



The Air Bubble

The Newsletter of the
Chicagoland Glider Council

Est. January 17th, 1937

- January 2017 -

Board of Directors

President – Aaron Scicluna

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Treasurer – Jeffrey Mack

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Newsletter Editor – John DeRosa

<http://chicagolandglidercouncil.com>



Next CLGC Meeting

“Ballooning”

Speaker: Chad Morin

Don't Miss It!!

Tuesday, January 10th, 7:30PM
Herrick Junior High School



Synopsis: Presentation with lots of pictures because ballooning is always about being visual. Short overview on how weather effects our sport. Process of obtaining LTA rating. Ballooning culture. Future of the Sport. Physics of balloons/ballooning. Q&A. Chad is a third generation pilot involved in ballooning and warbird aerobatics since he was 6 years old. Incorporated his ride business in 2012. Raised in Chicago but spent majority of adult life out West. Moved to Chicago under the suggestion of local DE.

2017 CLGC Seminar!! **Saturday, February 25, 2017**

It is that time once again for the 7th semi-annual Chicagoland Glider Council Midwest Soaring and Safety Seminar. You do not want to miss this event! A full day of soaring related talks (8AM-5PM) at the beautiful Elgin Community College business center auditorium including continental breakfast, lunch and snacks.

Great speakers are being lined up. Optional Dutch treat dinner following the seminar. The registration form is attached below. See the seminar web site for complete details, information, and registration at →

<http://chicagolandglidercouncil.com/seminar>

Confirmed speakers;

- Thermalling Techniques
[Russel Holtz]
- Soaring Safety Foundation
[Adam Kite]
- Soaring Electronics & Avionics
[Paul Remde - Cumulus Soaring]
- Building a Jet Powered HP-18J and ASW-27
[Chris Esselstyn]
- Competitive Sailplane Racing
[Tim Taylor]

2017 CLGC Youth Grant Applications Being Accepted! Deadline: March 31, 2017!

Calling all soaring youths. Please start working on your applications for the 2017 CLGC Youth Grant. The deadline of March 31, 2017. Apply for the CLGC Grant now! What are you waiting for?

Full details at;

<http://chicagolandglidercouncil.com/grant>.

The application is attached to this newsletter.

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 info@chicagolandglidercouncil.com

2017 CLGC Dues Are Due!

Please send in your ChicagoLand Glider Council dues no later than January 1, 2017. 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 2017 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 2016-2017 Aviation Events

- ❖ Tuesday, January 10th - CLGC Monthly meeting
 - ❖ **Saturday, February 25th - All Day CLGC Seminar!**
See <http://chicagolandglidercouncil.com/seminar>
Registration Form below!
 - ❖ Tuesday, March 14th - CLGC Monthly meeting
 - ❖ Tuesday, April 11th - Monthly meeting
-
-



For Sale!

FLARM Portable w/Extras - \$1400 OBO

This FLARM Portable is in great shape and comes with the optional long range TX/RX FLARM antennas (Dipole A and Flat B), full IGC licensing and calibration to 2020, external GPS antenna, two (2) 12Vdc power cables, AC power brick, rechargeable batteries, FLARM-net cable, optional FLARM B Antenna license, optional AUD license for audio output, new MicroSD card with adapter and USB reader, latest code release, and a hard copy of the latest manual.



See <http://aviation.derosaweb.net/forsale/flarmportable/> for more details and complete pictures. Or call John DeRosa at 847-844-8776.

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

The following items are for sale from the estate of Jim Patton:

- WING RIGGER by MM Fabrication, Moriarty, NM new June 2016. Used less than 3 times. Standard saddle, Standard column, Standard wheels, includes blanket. New cost \$1195 plus shipping. Make offer.
- OUDIE 2 with case and external battery and standard cords. New cost \$625 plus case and battery. Make offer.
- ICOM A4 760 channel handheld transceiver. Like new with headset adapter cord. \$175
- SPOT Generation 3 personal locator beacon. Make offer.
- NATIONAL 425 red parachute with carrying bag. New June 2016. Factory repack/recertify September 2016. Make offer.
- COBRA wing stand. Good condition. New cost €180 plus shipping. Make offer.

Contact Jon Slack. 815 939 3399 home 815 685 3451 cell

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.

Moved? New Email?

