



The newsletter of the Stick & Rudder Flying Club

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Celebrating 60 years!
Here's what's happening at your club...

Thursday, March 6th, 2008

Topic: Aviation Photography

7:00 p.m. Membership Meeting

Speaker: Robbie Culver

7:30 p.m. Educational Workshop

Robbie Culver will be sharing his experiences and photographs. If you enjoy aviation photography, and you haven't seen some of these photos, you won't want to miss this meeting.

Announcing our Newest Fleet Addition



N519ER 2002 Cessna 172S Introductory Rate \$99/hour* Schedule it now!

Featuring:

All King radios, KMA26 Audio panel with 4 place intercom, KLN94 IFR GPS, Dual KX155A Nav/Com with digital OBS and Glideslope, KR87 ADF, KT76C Digital Transponder, factory corrosion protection, dual vacuum pumps, hobbs, soundproofing, TAS indicator, elect. fuel pump, alternate static, 60amp alternator, courtesy lights, and stainless control cables.

172S Skyhawk Information Manuals are in stock.

A simple checkout procedure in accordance with your experience in this model plane is all that is required. Check with an instructor.

* Introductory rate is part of new rental rates effective 3/1/2008

These rates help our club remain healthy while still providing a flying value that can't be beat!

NOTAM's

Congratulations to Jim Swartz who passed his Private Pilot checkride on February 16th.

Winter Ramp Operations

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, and the pre-heater must heat the engine for 30 minutes.. 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

As president of the club part of my responsibilities are to keep you informed of events that concern the club and the membership. Most of the time this is the fun part of my job since announcements are usually about our social activities and so on. This month I can make an announcement that most presidents of the club seldom get to make and would be envious to do so, the acquisition of another club aircraft. In addition, there are a number of business announcements that concern us all, so please read on.

First of all the board of Stick & Rudder Flying Club is very proud to introduce its newest member of the fleet. We have completed the purchase of a 2002 Cessna 172SP. This aircraft is a great addition to the fleet of Stick & Rudder. It is certified for IFR flight and will serve as a superb IFR trainer as well as a very comfortable cross country aircraft. The highlights of its equipment list are dual King KX155A Nav/Com radios and a King KLN 94 GPS.

This aircraft has less than 4000 hours total time and less than 1400 hours on the engine. These times are significant to the club because it means we will be able to fly this airplane at our current average flight hours per month for at least the next 14 months before any major maintenance is required. The addition of this aircraft demonstrates the club's commitment to fly

and train in aircraft that meet high standards of safety and are equipped with up to date avionics. Look for this airplane to be available for rental or for training very soon. A check-out with a club instructor will be required before solo flight.

The board worked very hard to make this acquisition and it's actually been a work in process since the sale of 9642B. A number of board members worked especially hard to make this purchase happen and deserve mention. Steve Seaman, our Fleet and Avionics Director, tirelessly searched sales ads to identify the best aircraft for the club. Once the aircraft was identified he negotiated the best price and conditions to complete the sale.

Cole Loftus, our Assistant Treasurer (and sometimes legal consul) put in many ours to coordinate purchase terms by reviewing the purchase contract and to arrange escrow service for the security of the financial transaction. Jim Holbrook, our Treasurer, also put in many hours to obtain financing for the purchase and to prepare a financial plan to show that the club can afford this aircraft. The outstanding individual contributions I'm sure are appreciated by the club but the noteworthy contribution is really that the board created a model for how to go about the acquisition process in the future.

Needless to say this aircraft is also an expensive addition. To add this aircraft to the fleet significantly reduced our cash reserves. As most of you know we depend on our cash reserves during the winter months because we fly less and therefore generate less income to cover our expenses. So what can you do to help get our cash reserves back to where they should be? First, pay your dues! At this time about half of the club's membership has paid their dues from the total number of members who paid last year.

I suppose many of us delay paying our dues up to the last possible time due to other expenses. I'm asking each member who has not yet paid their dues to do so just as soon as they are able to. I am also asking all members to please consider making a donation of whatever they feel they can afford. I suggest a donation of \$100-\$200, but certainly any amount will be put to good use. I want to emphasize that any donation you make is not mandatory and will be used to provide the club with some additional cash reserves and help continue the avionics upgrade process.

This is also a good opportunity to remind you of the value of flying at Stick & Rudder! Flying GA aircraft is very expensive and Stick & Rudder is not immune to the increasing costs associated with inflation and aviation. As a matter of fact stop to consider what Stick & Rudder offers. Briefly, here are just a few of the advantages of flying with Stick & Rudder;

We are a social organization with a pilots lounge, office area with staff and line help, a heated hangar for cold weather operations, an in-house mechanic that minimizes the down time of aircraft repairs and keeps the fleet flying, and an experienced staff of flight instructors that can train you for any rating you desire. In other words, you have all the advantages and more of flying at an FBO with a pricing structure of a club.

