



The Air Bubble

The Newsletter of the
Chicagoland Glider Council

Est. January 17th, 1937

- February 2016 -

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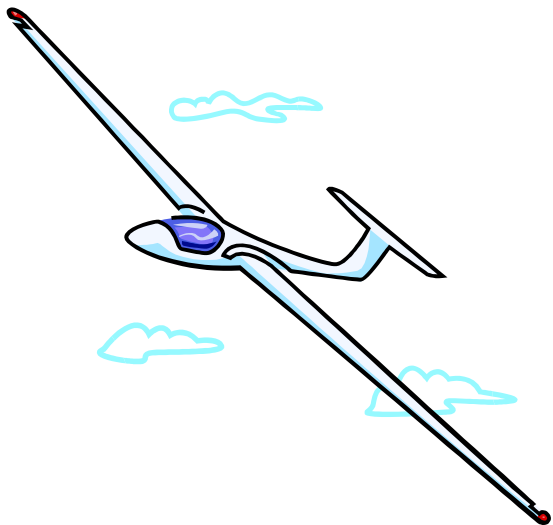
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<http://chicagolandglidercouncil.com>



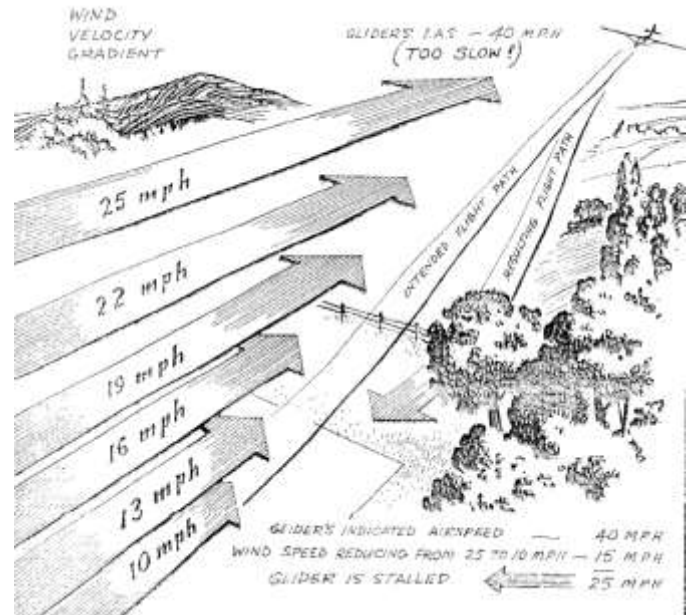
Next CLGC Meeting “Approaches and Landings”

Speaker: Jeff Mack, CFG

Don't Miss It!!

Tuesday, February 9, 7:30PM

Herrick Junior High School



Synopsis: The presentation covers approaches and landings for glider pilots. CFIT & the traffic patterns, the basics with some applied, ADM, what factors will affect the airspeed on this landing? Major drawbacks. TLAR.

2016 CLGC Youth Grant Application Deadline March 31, 2016!

This may be your last chance to get your application in for the 2015 CLGC Youth Grant. The deadline of March 31st is fast approaching. Apply for the CLGC Grant now! The application is attached to this newsletter. What are you waiting for? Form attached below. Full details at;
<http://chicagolandglidercouncil.com/grant>

Region 7 Contest

Albert Lea, MN

May 15-21, 2016

If you have never been to an SSA sanctioned contest, or are a long time contest go-er, then this is your chance to attend one that is close by and in our own region. For first timers this is a great way to “get your feet wet” in a low stress nearby event that has identical terrain to here in the Chicagoland area.

Contests, and like events, are always a tremendous amount of fun. You get to meet glider pilots from other states, be “challenged” to fly a specific task rather than just going from here-to-there-and-back-again, see gliders that you might not have seen before and there are always dinners and talks to attend. Think mini-SSA convention!

