



The newsletter of the Stick & Rudder Flying Club

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Celebrating 60 years!

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

Membership meeting topic: King KLN-94

Thursday, April 3rd, 2008

IFR GPS in our NEW 172S

Speaker: Provided by JA Aero

Stick & Rudder Flying Club Poker Run

Saturday, April 12th

8:00 am – 4:30 pm

(rain date - April 19th)

Pot Luck Dinner at 4:30 pm

(bring a dish to share)

Fly to 4 airports to pick up cards and return to the club complete your poker hand.

\$20 per hand*

1st Prize - \$100

2nd Price - \$50

The most fun you could possibly have playing cards!

*Avionics fund raiser

NOTAM's

Please note that this year's April edition has no April Fool's joke. To your editor's surprise, this apparently was not well-received by some members in years past. As a result, no joke.

Newsletter Editor Needed!

Due to family commitments, *Hangar Talk* editor Robbie Culver will be stepping down on September 30th, 2008. This means the club will need someone to step up and take over the duties. Robbie has committed to assist in the transition and continue to submit articles and photos following the transition. If you can commit to several hours a month to assemble the newsletter in an electronic format, please contact Ken Serzynski at the club.

From the Left Seat

By Ken Jeep, Club President

This past month has once again been a busy one for the club. We succeeded in selling one of our aircraft and introducing out our new 172, 519ER. I thought I would take some time (and newsletter space) to tell you how this all came about. There is also a club event coming up that will be great fun, judging from member's comments of the same event held last year. I hope you will choose to participate because the proceeds contribute to the avionics improvement fund.

I'm sure you all know by now about 519ER. We took delivery of our newest airplane on February 29th. Thank goodness this was a leap year; we needed all of February to close the deal! We made our purchase offer to JA Aero in early February and it was accepted conditional on closing by the end of the month. However the biggest part of the job lay ahead to arrange our financing and to get all of the documents from both parties to the escrow service in time to close. The financing was finalized on the last day and we were able to take delivery.

"*Echo Romeo*" has been flying steadily ever since it came to our ramp. I think this airplane is truly a good value. I had an opportunity to fly it for a Sunday morning breakfast run. This is by no means an official test flight but I showed a GPS ground speed of 127 knots compared to ~110 knots for 32 Kilo being flown on the same heading but a little behind. We both took off from JVL within several minutes of each other but over the 50 nm back to UGN I was about 10 miles ahead. I was tied down and walking into the clubhouse by the time 32 Kilo was taxiing to park. So even though the cost to rent Echo Romeo may be a bit higher than our P's the total cost may be about the same, or less, due to its faster cruise speed and considering the distance of the cross country flight. If you have not been checked out in this airplane yet I highly recommend you do so. It is a joy to fly!

Other big news for the club is the successful sale of 460. We really had a stroke of luck this month when a buyer from the Czech Republic made a very reasonable offer to purchase this airplane. Once again we were working against a deadline due to the buyers need to finalize the transaction before their vacation ended and they had to return to the Czech Republic. The deadline became a significant factor because the airplane had to be ferried to Daytona Beach and bad weather was moving into the Midwest and Southeast.

Delivery of the airplane was an integral part of the sale, without making the delivery the sale could not be completed. The club was also compensated for its delivery to Daytona Beach, Florida. I knew I wanted to try to make this flight since it would be my longest cross country to date and Jim Holbrook was nice enough to volunteer to make the flight as well. We departed from UGN on Monday, March 17th at about 1:30 PM, just ahead of the advancing bad weather system.

We broke the flight up into legs to account for fuel stops and to rest ourselves as well. Yours truly flew the first leg. We still had reasonably good VFR at the time of departure, the ceiling was about 4,000 feet but it was forecast to get lower. Flying down the Lake Michigan shore, Chicago on the right was a non-descript collection of buildings obscured by haze and the lake on the left side, looking east, melted into the sky and sky into water. Sure enough we hit some rain around Muncie Indiana but it was not so bad that we could not continue. Once we were out of the rain the ceiling was higher but we encountered strong headwinds and it slowed our progress considerably. We would have to put up with the winds for the rest of the trip. Our first stop was at

one of Jim's favorite airports, Blue Ash near Cincinnati. We stopped long enough to re-fuel and to grab some dinner at the local Appleby's.

