



Chicago Land Glider Council Newsletter

Chicago Land Glider Council

Volume 2, Issue 6
April 2004

March Meeting Highlights—All About Racing!

The March CLGC meeting featured **Curt Lewis's** comprehensive introduction to glider racing: **Letting Go of The Start Cylinder—Training for XC Sailplane Racing.**

An experienced and trophied national competitor Curt Power-pointed the audience through the contest structure, skills, equipment, rules, costs, scoring, attitudes and support systems required to compete at regional and national levels.

Curt began by pointing out that cross-country (XC) flight does not necessarily prepare a pilot for racing. XC does force the pilot to abandon simple altitude as the only energy source for distance and to learn to rely on the uncertain availability of lift. However, basic XC does not require the concentrated effort of racing.

Racing demands additional or more refined skills and traits, such as spot landing (for safety at crowded race airports), ground handling, thermal entry and exit in dense gaggles, endurance, patience—even competence with a

relief system.

A typical regional sports class contest was analyzed, extending over a period of five to seven days. Tasks, GPS turnpoints, scoring and handicaps, and fixed and variable (mainly towing) fees were covered. Typical fixed fees range from \$295 to \$355 for a contest.

"Musts" and "Shoulds" equipment were listed and discussed. Absolute necessities are FAA-required airman's documents (minimum Private certificate—glider), including picture ID; parachute; radio; GPS coupled data-logger and a trailer (unless the race is where you hangar your ship or you own a towplane business). Not required but items making life a heck of a lot easier include a crew (to avoid the ET phone home situation), a hydration system such as used for backpacking/bicycling, a cell phone (charged) and, last but not far from least, a comfortable glider for long hours in the saddle.

Detailed contest rules may be found on the SSA website www.ssa.org.

Impressive presentation photographs were provided by Trace

Lewis.

For more information contact Curt Lewis at CurtL33@aol.com.

WCSA Kicks Off Full Service

Late-breaking news—Windy City Soaring Association has completed the purchase of the aircraft assets of Hinckley Soaring, Inc. Board members of both organizations signed documents on March 31st, effectively providing the dub with the largest club fleet in the Chicago land area. WCSA assets and leaseback equipment include two Pawnees, a Citabria, an ASK-21, a Grob 103, a PW-5 and two 2-33's. The fleet, as well as member-owned gliders will remain at Hinckley Airport. WCSA will also pick up the Hinckley phone number: 815-286-7200

WCSA club membership has now risen above 40, with more former Hinckley Soaring customers expected to transition as the season progresses. The club flight committee has documented a new pilot training curriculum based on the Knauf series of flight manuals and the recent FAA Glider Flight Manual.

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CLGC Meeting Schedule

Tentative Events (subject to change)

Oct 14, 2003 —Celebrating the 2003 Season and the Cubs' Victory! (Revised Oct 15, 9:00 PM)

Nov 18, 2003 —Dave Voggasser discusses airspace and TFR. Is Class G "Glider Only?"

Dec 16, 2003 —Dave Voggasser returns! Part II of "Skies Through the Eyes of ATC"

Jan 13, 2004 —in memory of Rudy Kunda

Feb 10, 2004 —Octavio Gutierrez on hang gliding...glider on display...don't miss it!

Mar 09, 2004 —Curt Lewis on "An Introduction to Racing"

Apr 13, 2004—Presentation of James Barna Scholarship to Logan Weck

Door prizes at every meeting! Plan to attend!!

Note to Members:

Please notify John Harrison of all changes to your email or home addresses. Without your current data, we can't send you the newsletter, or lottery prizes!

John Harrison

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Top Of The Charts Department

From Nick DeMasi

1-34(sung to the tune of *Mercedes-Benz*
by Janis Joplin)

Oh Lord, won't you buy me a 1-34?
A used metal sailplane, in which I can
soar
It has better numbers than I've flown
before
So Lord, won't you buy me a 1-34?

Oh Lord, won't you buy me an old L-
13?
I know it's a two-place, but it's pretty
keen
I've flown that old Blanik, an honest
machine
So oh Lord, won't you buy me an old
L-13?

Oh Lord, won't you buy me a 1-36?
It's got a nice T-tail, and trim on the
stick
We could be a mite heavy, but that I
can fix
Oh Lord, won't you buy me a 1-36?

Oh Lord, won't you buy me an L-33?
The Solo from Blanik is just right for
me
It's also of metal, a good thing to be
So Lord, won't you buy me an L-33?

