



The Air Bubble

**The Newsletter of The
Chicagoland Glider
Council
Est. 1938**

- November 2011 -

Board of Directors

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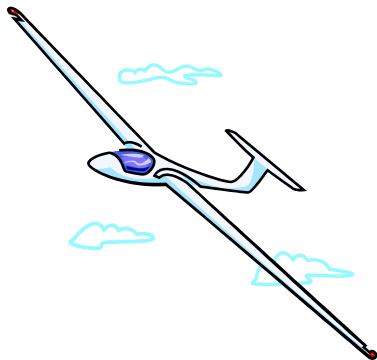
Vice-President - Ivacanti

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Secretary - John DeRosa

Newsletter Editor - John DeRosa

<http://chicagolandglidercouncil.com>



November CLGC Meeting

“2011 Season Recap”

Don't Miss It!!

Tue, November 15, 7:30PM - Herrick JHS

- **Local Club Reports**
 - Relevant events, licenses, badges, new gliders
 - Club Events that made a Difference
 - Safety Considerations
 - Membership
- **Local Contest Flying**
 - NISC Results
 - NISC Statistics
 - NISC Rules
- **OLC Results**
 - OLC Champion
 - OLC Speed Champion
 - OLC Statistics
- **National Contests**
 - Senior Nationals
 - Sports Class Nationals
 - 15M Nationals
- **Regional Contests**
 - Logan UT Contest Report

2012 CLGC Youth Grant

Applications are being taken for the 2012 CLGC Youth Grant of \$500. The applicant must meet all of the following requirements:

- Be a member in good standing of the ChicagoLand Glider Council as of January 1st, 2012 and,
- Be between the ages of 14 and 21 (inclusive) as of January 1st, 2012 and,
- Reside within 50 miles of Chicago and,
- Did not receive the previous year's \$500 grant (but you might win a secondary grant) and,
- Obtain a written recommendation from a Certified Flight Instructor Glider (CFIG) who is familiar with the applicant's qualifications and,
- Write an original essay of 500-1000 words on "What Soaring Means to Me...." and,
- Send all necessary documentation to the committee **no later than midnight, March 1st, 2012**

Complete details at can be found at

<http://chicagolandglidercouncil.com/grant>

Agass Baumgartner
1948-2011



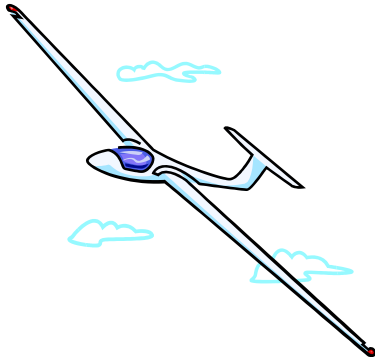
WCSA was sadly informed of the passing of one of our respected club members and close friend to many, Agass Baumgartner. Agass suffered a severe heart attack while on his way to work and was not able to recover. Agass was 63.

Born in Switzerland, R. Agass Baumgartner attended The Luzern Academy of Art and the École des Beaux-arts in Epinal, France, majoring in studio art and art history. Between 1971 and 1978 Baumgartner apprenticed and worked in the department of art conservation at the Museum of Art and History in Fribourg,

Switzerland. From 1974 -1978 he freelanced in mural and 16th through 19th century easel painting restoration and conservation. By the end of 1978, he moved to Chicago where he opened the Baumgartner Fine Art Restoration studio. Baumgartner Restoration was a longtime member of AIC (American Institute of Conservation).



N631H - This is one of the HP-11As built by the Chicago Five; however, the joint venture agreement indicates that six builders were involved. It was flown for approximately 600 hours by Fritz Fauser one of the original builders for 23 years out of Chicago Glider Club just outside of Chicago. The plane was bought in 1994 by Agass Baumgartner who logged approximately 300 hours while flying out of Windy City Soaring Club located in Hinckley, Il.



Robert "Bob" Haney
1924 - 2011



Written by Bob's Daughter Sharon Krengel - It seems like not all that long ago that I was mailing off a Thank You note, following my Mom's passing. Now it is Dad that I am writing about.

Dad has been a member of Sky Soaring for almost as long as I can remember. There have been so many good times that he has been able to be a part of. "The Airport" has always been such an important part of Dad's life. Even as children we realized that somehow time goes by differently when you are at an airport. We just called it Dad being on Airport time. While family was of utmost importance, airplanes and The Airport followed close behind. Dad had his first airplane ride as a child when his family lived near Midway airport. He was captivated by planes even then. I wish I could remember the type of plane that he had his first ride in. While looking through some of Dad's belongings, Lar found Dad's first log book. He took flying lessons after returning from active duty during WWII. Elmhurst Airport and Sky Harbor airports were the fields that he flew out of as a student. May 6, 1947 is the day he passed his flight test. On May 11, 1947 he took up his first passenger(s). That would have been Mom who would deliver me just a month later. Somehow I feel pretty good about having been along on his first flight as an official pilot. Dad would have loved to have been trained as a pilot when he entered the Army Air Corp. But due to his heart murmur that was not possible, he would have to wait until after the war was over to become a pilot.

