



The newsletter of the Stick & Rudder Flying Club

Waukegan Regional Airport
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Celebrating 60 years! |

September 2008 - Upcoming Events

- September Membership Meeting Thursday, September 4 at 7:00 p.m. at the Club.
- The Waukegan Air Show to be held Saturday, September 6, has been cancelled.
- Al Lenzini is going to start his acclaimed private pilot course with Vince Steidl as his right hand man. Class starts Monday September 15, 2008 7-10PM and runs for 13 weeks.
- Election of new board members is coming up at the November membership meeting. Start thinking now about the people filling these important club roles... it could be you.
- Also in November, Stick and Rudder celebrates 60 years with a gala event. Look for the article in this issue, and make plans to attend.

NOTAMs

- **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.

- **FAA Notification of Proposed Changes to Class B Airspace**

The Federal Aviation Administration will hold three informal meetings regarding a plan to modify the Chicago Class B airspace area. The planned modifications are a result of an extensive review of the Class B airspace. The proposed changes are expected to make the Class B airspace more efficient, enhance safety by containing all instrument procedures, and enhance traffic flow management.

In order to obtain public input, the FAA will host three informal public meetings. The agenda for the meetings includes airspace displays and written comment submittals. Members of the club are encouraged to attend and participate in at least one of these meetings.

Tuesday, September 23, 2008 2:00 p.m. – 7:00 p.m.
Signature Flight Center
Chicago Executive Airport
1100 South Milwaukee Avenue
Wheeling IL 60090

Wednesday, September 24, 2008 10:00 a.m. – 2:00 p.m.
DuPage Flight Center
Chicago DuPage Airport
2700 International Drive
West Chicago, IL 60185

Thursday, September 25, 2008 2:00 p.m. – 7:00 p.m.
Signature Flight Center
Chicago Executive Airport
1100 South Milwaukee Avenue
Wheeling IL 60090

- **Stick and Rudder Board Elections - November Membership Meeting**

The election of new board members is coming up in just a couple of months, but before then, the club needs volunteers to serve on the Nominating Committee. Members of the Nominating Committee are required to be a regular or lifetime members in good standing. The responsibility of the committee will be to solicit and to interview candidates for board of directors positions, and to determine their qualifications. There will be six regular members and a chairman on the committee.

Please contact Ken Jeep if you'd like to be part of the Nominating Committee.

From the Left Seat

Ken Jeep, President

This past month I went to EAA Airventure at Oshkosh, as I'm sure many of you did. I was suitably impressed with the high-powered aircraft, as well as the creativity on display in the form of the many homebuilts present. In past years I've heard former and present military pilots speak of heroic deeds, and I've seen airshow performers do things in airplanes that defy gravity and physics. The EAA experience is all about aviation, but airplanes are just half of the aviation experience - the other half is the people. This year I was introduced to a couple at the air show who are EAA volunteers. Their story made a lasting impression on me, and it's one I would like to share with you.

I met Anna Osborne and her husband John, longtime volunteers at Airventure (20+ years). John and Anna are former members of Stick and Rudder, so that's the Waukegan connection. Anna is one of those people who, upon meeting, you have no doubt she will accomplish whatever goal she sets her mind to. Anna grew up in Louisiana and as she remembers, did not have any inclination towards aviation as a career for when she grew up. However, Anna did have some early childhood memories that involved aviation, and these experiences probably influenced her later in life. One of these was watching pipeline inspection flights and how low the airplanes flew; another was an early airplane ride her father bought for her when she was about five years old. As Anna remembers, her interest in aviation only went as far as maybe wanting to become a stewardess, but after considering more carefully she decided against that career option. Anna went to school at LSU and landed up teaching in Illinois in the Barrington area.

In 1976, Anna stopped in at Air Chicago to look into taking flight lessons more or less on a whim. Anna considered learning to fly as her "personal bicentennial project" and decided early on that there was no rush to complete her rating. Anna was introduced to Stick and Rudder by a friend and wanted to join. However, at that time, the club did not accept members from outside of Lake County and since she lived outside of the acceptable area she was declined. Some time in 1977 the split occurred between Stick and Rudder and TransAir. Stick and Rudder entered into negotiations on the land where the club is presently located. The club was expanding its membership and Anna was able to join in 1977. By then Anna had already completed the requirements for her private pilot's license. John would earn his rating later after joining Stick and Rudder.