Please let us know to keep our database up to date.
Send an email to info@chicagolandglidercouncil.com
Thanks!!

FLARM Mandatory Yearly Updating



FLARM Firmware release notes – v 6.07

Published 09 September 2016

Platforms All FLARM and PowerFLARM devices including OEM FLARM devices

Every FLARM device has to be updated with the latest firmware version at least once per year (rolling 12 months). This will ensure compatibility with all other FLARM devices. If you haven't updated your device within the last 12 months, you have to update now!

The firmware may no longer be compatible with other FLARM devices 12 months after having been downloaded from <http://www.flarm.com>. Make sure to enter the next update date into applicable maintenance documentation. The device will NOT warn you after 12 months!

The data port protocol has changed. FLARM Compatible displays, moving maps, etc. may require an update to utilize distances to other aircraft greater than 32 km. Check with your display manufacturer.

Changes since 6.06

Enhancements

- Increased the maximum distance to other aircraft that is transmitted to FLARM Compatible displays from 32 km to unlimited.

Fixes

- Minor fixes.

Available at <https://flarm.com/support/firmware-updates/firmware-version-6/>

Northern Illinois Soaring Contest Rule Changes for 2017

By Herb Kilian

Proposal 1

1. Any day on which three pilots fly a handicapped distance of 40 statute miles will be treated as a contest day. Turnpoints are any public-use airport on the sectional chart in Illinois, Wisconsin, Indiana or Iowa and those RLAs listed on the Worldwide Soaring Turnpoint Exchange for the contest. SSA glider handicaps will be used. The contest will be scored using the SSA's Winscore program.
2. Tasks may be declared in advance or not. If a pilot declares a task in advance, a 10% bonus will apply in recognition of the increased difficulty of flying a declared task. Tasks may be of any type recognized in the SSA regional sports class soaring rules ("SSA Rules"):
3. Assigned tasks with mandatory turn-points and no time limit;
4. MAT tasks consisting of a series of assigned turn-points that must be flown in order, but the series may be cut short by returning to the finish and will be scored as completed tasks; a time minimum task time may be included; or
5. Turn area tasks with a set time or the default 1-hour time, and defined turn-points with a radius for each as specified in the declaration (turn areas, the start and finish must not overlap and must be separated by at least two statute miles).
6. While a scoring formula providing, in effect, a bonus for longer flights makes sense in terms of recognizing the increased difficulty of longer tasks, applying the bonus may be discouraging flights in club gliders that must be shared since pilots may not feel competitive. Therefore, the bonus will be eliminated.
7. If no task time is declared, minimum task time will be 1 hour. Pilots are encouraged to declare

longer time periods if glider availability is not a factor.

8. The start cylinder will be 2 statute miles in radius centered on the start airport (Chicago Glider Club, Hinckley or Sky Soaring). The top of the cylinder will be the lower of 4,500' MSL or 500' below clouds if clouds are present. The finish cylinder will be 1 mile in radius centered on the same airport from which the flight began. The floor of the finish cylinder will be 1,500' MSL. The penalty for low finishes as provided in the SSA Rules will apply to finishes below that altitude.
9. Scores will be computed using the SSA Rules. Scores will be tallied on a monthly basis. There will be a monthly winner each month from April through October. A month will count for purpose of determining a monthly winner as long as at least three pilots each fly at least two contest days in the month.
10. Scores will also be maintained on a cumulative basis for the year and the pilot with the best score for the year will be recognized at the end of the season. The contest will start on April 1 and end on October 31.
11. Pilots will submit the flight log for each flight claimed to the scorer in a format that can be read by the SSA Winscore software, with a statement of the turnpoints claimed and the definition of the task, if declared in advance.
12. If not otherwise provided, the SSA Rules will apply. All pilots will be responsible for their own flight decisions and for compliance with the Federal Aviation Regulations. Any complaints or protests may be sent to the scorer who will resolve them unless he is involved in the matter, in which case the matter will be referred to an experienced contest pilot for decision.