The friendships, the brotherhood, the caring, and even the repair work on gliders and planes have all been such an important part of Dad's life. Having members bring parts or pieces over to the "Haney Hanger" for work or repair always gave Dad a wonderful sense of usefulness and pride in his abilities. I think Dad spent more hours in the basement or the garage than he might have spent in the main part of the house over the past number of years.

Thank you to everyone for all the kinds words that were sent on to our family. We really appreciated seeing so many members at the wake, and hearing from many others who were not able to attend. But even more, thank you for the friends you were to Dad. What do you think he is doing now that he has wings of his own and no longer needs a license from the FAA? Is there airport time in Heaven? The thought of Dad and Mom together again is a comforting one for all of us.

Bob's scratch built Skybolt →



” Locomotive to Aeromotive: Octave Chanute and the Transportation Revolution”

By Simine Short

Our own Simine Short has written a biography of French-born, self-trained civil engineer and aviation pioneer Octave Chanute.

Chanute designed America's two largest stockyards, created innovative and influential structures such as the Kansas City Bridge over the previously "unbridgeable" Missouri River, and was a passionate aviation pioneer whose collaborative approach to aeronautical engineering problems encouraged other experimenters, including the Wright brothers. Drawing on rich archival material and exclusive family sources, *Locomotive to Aeromotive* is the first detailed examination of Chanute's life and his immeasurable contributions to engineering and transportation, from the ground transportation revolution of the mid-nineteenth century to the early days of aviation.

Aviation researcher and historian Simine Short brings to light in colorful detail many previously overlooked facets of Chanute's professional and personal life. In the late nineteenth century, few considered engineering as a profession on par with law or medicine, but Chanute devoted much time and energy to the newly established professional societies that were created to set standards and serve the needs of civil engineers. Though best known for his aviation work, he became a key figure in the opening of the American continent by laying railroad tracks and building bridges, experiences that later gave him the engineering knowledge to build the first stable aircraft structure. Chanute also introduced a procedure to treat wooden railroad ties with an antiseptic that increased the wood's lifespan in the tracks. Establishing the first commercial plants, he convinced railroad men that it was commercially feasible to make money by spending money on treating ties to conserve natural resources. He next introduced the date nail to help track the age and longevity of railroad ties.

A versatile engineer, Chanute was known as a kind and generous colleague during his career. Using correspondence and other materials not previously available to scholars and biographers, Short covers Chanute's formative years in antebellum America as well as his experiences traveling from New Orleans to New York, his apprenticeship on the Hudson River Railroad, and his early engineering successes. His multiple contributions to railway expansion, bridge building, and wood preservation established his reputation as one of the nation's most successful and distinguished civil engineers. Instead of retiring, he utilized his experiences and knowledge as a bridge builder in the development of motorless flight. Through the reflections of other engineers, scientists, and pioneers in various fields who knew him, Short characterizes Chanute as a man who believed in fostering and supporting people who were willing to learn. This well-researched biography cements Chanute's place as a preeminent engineer and mentor in the history of transportation in the United States and the development of the airplane.

Reviews

"Exhaustively researched and persuasively argued, Short's biography of Chanute fills a long-lamented void in civil engineering and early flight historiography."--Library Journal

"A fascinating, detailed, and intimate portrait of an engineering giant."--Civil Engineering

"An impressive, truly significant addition to the field of engineering and aeronautical history. Simine Short shows how Octave Chanute's personality and method of problem-solving enabled him to make meaningful contributions in diverse fields such as railroad and bridge engineering, stockyard design, and the early phase of aviation."--Robert W. Jackson, licensed glider pilot and author of *Rails across the Mississippi: A History of the St. Louis Bridge*

"As the first detailed biography of civil engineer and aeronautic pioneer Octave Chanute, this book fills a gap in the existing literature and is suitable for both the lay reader and the expert."--Anthony M. Springer, editor of *Aerospace Design: Aircraft, Spacecraft, and the Art of Modern Flight*

"We have waited a long time for a solid biography of Octave Chanute. Simine Short has given us a book worth waiting for. She succeeds in situating the details of Chanute's long life and extraordinary career squarely in the context of his time."--from the foreword by Tom D. Crouch, senior curator of aeronautics, National Air and Space Museum, Smithsonian Institution

Simine Short is an aviation historian who has researched and written extensively on the history of motorless flight. Her first book, *Glider Mail: An Aerophilatelic Handbook*, received numerous research awards worldwide and is considered a standard reference by aerophilatelists and aviation researchers. She lives with her husband outside Chicago, Illinois.

