nifty set of lapel wings.

After five or six years I quit (if I could find my lapel wings I'd know for sure). I wasn't alone. At best guess the FAA says only 2.5 percent of eligible pilots participated in 2005. I can't speak for everyone else, but I got bored. The requirements for each of the 20 phases was the same, and I ran out of ideas for self-imposed challenges to make those three flight hours more interesting than the same old, same old.

Don't get me wrong. It was a good program that did more for pilot proficiency than taking a flight review every 24 months. But it could be so much better, and the new FAA Pilot Proficiency Program that took effect on January 1, 2008 is better by an order of magnitude.

Working through www.FAASafety.gov, the new Wings program is a consistent recurrent training program pilots customize to their flying needs. When you register on the FAA Team website you create a pilot profile that records your

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PAPA Members Take a Nostalgic Air and Space Museum Trip

On a recent trip to Washington DC, PAPA member and WW II B24 Captain, Howard Levinson visited the Air and Space Museum. In this photo Howard is pointing at his own photograph in a display case at the Museum in the WW II room.

The display is entitled, "AAF Memories of World War II" and the subtitled, "A selection of memorabilia from U.S. Army Air Forces Personnel who served in the United States and overseas from 1941 to 1945."

Howard was asked for his autograph by strangers passing by to look at the display. A proud moment indeed.



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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

October

7	Board Meeting (Tuesday)
21	6:30 p.m. Pilot Meeting - Capt. Paul Johns, Retired Pan Am Captain (see back page and page 1)

November

5	Board Meeting
12	Annual Meeting & Election of Officers & Directors Howard Levinson - Flying the B24 in WW II

December

3	Board Meeting
10	Holiday Dinner
13	Toy Drop

Membership Report

No New Members.

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>

JetWhine
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certificates and ratings and defines your flying mission through aircraft category and class. If you're an ATP whose day job is a 737 (where you get recurrent training at work), and you fly weight-shift trikes for fun, your profile choices can anchor the necessary core and elective Wings credits to the trike.

Three levels-basic, advanced, and master-replace the 20 phases of the old program. You need six credits, three each for Knowledge and Flight. At the basic level, two of the three in each area are Core subjects that address leading causes of accidents. The remainder is an Elective. The balance is reversed at the higher levels, one core credit and two electives in each area, but you cannot earn advanced or master levels without completing the basic level first.

Whoever designed the online system deserves a gold star. Once registered, My Wings page graphically shows your progress. Click the binoculars by the core or elective credit icon and it lists knowledge or flight activities that meet it.

Attending a safety seminar isn't the only way to earn the necessary knowledge credits. Online FAA courses, like The Art of Aeronautical Decision Making, are among the selections, and so are commercial courses, like King Schools Practical Risk Management.

Unlike the old Wings, flight time counts for nothing. Proficiency is what matters. All of the flight subjects come from the applicable Practical Test Standards. How long it takes to fly within the PTS parameters is up to you, but you'll not get credit until you do.

Validating your knowledge and flight credits is also done online, so pilots can no longer pencil whip the program. It also keeps track of your participation and reminds you when it's time to take the next step in your recurrent training program. Just like the old Wings, completing the basic level or above in the new and much improved FAA Pilot Proficiency Program takes the place of a flight review.

Errata:

In the June PAPA SEZ the story, "Return of the 2008 Sun-N-Fun Modern Aviation Voyageurs" was incorrectly attributed. The correct author was L. Fiskerton.



Midair

By Lou J. Wipotnik,
ATP - MCFI

Recently a PAPA member and PWK airport resident, was involved in

a midair accident in the skies over Wyoming. Two doctors, both pilots, were on holiday, flying in a SR22 Cirrus. No one knows the details, but somehow there was a midair collision with a solo student pilot flying a Cessna 172. This terrible accident always hits home that much more, when we know and respect some of the person/s concerned.

In many ways this was a typical midair, according to midair collision statistics. High wing verses Low wing, good weather, during the hour of daylight, around 5 miles from an airport. Yes, this could happen to anyone of us. We can't take the empty skies for granted. Some helpful points are listed below. Pilots should:

1. During the run up procedure and before takeoff, have your radio frequencies set, charts arranged and clearance understood. Only then call ready.
2. Prior to taxiing onto a runway or landing area for takeoff, scan the approach areas for possible landing traffic by maneuvering the aircraft to provide a clear view of such areas.
3. During climbs and descents in flight conditions which permit visual detection of other traffic, execute gentle banks left and right at a frequency which permits continuous visual scanning to the airspace about them. This movement makes you more visible to other aircraft as well. If you have passengers, let them know why you're making the gentle turns.
4. Execute appropriate clearing procedures before all turns, abnormal maneuvers, or acrobatics.
5. Pilots should also be familiar with, and exercise caution in, those operational environments where they may expect to find a high volume of traffic or special types of aircraft operations. These areas include TRSAs; airport traffic patterns, particularly at airports **without** a control tower; Class D areas; vicinity of VORs; airways; all special use airspace; instrument approach areas and around all Class B,C and military air bases.
6. When entering a known traffic pattern at an uncontrolled airport, keep a sharp lookout for other aircraft in the pattern. Aircraft are not required to have a radio, but as long as you have one, **USE IT!** Let others who are listening, know where you are and what you're doing. Enter the pattern in level flight and allow plenty of spacing to avoid overtaking or cutting any aircraft out of the pattern. Use the recommended airport operation procedures described in the AIM 4-3-2.

Everyday more and more pilots are flying with various hand held electronic devises, or installed glass cockpits, looking at charts to keep out of special use airspace or TFRs. Our heads and especially our Mark One Eye Balls are inside the cockpit way too much. Most pilots I know like to fly with another pilot or non-pilot passenger, excellent, but put them to work. Assign them the task of looking out the window and letting you know anytime they see something, whether close or not. If their not familiar with scanning, give them a brief lesson, and by all means use ATC and communications as much as possible.

Remember, the life you save may be mine.

Cirrus Design Pilot Meeting

PAPA members and local pilots came to PWK's NAJ hangar to hear from Cirrus co-founder, Dale Klapmeier, on Spetember 24th. There were many Cirrus aircraft in the hangar, including an SR 22 GSx Turbo on display, the panel of which is pictured here.

Mr. Klapmeier presented the Cirrus Design plan for revitalizing general aviation by designing aircraft that were fun to fly, safe, and technically advanced. He also outlined their company's value proposition as something that could make aircraft ownership "no hassle" for business and personal use. The Cirrus Value Proposition includes: Innovation, Safety, Performance, Ease of Use, and Comfort.

Before the presentation there was an opportunity to speak to Dale and to explore the SR 22 on display. Pictured here are Jim DeVries, Laszlo Kulcsar, Dale Klapmeier, and Howard Levinson.

PAPA thanks AV Chicago for providing the audio visual system and Chicago Executive Airport for sending over 30 additional chairs.



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If you would like to receive email information and correspondence from PAPA and you are not already on our list, please send an email to papa@pwkpilots.org and put *your name* and *add-me* in the subject line.

Letters to the Editor:

Message from the Co-Founders of PAPA

So many years ago, back when Palwaukee was Pal-Waukee, we heard rumors that the Priester family was planning to sell the airport. There was a referendum in Wheeling - the voters voted against buying the airport. There was a vote in Prospect Heights - they decided they want to own the airport. What happened then - well Wheeling didn't want Prospect Heights to own it alone - so both municipalities bought the airport from the Priester Family and made it a municipal airport.

There were rumors of huge landing fees. There was talk of momentous changes to the airport. There was nowhere to go for information that the users could trust. So a few of us began to meet and talk about what would be beneficial for the users of this wonderful airport. Three pilots brought together an unprecedented number of PWK users at a meeting held at the motel on Milwaukee Ave. When we talked about what needed to be done, and suggested a pilot's organization, people started tossing money at us for start up funds/initial dues. And PAPA was born.

That was in 1986. We later incorporated so have several different birth dates, but we began when the airport was sold.

We altered our name when the airport changed theirs. We included social and educational items to our agendas. We incorporated the PAPA Scholarship and Safety Foundation and began awarding funds to aviation students in Illinois institutions of high learning. But we began way back then in 86 for a very specific reason. To dispel the rumors that were frightening the pilots who called PWK home base into leaving. **Our original purpose was to act as a conduit of information from the pilots based here to the new owners/operators who had just taken over and a way to send information back from the users to the owners/managers.** This means of allowing for the exchange of information has at times over the years brought about actions that successfully supported the rights of PWK users and realized benefits that will reach far into the future at PWK.

Our reason for existence has not changed. That singular purpose remains so necessary, so vital and so valuable to us that we can not and must not forget it. Please consider what might have been if we hadn't taken those steps back in 86. Think about how important all of those same goals are now in 2008. And please consider re-activating your organization as an airport action group - dedicated to keeping PWK open to piston aircraft and all those who fly for pleasure, for business, for flight training purposes and for the sheer joy of flight.

Barry Dainas, Founding Member and First President
Barry Axelrod, Founding Member and Second President
Madeleine Monaco, Founding Member and Third President

Fuel Prices

I am constantly amazed that you post the PWK fuel prices (\$6.99 as of July 30) and never mention in your paper that 100LL fuel is at \$4.89 at 3CK (Lake in the Hills) At \$2.00/ gallon savings is seems that it is worth while that while you are out flying to stop in and top off. You could also practice your crosswind landings.

