



Chicago Land Glider Council Newsletter

Chicago Land Glider
Council

Volume 2, Issue 5
March 2004

February Meeting Highlights—Hang Gliding!

February's CLGC gathering featured **Octavio Gutierrez's** captivating slide presentation on hang gliding. Octavio, a nationally ranked (10th) hang gliding competitor in Mexico as well as a private glider pilot in the US took us through the equipment, techniques and regulations governing hang gliding, compared and contrasted with conventional gliders.

Invented in the '60's by NASA's Francis Rogallo as a design for Apollo spacecraft return, the hang glider has evolved into a refined aircraft using space-age materials. Still using weight-shift to control flight, hang gliders now offer rigid wings with dihedral and aileron/spoilers as well as the traditional aluminum and zero-porosity fabric flexible wing. These 'ships' are available in a wide range of performance configurations from beginner to advanced and ranging in price from \$1,000 to more than \$10,000. L/D ratios vary from 8:1 to 20:1 at best glide of 18 -

26kt, stalling at 12 - 14kt, with VNE from 33—60kt...and G-force loads at +6 -3. Pretty amazing for a glider weighing from 50—70 lbs. The distance record for hang glider flight was set in Texas—435 nm! More advanced units have integral parachutes, some even with BRS. Hang gliders are governed in the US under Part 103 ultralight rules. According to Octavio, hang glider pilots range in age from teens to octogenarians. All you have to do is be able to jog a little with a 60 lb. sack on your back!...although launches are now possible by tow (no, not Pawnees). Tandem hang gliders are also available for training...or for that special date you've been planning.

Octavio finished his presentation with slides of a vast, thermal-saturated, dry-lake flight area near Guadalajara, Mexico, where all are invited to expand their soaring skills. For more information, contact Octavio directly through the WCSA, or check out www.usgha.org on the Internet. Local lessons may be available at Hang Glide Chicago—815-325-1655.

Following Octavio's delivery John Cochrane presented Herb Kilian with the Region 7 plaque for 2003. Herb then demonstrated the capabilities of the SeeYou flight graphics software. Using a digital trace from his challenging October 2003 flight of 138 nm, he took us through the amazing features and functions of this software. With south winds of 18—22kt and an initial cloud base of under 4,000 feet, Herb's skill in completing the course (0C2 -Leland-LaSalle-Rochelle-Sky-0C2) in three hours was evident. The software generated a 3-D animation of the flight and, with synchronized statistics tracking the visuals, allowed one, to know, for example, besides speed and altitude, how much time was spent circling (31%). Concluding the meeting, Mike Shakeman conducted a survey about contest flying—possible alternate rules to attract more participants. In other business, President Scott Wolf announced the donation of \$500 by the CLGC in support of the "Dr. Jack" soaring WX website.

Inside this issue:

February CLGC meeting in review 1

Simine Short publishes Soaring Article 2

Map to Herrick School for CLGC meetings 4

Classifieds 3

From Sam Hamilton 2

More from Dave English 3

Change of address reminder 1

Note to Members:

Please notify John Harrison of all changes to your email or home addresses. Without your current data, we can't send you the newsletter, or lottery prizes!

John Harrison
827 Homestead Road
Lagrange Park, IL 60526-1622
jharrison@mail.enc.k12.il.us

CLGC Meeting Schedule

Tentative Events (subject to change)

Oct 14, 2003 —Celebrating the 2003 Season and the Cubs' Victory! (Revised Oct 15, 9:00 PM)

Nov 18, 2003 —Dave Voggasser discusses airspace and TFR. Is Class G "Glider Only?"

Dec 16, 2003 —Dave Voggasser returns! Part II of "Skies Through the Eyes of ATC"

Jan 13, 2004 —in memory of Rudy Kunda

Feb 10, 2004 —Octavio Gutierrez on hang gliding...glider on display...don't miss it!

Mar 09, 2004 —Curt Lewis on "An Introduction to Racing"

Apr 13, 2004—To be announced

Door prizes at every meeting! Plan to attend!!

