

ChicagoLand Glider Council

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

January 2003 Issue

Website: www.chicagolandglidercouncil.com

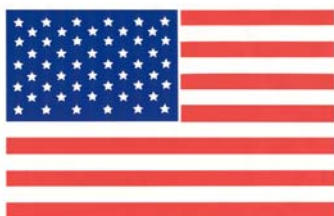
January 6, 2003

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God Bless America

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New Year Greetings



Let's go paperless!

If you've got that computer of yours connected to the Internet—a couple of clicks can save the CLGC a substantial portion of it's annual budget.!

Consider this.... the average out-of-pocket expense associated with printing and mailing each copy is about \$.73. We do at least 7 issues a year—or over \$5.00 per member. With annual dues at \$10.00—you can see why it's important to all of us to take advantage of the Internet. We would rather spend the money on promoting soaring in our community—than supporting the US Postal Service and Office Depot!

So far, only 23 of over 200 CLGC members have indicated their preference for electronic access.

So, if you have e-mail and Internet access, please send an e-mail to John Harrison at jharrison@enc.k12.il.us. At the time of publication—you will receive an e-mail with a direct link to the current CLGC Newsletter. It's that simple.

And then, if you wish.... you can print it!

Next GLGC Meeting— Tuesday, January 14th.

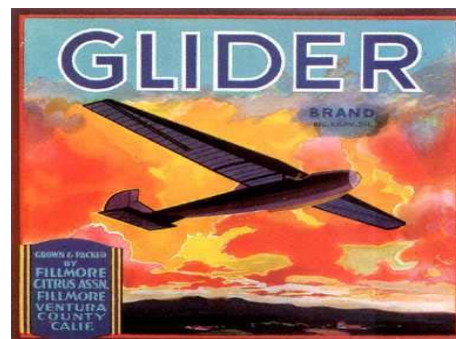
Soaring Nevada Style!

One day last summer my wife, 3 (of 4) children and 1 (of 2) dog were westbound on I-80, somewhere near Des Moines, headed to Boulder for a college visit for my prospective Freshman. When what to my wondering eyes should appear but three sailplane trailers (in tow) headed eastbound. My first thought... “Hey—I know those guys!?”. My second thought... “mmm—no sailplane trailer behind MY car...”.

I had witnessed the return of several CLGC members from their Nevada soaring adventure.

So, if you want to know how the “other half” lives, (or at least vacations) you won't want to miss January's meeting where we will be treated to a Nevada soaring travelogue. And for those of you who can't make it... Barry V. W. Crommelin (Kimobear), one of the adventurers, has offered his recount of the journey, reprinted with this issue.

And, Rich Carlson will again hold a short Safety Seminar—to keep our minds from wandering too far from the up-coming season.



Hinckley Soaring brings new pilots, ratings to our area

Al Friedy (FAA Examiner) has been busy this summer helping build and fortify the ranks of glider pilots in the Chicago Area. Al has submitted this impressive list, most all of whom were certified at Hinckley.

First Solo	Private Rating
Dave Goudge	Dave Goudge
Dave Root	Alan Robertson
Joe Dollins	Brittany Hewitt
Brittany Hewitt	Logan Weck
Octavio Gutierrez	Andrew Goodwin
Will Fann	Randall Yi
Jim Olivi	John DeRosa
Andrew Goodwin	Dan Kerrigan
Chris Devins	William Donovan
John Ehrisman	Will Fann
Bob Hicks	Dave Toth
Stefano Rapisarda	Octavio Gutierrez
Commercial	CFIG
Michael Vaughn	Lon Dienst (Renew)
Dave Goudge	Don Berk
Jim Olivi	Tim O'Meara
Stefano Rapisarda	Mark Akerley (Rnew)
	Rolf Ebert (Renew)
	Dave Goudge



Al Friedy between Randy Yi and John DeRosa

Sky Soaring and the Civil Air Patrol

The CAP arrived at Sky Soaring in the summer of 2001. A Schweizer 2-33 was based at SSI during that year. At the end of 2001 there was only one qualified pilot to give orientation flights.

At the beginning of the year Capt. Larry Kase and Capt. Jim Skog became qualified as CAP check pilots. The L-23 was based at Sky Soaring in the spring. During the year we qualified a total of 18 Sky Soaring members as CAP Orientation pilot senior members. Fifteen of those were new CAP recruits. During this year Larry Kase and Jim Skog performed 36 "Form 5" check rides to qualify the club members to CAP standards. Kase flew 99 CAP flights and Skog flew 75. Both also acted as tow pilot for many of the flights. Larry Kase became qualified as a Flight Release Officer and trained 2 others that also qualified as FRO.