You should bring to the contest;

- A glider (duh) with FAA required documentation.
- A radio. Sometimes the task for the day is changed while you are in the air!
- SSA Membership.
- A flight recorder of some type (IGC certified is preferred but probably non-certified recorders will be allowed).
- Some semblance of a crew for retrieves and landouts which is usually anyone else you know at the event. Expect a wait for the retrieve.
- Tie down equipment for your glider and trailer.
- The MN turnpoint database for your GPS at http://soaringweb.org/TP/Albert_lea
- Silver badge is a base “requirement” to qualify your experience level for SSA sanctioned contests.
- Proof of glider insurance in which you are the named pilot.
- A Cell phone.
- Optional but nice to have: a FLARM and/or a Transponder.
- Everything else you use when you typically fly.

You should take the time to read the extremely good beginner reference document created by the Sailplane Racing Association (SRA) which can be found at;

<https://www.ssa.org/files/member/SRAGuide.PDF>

The all-important practice day will be Sunday, May 15 with the contest held from May 16-21. The airport at Albert Lea (<http://www.airnav.com/airport/KAEL>) is a mid-size GA airport with an extremely glider friendly manager and atmosphere. You need to sign up for the contest at <http://www.ssa.org/Contests?cid=2344>

2016 CLGC Dues Are Due!

Please send in your ChicagoLand Glider Council dues no later than January 1, 2014. The dues are \$10 for the 2014 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 2014 membership renewal form can be found at the end of this newsletter. Please complete it and send your dues payment via check or money order to;

ChicagoLand Glider Council
5115 Carpenter St.
Downers Grove, IL 60515

Thank you for your support!

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>

Complete details at can be found at
<http://chicagolandglidercouncil.com/grant>

Upcoming 2016 Aviation Events

- ❖ CLGC Meeting - Tuesday, February 9th
- ❖ CLGC Meeting - Tuesday, March 8th
- ❖ CLGC Meeting - Tuesday, April 12th
- ❖ Region 7 Contest - May 15-21

For Sale!

Oxygen Bottle - 22 cubic feet. Price \$80.

Dimensions are 18.5" x 5", steel bottle with approximately 500 PSI of oxygen.

I bought it 25 years ago from an aviation supply house so I believe it is a standard cylinder for aviation use.

Contact: Herb Kilian at 312-405-3609

Schweizer 1-34 - N17921 currently located at Sky Soaring.

Contact: Art Silverman at 847-881-2506



Newsletter Contributions?

Pictures? Accomplishments?
Suggestions? Articles?
Speaker Topics? For Sale Items?

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.



"I don't know. What do you want to do?"

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!!

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.

"Scud Runner"

Jan W. Steenblik, CFIG

AOPA Pilot, "Never Again", December 2015
(see following two pages)



"Today's flight is overbooked. Is there someone who would accept a free travel voucher in return for teaching us how to correctly book a flight?"

Scud runner

The trap of an impending clearance

BY JAN W. STEENBLIK

THIS WASN'T SCUD RUNNING. I told myself. That was something terminally stupid VFR pilots did in deteriorating weather, often ending the flight abruptly in cumulo-granite.

My passenger and I were circling Landings Condominium Airport (82IS), a private, nontowered airport northwest of Chicago, in a rented Piper Cherokee 180—granted, at only 300 feet agl, with the top of the tail fin slicing the solid overcast.

But the visibility beneath the very definite ceiling was an acceptable three to five miles, marginal VFR. We met the liberal VFR weather minimums for uncontrolled airspace—one mile and clear of clouds. The July weather presented no risk of icing. I was staying close to the airport, within gliding range of the runway at all times. And below was flat, rural Illinois.

Besides, I was a newly minted, current instrument pilot. I was in constant radio contact with O'Hare Approach. Any minute now, the controller promised, he'd have my IFR clearance. We'd climb into the clag and motor confidently on instruments to Lake Geneva, Wisconsin, a mere 33 miles away.

Where was the danger?

We had stayed a couple of days at Casa de Aero, a private residential airpark seven miles west of Landings. A nearby remote antenna for O'Hare Approach afforded the airpark's residents the luxury of picking up their IFR clearances on the ground. This day, however, we heard nothing on the frequency before takeoff.