From Sam Hamilton

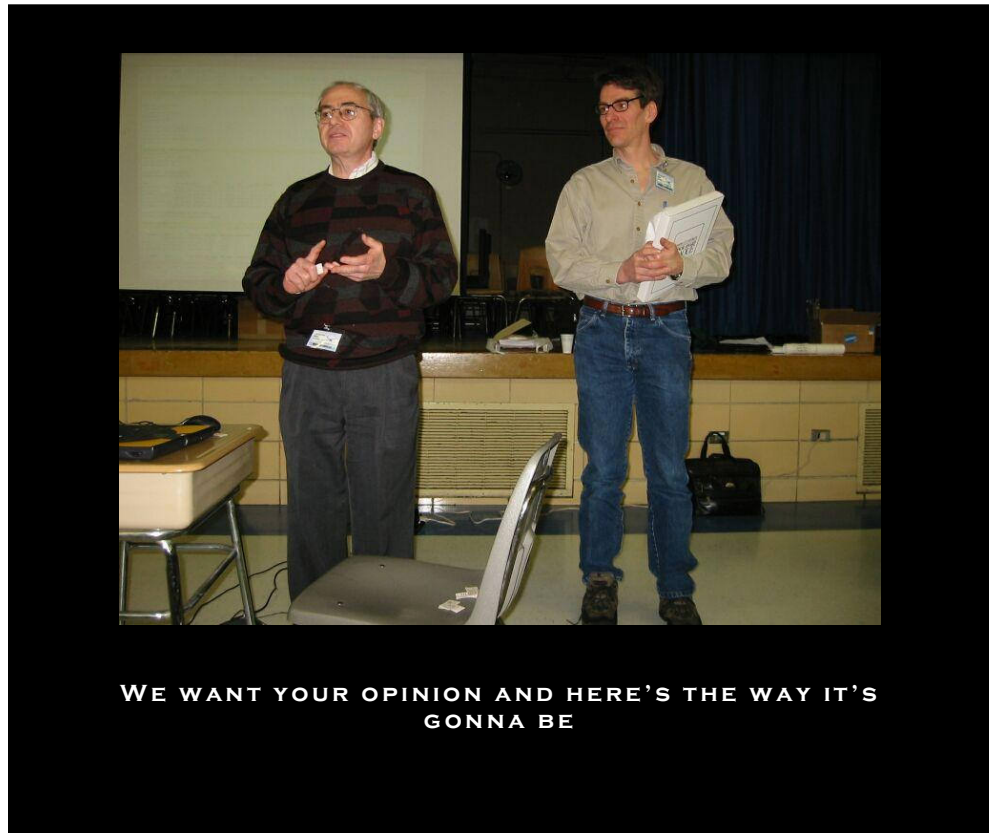
When asked what makes a good pilot, philosopher of flight Richard Bach once answered, "Four things: judgment, judgment, judgment and the ability to see the air the way a river-rat sees the water." For good judgment you must consider all the facts, and apply rules and values without cheating or letting your ego be larger than the sky. Keep making effort to learn all you can, and to just do what is right. As a safety warrior, you take pride in choosing the right path. As a samurai held his code of conduct above all else -- the Bushido -- you must hold your proud aeronautical honor code above all else. Do not allow the powerful forces of management, ego, saving face, looking good, being cool, getting their on time, or whatever cloud your clear decision making skills. You are the pilot-in-command. Of the airplane, of yourself.



Chuck's Café proprietor **Chuck Spritzer** readies for the refreshment stampede at the February meeting. Specializing in Chicago Soaring cuisine, the café offers a wide variety of snacks and beverages from heart-healthy to "I'm sooo glad we don't need medicals."

**Simine Short Publishes Article**

The latest issue of *Gliding and Motorgliding International* features an article by our own Simine Short entitled, "Stamps That Tell A Story." The article, based on Paul McReady, contains his famous quote:
"Vehicles for land or air that carry



WE WANT YOUR OPINION AND HERE'S THE WAY IT'S
GONNA BE

From **Dave English's** website *Inner Art of Airmanship* at www.hikoudo.com

There is no way to become a craftsman of the cockpit from just reading words. It's a lifetime of flying, discipline, and grace. It's going from young pilot determined oak, to old pilot flowing willow. It's connecting timeless wisdom with modern psychology through the stick and the rudder — and finding what works for you. For only then can flying become an art, an expression of your own self, in harmony with the nature of the machine and the nature of the sky.