Another bit of unfortunate information to pass on this month is a price increase for the fleet. We all understand when the cost of flying goes up due to increased fuel prices; we reluctantly pay the extra cost to support our flying habit. One of the problems the board inherited from our old pricing system is that insurance and maintenance costs have not been accurately accounted for in our pricing system.

Using the old formula to determine the dry rate for aircraft we realized the prices charged were not generating enough income to cover expenses. It has been noted for at least the last two

years that there is a difference between the calculated fleet price determined from our tracked statistics and our accounting system that tracks aircraft expenses and can be used to determine the costs of each aircraft section. To resolve this difference I have appointed a committee to examine the formula used to determine the rental price for our fleet and make a recommendation to the board for a pricing strategy that accurately takes into consideration the expenses of the fleet. Until that work is completed the board has approved a price increase for all sections of the fleet to help cover our immediate expenses. The board is committed to keep the cost of flying as low as possible so price increases will be done only as a last result. We also hope future expenses for the fleet will be reduced as we realize savings once we implement competitive bidding from some of our suppliers, for example, from our insurance carriers. The prices listed here take effect on March 1st.

Aircraft	Cost/ Hour
152	\$69
172P	\$86
172S	\$99
172 RG	\$110

I also want to keep you informed of other events concerning our fleet. As you probably know, 62460 is up for sale. This aircraft has more hours on the airframe than any other in our fleet. The airframe is showing signs of wear by its appearance both inside and out. In addition, its relatively low time engine was swapped with 5266K so the current power plant is less than pristine. I made the decision to take 62460 off the rental line in order to preserve its remaining useful flight hours for the next buyer and to optimize its value to the club. We are actively trying to sell this airplane and to get as much money for it as we can.

Our club will not continue its reputation for buying high and selling low. It may take a little while longer to sell this airplane but I think it is important to continue the effort. If the sale price is what we hope for the proceeds will pay the better part of our next acquisition or to continue avionics upgrades as planned.

I know this is a long article and if you made it this far I thank you but there is a lot of information to share with you this month. There is some news that is not so good but could certainly be worse and there is some great news that announces the acquisition of 519ER. Remember the best way to support the club is pay your dues early and to fly as much as you can. Especially enjoy flying 519ER!

From the Lake County Airport News to Hangar-Talk

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

In November 1959 the Stick & Rudder Flying Club began to publish a monthly newsletter by the name of Hangar-Talk. The byline of the newsletter read "*PUBLISHED MONTHLY FOR ALL*"

MEMBERS OF THE STICK & RUDDER CLUB.” There is no reference in that issue of how the name *Hangar Talk* originated, other than somewhere in the original club newsletters, *Lake County Airport News* and *Stick & Rudder Club News*.

That issue has articles that could easily be from the November, 2007 issue. Election results; Ed Light, President. “Welcome Aloft” to new members - Walt Guenther, Ed Miltmore, and Rachael Jannilla “who incidentally was the first to solo on the officially opened new runway.” Safety Tips - Reminders about operations from a 3500 foot gravel strip, landings during snow removal operations, and cold weather starting procedures. A description of a cross-country trip to Champaign, and another to go hunting in North Dakota.

A rather lengthy column named “Prop Wash” included the latest club gossip, some information we’d now put in the NOTAM section, the name of a new local AME, and information on club members activities in the Armed Services. What was notably missing from the newsletter was a member meeting notice.

The few other early issues of *Hangar Talk* that survive all read like one of today’s issues. They address the matter of the day. New regulations, Safety Tips, Meeting Notices, more “Prop Wash.” The newsletters are mostly mimeographed copies, curled and musty to the touch. But they reflect the history of the people and the club that continues to this day. Another interesting trait of the historical record of the club is that as with today, the social aspect was as important as the flying. (Which makes your editor ask “...so who was the Tony DeGrazia of 1959?”)

One other item of note was in an article from December, 1960, about a membership meeting that had a scheduled election with 13 members in attendance - 6 of whom were up for election as club officers. The article sternly lectured members on lack of participation. Maybe I should reprint it. Other documents indicate attendance fluctuated to as high as 35 members at meetings in the first few years of the 1960’s.

A “Special Meeting” was held on November 7th, 1961 to determine if the club would purchase a Cessna 182, as well as establish rates and pilot experience requirements. The purchase price for the 1959 model was \$10,600. At the meeting, the hourly rate of \$12.50 was agreed on.

Also in November of 1961 was the requirement for all previously certificated private pilots to complete instrument training. “Pilots should meet requirements now in force for private flight test. All licensed members who joined the club before June 1st, 1961 must meet the instrument requirements by January 1st.”

Your editor hopes that someone else will have an opportunity to look back and reflect when the club marks its next major anniversary, and beyond.

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