Anna's memories of her first years at the club were filled with the excitement of being a newly licensed pilot, a new club member, and learning the new trade of becoming a pipe fitter. Stick and Rudder had temporary quarters on the west side of the field in a rented trailer. Construction on our building began sometime around 1979. In the meantime, the rented trailer served as our offices and clubhouse. During the construction phase all the members were asked to do whatever they could to help defer costs. Anna said everyone volunteered and took on jobs they would never normally think about doing. In Anna's case she was put to work doing plumbing in the washrooms. Anna said she was carefully supervised during this phase of the construction

but she said she still did more than she thought she was capable of doing. And to Anna's credit, still no leaks!

Another story Anna told about the construction was how the club completely ran out of money at the end of the building project. In order to finish the interior work, one square foot sections of floor were 'sold' to raise cash to buy carpet squares. Each member 'bought' a section of floor and then was able to sign their name for posterity. Believe it or not, as bad as the carpeting looks, it was replaced at least once. Anna said the names were still there at that time.

The exciting part of being a club member for Anna was the many trips she participated in taking. The trips were taken as either a group of friends from Stick and Rudder, or as club-sponsored trips. The trips were taken mostly in club aircraft, although former members with their own aircraft often participated. Some club members flew commercially to meet the members who took club planes. The trips Anna talked about were to Banff, Canada, Cancun, Mexico, and the Bahamas. The trip to Mexico seemed the most exciting due to primitive nav aids and the problems associated with flying in a foreign country. The Mexico trip was one of the trips Anna and John flew commercially and met with the group due to time constraints with Anna's teaching position. A side trip was scheduled to Chichen Itza in the Yucatan to be flown in club aircraft. Here is where the poor nav aides came into play. Anna said the nav aid was a right turning section of railroad track that would signal the course correction to get to Chichen Itza. The memory of this style of navigating made Anna reminisce of flying in the days before GPS and the lost art of pilotage.

Shortly after joining the club Anna was solicited to serve on the board of directors. Her first job was the editor of the newsletter from 1977 to 1978. In Anna's position as the editor she wrote a review of a book written by Gordon Baxter, a well-known radio personality and author of books and articles written for *Flying* magazine. Through a mutual friend, her review was forwarded to Gordon (Bax as he was known) and the two remained lifelong friends until Gordon's death in 2005. Anna went on to serve as the club's secretary and vice-president, getting to know the club's business better in each position. Then following her year of service as the vice-president Anna was passed by to serve as the president. Not to be deterred, Anna asked instead to serve as the treasurer in order to become more familiar with the business side of Stick and Rudder. After her year as the treasurer she finally had her chance to serve as the president of Stick and Rudder.

During her time at Stick and Rudder, Anna and three other members were partners in the purchase of a 1944 J-3 Cub. Anna's partners one by one asked to be bought out of the partnership, eventually leaving Anna and John the sole owners. Around this time Anna and John moved to Kerrville, Texas near San Antonio to be closer to their grandchild, and the Cub went with them. Anna eventually landed up selling the Cub, something she deeply regrets. Later, about 1994, Anna and John bought 1977 Cessna 172, a plane that was almost destroyed by severe winds while hangared. The plane was repaired and it is the airplane Anna and John currently own.

Talking to Anna and John while meeting at Airventure and later talking to Anna on the telephone for the purpose of writing this article was a pleasure. Her soft Texas twang was noticeable, apparently being in Texas long enough to return to her southern roots. She shared her memories of the club with me while I compared notes of all of the similarities we each faced while being members of the club and having the privilege of serving on the board of directors. I don't feel that the financial health and well being of our club is in any more jeopardy today than it was 30 years ago. Contrary to the "common knowledge" that the club was well off in the 70's and 80's with hundreds of members, Anna told me she more than once thought liquidation of the club's assets was a possibility. Board meetings often held discussions of "K-Mart Blue Light Specials" on memberships. Once Anna was even presented with a flashing blue light from fellow board member Gene Rontanini. We both shared our emotional investment in the club knowing that the club is a "unique American experience," as Anna said, and "there is no other flying club like it any where in the world". Anna said in her days on the board, Stick and Rudder was called upon to be a business model for other start-up flying clubs. When asked what information she would like to share with the membership Anna said, "Cherish what you have at Stick and Rudder, enjoy the freedom of flight, it's truly a privilege." Words to live by!

