



The Air Bubble

**The Newsletter of The
Chicagoland Glider Council
Est. January 17th, 1937**

- March 2013 -

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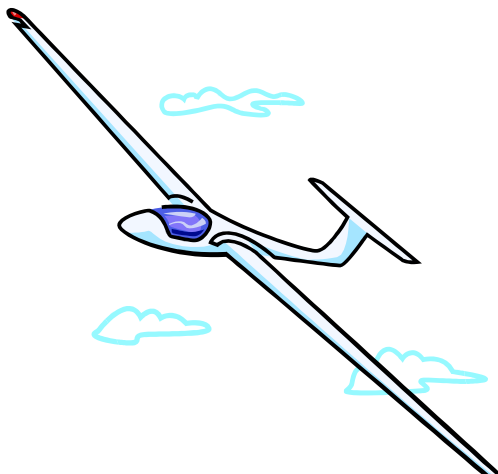
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<http://chicagolandglidercouncil.com>



March CLGC Meeting *"Turbine, Gas or Electric, the Choices for Sustainer Propulsion Systems in Gliders"*

Speaker: Herb Kilian

Don't Miss It!!

Tue, March 12, 7:30PM - Herrick JHS



Synopsis: The narrative is to present an overview of the currently available sustainer motors for modern gliders which the Germans call Heimkehrhilfe or "Get-Home Helpers". Herb will especially look into the possibility of equipping existing gliders with such systems, which are now or in the near future available to be installed especially in Experimental - category gliders. These units do not allow self-launch but are capable of propelling the glider for around a one hour period or 60-100 miles to get home when the conditions deteriorate.

Hurrah! Winter is Almost Over!!



CLGC Seminar Recap A Great Event!

The 5th Bi-Annual Safety Seminar of the ChicagoLand Glider Council held on Feb 16th at the beautiful Elgin Community College and was a great success. The bi-yearly seminar had over 120 participants and five great speakers.

- Dr Dan Johnson (Soaring columnist and AME) - a wonderfully insightful look into our physical foibels.
- Allen Silver (master parachute rigger, packing instructor and examiner) - tremendously energetic and evangelistic talk on parachutes and how to bail out safely.
- Paul Remde (owner Cumulus Soaring) - inside look into the ever expanding range of new cockpit hardware.
- Scott Manley (Soaring columnist) - a fascinating look at how Condor gave two zero time pilots a major advantage for their first instructional flight, which really confused the CFG! Scott and Herb Kilian also set up Condor simulators for attendee use.
- John Cochrane (Soaring columnist and past USA soaring team member) - a fascinating description of his weather predicting methods and his New Zealand trip.



Pictured above are the seminar participants with the speakers - in the front row are (L to R) Herb Kilian (Council President), John Cochrane, Allen Silver, John DeRosa (Council Secretary), Scott Manley and Dr Dan Johnson.



CLGC Seminar Recap (cont.)



Front Desk Help: John Phelan, Chris Garbacz and Craig Zimmerman (not shown).



NASA Speaker! Sat, March 23

“NASA Safety
Lessons Learned &
Their Application to
General Aviation”
Sky Soaring Annual
Safety Meeting



Rene Fernandez
Chief Safety Officer
NASA Glenn Research Center

Everyone is invited to the Sky Soaring spring safety meeting on Saturday, 9AM, March 23 at Donley's (www.wildwesttown.com) in Marengo, IL. The key note speaker will be Rene Fernandez from the NASA Glenn Research Center. Rene's speech will be about;

The Space Shuttle Challenger and Columbia disasters are reviewed in the context of Safety related Lessons Learned that can be applied to the General Aviation community. The Challenger accident is frequently used as a case study in training on subjects such as: the ethics of whistle-blowing, communications, group decision-making, the dangers of groupthink, and engineering safety. It is part of the mandatory readings for engineers seeking a professional license in many countries, including Canada. These lessons are related to everyday situations that general aviation pilots encounter while pursuing their hobby.

Breakfast buffet is available for \$15. Non-Sky Soaring members are asked to donate \$5 to help defray the cost of bringing Rene into Chicago.

January 2013 Meeting Don Kroesch and Kevin Hobbs

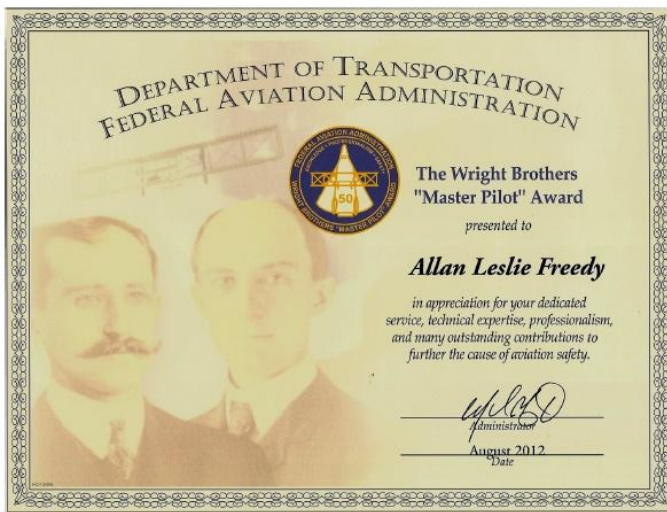
Don and Kevin were the guest speakers in February talking about their RV-9 build and then demonstrating their riveting expertise. If you were there, you had a chance to try riveting yourself. Many thanks to Don and Kevin.



Al Freedy Receives "FAA Master Pilot Award"

Courtesy of the Windy City Soaring Association Newsletter

On the evening of August 13, Al Freedy, a valued member of WCSA, received the prestigious FAA Wright Brothers "Master Pilot" Award for his contributions to aviation for over fifty years. Presenting the award on behalf of the FAA were Bill Law and Chet Cybulski, Operations Supervisor of the DuPage Flight Standards District Office. Also on hand were Al's wife Marilyn and aviation friends Al has collected over the years.



"The award recognizes the efforts of pilots who have followed and continue to follow the precaution and awareness of safe flight operations. Most of all, the FAA recognizes pilots who have contributed and maintained safe flight for 50 or more years of piloting aircraft".

Al's Certificates and Ratings

- Commercial Pilot - Airplane Single Engine Land and Sea
- Instrument Airplane
- Commercial Pilot - Glider
- Flight Instructor:
 - Airplane Single Engine
 - Instrument Airplane
 - Glider
- Designated Pilot Examiner

Al started his aviation career in Waukesha, Wisconsin as a student pilot in 1956 flying in a J3 Cub. In a few weeks he soloed and a few months later qualified for his Private Pilots License. From there he started adding to his collection of certificates and ratings.

Most know Al through his ownership of Hinckley Soaring located at our field for over 30 years. During that time Al and his team provided glider rides and student instruction exposing thousands to the sport of soaring. It is estimated that Al's operation turned out over 850 Private Glider Pilots during this period.

An Inexpensive Sun-light Readable Soaring Flight Computer

By Herb Kilian

The Nook Simple Touch is a so called e-reader that is marketed by Barnes & Nobles. You can download books and magazines and read them at your convenience on the 6" screen that looks much like a page in a book. It has no backlighting and is actually getting better in readability with more ambient light available. The contrast is excellent in direct sun light – quite the opposite of what you find with nearly any of the other PDA or PNA screens. There is some magic in the 'flipping' of particles that only reflect ambient light without emitting any. No power is used once a picture has been 'painted'.

I was intrigued when I read on the network news group rec.aviation.soaring that someone had "rooted" this device to run the Android OS that is so common. Rooting refers to wiping the device clean of a previous operating system and installing a new one. In this case, the new OS allows the owner to continue the usage as a book reader with all functionality regarding buying and displaying B&N books but also library books and access to the Internet. There is a very good website that explains all the quite intricate steps that need to be taken to not only root the unit but also, with the new OS, to have XCSoar, a popular open-source gliding software to be installed. Before installing the new OS, a complete backup of the factory-version Nook can be made and the original OS can be re-installed if necessary.

I had to try the conversion on my Nook and downloaded all the required files from the internet. To make a long story short, the Nook now boots up into an Android start page and allows me also to get into my Google email account (if a WiFi connection is in reach). The following pictures show some screen shots and explanations. The unit needs to be connected to an external GPS device and I ended up getting a compact GPS Mouse for that purpose. I also 'rigged' the cable to allow for an external power supply for the GPS and the Nook from a 12V battery through a DC/DC converter that provides 5V, 1A at the USB cable. The whole unit is a very nice stand-alone flight computer that has all the functionality it takes to tackle long x-country flights. XCSoar is very intuitive and easy to learn and the device should even be working well in a club environment.

The Chicagoland Glider Council board decided to offer a Nook with a GPS unit and power supply as a raffle price at the Safety Seminar on February 16, 2013. The Winners were Caelie and Ed Skalniak. I gave them an in detail introduction to the operation of the unit and into XCSoar.

Of course, I'm also willing to help anyone who is interested in duplicating this device with the rooting and hardware needs they might have to run XCSoar on a Nook. Since I have the boot disk ready, it would be a 15 min job to prepare another Nook for cockpit-use. Please contact me directly if you want help with that. The

winner will have to decide on how to mount the unit in the cockpit of their respective private or club gliders. A suction cup mount is certainly possible since the entire unit weighs only 7.5 oz. That way, the system can be easily moved between gliders. XCSOar training is necessary to get the desired benefits but that is true for any of the various software packages that are out there. I found any number of YouTube videos that go in detail through the basic setup and the extensive options the software offers. A full manual is also available. XCSOar will also write an igc-file of your flight that can be used for analysis in SeeYou and might be accepted at the Online Contest OLC. Another side benefit is that you can read a good book while waiting in the boonies for your retrieve team to arrive.

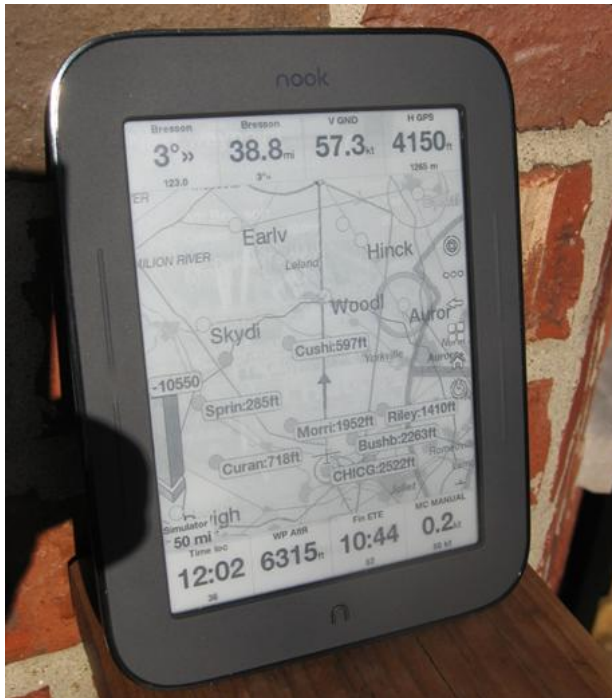
Of course, the unit will be available for testing at the seminar. Please come on out and try your luck. Send your registration to John O'Brien or to any other board member today.

For more information on the Nook Simple Touch and the process of rooting:

<http://xcsoar-robd.wikispaces.com/Nook+Installation+and+rooting>

<http://www.barnesandnoble.com/p/nook-simple-touch-barnes-noble/1102344735>

Here is the Nook in bright Winter Sunlight showing the XCSOar Map-page with track-up. The glider has just started from Chicgo Glider and is outside the 2mi circle. First turnpoint is the Bresson, 38.8 mi away (not the private field). GPS altitude is 4150', required altitude to glide to near Bresson is 6,315'. The darker circles indicate turnpoints that are in glide range with the turnpoint name and arrival altitude shown. MC value of 0.2 assumed, can easily be adjusted by hand or the software selects automatically based on previous thermals. Many other data parameters can be selected to be displayed. Bresson and the next turnpoint DeKalb are defined as area turns.



Upcoming Aviation Events

- ❖ April 16, 2013 (3rd Tuesday) - CLGC Monthly Meeting
 - Topic: TBD
- ❖ May 25-26 – Sky Soaring Mini-Contest (see details below)

Sky Soaring Mini Contest Memorial Day Weekend May 25-26

Sky Soaring Memorial Day Weekend Contest May 25-26 (Sat-Sun) with the 24th (Friday) as a practice day. Great first contest for novices. Two tasks will be flown each day- one for advanced pilots and one for beginner's. Entry fee is \$50 (\$25 for Sky Soaring members) plus tows-\$25 to 2,000ft. No deposit required. There will be a cookout on Saturday night - cost TBD. Call or email Geoff Weck 815-354-4611, weck@mc.net.

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 Wanted!

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!!

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>

99's Expo

Holiday Inn, Itasca, Illinois – January 26th

The CLGC paid for 3 tables at this annual event, one of which was used by the Civil Air Patrol. SSI'ers John Baker and Mike Vaughn were speakers on soaring and how to get an add-on rating to this largely power crowd.



Some of the vendor tables shown during a lull when speeches were going on



Christian Teditsch holding down the Windy City Soaring Association table



John Baker talking about add-on glider ratings



Civil Air Patrol Glider Camp Table

Your 2013 CLGC Dues Are Due!

Please send in your ChicagoLand Glider Council dues no later than January 1, 2013. The dues are \$10 for the 2013 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 2013 membership renewal form can be found at the end of this newsletter.

Send your dues via check to;

ChicagoLand Glider Council
6538 N. Nordica
Chicago, IL 60631

Thank you for your support!

~ Contest Time ~

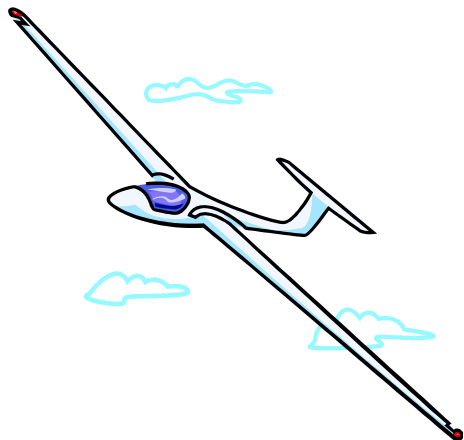
Who is this Famous Aviation Pioneer?



Hint: From the B-17 to the 787

Contest Time Answers from Previous Newsletters

- January** – General Hap Arnold →
December - Richard Bong
November – Roscoe Turner
March – Neil Armstrong



Classified Advertisement



A pair of brand new trailer stabilizer jacks found on many Cobra and Comet trailers. Didn't fit my trailer.

- Folds up/down and telescopes
- Closed Size: 12"
- Extended Size: 19"
- Bolt holes: 7/16" Diameter, 3" center-to-center
- 1,000# capacity
- \$50/pair OBO.

Please contact
 John DeRosa at
 847-844-8776
 or jhderosa@yahoo.com





**2013 ChicagoLand Glider Council
Membership/Renewal Application & Change of Information Form**

Membership Renewal Due Date: January 1, 2013

Please Mail this form and \$10 check or money order to:

**ChicagoLand Glider Council
c/o John O'Brien
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