Proposal 2

1. All flights will be submitted by the pilot to the OLC website (must submit within 2 days)
2. OLC scoring will apply (handicapped by glider type, points to given for distance and speed

separate. Speed is scored for the fastest 2.5 hours of a flight)

3. Maximum of 6 legs or 5 turn-points are allowed. Turn-points can be chosen by pilot during the flight or they will be determined by the scoring program.
4. Distance counts for approx. 1 point per km, score is higher for FAI triangles. OLC rules apply
5. OLC automatically scores the longest and fastest 6 flights (OLC Champion and Speed Champion). These are determined worldwide, for N. America and for US regions, we are in Region 7)
6. NISC Champion will be determined in two categories, Distance and Speed. The highest scoring pilot in Region 7 AND in the Greater Chicago Area (3 clubs) wins the title.
7. Departure altitude (normally tow release) can be no more than 1,000 m or 3,300' over finish altitude.
8. Finish point has to be within 1 km of departure point. If you take a tow towards clouds, you must finish the flight within 1 km of the release point, otherwise the flight is scored as a straight-out flight.
9. Water ballast is permitted

10. Rules for the "OLC Classic" contest can be found here:

11. http://www.onlinecontest.org/olc-2.0/segelflugszene/cms.html?url=rules_overview/b2_en
12. Rules for the "Speed OLC" are here:
13. http://www.onlinecontest.org/olc-2.0/segelflugszene/cms.html?url=rules_overview/b3_en
14. The idea is to find the fastest 150 min of a flight. The scoring program "slides" that time segment along the totality of a flight and maximizes speed. A points score is calculated.
15. The pilot has to do nothing besides sending in the flight. Daily and accumulated results are available within 10 min of submitting a flight. Most flight recorders are allowed, for sure all IGC recorders. Flights can be sent from any Internet connected device.
16. Pilots have to sign up on the OLC website, at no cost, they do take donations
17. There are many other scoring categories such as Daily Score, All Flights, Airfield, Club etc.
18. <http://www.onlinecontest.org/olc-2.0/gliding/index.html?c=C0&sc=&st=olc&rt=olc>



Robert Anderson "Bob" Hoover

(January 24, 1922 – October 25, 2016)

By Thomas B Haines

AOPA Editor in Chief

Who knows how twenty-first century aviation might be different if Nashville's 16-year-old Robert A. "Bob" Hoover had told his mother that day back 1938 that he was headed to Berry Field to begin flight training. She undoubtedly would have opposed such a whimsical use of the money he earned working at the local grocery store. But he didn't ask and he soloed months later in a Taylor Cub, setting off a series of events that led to Hoover becoming among the most renowned and enduring test and airshow pilots in history.



The winner of hundreds of military and aviation awards, including the prestigious [Wright Brothers Memorial Trophy in 2014](#), Hoover died Oct. 25 in Los Angeles at age 94. While frail in recent years, he lived at home and relatively pain free until the last few days, according to close friends.

Known for his ability to tell one engaging aviation story after another, Hoover loved interacting with pilots and prospective pilots, often going out of his way to speak to children, encouraging them to follow their dreams. "Don't let anybody tell you can't do it," Hoover said during the presentation of the Wright Trophy. "You learn how to do it. You figure out how to do it. And you are the only one who can make it happen.... Don't give up if that's what you really wish to do."



It is similar to advice AOPA President Mark Baker heard the famed pilot extol years earlier when he first met him. “The first time I met Bob, I was seated next to him at an aviation event, my 8-year-old son by my side. Bob both spoke and listened to his aviation dreams. He offered encouragement and some great stories. And though my son is long since grown, neither he nor I have ever forgotten that an aviation legend gave a child who dreamed of flying his full attention and encouraged him to dream even bigger.”

It was advice that Hoover would follow himself, persevering to learn to fly as a youth, joining the Tennessee Air National Guard at 18 as a gunner, and teaching himself to fly aerobatics—an effort to help overcome persistent airsickness.

His efforts would pay off as he became a fighter pilot in World War II, flying most everything in the Army Air Corps’ fleet, but only after bluffing his way through the military medical certification process. Hoover’s eyes were not good enough to pass the eye exam. He told how the doctor, recognizing Hoover’s skill as a pilot and wanting him to succeed, indicated the eye chart on the wall and then told the young pilot he had to leave the room for another appointment. In 15 minutes he would be back to complete the eye exam. Of course, while alone in the room Hoover memorized the bottom line of the chart and easily passed the exam.



During military flight school the instructor in a Stearman demonstrated a slow roll for Hoover and then asked the student to give it a try. "And I did him an eight-point hesitation roll," Hoover told *AOPA Pilot* during an interview in 1989. "He looked at me and asked, 'Would you do that again?' So I did it the other direction."