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, e-mail will help the board to more easily convene a special board meeting when needed. The membership meeting for September will be held on Thursday, the 4th, 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 Right Seat

Tim Buckley, Vice-President

Celebrate 60 Years of Flying with Stick and Rudder

Take out your calendar right now and circle the date, November 15, 2008. This is the night that we will celebrate the 60th Anniversary of Stick and Rudder Flying Club. We are still working out the details for this special evening, but it goes without saying that you will not want to miss it.

We are planning a dinner at a special location near the airport (not in the hanger!). In a few days we will be able to announce the details, but there will be a nationally known keynote speaker, a fund-raising auction for fabulous prizes, and an evening of entertainment. It will be an event that even your spouse or partner will not mind attending.

Please plan on attending. If you are in contact with any former Club members, make sure you let them know about this event. We want everyone who has been a part of Stick and Rudder to join us for the celebration. If you know someone who is passionate about aviation, invite them as well. All are welcome!

Look for details on the website and in future editions of Hanger Talk.

Look through your box of aviation stuff, right now!

Part of the celebration of 60 years of flying with Stick and Rudder, we are looking for any photographs, documents, old Hanger Talks, or anything else that helps to tell the story of the past 60 years. If you have anything, please bring it into the Club and leave it with Ken. Mark it with your name and put it in a folder or envelope. We would like to scan it, and we will return the original to you. You can also donate the originals to the Club if you wish.

Think hard. Photos of solo flights, especially dated, are great to have. Old log book entries from famous Stick and Rudder Instructors may trigger great aviation stories. Pictures of Club trips, the airport, our facility, Trans Air, anything that you have may help us to tell the story of 60 years of aviation. How about old receipts: were 152's ever less than \$10 per hour like I have been told?

If you know someone who may have materials ask them, or let us know and we can go after it. If you have questions or materials contact Tim Buckley or Robbie Culver by leaving a note at the Club.

Help us with the Celebration

The Board of Directors has put together a committee to help us put together the 60th Anniversary Celebration. If you are interested in helping out, contact one of the committee members by leaving a note at the Club. A list of the committee members is below. Any type of help is welcome.

We are also interested in donations for the auction. While we are focused on aviation materials, we would also accept gift certificates, condo weekends, dinners or anything else that you are able to donate. If you have connections with someone who might be willing to donate, contact a committee member listed below, we would be glad to contact them, to make a request.

Committee Members

Ken Jeep

Susan Hillman

Tim Buckley

The Stick & Rudder Board of Directors

Susan Hillman

I am now in my third year on the Board. I initially came on by request – I was lured into the responsibility toward the tail end of a Board year, by sweet-talking guys who thought the Board needed a female touch. A couple of people had left and a new body was needed. So I soon found myself a *bona fide* member of the Board – and it's been an interesting three years. I have served as Membership Director, and am now the Secretary.

There have been some very positive changes during that period. When I joined, the club was basically run and managed by a Manager/Chief Pilot – the way it had been handled for decades. Now, the Board actively manages all aspects of the club, with the Manager handling the day-to-day execution of activities and the Chief Pilot overseeing the instructional aspects and training. This was a pretty tough transition to make, and a greater burden now falls on the Board President and Vice President. Ken Jeep and Tim Buckley have stepped up to the plate and put in extraordinary time and effort into making sure things run smoothly, along with addressing any crises that may arise.

Other strides have been made – we eliminated the dreaded “reading of the rules” requirement before someone could fly one of our aircraft solo. (Yes, you actually had to have a member of the Board read the rules *out loud* and in person to you before you could be accepted as a member.) I figured everyone could do a pretty good job of reading the rules by themselves, so

we changed that rule, and now it's a much more streamlined process to join the club, to be accepted for membership, and to fly solo.