A weak summer cold front was on the way, but the ceiling was 1,200 feet overcast as we departed Casa de Aero and, like the seven-mile visibility, it was forecast to stay that way. No problem—we'd start VFR and pick up our IFR clearance in the air.

We flew east for a few miles, and then turned north, following the road toward



Lake Geneva. The Approach frequency remained silent. The solid overcast descended to 500 feet agl over the next few miles. Just to our right was Landings, where we'd landed the day before. I landed there. I refueled at Landings, and we launched again. Now we listened to Approach on a new frequency. The soup above was thick with traffic—some, like us, headed north to Oshkosh for the Experimental Aircraft Association's huge annual fly-in.

We orbited Landings at 300 feet for a half-hour. Approach called every few minutes with the same message: "Cherokee Five-Five-Niner-Zero-Five, hang on. We'll get to you soon. Maintain VFR." Finally the controller suggested, "If you can get about 10 miles west, to Rockford's airspace, they'll be able to take you."

"Roger," I replied, stepping blithely into the trap. "We'll try that."

I headed southwest to intercept Route 90, the truck route to Rockford. I'd just keep the highway on my left, and in five minutes or so, I'd be copying my new clearance from Rockford. Piece of cake. Good thing they don't grow mountains here, I thought.

But they grow towers.

"Henry!" I shouted, throwing the folded Chicago sectional at my dumbfounded, nonpilot passenger. "Look on the map! Find the tower!"

Henry, suddenly all elbows and thumbs, fumbled with the chart. Panicked, I grabbed it back.

There, five miles west of Landings, on the north side—our side—of Route 90, was the blue tepee. It stood 215 feet agl, 1,119 feet msl. I glanced at the altimeter: 1,100 feet.

I immediately banked left, crossing to the south side of the truck route. A mile ahead, a curtain of rain blocked our path. Our only out was a hasty retreat. I carved a steep turn 100 feet above a cornfield. The directional gyro card spun with a sickening whizzing sound.

The DG now was way off; the compass swung drunkenly in the growing turbulence. I headed northeastward, guessing at the angle across the severely rectilinear grid of farmland that would put us on course back to Landings.

Ahead, another curtain of rain materialized. It seemed so unbelievable, so unfair. This wasn't supposed to happen.

But it was happening. I eased back on the yoke, pushed the throttle to full power, and reached for the mic to declare an emergency. I would have to scatter the DC-10s and beg for forgiveness later.

Just then a beige smudge appeared ahead and slightly to the left through the curtain of rain. The hangars! I made a quick turn toward the airport and a very low, nonstandard approach to the runway. My hands were shaking as I shut down the engine. Henry seemed not to fully comprehend the peril in which I had put us.

A pilot from Cape Cod strolled over. He and his 8-year-old son were flying a Cessna 180 to Oshkosh. "How is it up there?" he smiled.

"Awful. We're lucky to be alive."
"Doesn't look too bad to the north," he ventured.

"Are you instrument-rated?" I asked.
"Nope."
"Then there's no way," I declared. "We barely made it back."

"Well, I think we'll take a look," he said.

