



The newsletter of the Stick & Rudder Flying Club

Waukegan Regional Airport Office Manager: Ken Serzynski Phone: (847) 249-5190

2341 West Beach Road Email: SRUDDER@RCN.COM FAX: (847) 249-5195

Waukegan, IL 60087-1530 WEB: www.stickandrudder.org QTS: (847) 249-5196

Celebrating 60 years!

Here's what's happening at your club...

Thursday, January 3rd 2008

Topic: Winter Flying

7:00 p.m. Membership Meeting

Speaker: Jim Holbrook

7:30 p.m. Educational Workshop

Flying is fun year round. Learn what the key considerations are for winter flying.

Join us every month to learn and to just have "plane" fun.

Invite your friends – everyone is welcome.

Make a New Year's resolution to Fly **More!**

Thursday, February 5th, 2008

Topic: A Look at the Engine

7:00 p.m. Membership Meeting

Speaker: Steve Seaman

7:30 p.m. Educational Workshop

The more you know about your engine, the safer you are while flying. Steve will bring in engine parts to his plane and will be explaining how he will be reassembling these soon. A great learning experience for us all.

Highlights of December 20th Board Meeting

The last Board meeting of 2007 was held on December 20th, at the club. Highlights and topics of discussion included:

A motion was made, seconded, and carried to recommend Randall House, Jaimes Hernando, and John Kolanko for membership in the Stick & Rudder Flying Club.

Jim Holbrook reviewed the financial picture. Clean up of the accounting records continues and we are doing very well, operating income is up.

Joel Shayman discussed options to promote the club's 60th anniversary in 2008 including advertising, an updated DVD "Anniversary Edition", a special event or celebration and new hats/clothing that will reflect the anniversary theme.

Kevin Kubiak reported that we have passed the total number of hours flown in 2006, we are now over 3600 hours YTD.

Steve Seaman is pursuing the purchase of another 172 and presented several options. An "S" model is under consideration.

Susan Hillman, Secretary; email: secretary@srudder.com

NOTAM's

Tom Sowin received his Private Pilots certificate on December 18th, 2007 – congratulations Tom!

Steve Wolfcale received his Private Pilots certificate on December 26th, 2007 - congratulations Steve! And Julie Ivantic made her first solo on December 29th, 2007 - congratulations Julie!

At this time members may pay 2008 dues at \$480.00, payable on-line, or by Ken at the Club. If you pay your dues on-line, please let me Ken by phone (847) 249-5190 or e-mail, chiefpilot@srudder.com, so he can send you a new membership card and track your dues payment.

A big thank you to the members who helped with the additional funding that allowed us here at the Stick & Rudder Flying Club to seal our ramp.

With our new President Ken Jeep who took office in November and the rest of the new board, we are seeking new ways of raising money for much needed items for our fleet and to take care of our building. Right now the club is working on finding another C172 for the fleet, and in the same direction we are working on ways to improve the avionics in the airplanes we have now. We are looking at some Fund Raising Events that will involve the club and make the non-flying public aware of us and help with new membership along with raising funds for our club. Stick & Rudder is working towards a fleet equipped with newer avionics and this will require a little more operating capital. Please feel free to call Ken or any of our Board on this subject; we are looking for fresh ideas.

Fall and Winter Ramp Operations

As fall progresses into winter, our flying operations change with the seasons. This means we need to add a few items to our preflight routine before we go blasting off into the clear blue winter skies.

Flying with frost on the wings is not only unsafe and against FAR's, but it is against club rules to attempt flight with any frost on the airplane. To keep operations running smoothly, please keep the following in mind:

No aircraft should be moved from its tie-down until it has been deiced. The same applies to preheating if the temperature is below 20 degrees F. Aircraft will not be deiced or preheated on the fuel pad.

Pilots have the option of performing their preflight before or after being deiced.

All deicing and preheating is done on a first-come, first-served basis.

In the event that temperatures are rising above freezing, the line staff may elect to remove remaining frost from your aircraft with hot water. This type of deicing will be done at the fuel pad – please check with the line staff if you have any questions.

Important Reminder: While away from the club on cross-country flights, pilots are responsible for arranging deicing before departure if ANY frost, snow, or ice is on the aircraft. The same applies to preheating before engine start when the temperature is below 20 degrees F.