Hoover's natural piloting skills would help him survive many scrapes in airplanes. He was shot down in a malfunctioning Spitfire off the coast of France in 1944 and taken prisoner by the Germans. He escaped the prison after 16 months, stealing a German FW 190 and flying it to the Netherlands to safety.



After the war, Hoover became a test pilot, flying the early jets to their limits and beyond. Jammed flight controls on an F-86 nearly cost him his life, but he managed to coax the airplane to the California desert where he set it down on the gear going more than 210 knots and “rolled 11 miles across that lake bed.”

Hoover became famed test pilot Chuck Yeager’s backup pilot on the Bell X-1 supersonic flight test project. Hoover flew chase in a Lockheed P-80 during Yeager’s first Mach 1 flight, but he never got a chance to fly the X-1. Instead, he was put out of commission for months after he ejected out of a burning F-84 during a test flight.

He left the military in 1948 and went to work for General Motors Allison Division, working on jet engines and propellers. Later, North American hired him. When it merged with Rockwell, Hoover began flying the P-51 Mustang in airshows. He also was introduced to the Aero Commander, a piston-powered twin-engine high-wing business aircraft that wasn’t selling well. Hoover checked it out and developed an amazing airshow act that had customers clamoring for the otherwise dowdy airplane. Over the years, his routine in the Shrike Commander became his signature act, doing loops and rolls on one, two, and no engines. He could do a one-G roll while pouring iced tea into a glass on the glareshield without spilling a drop. His breathtaking engine-out routine inspired a generation of pilots. Taking off under power, he would shut both engines down, do an entire routine, land, and roll to a stop in front of the grandstands, stepping out waving his signature Panama hat. The Shrike Commander is on display at the National Air and Space Museum’s Steven F. Udvar-Hazy Center outside Washington, D.C.



It was a dead stick act that would open a dark chapter in his airshow career. In 1992, two FAA inspectors claimed Hoover performed poorly during one show, despite video and eyewitness accounts to the contrary. Later, after Hoover had flown another 33 airshows, the inspectors reported their findings and the FAA asked for his medical certificate. He obliged and at his own expense went through a battery of medical exams. The FAA’s appointed doctor found nothing wrong and recommended he get his certificate back. The FAA refused and issued an emergency revocation, despite no evidence of any medical problem. The case dragged on for more than two-and-a-half years, during which Hoover got an Australian pilot certificate and continued to perform shows internationally.

He was represented before the FAA, the NTSB, and in the courts by friends F. Lee Bailey and AOPA General Counsel John Yodice. Ultimately, the FAA in 1995 returned his medical certificate without ever offering an apology or explanation.



The FAA's baseless actions against Hoover sent fear through the entire pilot population. The thinking was that if they can do it to a famous pilot they can act against any pilot. AOPA, other organizations, and legislators set out to rein in the agency with what became to be known as the "Hoover Bill." Introduced by AOPA member Sen. James Inhofe (R-Okla.), the bill, ultimately signed into law, allowed pilots the chance to immediately appeal an FAA emergency certificate revocation to the NTSB chairman.

Phil Boyer was president of AOPA at the time and reflected on the impact after hearing about Hoover's death: "There are a handful of issues during my tenure as AOPA's president that I would classify as iconic. The revocation of Bob Hoover's medical was felt by all of us who depend on that document in order to fly. There was no hesitation on the association's part to devote the financial, political, and legal support to the injustice the FAA imposed on this amazing aerobatic pilot."

The level of trust between pilots and the FAA has never been the same. "The FAA has never recovered from the Hoover case," said Yodice upon hearing of Hoover's passing. "He was persecuted by the FAA—unjustifiably. And yet he never had a bad word about the FAA even though he was entitled to. He's been a perfect gentleman all the years I've known him. The grace and gentleness we experienced with him, that's what I will remember."

Bill Fanning of Pilot Insurance Center was a 15-year-old cadet at the Marine Military Academy in Texas when he met Hoover at an airshow. That was 40 years ago. They became lifelong friends, often flying together. Remembering his times with the man who Jimmy Doolittle called the greatest stick-and-rudder pilot of all time, Fanning asks, "Do you know how humbling it is to be a 20-something flying a Bonanza with Bob Hoover in the right seat? I asked him if he wanted to fly, and he said, 'No, you're doing great.' It's like being told by the best quarterback in the NFL that you throw well. He gave me so many life lessons that I will have until I'm gone. Who's going to fill his shoes in aviation?"

