



## The newsletter of the Stick & Rudder Flying Club

Waukegan Regional Airport  
Office Manager: Ken Serzynski Phone: (847) 249-5190  
2341 West Beach Road Waukegan, IL 60087-1530  
FAX: (847) 249-5195 WEB: [www.stickandrudder.org](http://www.stickandrudder.org)

*Celebrating 60 years!*

### February 2009 - Upcoming Events

- February membership meeting on Thursday, February 6.
- Mark your calendars now: Safety Day, 10:00 AM, March 14th, 2009. A safety day will be held at the club with a potluck lunch and social hour to follow. Topics: Weather Decisions, Runway Incursions, Ramp Safety, and Situational Awareness. Hosted by Robbie Culver

### NOTAMS

Dues for 2009:

The annual regular dues are \$550

The affiliate dues are \$240

### From the Left Seat

*By Ken Jeep, Club President*

#### An Anniversary of Sorts

Let's face it, at this time of the year it is difficult to keep our focus on aviation. Snow, cold, low clouds, wind, and more snow render low flying hours for all of us at this time of year in the Midwest. And for some reason, most of us would rather spend our dough on a Caribbean vacation rather than pre-flying with minuses in front of the wind chill numbers. So I was looking through my computer files of past issues of "From the Left Seat," curious to see what I wrote about at this time last year. I was looking to see if there was anything deep in the files worth recycling. Here is what I found; in March of last year (2008) the board announced the acquisition of our new SP, 519ER.

Looking through my log book, the first entry for 519ER was on March 1<sup>st</sup>. We took delivery of the plane in late February. Since my club check-out in 519ER, I have logged 7.9 hours in the airplane. The longest single trip I took in the plane was to Iowa City, where I logged 4.0 hours. The reason I mention the dates and times is first, because of their significance to me for having access to fly a very nice 172, and second,

to the club for the progress we have made so that this fine airplane is part of our fleet. Let's congratulate ourselves and happy one year anniversary to 519ER!

Another anniversary, of sorts, is one we are yet to celebrate; the recent emergency landing of US Airways Flight 1549 in the Hudson. The near tragedy is beyond the normal scope of this newsletter to comment on, yet I believe the members of Stick and Rudder can be inspired by the event. Notice I said "inspired" not amazed or shocked. I chose the word "inspired" for a couple of reasons.

First, most pilots are not amazed to see that procedures and training led to the safe outcome of an event that could have been a tragedy. Pilots at all levels recognize that we are trained to respond to emergency situations by following procedures. I wonder though, how many of us feel confident enough to follow procedures when all seems lost? So, I think inspiration is what comes to mind. Be inspired by the actions Captain Sullenberger took to safely land Flight 1549 to train to a higher standard; study more carefully; and be more aware while flying, so that if and when you're in a situation when "all seems lost" you will have the confidence to follow procedures that give you the best chance for a safe outcome. The media reported the amazing piloting skills of Captain Chesley Sullenberger, but the fact that he had the presence of mind to continue to follow the procedures is truly the amazing part of the story. As a result of this event all pilots, whether they fly a Cessna 152 or an Airbus 320, should feel inspired to train to the highest standard.

Captain Sullenberger also inspires pilots to consider their passengers safety. My interpretation is that Captain Sullenberger's thoughts were probably not with his passengers as he went through the procedures to identify the problems, take corrective action, and finally to decide he would be forced to land away from an airport. The process was compartmentalized to prioritize procedure and to fly the airplane, but once the crisis of the landing was over Captain Sullenberger switched priorities to his passengers and crew. In my opinion, in order to have the highest regard for our passenger's safety you must first prioritize the basics of flying. One of the first axioms student pilots hear from their instructors is the simple basic rule; aviate, navigate, communicate, in that order. If you do these three items well, your passengers are more likely to reap the rewards of a flight done safely. This simple rule might have been the primary reason 155 passengers and crew benefited from a safely executed ditched landing in the Hudson of a disabled Airbus.

