

ChicagoLand Glider Council

Promoting the Sport and Camaraderie of Soaring in the ChicagoLand Area since 1937

October 2001 Issue

Email: <http://aerotow.evl.uic.edu>

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Back to School? Still time for CLGC Financial Aid!

The CLG still has funds available for pre-solo pilots earning Private Pilot and advanced glider ratings. There is no age limit in the awarding of these scholarships and grants.

First Solo Flight Recognition

For the 2001 soaring season, the CLGC will pay one year's CLGC dues and Soaring Society of America (SSA) membership for student glider pilots completing their first solo flight at any of the above soaring locations. Applications will be available at each location and will be limited to the first 10 applications received by the Council for solo flights made during the 2001 soaring season.

FAA Knowledge Test Recognition

For the 2001 soaring season, the CLGC will reimburse pilots the cost of taking the FAA Knowledge Test for the attainment of Private Pilot Glider and Commercial Glider ratings, CFG, FOI (Fundamentals of Instruction), or Examiner certification at any of the above soaring locations. Applications will be available at each location and will be limited to the first 10 applications received by the



Council.

Participating soaring locations are; ChicagoGlider Club, Clow Airport (A&M Aviation), Freeport Airport (Polish- American Aero Club), Hinckley Soaring, Park Forest South Aviation Group, Sky Soaring, and Sylvia Airport.

All applications should be made on the ChicagoLand Glider Council 2001 Award Distribution Programs Application form and sent in care of: **CLGC Treasurer, 6637 St. James Ct., Downers Grove, IL 60516.**

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Mark your Calendar

We meet the second Tuesday of each month at 7:30 pm at Herrick Jr. High School., Downers Grove, IL. November is an exception. Please see the map on page 4 for directions. The meeting schedule is:

October 9	February 12 (?)
November 20	March 12
December 11	April 9
January 8	

Sun	Mon	Tue	Wed	Thu	Fri	Sat
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Agenda of the October 9th meeting will include "2001 Region 10 Contest Pilot Report—Lubbock, TX" by Curt Lewis, and announcement of the winner of the James S. Barna Memorial Soaring Scholarship.

Northern Illinois Soaring Championships 2001 Season Update

Rudy Kunda reports that with good soaring days ahead, and relatively few flights to date due to weather—the field is still “wide open” for participants in the 2001 NISC contest.

As of August 5, there have been fifteen contest days. The following pilots have turned in more than 8 flights. Their rankings, as of August 5, are:

Macys, B.	7212	Ridenour, N.	6923
Eisenbeiss, D.	7201	Shakman, M.	6297
		Carlson, R.	6201



“I took the wings off, and it just fell over....”

The remaining participants had completed fewer than 8 flights.

Sunday, October 15 is the last contest day.

CLGC Newsletter — an new and evolving format

I guess I’m a “visual” person. Imagery has for me been a means of communication, of expression. I was on the threshold of becoming a professional commercial photographer—until the need arose to earn a living! And I clearly recall the imagery in a 1960’s National Geographic article about soaring that captivated me at an early age—and ultimately lead me to this sport.

The personal computer—along with user friendly desktop publishing soft-

ware, and most recently, affordable color printers and scanners, has made it possible to create and produce a newsletter that communicates through pictures as well as text. Of course all this technology changes the time and cost dynamics of producing a newsletter with a distribution of 200+. As such, expect the format to evolve—at least until we find a good compromise between CLGC budgetary responsibility—and the value of “imagery” in this publication.

Oh, and as far as costs go, I’m keeping my mailroom staff at minimum wage! L to R...Alex, Casey, Alissa, Ellery, and Baine Rydin licking stamps for the summer edition.Robert



The CLGC Newsletter Needs YOUR news! And Photos!

For the CLGC Newsletter to continue as a newsletter.... we need YOUR contributions. In keeping with the spirit of a newsletter—of particular interest are stories, anecdotes, or accounts of soaring related activities around our ChicagoLand soaring community. How about a regular update on activities at each of our member soaring clubs/locations? How about sharing some personal experi-



ences you have encountered in the air or on the ground. Of course we will continue the *For Sale* section should you want to clear the “hanger” of some of that gear.

And by all means send me your photos! You can e-mail them to me at Rydin@attglobal.net if they are digitized—or mail them to me at 975 Persimmon Drive, St. Charles, IL 60174. I’ll scan

them—and mail them back. If you send a SASE—you will get them back pronto!



Glider Aerobatics

The Ultimate in Energy Management

Watching an expert aerobatic showman like Oscar Boesch perform at EAA Air Venture (OshKosh) you quickly recognize just how precisely a sailplane can be flown, and how gracefully aerobatics can be flown with these composite aeronautical sculptures.



marked contrast with the powered aerobatic aircraft flown today in competition.

An aerobatic glider has a beefier look to the aft fuselage, as the cross section forward of the tail is built even stronger than the already sturdy fuselage

of endurance sailplanes. The aerobatic glider has other predictable changes from the "normal" glider or sailplane. The ailerons are incorporated in nearly two-thirds of the wing's trailing edges, which give roll rates that can exceed 150 degrees per second. (The Polish-built MDM -1 Fox will roll 360 degrees in about a second and a quarter.) While not the mind-numbing roll rates that a powered aerobatic ship such as the CAP 232 can sustain (420 degrees per second!), the stiff wings of the aerobatic glider are able to flick plenty quick about their roll axis when put to work by their pilots. The rudder and elevator are also oversized compared with the soaring aircraft, intended to give plenty of control authority during the aerobatic sequence.

The clipped wingspans, roughly 15% shorter than those designed for soaring, also enhance that

roll rate, and require a higher airspeed. The smaller wing area also means a decrease in the Lift/Drag ratio, "L/D". The L/D for a Polish-built Swift S-1 aerobatic glider, currently one of the top gliders used in competition, is 30 at an airspeed of 68 knots, compared to an L/D of 43 for an ASW-24 flying at 57 knots.

Aerobatics can certainly be flown with many sailplanes intended primarily for soaring, but for competition, the purpose built aerobatic glider is king. The ships being flown by the contestants at Fon Du Lac were the Swift S-1, MDM-1 Fox, South African-built Celstair GA-1, and ASK-21. With the exception of the ASK-21, which is flown as a general purpose training/competition glider by the USAF Academy cadets, all these gliders are specifically constructed and certified for

aerobatic flight. It doesn't matter if

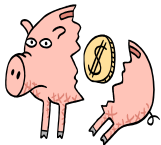


you're a new pilot, or one seasoned

by many hours in the air, transitioning to glider aerobatics could prove to be an interesting expansion of your aeronautical experience. *Reprinted from EAA Sport Aviation. Contributed by Ray Konrath*

If you take glider aerobatics to another level, you would see a remarkable group of accomplished pilots using their gravity-powered machines to compete against one another in aerobatics competition. This past summer, the U. S. Aerobatic Glider Team for the 1999 World Glider Aerobatic Championships was chosen. The U.S. Glider Nationals '98 competition took place concurrently with the IAC Championships held July 13-17 in Fon Du Lac, WI, the "World Capital of Aerobatics."

Alternating blocks of flight time between powered flight and glider flying, the event in FDL gave spectator and competition alike a new perspective on aerobatic flight. The gliders, which are purpose-built aircraft with noticeably shorter wingspans than regular sailplanes, are a



For Sale: *WingMate Solo*
 Rigging unit \$325. Complete with instructions. Robert Rydin (773) 867-4977
 Email: robertrydin@stercomm.com

For Sale: DG300, 600 hrs, full instruments plus LNAV-GPSNAV (latest version), Becker w/ boom, Cobra, tow out gear, fresh annual, all equipment and gel coat in great shape. \$35,000 (708)354-4673 email: makerley@aol.com

Errata

The 2001 Summer addition of the CLGC Newsletter reported: *We all owe a great deal of thanks to Agass (Baumgartner) for the out-*



standing job he did (as CLGC Secretary) over the last years. Absent the burden of meeting monthly deadlines for the newsletter, - his personae has changed significantly.... as you may conclude from his photo in the insert." Due to a "production error" - many of you received a photo insert absent this impressive figure.

Need a Blacksmith?

I needed a "custom hitch" to raise the ball of my trailer hitch by about 3" - and find a way to fit a European 50mm ball shaft into an SAE (too small) hole. My local *Draw Tight* dealer told me no such thing existed.... I would need to have something fabricated, and referred me to a blacksmith!

I suspect many of us under the age of 50 may never have set foot into a blacksmith shop—and perhaps thought they no longer existed. Well... at least one does—in Hampshire, IL—just a short glide from Sky Soaring. A visit to Gehring Bros Welding was a memorable and productive trip. The building and the operation have been in existence since 1933—and nothing much has changed. The shop is crammed with every sort of heavy cutting, bending, and drilling equipment you might imagine—most of it



looking of WW I era. The smells and smoke of hot iron, the monotonous colors of rust everywhere—real guy stuff! It could well be a scene in a prohibition era Hollywood gangster film.

I came with no design—no idea as to how the ball on my hitch could be made about 3" higher. A very no nonsense, hard of hearing (for obvious reasons) craftsman assessed the situation—and went to work. Sparks cascaded from the torch, steel glowed a luminescent red, massive machinery hummed with authority and resolve. Twenty minutes later, my modified trailer hitch was handed back to me - with a warning.... "this end is hot!"

A modest sum of cash was exchanged—and I was on my way.

Gehring Bros Welding
 261 N. State
 Hampshire, IL

Closed between 12:00 and 1:00 for lunch!