Flight Statistics 2002

318 Flights
122 Hours of Flight Time
118 Cadet Orientation Flights
3 Cadet First Solos
2 Cadet Private Licenses
1 Senior Member First Solo



Gliders were also flown at the Waukegan Airport Open House and at the Lake in the Hills Open House to aid in recruiting.

Sky Soaring has agreed to cover the costs of the tows until all forms have been processed and payment is received from National Hq. After the cadets have finished the 5 rides, Sky Soaring allows them to get tows at club rates without paying club dues or initiation fees. They receive tows on a space available basis and can fly in club gliders when available at no charge.

The success of this program was due to the efforts of many people. Capt. Rhonda Anderson and Capt. Bill Watson of the Lake in the Hills Sqdn provided the administrative help we needed. The Wing staff was a great aid in accomplishing our goals, especially Bill Strawbridge and Jack Sheridan. Without their knowledge and flexibility this program would have gotten stuck in the mud.

The volume of Orientation Flight forms processed by the Wing was tremendous but the smiles on cadet faces made it worth it.

Thanks for the help,

Capt. Larry Kase

Message from Steve Wasilowski, SSA Region 7 Director

As you most likely know, Steve was elected SSA Region 7 Director in 2002. Reprinted here is his letter stating his thoughts and ambitions in his new role.

Our Partnership

Driving back from Dayton, Ohio recently with Jim Short afforded us several hours to discuss the direction and value of the Soaring Society of America to its members. When I was a new member of the SSA I really didn't understand its importance to the sport. And even now, as a newly elected director, I need to reflect on the vital role the SSA fills in protecting our right to fly and fly in the manner unique to soaring pilots.

Although the organization has some shortcomings, it has been and will continue to be an effective voice for America's soaring pilots. It will continue to provide the "infrastructure" for education, competition, protection and pure enjoyment of our sport.

The demands on the organization and its paid and volunteer leaders have never been higher. The SSA is a magazine and web site publisher, a convention organizer, a promoter, a gift shop, a lobbyist, an insurance broker, a facilitator of awards and contests, a clearinghouse for the sale of gliders, and several other "occupations" I've likely omitted.

Its budget is constrained by its membership. Its membership is constrained by the fact that flying (anything) costs money. The leadership and quality of that leadership is constrained by those who are willing to volunteer. The smart folks stay back. If Mark Twain were a glider pilot today he would likely have said that. "In the first place God made idiots. This was for practice. Then He made SSA directors."

The leaders in the sport, not wanting to be taken for fools, are usually already deeply involved at the club or commercial level. Circumstances affecting aviation today now demand higher levels of leadership at the national organization. This is why I volunteered and you agreed (with your vote) that I should become a director of the SSA.

I want to improve communications at all levels of the organization. I want to increase our membership. I want to protect our right to fly. I want to have a first-class operation at headquarters. I want to emphasize the joy of recreational flying but not at the expense of competition pi-

lots. I want to refocus the organization on its core mission, which is simply to get people flying gliders.

Towards those goals, I am getting a better understanding of all the soaring resources and sites in Region 7. I am also working to strengthen the role of state governors in our region including hosting a Governor's Workshop in Minneapolis this February. Here, in concert with SSA governors, I will work to develop an agenda for the next three years.

Your contributions to the SSA, in dues, donations, time and expertise are invaluable and will insure the success of our sport.

Steve Wasilowski

Steve Wasilowski earned his private pilot certificate in 1972 and his glider rating in 1992. He is a Vice President at The Northern Trust Company. He's past president of Sky Soaring Glider Club. He was appointed Director-at-Large to the SSA in 2001. He was the SSA's state governor for Illinois in 2000.



Editor's Note: I had asked Steve to find a photograph of himself to include with his letter. Unsuccessful, the closest he could come is a photo of his "stunt double".

Message from the SSA

New SOAR Program for Gliderfields:

SSA has developed a voluntary program designed to improve local airport security at gliderfields. This program is in response to increasing pressure from the government to establish new rules and regulations controlling both airports and flight equipment. The new program, called SOAR, was developed by SSA volunteers experienced in security and law enforcement. It is hoped that adoption of these "best practices" by local gliderfields will help the sport avoid imposition of new federal rules concerning security. While it is doubtful that the sport can avoid all new rules, there is strong reason to believe that by demonstrating strong local responsibility the sport can mitigate the most onerous of the new proposals.

SSA members may view a copy of the new program by downloading it here:

<http://www.ssa.org/docs/SOARProgram.pdf>

Editor's Note: Length of this material precludes reproducing it here—but I encourage all to read it. Besides security related recommendations—it speaks well to actions we as individuals and organizations can take to increase awareness of our sport.

Thanks, Rudy!

Rudy Kunda was guest of honor at the recent Hinckley Annual Chili Fest. He was cited for his many active years in soaring both as a pilot and CFI, his encouragement of pilots to attempt badges and state records, his involvement with starting and scoring the Northern Illinois Soaring Championships, and being a friend of all. Many of the people at the fest had their own anecdotes about Rudy which they shared. Rudy was presented with a memorial gift made by Joe Agati and Ed Skalniak. On it is stated:

*"From student to teacher,
From teacher to friend,
For years of soaring and camaraderie,
A lifetime of appreciation."*

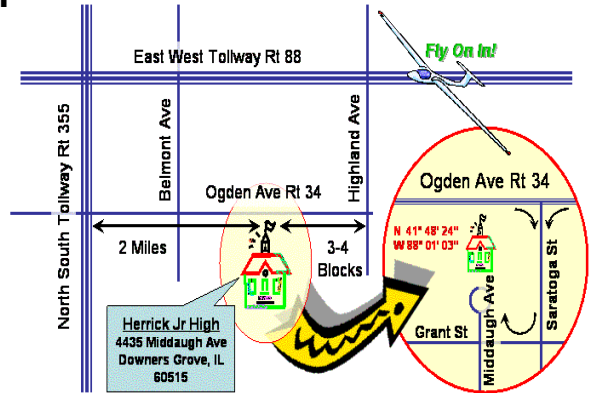
Your friends at Hinckley Airport, November 2002"



Mark your Calendar

We meet the second or third Tuesday of each month at 7:30 pm at Herrick Jr. High School, Downers Grove, IL. The meeting schedule is:

- January 14**
- February 18**
- March 11**
- April 8**



2002/2003

Membership/Renewal Application—ChicagoLand Glider Council

Mail To: John Harrison 827 Homestead Road LaGrange Park, IL 60526
Please include \$10 for annual dues payable to ChicagoLand Glider Council

Name _____ E-Mail _____

Address _____ City _____ State _____ Zip _____

Phone _____ Pilot Certificate Ratings _____

Type of Glider(s) owned, if any _____

Primary airport where member flies _____

Check if applies: New Member Change of Address Change of E-Mail Address Change of telephone

I am able to receive the CLGC Newsletter via Internet

I wish to continue to receive the printed CLGC newsletter

Kimobear's summer vacation

By Barry Van Wickevoort Crommelin

>>Here is a little travel log about our soaring vacation in Ely Nv. Enjoy.

Day 1

We left Hoffman Estates at 05:46. Drove all day and stopped for the night at Laramie Wyoming at 9:30 LCL. It was a long drive and we really covered some serious miles. Did start reading Anna Karenina by Tolstoy. Might as well put the time to good use.

Day 2

Left the hotel at 06:50. Arrived at Ely airport at 15:50. Total distance covered from Chicago to Ely was 651.7 miles. Finished a lot of chapters of Anna Karenina. Tolstoy is at time a bit long winded but during the drive it does not seem to matter much. Also the Blazer odometer passed the 100,000 mile mark and it kept running. From Wendover took alt 93 for to the town of White Horse. Saw a grand total of 9 cars in 61 miles, not a good place to brake down. The town of White Horse consisted of two buildings one being a saloon. This is where Alt 93 and 93 meet and continue as 93 down to Ely, distance 58 miles. Tied the trailer down and met Ed, Cali Skalniak and Clark Wade for dinner.

Day 3

Assembled the ship today. At 13:30 the first towplane arrived from Minden. Ray Lynsky and I decided that we might as well put the day to good use and go fly. So we launched a little later. Flew 446 km in 4 hr. and 7 min. Not bad for just a quick flight to check the systems and familiarize myself with the local area. After landing noticed that a lot more planes had arrived and where being assembled. Put the ship back in it's trailer and went to dinner. During dinner a thunderstorm started with quite a bit of rain and lightning, made me glad that I put the ship in the trailer.

Day 4

Had a nice early start and proceeded to land right behind the towplane. Hit 8 kts sink and that was the end of it. From a tow release of 1900ft AGL there was not even time to dump the water (10 gal a side) But was towed back up 38 min later and proceeded to fly Ely-Lincoln County-Curie-Copper-mine ridge-Ely. Distance 584 km in 5 hrs and 54 min. Just a great flight. On the way back from Lincoln County (110 miles) hit the cycle just right and was back in a little over an hour. During disassembly saw my first live scorpion. It was hiding next to the toolbox. Guess one more thing to check for out here since we saw in the morning a snake, but just a small one.

Day 5

Today was a really nice day. High cloudbases with no wind. And some very strong lift. Somebody reported 16.2 on the averager. Best I saw was 9.3 Did 577 km with an average speed of 168 km/hour. Should have started earlier. Had one outlanding, a PW-5. No damage and he still did over 400 km. Ray Konrath did his first 500 km, unfortunately he did not declare it before take off. But he plans to do it again during the week this time make it official.

Day 6

The day started out with a high overcast and some rain. At about 10 the wind started picking up and the overcast cleared. Some wave clouds appeared, but were very short in cycle times. Almost all pilots left to do lunch or made it a rest day. Just the few diehards or the ones without common sense got ready to fly. I launched a little after 1 o'clock. Almost fell out of the sky again but found a thermal at about 800 ft AGL. It was very

narrow and violent because of the winds kept on increasing with altitude. To the South the sky had some clouds so I started out in that direction. With a 36 knot head wind it was slow going. By the time I got to Geyser it was overdeveloping so headed north. Never found any wave. Went north for a while and then to the Southeast along a series of ridges. Turned back by Currant Airport. Got low but made it back. Flying time 5:07, distance 441 km. Hard work but very rewarding when it all worked out. After landing I was informed that there was a vote taken and they changed my name to Killer Bear. Runner up was Koala Bear. Guess Kimobear does not cut it anymore.



Day 7

The wind was still strong today but the forecast called for better conditions. The locals are still grumbling that the conditions are not great.(they should visit us in the midwest) Launched at noon. Took a long time to pass the start line and get out of the valley. Declared a 701 km task. Ely-St George-Lages-White Pine Mountain Mines-Ely. Wind at altitude was first a headwind and later it turned to a cross wind. This was not in the forecast. Got low near St. George and spend the next hour low to the ground getting back to the ridges. Near Mount Wilson finally caught a nice serie of thermals that got me back up to altitude and over the mountain ranges. The band of good lift was between 14 and 17 thousand. I wasted a lot of time when I fell below it trying to get back up. So my speed really dropped, but still was able to make the rest of the task. Landed at 19:31 with the sun really low on the horizon. Was the last glider to get back for the day. The Countess was really happy since she was not looking forward to a night retrieve today. It gets really dark here. One of the local shopkeepers told her yesterday that the nearest town to Ely is 3 1/2 hours drive. The towns sign says "Welcome to Ely, the loneliest town in the country." Today KB stood for "Kick Ass" according to John.

Day 8

Weather looked really promising. With a small chance of overdevelopment and light and variable winds. So started out with a 1076 km task declared. Got as far as Lincoln 187 km when the slight chance of overdevelopment turn into thunderstorms. Turned around to head home but on the way back found that route also blocked with lightning. Since I do not fly a jet into that, I definitely will not fly a glider in it. Deviated to the East around the weather till I was North east of the field but even from that direction there was more lightning. Made a wide circle around to the West. It looked like there was a huge opening in the weather there. But there was also very little lift there. Got really low near a ranch about 65 km west of the field. Even made a call to the Countess that I was probelley going to land out so get ready and hook up the trailer. Near the chosen landing field on the sunny side of the ridge found a thermal that started out really rough but the higher I climbed in it the stronger it got. At 10500 ft it was 5 knots on the averager at 14500 just below cloudbase it was 7.3 on the averager. This gave me a 2700 buffer of altitude to get home. And I needed every inch of it. Landed in strong windshear and rain. Put the ship away in the rain. Glad to made it home. The flight lasted 5:55 and I covered 482 km, most of it to get home from 187 km out. I guess the lesson of today is "never give up." I found out that most people turned around early and landed. Ahhh the benefits of local knowledge and don't believe the weatherman.

Day 9

According to the weather man during the pilot briefing today there was a good chance of thunderstorms. And he was right. Launched early to still get some flying in. Went south to Geysers and then west to Currant but the storms build so fast that I was getting caught between cells. So went back to Geysers. There is a small dirt strip there, if I could not get out I can always land there and get retrieved by road. After getting weather reports from the people on the ground on the field I decided to make a quick run for it. Landed in the rain but before the storm hit. Storms build fast here not like the midwest where you can see them slowly build with plenty of warning.

Day 10

Today there was still a lot of moisture present. After launch it took me 47 min just to get high enough to get out of the valley. I expected that there would again build a thunderstorm over the valley so I wanted to get away fast but the lift was very inconstant. When I finally made it to 14000 ft I went for the hills to get the better lift and then headed south it looked the most promising. Went to Beryll station, I had created a turn point just south east of there. From there to Highland peak. The conditions where getting a lot better away from Ely made some good time along the course. Was hearing that there was a large thunderstorm building over the field so I kept going on course with the idea that later in the day the storm would move to the East or disapeate. Went to the West and North around the storms and made my last turn point. By the time I back to field the storm was of to the East. So made a nice strait run back and landed. I just love it when something works out just as planned. Distance covered 517 km.

Day 11

Day started out with an aborted takeoff. Wing dropped during the initial takeoff roll so pulled the release. With water in the tanks and at high density altitude (10200 ft) there is very little you can do when the wing drops and you heads for the runwaylights in a 27. Added full brakes and came to a stop just before I would have departed the runway and less than 5 ft away from a light. Did put a scrape on the wingtip. An other winter project. Pushed the glider back and lined it up again with the centerline and off I went. The day developed pretty good. To the North there was enough moisture in the air to mark the thermals and to the South no markers but very strong lift past 18000 ft (not that I passed 17999 ft, because that would be illegal. Went South to Geysers then North to Wells and then South east to Eureka and Currant. Then used the last thermals of the ridges to get back. Distance covered 710 km. Ray Konrath and Calie Skalniak both did their 500 km. But Ray missed his turnpoint zone by 2/10 of a mile. Talking about bad luck. Do a 500 twice in the same week and both times not FAI valid.

Day 12

Today was best described as a blue day. Flying in the mountain with no markers and far from landable fields takes a bit to get used to. Since there was an inversion at 13000ft the old adage of get high and stay high was out of the question. So planned a zig zag around the mountain ranges with all the landable fields clearly marked on the map. During the second hour of flight I thought I was getting low and in trouble when I spotted and ASW-20 below me working the ridges and valleys so decided to follow him and see if I could learn something. I followed him for about an hour and then he went back but I wanted to put to use what I just observed so just pressed on. Had a good time, ended up doing 223 km.

Day 13

An other blue day with an inversion at around 14000 ft. Still planned a 546 km zigzag along the ridges. Trying to use the experience from yesterday. Launched at around 12:30 Spend the first half hour in the valley but finally was able to connect with the southern ridge. Off we go to Sunnyside 110 km south. Spend most of the time low along the rocks. Just past Sunnyside I got a nice thermal that took me up too 13400 ft. the day was getting better. Time to go north to Peak 9700B. This leg was 220 km and went a lot faster, the lift was getting more predictable so the speed went up. But was not able to get through the inversion layer at 14000 ft. But with 10 gallons of water in each wing the ship goes fast. Made the turn and headed back south to Lund and back to the field. Landed a little after six. My first 500 km in clear blue sky. The rest of the evening was spend trying to fix Bob Maronde waterbags in his ship. This turned into an international affair with the following nations involved. Chris and Ray (New Zealand) Pasi (Finland) Philippe (France) Jeff, Kyle, Charlie (America) . And me representing Holland. A lot of fun was had by all but..... the bags still leak.

Day 14

Today is the day that will be remembered as the day I almost did a 1000 km. Weather looked promising. I declared a task of 1048 km. It was a zigzag course along the mountain ranges. First south 100 km past Lincoln then north to peak 9700B followed back south to Highland peak and back to Ely. Made great time going south but the first turn point was in sink so turned back to get back up to altitude then tried again but it must have been a different airmass because I got only still air or some sink. Got to within 21 km of the turnpoint again but had to turn back again. The terrain was not very glider land friendly. This time on the way back I got to within 1700 ft of the mountain but made a run for Lincoln airport which was 55 km north but on lower ground. Just before I got there I found a thermal that was 14 kts and that took me back up to 18000 ft. Tried again but still no luck so went back North. Made great time to Peak 9700. Flew the rest of the course with no problems. Since I did not make the first turn point it did not count. I guess Ray Lynsky was right when he said "If you plan to a 1000 km in a 15 meter ship the most important thing is not the flying but the route and the selection of turn points". At the end of the day when all was said and done I covered a distance of 928 km on course. Not bad for the last day before going back home. The day ended on a high note with a great dinner with Ron Clark, Bob Maronde, Jeff Landesberg who provided as strait man most of the aughs. And Phillipe Aquuille (sp?) who set a French speed record and a 1000 km record today.

Day 15

Today was the start of the "drive back" started early at 06:10 and drove all the way to Gothenburg Nebraska. Read a lot more of Anna Karenina, made the day go faster.

Day 16

Started around 9 am and got home at 7 in the evening. 2/3 done with Anna Karenina. Back to reality.

For those who are into numbers.
I flew every day.
Flying time 66 1/2 hours.
Distance covered 6465 km.<<