So let's raise a cheer to Captain Sullenberger and the crew of Flight 1549 for a job well done, and know that we'll be celebrating this anniversary next year.

Other Club Business

## Schedule to Amend the Bylaws

**1. February**

Publish the intended changes in Hangar Talk

Publish via e-mail the amended Bylaw

Post amended Bylaws in public areas of the club

**2. March**

Membership vote to accept the amended Bylaws.

The Bylaws have turned into a patchwork quilt of recently-passed amendments and original wording, some of which I think dates back to our founding year of 1948! (I'm using the date with a sense of poetic license, don't hold me to it.) Our secretary, Susan Hillman, as well as other board members, has worked very hard to update the Bylaws both for content as well as formatting. Many of the changes simply allow electronic communication via cell phones and e-mail, for example. Other changes include updates to eliminate membership sections since we no longer differentiate the membership in that way. The board proposes to submit the Bylaws "in whole" as rewritten to the membership for approval as a single motion. There are many changes altogether and if each one were to be discussed and a single amendment required for each change the process would be too unwieldy and take a very long time to approve.

An explanation of the changes will be included in this month's Hangar Talk. The amended version of the Bylaws will be e-mailed to the membership in PDF format during the month of February and there will be hard-copy versions available at the club so there will be time for review prior to the March vote.

At the March membership meeting, the Board of Directors will present the updated version of the Club's Bylaws to be approved by the membership. During the March meeting there will be a discussion period at which time questions will be answered or objections to the amended version will be discussed.

We're hoping the Bylaws will be accepted as presented, but we certainly understand there may be many questions and some objections. In that case, an objection will require that the amended section in the Bylaws be voted on separately, amounting to "line item veto" power.

The amended version of the Bylaws is primarily updated to provide for communication methods not available or in common use at the time the Bylaws were written, formatting, and to reflect the way the club now does business.

In Erratum

In an earlier "Left Seat" article of December, 2008 I mentioned that I was the first president of Stick and Rudder to be elected to a multi-year term. I have since been informed that, in fact, 2 other presidents were elected to consecutive terms. So I stand corrected.

## By-Laws Update

*Susan Hillman*

Those of you who have checked out the website lately will have noticed that the Club Rules have been updated (i.e. – brought into the 21<sup>st</sup> Century). The Board worked on those changes last year and posted the newer version last fall.

The next task was to review and update the Club By-Laws. Unlike the Rules, which only require Board approval for any changes, by-laws amendments must be accepted and approved by the regular and life members voting and present during a regularly scheduled general membership meeting. For the past few months, the Board has been working on the by-laws update, and the newer updated draft version will be e-mailed to everyone in a couple of weeks. The vote for approval will take place at the March membership meeting on March 5<sup>th</sup> – so mark your calendar to attend.

In summary, the key changes include many cosmetic, grammatical and format improvements – the old by-laws contained many formatting errors. These have been cleaned up.

The specific updates and changes by Article and Section are summarized below. The primary emphasis – aside from cosmetic – is to update the by-laws to reflect changes in our membership, procedures, fleet, and technology used to communicate as well as to eliminate any ambiguities.

1. Article II – Membership Categories
  - a. Section 1 – Provisional Membership acceptance criteria have been updated. Specifically, a formal, physical “reading of the rules” is no longer required, rather an affidavit must be signed by the provisional member stating they have read and understood the rules. (One can question whether the individual will fall asleep faster whether being read the rules in person – or by reading them on their own.)
  - b. Section 4 – Affiliate Membership details including the statement that in order to obtain Affiliate membership, these members must hold “Regular member status for the preceding twelve months”. Other specific privileges are further clarified.
  - c. Section 5 & 6 – Associate and Junior Memberships have been eliminated, as they are no longer applicable.
  - d. Section 9 (will become Section 7) – Student Membership – further details are clarified.
  - e. New Section 9 – Special Membership category added – allows the Board to designate a special membership status, such as Military which may be under one year.
2. Article IV – Financial Interest
  - a. Section 1 – Financial Interest – The bulk of this section has been eliminated as there are no longer “categories” of membership by section type – 152, 172 etc. (the old formula even includes a section for a 182 section, which has not existed in years).