With Hoover's frequent coaching of young airshow and race pilots, Fanning wondered how many lives Hoover has saved. After a misfueling accident in the Aero Commander, Hoover went on an education campaign that resulted in the Hoover Ring and the Hoover Nozzle. A lineman put jet fuel into the Aero Commander, which looks remarkably similar to the turboprop-powered Twin Commander. Hoover crashed shortly after takeoff when the piston engines failed. To prevent

such accidents, the industry created an oblong ring to fit into fuel filler necks in turbine airplanes that will only accept an oblong nozzle attached to jet fuel trucks. The Hoover nozzle is now required on jet fuel trucks.

Although Hoover's birthday is Jan. 24, 1922, Fanning and several other industry friends have for years organized the annual Bob Hoover Birthday Party every July at EAA AirVenture. Hoover would routinely sit for hours around a fire pit, telling stories of his life, in recent years, a microphone necessary as his voice weakened, his drooping shoulders draped with a blanket. Mesmerized pilots and families held steadfast by his tales.

Hoover won countless awards for his aviation prowess and military service. Among them were the Distinguished Flying Cross, Air Medal with Clusters, and Purple Heart. In addition to the Wright Trophy, he was named a Living Legend of Aviation and is in the National Aviation Hall of Fame. In 2016 a [statue of the aviator was enshrined next to the Shrike Commander](#) at the National Air and Space Museum. At the same time, a trophy was established in his honor—with Hoover himself the first winner. AOPA has taken up the mantle of managing the Hoover Trophy in perpetuity, which will be awarded annually to “a living aviator who exhibits the airmanship, leadership, and passion for aviation and life demonstrated by R. A. ‘Bob’ Hoover during his distinguished career as a pilot and aviation advocate while also serving as a source of inspiration and encouragement for current and prospective aviators.” The next award will be in early 2017.

Learning of Hoover's death, AOPA's Baker reflected on the award. “Bob Hoover was so much more than a great pilot. He was a great man and a model for what our community can and should be. We are honored to be able to perpetuate his legacy through the Bob Hoover Trophy.”

His life is the subject of several books and films. The most recent film was created by The Bob Hoover Project and is titled [Flying the Feathered Edge](#).

Hoover's wife Colleen died in March 2016. They were married 65 years. He is survived by his son Rob, daughter Anita, and millions of friends and admirers.



National Transportation Safety Board (NTSB)

Glider Accident Report

January 1, 2012 – December 31, 2012

Event Date	Location	Registration	Make/Model	Severity
03/21/2016	Pine Grove, PA	N16BP	ROLLADEN-SCHNEIDER LS8	Non-Fatal
04/13/2016	Deland, FL	N5AQ	ATKINSON EAGLET	Non-Fatal
04/24/2016	Marana, AZ	N40880	BURKHART GROB FLUGZEUGBAU G103 TWIN ASTIR	Non-Fatal
04/24/2016	Clements, CA	N800YG	DG FLUGZEUGBAU GMBH DG 800B	Non-Fatal
05/15/2016	Frankton, IN	N19VT	SCHLEICHER ASW 19	Non-Fatal
05/25/2016	Blairstown, NJ	N63761	ROLLADEN-SCHNEIDER OHG LS3	Non-Fatal
06/17/2016	Cuddybackville, NY	N280E	SCHLEICHER ASW 28	Non-Fatal
07/20/2016	Blanchester, OH	N526TC	DIAMOND AIRCRAFT IND GMBH HK 36	Non-Fatal
07/24/2016	London, KY	N602SL	ALISPORT SRL SILENT 2 TARGA	Non-Fatal
08/06/2016	Channahon, IL	N551DR	PZL-BIELSKO SZD 55-1	Fatal(1)
08/14/2016	Llano, CA	N212EC	PZL-SWIDNIK PW 6U	Non-Fatal
08/24/2016	Telluride, CO	N5021	STEMME GMBH & CO S10 VT	Fatal(2)
09/04/2016	Benton, TN	N27BZ	SCHLEICHER ASW 27	Non-Fatal
09/09/2016	Emigrant Gap, CA	N909G	BURKHART GROB FLUGZEUGBAU G109	Non-Fatal
11/17/2016	Moscow, TN	N65968	SCHWEIZER SGS126	Non-Fatal



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

Membership Renewal Due Date: January 1, 2017

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

2017 Soaring Youth Grant

The ChicagoLand Glider Council Grant program is hosted under the auspices of the membership of the council and is funded by their dues. A primary grant may be awarded yearly for each of separate age groups (14-16 and 17-21). Other secondary grant(s) may be awarded based on merit.