Mark Zakula

T-Hangars

Until recently, I was based at PWK since the Fall of 1989 in the old T-Hangars. From the first day I moved in, I have been waiting for new hangars to be built to replace the old T-Hangars. I have several observations I would like to share.

1. Structurally, the old T-Hangars are very poor condition. Most of the tension rods holding the door pivot brackets have rusted away, allowing the door to move out of position. None of the doors close properly. Many of the internal door structural pieces are also rusted away. All of the doors sag.
2. The only maintenance that has been done was to repaint the structure from the white and red checkered board pattern to what is there today.
3. Winter flying is almost impossible from this area. Melted snow collects inside of the hangars, leaving the entire area very high in humidity. (Not the best thing for any aircraft) Melted snow from the top of the hangars drips down and freezes in front of the main door.
4. Dirt collects on every surface of your aircraft in just a day. After a week, it looks like you haven't used your aircraft in months.
5. Fuel prices at the airport are almost \$2.00/gallon higher than Burlington or Lake in the Hills.
6. The hangars built 3 years ago took forever to erect. From my own engineering construction experience, it was apparent the project manager was not in control of the job.
7. Now all the administration can do is request a "Design Build" proposal from contractors. If hangars are ever built this way, who will be able to afford \$800+ a month for a hangar, fuel prices over \$6.20/gallon and be able to enjoy flying?

The T-Hangars will mostly likely be taken down next year without replacements, leave most without any protection for their aircraft.

Apparently, with the name change from Palwaukee Municipal Airport to Chicago Executive Airport means that there is only room for the executive jet aircraft and the high prices they bring. The administration seems to have forgotten that piston GA is what made this airport. They are doing very little to encourage us to stay. The party line is not to give out any information about hangars.

Without any encouraging information, I have had to make a choice as to how I was going to protect my investment. That choice was to move to a different airport that offered a better hangared environment for my aircraft at an affordable price.

John Chitjian



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PAPA Fly Market

Classified Ads are FREE TO PAPA MEMBERS

For Sale - Aviation Headset:

Telex Headset with Boom Mic 5X5 Pro. Make an offer. Call Barry Axelrod at 847-217-0707 or email: takeoff95@aol.com

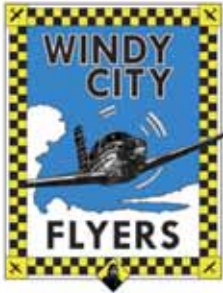
Anyone interested in flying American Champion's Light Sport Tailwheel Airplane - the Champ? Doc Eberhardt, some other folks, and myself are working on a shared ownership plan with four pilots per plane, and quality-control structure. Let's keep flying safe, fun and affordable. If interested contact Ray Klaus at: arayaviation@aol.com, or call 847.823.5995.

For sale: Porsche Boxster "S". 12,500 miles, full factory warrantee 48,000 miles/end of 2009. Grey metallic, grey top, full leather, Tiptonic auto, Bose sound with CD. Pristine. Howard Levinson, 847-480-1118, 847-858-3638

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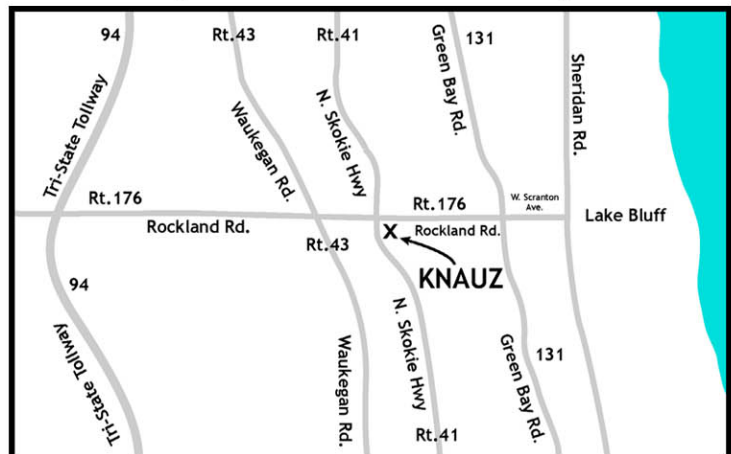
Join Capt. Johns in Celebrating his Birthday at 6:30 pm
Presentation will Begin at 7:10 pm

PAN AM CAPT. PAUL JOHNS, RET.
will talk about his flying CAREER



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Meeting will be held at a special location,
Knauz Autopark in Lake Bluff
(Rte 41 & 176 on SE corner)



For more information contact: John Sausbury (KPA) 847-533-7943 or Jack Sheridan (PAPA) 312-909-2500