3. Article VI – Duties of Officers
  - a. Section 3 – Treasurer – wording such as payment “by check” has been eliminated in order to allow payment by electronic means.
  - b. Section 4 – Secretary – clarification that specific books and records maintained by the Secretary can be open to Regular or Life members in good standing.
4. Article VII – Election of Officers
  - a. Section 1 – Nominating Committee – We have had problems over the last few years in getting people to volunteer for the nominating committee, so the phrase requiring “seven” members has been changed to “a reasonable number (3-7)”.
5. Article VIII – Board of Directors
  - a. Section 3 – Contracts and Documents added “Signature authority shall be in the order of the President, Vice-President, Secretary, and Treasurer and signatures will be obtained in order except during the extended absence of an Executive Committee member.”
  - b. Section 8 – Notice – added the word “email” for notification of schedule of monthly Board meetings.
6. Article X – Membership Sections – General description – specifies sign off into next category of aircraft by Chief Pilot and eliminates Board of Directors involvement.
7. Article XI – Membership Fees and Annual Dues – clarification on initial membership fees and due eliminating any reference to section upgrade fees.
8. Article XII – Membership Meetings – specifies email notification of meetings, eliminates first class mail.
9. Article XIII – Membership Roster – clarification on maintenance and updating of membership roster
10. Article XIV – Amendments – clarification of notification
11. Article XV – Board of Inquiry
  - a. Notification – clarification in wording – “Upon information coming to the attention of the Board of Directors from any source whatsoever, or upon the complaint of any person, *the Board of Directors shall determine if* a Reviewable Act, as defined in Section 1 of this Article has occurred. In such a case where the Board of Directors determines a reviewable act has occurred notification of a Board of Inquiry shall be made.”
12. Section XVI – Damage to Club Property
  - a. Section 2 – clarification of member liability for damage amount “... the responsible member or members may be assessed for a percentage of the uninsured portion of the damages. Said percentage may be up to 100%.”
13. Section XVII – Voting – added “Passage of any motion, resolution or proposition, excluding Amendments hereinafter referred to in Article XIX, shall be a simple majority. In the event of a tie vote, the president of the club, or in his absence the next highest ranking Executive Officer, as described hereinbefore Article VIII, Section 3 shall cast the deciding vote. “
14. Section XIX (not XIV) – “notified in writing” changed to “written notification”.

An important note: any references to notification to members discussed in the by laws will be either specifically stated or assumed to be by email. Today, with few exceptions, all club notifications, including sending of Hangar Talk, is by email. Virtually all members have email, and it is far less expensive to communicate in this manner. If there are any club members today who still do not have email, we would be glad to send notices by regular mail, but please realize this is far less effective, takes much longer and is more expensive for the club. Thus many of the verbiage changes in the by-laws have eliminated “by regular mail” and put in “by email” or simply stated “written notification”, which should assumed to be email.

If you have any questions or comments about the proposed changes, please contact me (Susan Hillman, Secretary, [sahillman@treasuryalliance.com](mailto:sahillman@treasuryalliance.com), 847-234-3118). At the March 5<sup>th</sup> membership meeting, a motion to approve the changes will be made as a block, not line-by-line, item-by-item. However, discussion will be open to review or amend any of the recommended updates and any changes can be made and voted on with another motion.

## **The only way to go on a ski trip**

*Vince Steidl*

As I flew around Waukegan in January and February 2008, I was gripped with the powerful urge to go skiing. My favorite close midwest spot is Granite Peak.

I thought I'd ask fellow S&R members if anyone had ever taken skis up and gone to Granite Peak. I asked Ken Jeep and we decided to give it a try. I brought my skis a day early to see if they would fit and sure enough, they were tight but they made it. We were wheels up in 5266K after pre-heating and waiting for the weather to improve.

