



The newsletter of the Stick & Rudder Flying Club

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Celebrating 60 years! |

November 2008 - Upcoming Events

- November membership Meeting Thursday, November 6 at 7:00 p.m. at the Club. The new board will be elected at this meeting, so please come and be a part of the selection process.
- Stick and Rudder 60th Anniversary Dinner and Gala, 6:00 p.m. on November 15 at Thunderhawk Golf Course. Please see Ken Syrzinski for tickets.

NOTAMs

- Phil Boyer, president of AOPA and a strong advocate for general aviation, will be the featured speaker at the Stick and Rudder Gala. He will be honored as a lifetime member of Stick and Rudder.

From the Left Seat

By Ken Jeep, Club President

As I write this month's article I write it with at least a little bit of regret. This is the last article I will write before the fiscal year end of the board for Hangar Talk, which means the end of this term as president of the board. Typically, now is the time to remind the membership of the accomplishments the board made for the club this past year. I won't bore you with those details in this column. Previous articles spoke of our successes and setbacks.

What I would like to tell you about in this month's column is what serving you, the members of the club, has meant to me. I have asked other board members to write of their experience in office this year. At least one of those articles was printed in Hangar Talk already and I would not ask of others what I wouldn't do myself.

I can say this in retrospect now: after serving on the board for five years in various positions and serving for five different presidents there was never a president that I thought didn't do the job easily. My own experience is much different. I guess this is my offhanded way of complimenting previous presidents for a job well done.

Over this past year I learned that the president's position requires more time, management skills, and effort than I ever thought was needed. I learned a lot about the business of operating a flying club including buying and negotiating for the required insurance, fuel purchases, and fleet maintenance necessary for the club to stay in business. In addition, the president must be familiar with our payroll, accounts payable, the status of the aircraft in our fleet, our computer system, and taking care of our building and grounds. The president of the club is also looked to make decisions regarding our staff and fellow board members. The way the board is organized, each director has responsibility and the expertise for one major portion of our area of business. So, although the president isn't required to have expert knowledge in all the areas, the president must have a working knowledge of each of the directors' responsibilities. I learned that as the president of the club you are the person that is looked to make decisions that may well affect our financial solvency. Many of the decisions you make will not make you the most popular guy in the clubhouse either! So, you might ask, why would anyone want to be president of Stick and Rudder? In all honesty, the answer to the question has more to do with my own sense of fulfillment.

The difference between fulfillment and being overwhelmed is a fine line but it is possible to attain fulfillment because of the membership, staff, and fellow board members that are the heart and soul of Stick and Rudder. Consider that nobody outside of our own organization cares whether we are here or gone. As the president of the board I feel entrusted to care for the club so that others will enjoy one of the greatest privileges we Americans have: the ability to get into an airplane and fly for fun and for a reasonable cost. The goal of attaining "fun" and "reasonable cost" is aviation at the grass roots level. This is what Stick and Rudder has done in the past and is our goal to continue into the future. While many of us have seen the cost of a new or slightly used aircraft soar beyond our means, I see Stick and Rudder's mission to keep fighting hard to preserve our flying privileges. The fight is similar to the fight occurring all around the country when a local airport is closed to make way for a new development or another GA pilot is priced out of the marketplace for the aircraft he or she waited years to get. At Stick and Rudder we offer flying and instruction to more people and at a lower cost, not only than our competitors, but at a low enough cost so that people like you and me can afford it. At the risk of being a little too patriotic and maybe a little over the top I think this is the best job you can have!

I see job fulfillment at Stick and Rudder as being a marriage between responsibility to the club and to keep our airplanes flying so that we can take part in the fight to keep GA active and strong.

I encourage the membership to be more involved with the operation of the club. We are strictly a volunteer organization and we rely on people to serve the club that have experience in their respective professions or trades. As the president of the club, I haven't pulled punches in the past and I won't start now: financially we need help. This coming year we need you to step up to serve on the board and to be willing to make a larger financial contribution than in the past.

Speaking of making a financial contribution to the club, Tim Buckley, our Vice-President has taken the lead to organize our 60th Anniversary Gala Celebration. I encourage all of the membership to attend this event. The cost of your \$50 ticket will go towards celebrating our history, our future, and will give us a great deal more visibility in the local aviation community. Consider buying a table of 8 tickets for \$350, a

savings of the cost of one ticket. Invite friends and neighbors, people who you may not even think have an interest in aviation; who knows where it may lead.

To close this month's column I want to mention our Annual Spot Landing Contest. I have no idea how many years this contest has been run but I think it's safe to say probably more years than some of our members are old. I think it is also one of the reasons a number is not associated with the word "Annual" in its name. Thanks to Ken Syrzinski for lighting the fire to get this done after cancelling due to the rotten weather we had during the picnic. Also, thanks for the great turkey he cooked! Thanks to Jim and Shelly McCormack for their work to run the whole thing. Thanks also to Darrin, Tim, and Tony for helping with the judging. I especially want to thank the judges since they were gracious enough to give your president one of the trophies. And if I forgot to thank anyone I apologize.