Each grant will be paid directly to the recipient's home glider port and placed "on account" at that location for the use of the recipient for any purpose related to their continuing soaring education.

Application Requirements: The applicant must meet all of the requirements shown below.

PLEASE NOTE: Grant applications may be rejected if all requirements are not met;

- 1) Be a member in good standing of the ChicagoLand Glider Council as of January 1st of the grant year.
- 2) Be between the ages of 14 and 21 (inclusive) as of January 1st of the grant year.
- 3) Home glider port lies within 85 miles of Chicago (city center).
- 4) Required documentation;
 - a. An original essay by the applicant of 500-1000 words on "What Soaring Means to Me...". This essay must include the applicant's thoughts about soaring, their accomplishments to date, their future plans, and their financial need.
 - b. A written and signed recommendation from a Certified Flight Instructor Glider (CFIG) who is familiar with the applicant's glider flying ability and qualifications.
 - c. A copy of a current and valid FAA Student Glider Pilot's Certificate (both sides).
 - d. This completed form (clearly printed or typed).
- 5) Send all required documentation to the email address shown below **no later than midnight, March 31st of the grant year.**

Applicant Information (very clearly printed or typed)

Name (First Last) : _____

Current Age: _____ Birthdate: _____ / _____ / _____
Month Day Year

Address: _____

City/State & Zip: _____ Phone: _____

Email Address (print very carefully): _____

Home Glider Port Location: _____

Applicant's Signature: _____

Submit all of the required documentation shown above to the ChicagoLand Glider Council Grant Committee via the email address listed below. The application and documentation must be received no later than March 31st of the grant year. 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/incomplete applications. Grantee(s) award announcements are made at the regularly scheduled CLGC meeting in April.

See details and other Council information at <http://chicagolandglidercouncil.com>. Best of luck!

Email your application with all required documentation no later than March 31st of the grant year to:

info@chicagolandglidercouncil.com

ChicagoLand Glider Council 2017 Mid-America Spring Soaring & Safety Seminar Registration Form

Saturday, Feb 25th - 8AM-5PM

Doors open 8AM – Breakfast, Lunch and Breaks provided!

PRE-REGISTRATION DEADLINE, Feb 7th

Elgin Community College, Elgin, IL

For More Information: <http://chicagolandglidercouncil.com>

For Questions: <mailto:john@derosaweb.com>

Please fill out the form below. One form per attendee. Registration deadline: Feb 7. Late registrations: \$5 fee.
Please return the completed form below, along with a check or money order (no cash please) for the correct amount, to;

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



2017 ChicagoLand Glider Council Spring Soaring & Safety Seminar Registration Form

Event Date: Saturday, February 25

Pre-Registration Deadline: Saturday, February 7



Fee Includes seminar, breakfast buffet, luncheon, break refreshments and all materials

Please print information on the form very clearly

ONE FORM PER ATTENDEE PLEASE

Your Name _____

Your Address _____

City _____ State _____ Zip _____

Email Address (PLEASE PRINT!) _____ Phone (_____) _____

Type of Glider(s) you own, if any _____

Primary Airport/Club where you fly _____

Fees	Seminar - ChicagoLand Glider Council members	\$35	<input type="checkbox"/>
	Seminar - Non- ChicagoLand Glider Council members	\$45	<input type="checkbox"/>
	Seminar - Youth Attendees (age 21 and younger)	\$25	<input type="checkbox"/>
	Late Fee	\$5	<input type="checkbox"/>

Late fee for registrations mailed after Feb 7 and for day-of registrations

Total Amount Enclosed (check or money order only please)

\$ _____

Yes, I would like to attend the “Dutch Treat” dinner at the Jimmy’s Char House, Elgin, IL.

NOTE: We regret that the ChicagoLand Glider Council cannot be held responsible for lost registrations, lost confirmations or illegible entries.