I set a course taping together two charts (Chicago and Green Bay). I tried to contact Volk East MOA to see if it was active but I couldn't get a yes or no. Since Volk lower limit was higher than our planned flight level we flew under Volk East MOA. I was really having a great time flying and checking out the scenery. I was enjoying the company of a fellow experienced pilot so much that I didn't hesitate getting a few pretty choice photos. Ken did a great job navigating and we had no trouble at all getting to Wausau. Granite Peak ski hill was easy enough to spot from the air, so finding the airport was no problem. There were tall communication towers right near the entry area to the downwind leg of 30. The ski hill was near the crosswind leg of 30 and had additional communications towers. All these towers made me a little uneasy so I entered the base leg and, with the thud of a five-pound bag of sugar from two feet we were on the ground and I had made one more smooth landing. We were five minutes behind some twin, so we were out of luck for the courtesy car and called a cab. Our driver was a very nice likeable guy, but seemed to lack the basics of common sense. I had driven to Granite Peak before and the roads we were on didn't look familiar. I questioned our driver and he said that he was taking us to the look out at the top of the hill. I informed him that the resort and ski rental was at the bottom so he quickly stopped and put the minivan in reverse. That is when we realized that we weren't the only vehicle on this quiet mountain road. There was barely any damage to the vehicles but it did set us back at least an hour and a half. We finally made it

to the slopes and got our lift tickets. I was exhausted after three runs so I went in to the restaurant and munched. I did manage a few good photos of Ken swooshing down the slopes. The ski conditions probably couldn't have been any better. It was a bright sunny day just below freezing and the ski hill was relatively empty.



We stayed later than we planned because of our late departure and time lost due to the accident which called for a night flight home. Ken got all the weather and info and we departed when it was still light. I was having fun taking photos of Ken as PIC when I heard in a stern voice “Were you planning on helping me navigate?”. I quickly put the camera away and spent the next half hour trying to figure out where we were. Ken mentioned that the weather called for a ceiling around 3,000 feet in Waukegan. We got our bearing and all was good. We passed Mitchell and then we saw Kenosha but the beacon to KUGN was hard to spot and the lights southward were a bit obscured. We kept looking but couldn't see the beacon, which seemed peculiar because KENW was so obvious. It was just then that everything went black and we realized we were in a cloud. Ken quickly put us in a coordinated two-minute turn for one minute and we were out as quickly as that. I'm pretty certain that I didn't actually pee my pants but I must admit that I was a bit nervous. To top off that experience, we saw some plane departing KENW directly toward us without wavering. Ken quickly and smoothly altered our heading but we did manage to get a pretty clear sight of him and figured that the pilot couldn't see over the cowling in his nose-up attitude. Good thing for night-lights so he was pretty easy for us to spot. We descended, contacted KUGN tower, made another smooth landing, and taxied to the club. After we tied down and put away, we celebrated the awesome experience with a nice cold libation and vowed to do this again.

Well, it's a new year and a new ski season, and we have talked a couple of more club members into a ski trip. I can't wait - what an absolutely awesome way to use your pilot's license. Forget this more than four-hour ride in an auto, just hop in 66K and you'll be there in less than half the time - an important consideration when a lift ticket starts at 10 AM and lasts only till 5 PM. See you on the slopes.

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**eMail: [MichaelFlemingPI@aol.com](mailto:MichaelFlemingPI@aol.com)**

**web site: [www.MichaelFlemingPI.com](http://www.MichaelFlemingPI.com)**

**phone: 773-267-8595      fax: 773-267-8596**



**Mutual Ace Hardware**

Dane Sheahan

1393 Half Day Road

Highland Park, IL 60035

Phone:(847) 432-0026FAX: (847) 432-9405

eMail: [dane@mutualace.com](mailto:dane@mutualace.com)



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**Michael P. McMurray**

**[m.mcmurray@dacadusa.com](mailto:m.mcmurray@dacadusa.com)**

**312.518.3644**