From the Right Seat

Tim Buckley, Vice-President

As the sun started to burn off the haze, engines were already turning on the Stick and Rudder ramp. Anticipation was high on the morning of October 12th, as pilots milled about the Club House. The long awaited Spot Landing Contest was about to start, and the weather was perfect!

After a long taxi to the departure end of Runway 14, your plane is finally cleared for take off. A quick look around to make sure it is clear, and a quick glance around the cockpit confirms that you are ready to go. Advance the throttle, heels on the floor, and the Cessna gains speed down the runway. Hold the airspeed as the nose comes up, maintain the runway heading all the way to pattern altitude, after all you are on One Four.

You neatly make the turn to a left pattern after checking right and left for errant pilots. You note the smoothness of the air on your downwind leg. Just beyond midfield you are cleared touch and go Runway One Four. The stone-faced instructor acknowledges the instructions as you look over your left shoulder to set up the perfect approach. Carb heat, reduce the power and begin to feed in the flaps as you set up your base turn. One last check around the cockpit is in order; fuel on both, seat belts tight, and mixture all the way in.

As you set up your final approach you bring in that last notch of flaps, and check your airspeed for the 100th time, ahh right where you wanted it. You point the nose down at the chevrons at the far end of 14. The orange "spot" is just beyond the numbers, focus on the chevron as you check the VASI. Perfect so far, no bumps, no cross wind, the sock is hanging just the way it was when you took off. As you close on the runway you begin that slight back pressure on the yolk. The end of the runway is gone from your view, the spot is gone, all you can see is the far end of the runway. Now you are operating on faith, hold it off, hold it off.... "CHIRP." You are down, out of the corner of your eye, you see the judges moving back toward the numbers, a good sign.

Slowly you lower the nose, but you still have a lot to do. Keep it on the center line, up on the flaps and advance the throttle. You are touch and go and have another chance to try for another perfect landing. For a brief moment you think, that one was pretty good, how could the next one be any better?

There were a lot of perfect landings that Sunday morning. With perfect weather for the event the results were amazing. John Pauly was the overall winner as well as number one in the Commercial Pilot category with a distance of 12 feet. Phil Rovang came in just behind John in the Commercial Pilot contest with a distance of 35 feet, which would have won the contest in most of the past years.

For the first time in several years, the Private Pilots did better than the Student Pilots. Robbie Culver took second place in the category with a distance of 25 feet, in one of the first landings of the day. An hour or so later that mark was bested by Ken Jeep with a landing of 20 feet from the orange stripe. Our President takes home the first place trophy along with bragging rights for the year.

In the Student Category, first place went to Joey Czerniewski with a distance of 55 feet. Joey's mark stood for most of the morning, as Joey was an early flyer. Late in the morning Joey was challenged by Jake Hansen, who turned in a respectable 70 foot performance, to claim the second place trophy in the Student Category.

The Club would like to thank everyone who made the contest possible. First of all, Jim and Shelly McCormack who have been organizing the event for years. Shelly manned the registration table, while Jim served as the lead judge out on the runway. Second was the brave group of instructors who manned the aircraft. They each made almost 10 flights and up to 20 landings, and maintained the safety of the event. Al Lenzini, John Pauly, Pete Cleland and Ken Szrynski all participated as Instructors for the event.

Jim McCormack, Darrin DeBellis, and Joey Czerniewski and his Dad were out early to set up the stripe at the end of Runway 14. Jim McCormack led Darrin DeBellis and Tim Buckley as the judges out on the runway through the entire morning.

Thanks to everyone who brought food to the cook out, in particular Ken Syrzinski for the cooking and coordination of the event.

Most of all we want to thank everyone who came out and participated. Events like these are what makes Stick and Rudder different. Start practicing now for next years event, we can only hope for flying conditions as good as we had this year.

Phil Boyer to Speak at Stick and Rudder 60th Anniversary Gala

By Tim Buckley, Vice-President

On the evening of November 15, 2008 Stick and Rudder will celebrate our 60th Anniversary. To honor the occasion we will have dinner and Gala at Thunderhawk Golf Course, starting at 6:00 PM. Tickets are available at the Club for \$50 per person. This celebration is open to anyone interested in General Aviation, so invite everyone you know. We are especially interested in reaching out to former members and pilots who learned to fly at Stick and Rudder. We are honored to have Phil Boyer; President of the Airplane Owners and Pilots Association will join us to celebrate.

Phil has been President of AOPA since 1991. He has been flying for over 30 years, and holds several advanced ratings. Prior to leading AOPA, Phil had a successful career in broadcasting including a stint here in Chicago, leading WLS TV Channel 7 during its hay day.

Phil has been a highly visible advocate for General Aviation Issues. He recently led the fight against User Fees. He also led the passage of the General Aviation Revitalization Act in 1994, which directly lead to rebuilding of the General Aviation Industry. This past summer Phil announced that he is retiring from AOPA.

Please join us in honoring 60 years of aviation at Stick and Rudder, and help us honor Phil Boyer as an Honorary Life Member of Stick and Rudder.

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