Jim flew the next leg to Knoxville. We were starting to see our ground speed significantly affected by the winds. We flew by Lexington and I know it's a pretty good size city but it sure seemed like we wouldn't ever pass it. Eventually lights ahead indicating Knoxville came into view and we landed around midnight. The airplane was tied-down for the night, we got a shuttle ride to the Holiday Inn Express from the FBO, and we were ready for some sack time.

We started the next day refreshed. After refueling, I flew the first leg of the day. Jim filed IFR for Albany, Georgia. We departed Knoxville with a climb to 9,000 feet through the clouds. For a guy with about 1 hour of actual IFR, this was an adventure - but Jim seemed pretty relaxed so I tried following his lead and instructions to keep the blue part of the AI on the top. On top of the clouds the air was unbelievably smooth but we were still fighting 40-50 knot winds that were almost right on the nose. ATC confirmed our ground speed at about 65 knots, which put Albany out of range. Jim amended our flight plan to Savannah and a while later we were given a descent to 3,000 feet. Again, Jim told me to relax for our descent through the clouds, which this time was much easier because now I had 1.3 hours of actual IFR. Jim looked a little worried, but only because his AOPA restaurant and airport guide wouldn't stay open to the selected page due to the turbulence. We broke through the clouds at 3,500 feet, and the airport was in sight at about 15 miles. I know I landed at Savannah in fairly windy and gusty conditions but I can't tell you too much about the landing because I was still pretty juiced after descending 5,000 feet through the clouds. We refueled at Savannah, checked the weather, and made our plan for the final leg.

Jim flew the last leg of the trip. We headed southeast from Savannah, cutting the corner to the coast and simply followed the beach south to Daytona Beach International, home of Embry-Riddle Aeronautical University and the Daytona International Speedway. It was a wonderful flight following the coast. We could see all the waterways and estuaries and that eventually turned into beach with million dollar homes and views to match. We arrived at Daytona at about 8:00 PM making the total flight time about 13.5 hours.

This trip was by far the best experience I have had flying yet. I feel as though I learned more on this trip than hours of lessons could provide. The learning was casual and yet there was nothing casual to me about flying in clouds! The buyers met us at the airport and we said goodbye to 460 (We said a special good by for Susan.). This airplane served the club well and did so again on its last trip for the club. We stopped for dinner, then registered for a room in the same hotel as the buyers. In the morning there was time for a long walk on the beach before we concluded the business end of the trip in the afternoon. The closing went smoothly and the club came out ahead on this transaction.

I want to remind everyone about the club's Poker Run to be held on April 12th. (The rain date is April 19th.) This is always a fun event. Where else can you play a hand of poker, fly an airplane, and get a good bite to eat following it all with a chance to win some money? (*Editor's note - please don't play poker while you're flying as PIC!*) Don't forget this is also a good fundraising event for the club. Bring a dish to pass and be prepared to have a good time!

Until then, I'll see you at the club!

The Heart of Stick & Rudder Flying Club

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!](mailto:hangar_talk@comcast.net)

Like many of you, I am a life-long aviation nut. I can't get enough of airplanes, and no matter where I am or what I am doing, if I hear something - anything - fly over, I have to look up to see what it is. And also like some other club members I have spoken to, I had to wait a long time to become a pilot. I spent a lot of time around aviation in one form or another, sometimes as an active participant, and at other times just doing what I could to be around it.

In the summer of 2001, I finally got around to being serious about getting my private pilot's certificate, and since I live a mile from UGN, Stick & Rudder was the first place I called. Mark Tkadletz answered the phone. Soon, he was teaching me to fly - two and sometimes three evenings a week. In December 2001, I passed my checkride and have been flying as much as I could since then.

Throughout my life, even before I got my pilot's certificate, I've been around a lot of airports and seen many different FBO's. One thing I do know is that we have something very special at our club. As you go visit other airports, check out the facilities. I challenge you to find a club - anywhere - with the facilities, people, camaraderie, and aircraft that Stick & Rudder Flying Club offers. It is easy to take for granted, but we shouldn't! 60 years after it was founded, our club remains a strong and vibrant presence on the airport and in the aviation community. It would amaze you to know who learned to fly here, and what they have gone on to do.

I've seen each end of the aviation spectrum, and have to tell you - Stick & Rudder amazes me. We may have our club politics, as one weekend afternoon around the table will show, but our membership has its core constituency, without which the club would be a very different place. I guarantee as you visit other airports, talk to new friends, and experience how other clubs and FBO's are equipped and organized, you will come to the same conclusion. Stick & Rudder Flying Club is a very special place.

And here is what makes it so unique and special; it's us - each and every one of us. A clubhouse does no one any good if no one is there to talk with. Airplanes and buildings are cold aluminum and concrete. But the members, well - now that is something to talk about. We do have a very unique facility. But what makes the club is its members.

On a recent Sunday morning our usual crowd ventured to the Reedsburg, WI airport (C35) for a breakfast run. Another small group went to Janesville at the same time. En route, there was the usual conversation on the finger frequency, a bit of banter back and forth as we made our way across northeast Illinois and into Wisconsin towards Madison.

Steve and Greg were out front in the 182, and I wasn't far behind in my Cherokee. Tony D and Dane soon caught up, with Denis and Cole in the Tiger close behind. Joel brought a friend that he is trying to get back flying along in Echo Romeo, and it seemed as if Ken genuinely enjoyed the morning. As we transitioned the Madison Class C airspace, MSN approach was in a jovial

mood, joking with several of us about where we were going and asking if there was a pancake breakfast he did not know about.

As we neared the Baraboo range northwest of Madison, a low broken cloud layer shrouded Devil's Lake and the valleys beyond. The tendrils of fog and mist lay near the bluffs of the state park surrounding the lake, and were tucked into the rolling hills beyond the range. The layer was thin, presented no real problems, and was absolutely stunning from above. It occurred to me that it was a sight few see in their ground-bound existence. As I passed over the lake, I took a moment to look down on the snowy bluffs and see one of my favorite places on Earth. If you've never been there, Devil's Lake state park is a beauty to behold from above or on the ground.

After breakfast, we all headed off into the clearing skies. I made a second stop at Watertown (RYV) to meet up with my in-laws, Pete and MaryKate, as the rest of the crowd headed back to Waukegan. I was listening to Madison approach as Joel and the gang transitioned back through, and another Madison approach controller was asking Joel if a particular member was still active in the club. I smiled to myself, thinking about how well-known and widely seen the Stick & Rudder Flying Club is.

Later, as I flew back to UGN from RYV as formation lead with the in-laws in their Cessna 180, I was as happy and relaxed as I have been in a long time. This has been a rough winter, and the feeling of freedom that flight brings just overwhelmed me. Milwaukee was off to my left, Chicago was visible in the distance, and I didn't want the moment to end.

Spring is teasing us. The long winter really is almost over, and the time has come to visit your club, visit with friends old and new, get an hour or two with your favorite CFI, and get back into the left seat. If you haven't seen Echo Romeo, you really should. You won't believe your eyes, and if you drool a bit, it's all good - we understand.

Then, you can join us for a breakfast run some beautiful Sunday morning, and experience the true magic of Stick & Rudder - your friends and fellow pilots. We gather every Sunday at about 8 am, and we welcome each and every one of you to join us. Come on out and join the fun - and take a moment to soak in the experience, and to treasure the genuinely unique atmosphere of the clubhouse conveniently located at the end of Beach Road - or at the intersection of taxiway Charlie and Foxtrot for those coming in the best way possible...returning from the runway.

Bent Metal

Note: Your editor does not routinely write about aviation accidents or incidents in this newsletter. However, the information below, copied almost directly from the NTSB report (with minor editorial changes) is something every pilot operating in the Waukegan area should read.

The incident occurred 4 years ago this month, and while the outcome was - thankfully - only bent aluminum, it could easily have been tragic. Remember - especially as the weather warms and the rust is being flown off - to keep your eyes open and to use extreme caution in the vicinity of the crowded Chicago Class Bravo airspace, and those airports commonly used for training to the north.

The incident described below should make you think.

On April 9, 2004, about 1918 central daylight time, a Cessna 172M, N73213, co-owned by the pilot, sustained substantial damage during a midair collision with a Cessna 182S, N355BD, (*operated out of Waukegan as a rental airplane - editor's change*) near New Munster, Wisconsin. N355BD sustained substantial damage. Visual meteorological conditions prevailed at the time of the accident.

The 14 CFR Part 91 personal flights were operating without flight plans and were not receiving air traffic control services. The private pilot of N73213 and the private rated rental pilot of N355BD were uninjured. N73213 originated from Palwaukee Municipal Airport, Wheeling, Illinois, at 1905, and N355BD originated from Waukegan Regional Airport (UGN), Waukegan, Illinois, at 1800. Both airplanes were en route to Burlington Municipal Airport (BUU), Burlington, Wisconsin.

Following the midair collision, N73213 landed at BUU and N355BD landed at UGN. Both airplanes landed without further incident.

The pilot of N73213 stated that he was en route to BUU on a heading of 340 degrees. The airplane's beacon, navigation, and taxi lights were on throughout the flight. He flew over Fox Lake and initiated a climb to about 3,000 feet mean sea level (MSL). About 15 miles from BUU, he descended to 2,500 feet MSL in order to intercept the BUU VOR and "perhaps" fly a visual BUU VOR 29 practice approach. About 9.4 miles south of BUU, while in straight and level flight, the pilot felt and heard a loud thump from the rear of his airplane. He did not see another airplane prior to the midair collision. Approximately 3 or 4 seconds after the collision, the pilot noticed another high-wing aircraft above, to the left, and in front of him. The other airplane was beginning to turn to a southbound heading.

The pilot of N355BD stated that he departed on a local proficiency flight and upon leaving UGN's airspace, he tuned to BUU's common traffic advisory frequency. About 1850, he departed from the BUU VOR at 2,500 feet MSL to an area south of Bong Air Force Base in order to avoid traffic at Westosha, Burlington, or Galt airports. About 1900, he made a clearing turn from 180 degrees to 90 degrees and the another clearing turn back to 180 degrees. The pilot stated that he did not see any air traffic during or after either clearing turn. He then performed a 45-degree steep turn to the right from 180 degrees and 2,500 feet MSL. After completing the turn, he retrimmed the airplane, and checked for traffic. He then made another 45-degree steep turn to the left at 2,440 feet MSL. He did not see any traffic while performing either turn.

He began his rollout to straight and level on a heading of about 200 degrees at 2,440 feet MSL. As he rolled out, he saw a Cessna Skyhawk at his 2 o'clock position, slightly low, on a heading of about 310 degrees, and very close. A moment later, his landing gear struck the Skyhawk's vertical stabilizer.

According to a Federal Aviation Administration inspector, the pilot of N355BD stated that the purpose of his flight was flight proficiency with the intent to fly to BUU to practice holding, procedure turns, and instrument approaches.

The pilot of N73213 did not hold an instrument rating and was receiving instruction prior to the accident flight toward an airplane instrument rating. The pilot of N355BD held an airplane instrument rating at the time of the accident.

Neither pilot had a safety pilot aboard the accident flights. (*Editor's emphasis*)

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