A Board-managed club needs to communicate – a lot. Board members communicate with each other almost constantly via emails and phone calls – we are all aware of what is happening with the aircraft, instruction, maintenance, members and personnel in “real time,” and not days or weeks later. These improvements, coupled with the fact that we now can book on line and track plane and pilot statistics very easily, (thanks to Mark Bennett who worked very hard getting myFBO up and running) make the Board much more proactive and responsive to the club's needs.

But what does the Board really *do* – aside from monthly meetings, numerous additional discussions, and conference calls? Frankly – a heck of a lot. What people fail to realize sometimes is that S&R is a business – and a very complicated one. We own and maintain expensive equipment, we have FAA rules and regulations to comply with, and we have reporting responsibility to the Port Authority of Waukegan. We have complex and costly insurance policies for our planes, fuel farm, building, liability, and workman's compensation. We have employees – including all the instructors, the manager, and line help. And we have a membership that requires and deserves affordable training and flying. Plus, we are constantly challenged with how to attract new members – both students and long-term pilots – so we need to have a strategic marketing focus as well.

But the Board is all volunteer – no big bucks, jaunts to the islands etc. Board members have full time jobs, often a significant other, and a full plate of volunteer and family responsibilities. So why do it? From my perspective, I have learned a lot. Not being mechanical by nature, being able to understand from both a technical and financial perspective what goes into maintaining and fixing our aircraft has been fascinating. And what is involved in both selling older planes and buying new ones is time-consuming and frustrating at times, but very educational – and rewarding when you see the fruition of the Board efforts.

This past year is a very good example of what we have had to deal with as a Board. We sold 42B, our second RG. The Board made this decision after careful evaluation based on how much revenue was coming in and how much was going out in terms of maintenance. We also sold 460, a good airplane, but being long in the tooth, we realized it could end up costing us more than it was worth. We purchased our first really “almost new” plane (519ER, an S model), and entered the modern era with a fuel injected engine – no more carb heat! Although this may sound like it was an easy decision, it was not. We debated the pros and cons of newer vs. older, which really translates into cost – this plane was a lot more than an older 172P model. So that process alone was the subject of a lot of discussion on the Board before a final decision was made.

We have had “crises” to deal with, such as our mechanic quitting and maintenance issues with aircraft. Our fuel prices have skyrocketed, and we have had to adjust the rates, but are always cognizant of trying to make S&R an affordable place to fly. And we constantly evaluate which

planes to sell and replace, including options like plane types other than Cessna or leaseback arrangements. We need to carefully review our insurance policies, as they come up for renewal annually and are one of the most expensive ongoing costs we have. Managing the financial picture (really well done by Jim Holbrook, our Treasurer) is essential in order to understand our cash flows, profits and losses. These financial figures, coupled with detailed statistics (handled expertly by Kevin Kubiak), give us the key information needed to manage the club. Every Board member actively contributes and works on a number of areas – we are not just limited to our defined positions. And it's true – we don't always agree on things (pilots are a pretty strong-willed and opinionated bunch), but when it comes to key decisions that affect the club, we always come together and make it happen.

So why be on the Board? It is a great experience (albeit frustrating at times), but there is a feeling that you are helping the club. I would encourage anyone who loves flying - and Stick and Rudder - to seriously consider serving on the Board. Why? Because it really does make a difference, you learn an incredible amount, and you get to work closely with interesting people who are as passionate about flying as you are.

From the Editor's Desk

Katherine Hughes, Hangar Talk Editor

Wow. I asked for contributions last month, and I now have the “problem” that every editor prays for – more material than I'll include in a single issue. To all of you who sent me articles and pictures and ideas, a resounding and heartfelt thank you!

And for the rest of you, a request for your stories – specifically, the stories of how you wound up here at Stick and Rudder. When and where did you start flying? Why did you want to fly? What brought you here to this club? As I talk to people at the club, they all have interesting histories and lives, and I'd like to start sharing some of those with the rest of the membership.

Tell me about yourself! If you're not used to writing, get in touch with me... that's what the editor is for. You can email me at kd_hughes@sbcglobal.net, or call me at 847-249-5403.

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