This fine book can be purchased at Cumulus-Soaring, Amazon and other book sellers.

NISC Rule Discussion

The Northern Illinois Soaring Contest (NISC) rules will be discussed, along with potential rule changes, at Chicago Glider Club at 2PM on November 20th. Everyone is invited.

Tina Pandit Badge Soaring Trust Fund

Tina and Devesh Pandit have established a trust fund to encourage badge soaring in SSA Illinois Area. Devesh is the SAA Illinois Governor and a CFG. Effective 9/12/2010, any active SSA member, residing and flying in Illinois that earns a badge C or higher, the trust will reward the member by paying for a 2000 feet tow at the Sky Soaring Glider Club. To qualify, the member should notify the trust of such achievement to receive the reward at gliderpandit@yahoo.com.



2012 CLGC Dues Are Due!

Please send in your ChicagoLand Glider Council dues no later than January 1, 2012. The dues are \$10 for the 2012 calendar year. Reminder that for the following clubs' members, your CLGC dues are included in your membership; Chicago Glider Club, Sky Soaring Glider Club and Windy City Soaring Association.

The 2010 membership renewal form can be found in this newsletter.

Send your dues via check to;

ChicagoLand Glider Council
6538 N. Nordica
Chicago, IL 60631

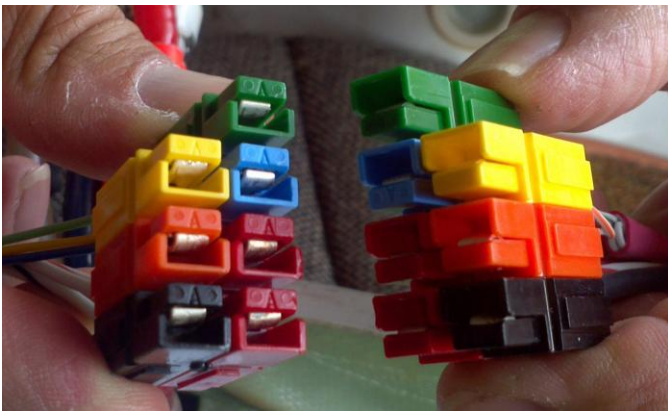
Thank you for your support.

The Power of Powerpole Connectors

By John DeRosa

I have used many different electrical power and control connections and connectors in and around aircraft - gliders in particular. DB-9, ring lugs, splices, RJ-11, USB, Phone, etc, etc. I have also seen any number of types of connections and connectors that should never be used in any aircraft. You name it and I have seen it. Remember, ACE Hardware and Radio Shack do not have an aviation aisle.

I'd like to introduce you to a relatively new type of electrical connector that has come onto the market that you may not have seen or heard of - and is becoming well liked in many arenas. This new connector is known as the Powerpole connector.



The Powerpole connector has several distinct advantages over other types of connectors;

- High current capability - great for battery connections.
- Wiping contacts - the mating contacts slide against one another which cleans the contacts and provides a low resistance electrical path.
- Positive Locking - the contacts and body seat with a satisfying and firm "click".



- Polarized - it is nearly impossible to make a wrong or reversed connection.
- Genderless - there is no male and female contact, there is only one type of crimp contact and matching housing which mates to itself.
- Customizable - the individual housings have molded dovetails to allow them to be joined in unlimited combinations.
- Multiple colors available - eases identification and tracing of circuit functionality.
- Rugged - the connector was originally developed for industry.

There are some disadvantages too; Powerpole connectors can be bulkier and more expensive per connection made.

For more information see;

<http://www.andersonpower.com/products/singlepole-connectors.html>
<http://www.powerwerx.com/anderson-powerpoles>

Disclaimer - In nearly all cases an FAA licensed technician must approve any modification to an aircraft and then sign off on the modification in the aircraft's log book.



Directions to the CLGC Meeting Location

At Herrick Junior High School located at

4435 Middaugh Rd, Downers Grove, IL.

Detailed directions are available at;

<http://tinyurl.com/CLGCDIRECTIONS>

**"Though I Fly Through the Valley of Death
... I Shall Fear No Evil. For I am at
80,000 Feet and Climbing!"**

Found at the entrance to the SR-71 operating base
Kadena, Japan

Upcoming Aviation Events

- ❖ November 15 – CLGC Meeting
 - ❖ December 13 – CLGC Meeting
 - ❖ January 10 – CLGC Meeting
 - ❖ February 14 – CLGC Meeting
 - ❖ March 13 – CLGC Meeting
 - ❖ April 17 – CLGC Meeting
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Newsletter Contributions?