From the Left Seat

By Ken Jeep, Club President

Winter has arrived! So far this year there has been plenty of snow as well as some freezing rain, fog, high wind and some pretty darn cold weather. But there will still be plenty of action at the club this winter whether it's flying or working on our aircraft. This winter the club will be busy implementing upgrades to the fleet, as promised. During the winter there are times when weather is great for flying too! So come to the club, be ready to fly, or to pitch in for some of the winter chores, like cleaning the snow off the airplanes or sidewalks.

With a little less flying going on during the winter it seems like the perfect time to start the work on our fleet upgrade projects. A low-time engine is in N62460 while the total time on the airframe is very high. On the other hand, N5266K has a high time engine and a low time airframe. So the plan is to swap the engines in these two aircraft and then to put N62460 up for sale. This part of the plan will save the club thousands of dollars and make optimal use of our aircraft. The engine swap was planned to be done earlier and we hoped to have it done after buying a replacement C-172 following the sale of N9642B. Unfortunately, the high time engine in N5266K needs to be replaced sooner rather than later. The two planes will be down for maintenance for about 10 days sometime in January. During the transitions Tom and the rest of the club's staff will work hard to keep as many of our other planes available to fly as possible.

In the mean time, the fleet committee found a very nice 172 P model that is located at Galt airport. So I want to keep you informed of where we are on this project. This aircraft is owned by a retired TWA captain and he has equipped his plane with a lot of extras on the panel. Unfortunately, the aircraft has an engine that is just about ready for an overhaul. The cost of the overhaul will be about \$20,000. The additional cost of the overhaul plus the high cost of the plane due to the upgraded avionics panel put this aircraft in a price range the fleet committee feels is more than we want to spend. While the Galt 172, as it's come to be known, is not completely out of the running we are still looking for another 172 P that is nicely equipped or an S model in our price range.

To summarize the fleet upgrade project to date, we are;

Swapping the engines in N5266K and N62460 and selling N62460, looking to purchase a 172 P model, preferably one with upgraded avionics, low time airframe, and a low time engine, or another alternative is to find a 172 S model in our price range.

Even though a couple of aircraft will be down for maintenance this winter it is stills a great time to fly. To name a few of the benefits of flying in the winter the airplane's performance is terrific, with good flying weather comes great visibility and some beautiful views, the air is calm with little turbulence, and there is less demand for the airplanes. The colder and denser air usually has

fewer thermals than during warmer months. Flights are often very smooth so it's a perfect time to take your reluctant flying partner for a ride. Just make sure they wait inside during the pre-flight! During the winter good flying days are usually dominated by high pressure so the visibility often results in spectacular views. And with fewer members flying often times you can schedule a plane for a last minute flight.

Don't forget the membership meeting on Thursday, January 3rd. Jim Holbrook will be the featured speaker this month. Jim will share with us his stories of winter flying. Jim has many, many hours of flying experience as a Captain with United Airlines, a CFII, and private pilot. Jim did much of his early flying at Stick & Rudder.

Thanks to The 99's for starting the Stick & Rudder Library by making a donation of a beautiful bookcase and several volumes of aviation related books. Members are encouraged to browse the titles and check out a volume or two. Just be sure to sign the sign-out sheet and return the books for other members to enjoy when finished. Members are also encouraged to make donations of appropriate aviation related books or journals. The bookcase is located upstairs.

The annual dues if paid in January is \$480 so if you're able to pay it before February you save yourself \$20. The payment of the annual dues is a critical part of the budget at Stick & Rudder. Less flying occurs during the winter months so the club has a reduced income but we still have to pay all of our other expenses like the mortgage, heat, and electric bills. So, if you can, please try to come in or pay on-line and do your part to help the club through the winter months.

Finally, the month of December at Stick & Rudder is known for the Trim-a-Tree Party. This year's party was a great success! There was a wonderful buffet with plenty to eat and lots of desserts. There was no excuse for anyone to go away hungry. Special thanks to Ken Syrzinski and staff for the great job of decorating and cleaning up afterwards.

See you at the club!

60 Years of Flying!

Editors Note: On October 28th, 2008, the Stick & Rudder Flying Club will mark its 60th year of operation at the Waukegan airport. Throughout the next year, *Hangar Talk* will feature historical information, old newsletter articles, and club nostalgia to mark this very special anniversary. The club, which was originally "Stick and Rudder Flying Club" later incorporated as the Stick & Rudder Flying Club, Inc.

If members have photos, stories, or nostalgia to pass along, please send the editor an email at hangar_talk@comcast.net - special thanks to Jim Holbrook for saving so many back issues of the clubs newsletters!

A few photo memories from 2007 are shown below - next month we'll return to some club history. Be sure to check out <http://www.aopa.org/pilot/dayinthelife/photoscentral.html> for a shot of the Club as featured in an AOPA multimedia online special section. (Look at photo #11)



Looking for more New Year's resolutions?

Try one of these:

Fly & Learn More! (this one is easy)

Get more involved in the Club!

Help us upgrade!

Monthly membership meetings can be fun and helpful. We're planning a variety of topics for the monthly educational portions of the membership meetings. We would also like to invite your aviation interested non-member friends to join us to discuss these aviation topics. Come out and participate. Make 2008 your year to make a difference!

We all love the facilities! Darrin & the gang do wonders with what they have! We are looking to sparkle up the place a bit. So if you have a contribution like maybe quality carpet (no old electronics please), let us know. And by the way, we can always use more rags, blacktop sealer and a variety of other items. We'll post a list of items so you can check it out or just call the club if you're feeling generous. And we can always use any hours your have around the place if we want to keep that sparkle. Snow removal takes more than plow drivers so come out to hold tie-downs away for the plowing. Make 2008 your year to make a difference!

Airplanes, avionics and more! We all want a few more things for the club and we as a club community make it happen. Club fundraisers are planned but we need your help to make them happen. No knocking on doors or phone calls for money will be required. We're putting aviation fun in the forefront of these fundraising activities. Activities include prize winning contests, social

celebrations and more. But we need a few more people to help us pull this off. And of course, make it a point to join us in the activities. Make 2008 your year to make a difference!

Make it YOUR club and make it GREAT in 2008!

Susanne's Story

By Pete Cleland

OK. You and your husband live in the pleasant little Swiss village of Gutenswil, a half-hour southeast of Zurich. Your husband, a sales manager for automotive giant ZF Industries, has recently received a three month job assignment in the United States, in Vernon Hills. You look forward very much to accompanying him to America, but wonder whatever are you going to do to pass the time while he is at work.

Aha! The perfect solution to this dilemma! Learn to fly!

This, basically, is the scenario that unfolded for Susanne and Wolfgang Rieger in the summer of 2005. A co-worker had steered them to Stick & Rudder on the strength of her son's enthusiastic recommendation. The Riegers investigated, liked what they found, (especially a FEMALE club manager, Bev), and then signed on the dotted line. Susanne was able to solo before she and Wolfgang had to return to Switzerland in the fall of '05. A three-week return stay in 2006 was marred by a run of bad weather. Susanne was not able to get her private certificate until the second week of a third and final visit in June, 2007.

But it was in July, 2007 when the REAL fun started. WHAT fun? The fun of converting the American private certificate into a pilot's license recognized in Switzerland. Hint: it's not like moving from Chicago to Fort Wayne and getting your driver's license changed...The Joint Aviation Authority (JAA) is for all intents and purposes the aviation arm of the European Union. Learning to fly in Europe is JAA's game, and everyone has to play by JAA's rules. One of those rules is speaking English, because English is the language of aviation. If you already SPEAK English...no problem.

Ah, but what if you don't? Ah, indeed...but let's hear about it in Susanne's own words:

We had to take a 12-hour ground school course called "VFR Radiotelephony". It consisted of learning the official ICAO phraseology and related subjects, like airspace and ATC procedures. Because English is a foreign language for Swiss pilots, the phraseology had to be practiced in small groups of three or four people over and over again. The teacher played the role of the controller and we had to simulate the communication of an entire flight: read-backs of clearances for taxi, takeoff, outbound route clearances, etc., etc.

After my successful completion of the course, the teacher had to endorse me for the Federal Office of Civil Aviation (FOCA) exam. This consisted of a half-hour knowledge test, and an hour practical exam, where a real ATC guy was the examiner and we had to simulate an entire flight from Zurich to Geneva.