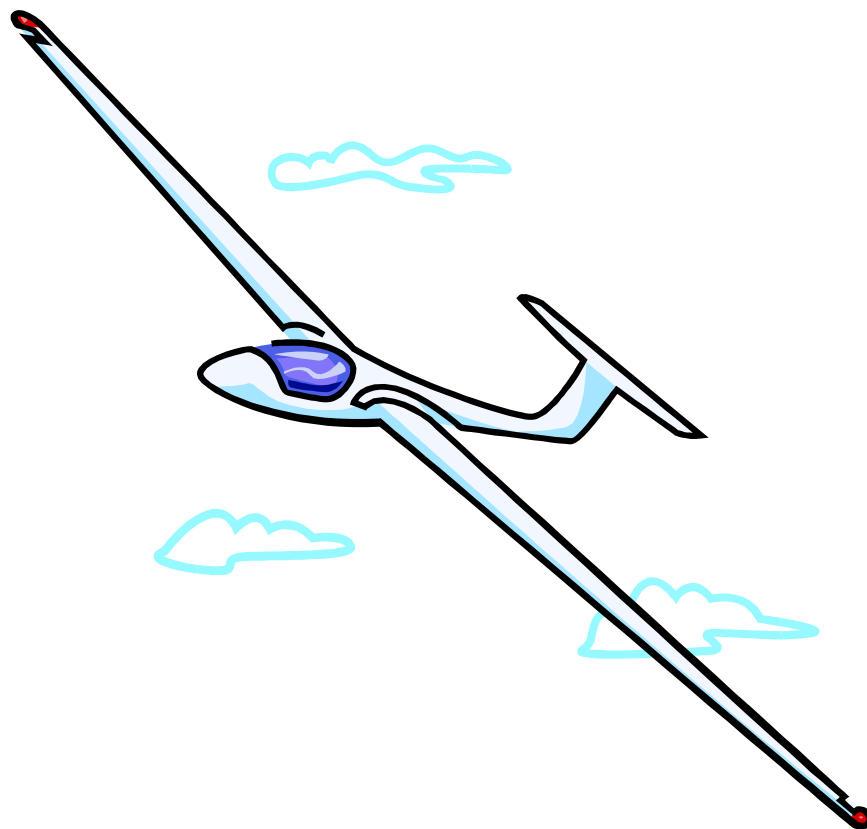
They took off and immediately turned north, leveling at treetop height. The Cessna zoomed up to hop over a tree line, and then dropped out of sight, the engine's drone fading away into the fog. I waited until we could see DC-10s overhead at 7,000 feet before we tried it again.

Later, we met up with the Cessna pilot at Lake Geneva. He and his son had been incredibly lucky.

So had we. **AOPA**

JAN W. STEENBLIK recently retired after 34 years as technical editor of *Air Line Pilot*. He looks forward to instructing in gliders and Light Sport aircraft, flying an Aeronca Champ, and building a Sonex in southern Indiana.

DIGITAL EXTRA Hear this and other original "Never Again" stories as podcasts every month on iTunes and download audio files free (www.aopa.org/never_again).





**2016 ChicagoLand Glider Council
Membership/Renewal Application & Change of Information Form**

Membership Renewal Due Date: January 1, 2016

Please mail this form with a check or money order for \$10
made payable to "ChicagoLand Glider Council" to:

**ChicagoLand Glider Council
5115 Carpenter St.
Downers Grove, IL 60515**

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

2016 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 generally awarded each year. Other secondary grant(s) may be awarded based on merit. This grant will be paid directly to the recipient's home glider port 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 of the grant year.
- Be between the ages of 14 and 21 (inclusive) as of January 1st of the grant year.
- Home glider port lies within 85 miles of Chicago (city center).
- Have not previously received a primary grant award. However, you might be considered for a secondary grant.
- Obtain a written recommendation from a Certified Flight Instructor Glider (CFIG) who is familiar with the applicant's qualifications.
- Write an original essay of 500-1000 words on "What Soaring Means to Me...". This essay should include your thoughts about soaring, your accomplishments to date, your future plans and your financial need.
- Send all necessary documentation to the email address and/or surface mail address shown below **no later than midnight, March 31st of the grant year.**

Applicant Information

Name _____

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

Address: _____

City/State & Zip: _____ Phone: _____

Email Address _____

Soaring Facility Location: _____

Applicant's Signature: _____

Submit this application and all required documentation shown above to the ChicagoLand Glider Council Grant Committee via the email address listed below (preferred) and/or via the surface mail address below. The application and documentation must be received no later than the deadline date shown above.

The ChicagoLand Glider Council Grant Committee consists of the board of the ChicagoLand Glider Council. Decisions of the committee are final. The Grant Committee is not responsible for lost or incorrect applications. Grantee(s) award announcements are made at the regularly scheduled CLGC meeting in March.

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

Email to: jhderosa@yahoo.com

Surface Mail to;

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