Pictures? Accomplishments? Suggestions? Articles? Speaker Topics? Please let us know! If you have anything that you would like to have included in future newsletters or meetings. **PLEASE** send them to JOHN@DEROSAWEB.COM or call 847-844-8776.

CLGC Newsletter Archive Old CLGC Newsletters Needed!!

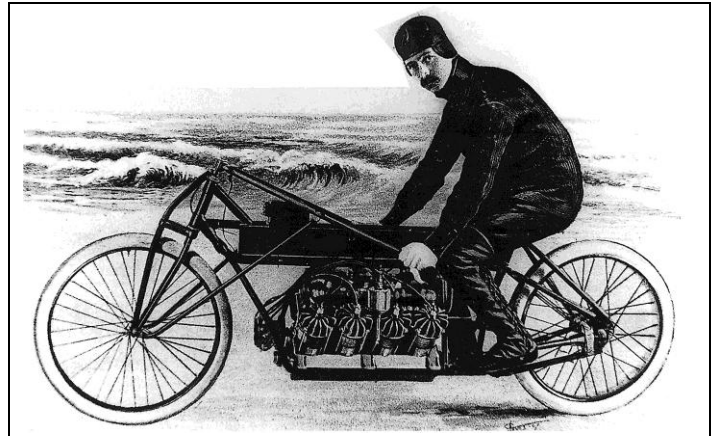
Did you know that there is an archive of CLGC newsletters dating back to 2001 on the CLGC web site? Take a look. <http://chicagolandglidercouncil.com/newsletter.htm>.

Do you have any old CLGC newsletters? We would love to scan them in for the archives. Contact John DeRosa at john@derosaweb.com.

Moved? New Email?

Please let us know to keep our database up to date. Send an email to JOHN@DEROSAWEB.COM or call 847-844-8776 Thanks!!

~ Contest Time ~ Who is this Famous Aviator?



Hint: He didn't like to
wing warp

Answers from Previous 2011 Newsletters

March – Louis Bleriot →
April – Wiley Post with the airplane Winnie Mae





**2012 ChicagoLand Glider Council
Membership/Renewal Application & Change of Information Form**

Membership Renewal Due Date: January 1, 2012

Please Mail Form and \$10 Check to:

**ChicagoLand Glider Council
6538 N. Nordica
Chicago, IL 60631**

Please remit \$10 via check or money order for annual dues - payable to "ChicagoLand Glider Council"

Your Name _____

Your Address _____

City _____ State _____ Zip _____

Email Address (**please print very clearly**) _____

Phone Number(s) Home _____ Work _____ Cellular _____

Primary Airport and/.or Club where you fly _____

Pilot ratings that you hold (student, private, commercial, instructor, etc) _____

Type of Glider(s) that you own _____

Please check the appropriate box(es) below

New Member Membership Renewal Change of Street Address Change of E-Mail Address

Change of Telephone Change of Glider/Airport Information

ChicagoLand Glider Council

2012 Soaring Youth Grant

The ChicagoLand Glider Council Grant program is hosted under the auspices of the membership of the council and is paid by their dues. A primary grant of **\$500** is awarded each year. Other secondary grant(s) may be awarded based on merit. This grant will be paid directly to the recipient's home soaring operation and placed "on account" for use by the recipient for their continuing soaring education.

Application Requirements: The applicant must meet all of the following requirements:

- Be a member in good standing of the ChicagoLand Glider Council as of January 1st, 2012 and,
- Be between the ages of 14 and 21 (inclusive) as of January 1st, 2012 and,
- Reside within 50 miles of Chicago and,
- Did not receive the previous year's \$500 grant (but you might win a secondary grant) and,
- Obtain a written recommendation from a Certified Flight Instructor Glider (CFIG) who is familiar with the applicant's qualifications and,
- Write an original essay of 500-1000 words on "What Soaring Means to Me...." and,
- Send all necessary documentation to the email address and surface mail address shown below **no later than midnight, March 1st, 2012.**

Applicant Information

Name _____

Current Age: _____ Birth date: _____ / _____ / _____

Address: _____

City/State & Zip: _____ Phone: _____

Soaring Location: _____

Submit this application and all required documentation to the ChicagoLand Glider Council Grant Committee via the email address listed below (required) or via the surface mail address below. The application and documentation must be received **no later than March 1st, 2012.**

The ChicagoLand Glider Council Grant Committee consists of the board of the ChicagoLand Glider Council. Decisions of the committee are final. Grantee(s) will be announced at the regular CLGC meeting during April.

Applications and other information is available at <http://chicagolandglidercouncil.com/grant>. Good luck!

Email to: john@derosaweb.com

Surface Mail to;

<p>ChicagoLand Glider Council Grant Committee c/o John DeRosa 35W529 Parsons Rd West Dundee, IL 60118</p>
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