So. Think learning all that airspace stuff in English is difficult? Try learning it in a foreign language.

And there's more to the JAA license than just radio procedures in English. Although much of the aeronautical knowledge required by the JAA was covered in the American license... much was not. Obviously Swiss and JAA regulations were not covered by the American ticket, nor was human factors. Susanne had to take half-hour written tests on both these topics. Some of the

stuff was rather outré: it is, for example, startling to see questions about AIDS on an aeronautical exam. The full-blown JAA knowledge test lasted four hours.

Susanne also had to take the entire JAA practical test. In this respect, the possession of an American license was of no specific advantage at all. There's no flying in Switzerland without a JAA license, and no JAA license without a JAA check-ride. Period. The ride was similar to its American counterpart, but took into account the peculiarities of flying in a small, mountainous country.

Uh...WHAT peculiarities? Well...how about...

---VERY short runways (At Airfield Wangen-Lachen, where Susanne trained, the single runway was 500 meters (1500 feet!) long;

---VERY complex airspace around the two international airports, Zurich and Geneva. As depicted on Luftfahrtkarte ICAO Schweiz, the Swiss equivalent of our sectional chart, the airspace around Zurich International makes the O'Hare airspace look like a Sesame Street sandbox map.

---Mandatory use of VFR approach charts for each airport. These charts contain arrival and departure routes, noise abatement minimum altitudes, and mandatory reporting points. (Each position report is referenced to a published feature on the chart, and must include altitude, e.g., "Wangen-Lachen, Hotel India Yankee, Uznach at 7,000, inbound for landing via Sector Sierra.")

But to any American pilot in Switzerland, far and away the most peculiar of all the peculiarities to be encountered while flying in the Alpine Republic is...cost. The cost of general aviation flying in Switzerland—and in all of Europe, for that matter—is just astronomical. For example:

Hourly rate, wet, for a Cessna 152: \$171

Hourly fee for instructor: \$65

Pilot Medical Examination: \$430

Landing fees: \$12-\$15 depending on several factors.

Go-around fees: \$12-\$15.

There are ADDITIONAL fees for using ATC, license fees, weather-briefing fees, etc., etc., etc.

Folks, to paraphrase somebody, I have seen the future...and it is VERY expensive! Drop what you're doing right now (i.e., reading this newsletter) and write your alderman, (if he's not in jail), and write your governor (if he's not in jail*) and write your state representatives (if THEY'RE not in jail) and tell 'em: JUST SAY NO TO USERS' FEES!

I asked Susanne how anybody could possibly have the affrontery, the chutzpah, the unmitigated GALL to charge for a GO-AROUND? After all, you're not USING anything in a go-around except AIR! Her answer: "It's a punishment fee for making airplane noise next to residential areas. The Swiss don't like airplane noise."

Jeepers.

In any event, Susanne successfully passed her JAA Private Pilot flight test on October 29, and had taken and had passed three months earlier her American private check-ride. Now that she was licensed to fly in two hemispheres, and had also experienced the dubious pleasures of

hang-gliding, parachuting, and (God forbid!) bungee-jumping, I asked her “What’s next? What new worlds are there for you to conquer?”

Her reply?

“Rock climbing. I’ve always wanted to try it. I’ll start indoors in the winter, and continue outdoors in the summer if I like it.”

* Uh, well, actually he IS there. George W. Ryan just GOT there as a matter of fact, doing six years in the Iron Motel, Oxford, Wisconsin, for malfeasance.

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Michael P. McMurray

m.mcmurray@dacadusa.com

312.518.3644



Mutual Ace Hardware

Dane Sheahan

1393 Half Day Road

Highland Park, IL 60035

Phone:(847) 432-0026FAX: (847) 432-9405

eMail: dane@mutualace.com

Michael Fleming

Illinois licensed detective #115-1419

Corporate – civil – criminal –
Personal investigations

Twenty three years
Homicide Detective
Chicago Police Department

P.O. Box 31843 – Chicago, IL. 60631

Ph 773-267-8595

WWW.MichaelFlemingPI.com

E-mail MichaelFlemingPI@aol.com