Start now...Being a great pilot starts right now. For if not now, then when? No one has a perfect flight, few pilots come even close. But that is just fine. While pretenders worry about not looking good and idly dream of amazing flights, the maestros are memorizing the manuals and doing the job of a prepared pilot. They are slowly making constant corrections. They are enjoying the details.

Flying cannot be taught...but it can be learned. You are a pilot, it is a state of mind as much as a seat in the cockpit. You will not master the art by reading about it or dreaming about it or talking about it. You must train. Then you must go up in the sky and practice it.

Voices in my head...we all have an inner dialogue, the voice in our head that talks to only us, that we think is us. And while there are many times we need to think actions through using our inner dialogue, there are other times we must somehow quiet the voice. And trust another inner self.

No competition in the sky...It is as Gann titled a book: 'Fate is the Hunter.' You should not worry about the friend to beat, or the government minimum standard to meet; this is a long game of solitaire. You must not stop if you have beaten the other student or have passed a test. The real exam will come when you are alone

Playing for fun...Sam was always laughing at himself, his students and most anything else that caught his eye. He said that flying is the only occupation that has such serious consequences for failure, yet is so much fun. Pilots never seem to have to grow up. Really, it is no surprise that Peter Pan -- the boy that never grew old -- could fly. An atmosphere of play is prevalent in great fighter squadrons, and for good reason. It's not just children that learn best in a relaxed, supportive and fun atmosphere -- adults do too.

Always a beginner...The great masters always regard themselves as beginners, with minds open to new experiences, the momentary adventure of life.. A close-to-retirement Boeing 777 examiner, and former T-37, F-4 and F-15 instructor, once told me he learns something on every flight. If he does, I must.

Updown, leftright, yingyang...The airplane controls work the same inverted as in upright flight, as long as we know what up and down mean. In flying we must balance up and down, the technical and the artistic, left and right brain, Yin and Yang.

Centered within...The mind of the pilot is centered within you. There can be no reliance on props or tricks when fully flying. Of course we fly the wing, by the book,-- but you are pilot-in-command centered in the sky.

Nothing special...The process of learning to really fly seems magical, the results superhuman. While soaring is living a great dream of mankind, it is what we do. Clouds and mountains are still clouds and mountains. There are no tricks to being a pilot, just flying in the moment right now. Nothing special.

The Inner game...Are you gently grooving with gravity or do you have a death grip on the stick? Can you flare with flare? "It is an action is which certain things are caused to happen and certain things are allowed to happen. Faults arise in trying to cause what should be allowed."

Flow on a million details...Mindfulness can make every action important, and then what were moments in the zone become an inner art. Matching skills and challenges, you are now flowing in a ocean of air, alive in the river of life.

Unending self-discover...To the winged warrior the stick becomes as a samurai sword, and the sky becomes a practice. Every flight is new, and the more we fly, the more we discover. What is not needed falls away, and your inner art of airmanship becomes masterful

Classified Ads



L33 Solo, 1995, 350TT, excellent condition, stored in trailer, radio, audio vario, full tow-out gear, more... \$25,000. Chicago. IL

Email: CurtL33@aol.com

Website: www.hometown.aol.com/curtl33/myhomepage/l33.html

RS-15, owned by the late Don Engles, "slightly bent," with all-metal trailer "sitting in my hangar at Hartford, WI (HXF)." Contact Gunter Voltz at guntervoltz@sbcglobal.com **Tel&FAX: 414-962-1340**. Cell:414-531-4264.



...where the rubber meets the grass

President: Scott Wolf
Vice-president: John DeRosa
Treasurer: John Harrison
Secretary: Don Berk

For submissions and to place classified ads
Phone: 630-466-0741
Fax: 775-218-4738
donaldberk@hotmail.com

CLGC Meeting Schedule

- Oct 14, 2003
- Nov 18, 2003
- Dec 16, 2003
- Jan 13, 2004
- Feb 10, 2004
- Mar 09, 2004
- Apr 13, 2004

Door prizes at every meeting! Plan to attend!!

From:
CLGC
15 W. Windsor Court
Aurora, IL 60506

TO:

