



The newsletter of the Stick & Rudder Flying Club

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Celebrating 60 years! |

August 2008 - Upcoming Events

- August Membership Meeting Thursday, August 7 at 7:00 p.m. at the Club. Cookout at 6:00 before the meeting.
- The Waukegan Air Show will be held Saturday, September 6.

NOTAMs

The talk by the Waukegan tower controllers scheduled for the August Membership meeting has been postponed indefinitely. Tower personnel are committed to making equipment updates during the time of our meeting and asked to re-schedule. In place of the scheduled event we will hold a membership cookout starting at 6:00. Bring your favorite cookout items and come join the fun. The membership meeting will start at the usual time of 7:00 P.M.

The spot landing contest was not held during the picnic this year due to low ceilings. Look for an announcement in the near future for the new time and date – the current plans are to schedule on a date after the Waukegan Air Show on September 6. We hope to schedule a special breakfast spot landing contest in September. Let's hope the weather co-operates.

Notice of amendment to by-laws:

Amendment to Article VIII, Section 8.

Notice: a new second sentence shall replace the current second sentence.

The current sentence reads as follows:

"In cases of special meetings, notice shall be given by mail or telephone at least two (2) days prior to such meetings."

The new sentence shall read:

"In cases of special meetings, notice shall be given by mail, telephone, or [e-mail](#) at least two (2) days prior to such meetings."

The change is the addition of:

"e-mail"

Result:

e-mail may be used as a method to notify board members of special board meetings.

Fleet Update

We are once again in a situation of having three aircraft down for maintenance. Here is a brief update on what's going on:

- 5232K is still at Waukegan Avionics undergoing major repairs that involve corrosion. The damaged parts have been removed and the bare metal has been primed. The shop is still waiting for the parts to ship from Cessna to complete the repair. We are still hoping this airplane will be ready to fly within the next couple of weeks.
- 5237R was discovered to have a scorched valve on a cylinder during a 100 hour inspection. The cylinder has to be replaced. This is a very expensive repair and it is all the more unfortunate because it could have been caused by over leaning the engine during flight.
- 6478P is down due to an engine that was destroyed. Thank goodness the engine failed after the airplane landed. Pilot and passenger are okay. A new engine is on order and we hope to have this airplane back in the air within a couple of weeks.

So far our maintenance requirements are being met very well by the three outside sources we are using and by our very own board member and A&P Steve Seaman. Steve schedules 100 hour and annual inspections. Steve can also be seen turning a wrench or two himself when he does the 50 hour oil changes.

From the Left Seat

By Ken Jeep, Club President

Recently, I was in a clinic waiting to be called to have a blood draw done. And as most of us would do in this situation, I picked up the closest magazine and started to thumb through it. It was a golf magazine and I found myself reading an article that caught my attention. I'm not above stealing a good line or two if the occasion arises, but in this case I'll give credit where credit is due. To paraphrase the author: There are two games of golf that I haven't yet played, a perfect game and my last game. Voila! That statement, for some reason, sparked thoughts regarding my flying vocation.

Let me try to explain this phrase and how I think it is analogous to aviation.

I am not a golfer but I know a few, and I think over time I have gained some understanding of the game. A golfer does not measure a perfect game by attaining a hole-in-one on every hole. First, it's an unrealistic expectation. And second, during a round of 18 holes, the game would become a bit tedious after the first, oh, half-dozen or so holes-in-one. I think the perfect game of golf happens when the player first determines the best shot for a given situation, selects the perfect club to use for the shot, and then executes the shot. The point I'm trying to make is this: consider the three-tiered process; shot selection, club selection, and execution. That means two-thirds of the process is mental preparation, and only one-third is the physical ability to execute the shot. A perfect shot occurs when all the thirds add up to one, and a perfect game occurs when the process is repeated for each hole.

In aviation, we strive for perfection because we know the flights we carefully plan and execute are the safest and give our passengers the greatest amount of comfort. Unlike the game of golf, we don't get Mulligans or penalty strokes. Our mistakes can be costly. So as in the golf game described above, if two-thirds of flight preparation is flight planning and weather analysis, then the remaining one third is execution of the flight. Training and practice will have a payoff. And unlike the perfect game of golf that is measured by a score, every pilot has their own idea of what a perfect flight is. I'm still looking for my perfect flight but I think I can imagine what it might be like.

My perfect flight might go something like this: Part one would happen on arrival to our home base after returning from our trip. My passengers would leave the plane relaxed and say they want to do that again. Part two is when I know I had a good day aviating, navigating, and communicating. Unfortunately, on most days of flying I'm usually only good for two out of three.

As pilots it is in our nature to be perfectionists. We search for the perfectly-managed flight with a perfect landing at the end of it. Furthermore, I don't think many pilots consider their last flight. We continue to plan trips and learn from each flight. So while I don't avoid thoughts of a last flight, it seems to be very far into the future. I think the intent the author of the golf article has, as I apply it to aviation, is to say we should not consider last flights as long as we know how to consider the search for the perfect flight.

Don't forget the Membership meeting for this month. We have some important business to discuss and to vote on. The board is asking the membership to amend the Bylaws. The amendment, if passed, will allow the Secretary to use e-mail as a method to notify board members that a Special Board meeting is called. The notification procedure is stated in the Bylaws in Article VIII, Section 8. The current notification procedure allows notification only by mail and by telephone. The addition of e-mail will help the board to more easily convene a special board meeting when needed. The membership meeting for August will be held on Thursday, the 7th, at 7:00 PM. Please try to make it.

That's it for this month. Please let us know if there are any events that you would like to see added to our calendar. We are also open to criticism so please don't hesitate to contact us if you have something on your mind that you would like to discuss.

From the Editor's Desk

By Katherine Hughes, Hangar Talk Editor

I have recently taken over the job of Hangar Talk editor from the able hands of Robbie Culver. Although I am not a current member of the club, I've had a long association with Stick and Rudder, all the way back to the 1970s. My father trained here and earned his private pilot's license with Jim Holbrook – so in my teen years I got to see “that look” on clear and sunny days. My father loved to fly and communicated it to everyone around him.

I'd like to encourage all of the members – and not just board members! – to contribute to Hangar Talk. Send me your stories, your pictures, your thoughts about things you'd like to see in the newsletter. Is there information about the club you'd like to have? Let me know, and I'll try to find it. You can email me at kd_hughes@sbcglobal.net, or call me at 847-249-5403.

I look forward to working with the club and to hearing your new ideas.

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