Oh Lord, won't you buy me a PW-5?
A nice World-class sailplane, and not
hard to drive
I think we can get one for twenty-two
five
Oh Lord, won't you buy me a PW-5?

Everybody!
Oh Lord, won't you buy me a 1-34?
A used metal sailplane, in which I can
soar
It has better numbers than I've flown
before
So oh Lord, won't you buy me a 1-
34?

Lyrics (c) 2003 by Nicholas J. Di-
Masi, Jr.



Chuck's Café proprietor **Chuck Spreitzer** readies for the refreshment stampede at the February meeting. Specializing in Chicago Soaring cuisine, the café offers a wide variety of snacks and beverages from heart-healthy to "I'm sooo glad we don't need medicals."



George Hess

...at 86, a val-
ued member of
the CLGC and
the soaring
community
world-wide

Below is the winning essay submitted for the James Barna Scholarship contest. The award will be presented at the April CLGC meeting. Logan was mentored and recommended by his father, CFG/CFI Geoff Weck, at Sky Soaring.

What Soaring Means to Me—Winning James Barna Scholarship Essay, by Logan Weck

Soaring to me, encompasses many elements that provide great enjoyment and satisfaction. I have been fortunate to experience many of these joys first hand, but others can only be imagined, and hopefully one day accomplished. Activities such as giving rides to friends, attempting long distance flights, and getting checked out in new and high performance sailplanes has captivated my interest and time for this past 2003 soaring season. Each season I try to build on what I left off on the previous season. This year I plan to continue attempting cross-country flights. Additionally, I will serve the club this year as a tow pilot, and toward the end of the season as a CFG. I am sure each glider pilot has their own personal reason for flying, and what it is that keeps them coming to the airport every weekend. My reason for flying extends back beyond my memory. I don't know of a time when I wasn't completely engrossed in aviation. It is really a part of who I am. Much of my childhood was spent at airports, air shows, and of course in airplanes. Soaring provided me a way to learn how to fly at an early age, and taught me many of the finer facets of airmanship, long forgotten in other aviation communities. It basically laid the groundwork for my aviation goals and career. At the same time, I was having a lot of fun. Early solo flights were exciting and pure bliss. Even making turns and climbs were a renewed discovery, because I was the one in complete control. I often look back on those early flights and remember how I felt, the way the cockpit smelled, and the view of the Northern Illinois countryside lazily rolling under the crazed canopy of the Schweizer 2-33. Of course many are attracted to the sport, but something must keep people returning to the airport. For some it could be for social reasons. For others, they never tire of 20 minute flights around the airport. And maybe some like the science and art required to succeed. I am attracted to the challenge. No matter what ones experience level is, challenge can be found. Whether it's predicting the best entry to a mountain wave, or learning the finer points of aero-tow, there is challenge. As I mentioned before, cross-country flying is my challenge, and this season I plan to answer to the test of endurance. It never fails to amaze me how far a sailplane can actually go. After my first relatively short attempt from Sky Soaring to Dacy Airport, I didn't realize how far I'd come, until the aero-tow home. To be able to harness nature's forces, and convert that into distance is a continual battle and victory fought only by the sailplane pilot. Soaring provides freedom like nothing else I have ever known. Being able to choose where you want to go with a minor movement of ones hand, effortlessly changes the craft's direction within its three dimensional realm. I remember zooming around at cloud base when the cumulus clouds were lit up so brilliantly white against the deep blue sky on a late spring day and the visibility is unlimited. The thermals are picking pieces of debris from the ground. I am looking down on airliners headed into O' Hare airport. The sound of wind rushing a few inches away from my ears is the only sound I hear because I have turned off my radio, and audio vario to get back to the basics, and lift is everywhere anyway. I can smell my own sweat, and as a result I'm a little lethargic and euphoric from dehydration and the heat. And below me are all of the sailplanes based at Sky Soaring capitalizing on the late May lift. These memories I cherish dearly and will carry to the grave. This is why I soar.

The Lost Art of CLGC Recruitment—A Guy Named Guy

At the March meeting, a newcomer showed up at the Herrick School auditorium. His face was unfamiliar, but you could still tell he was new because of how he stood alone on his own spot on the blue linoleum tiles, surrounded by clusters of three to five regular members engaged in active conversation. No one greeted him, no one said, "Hi," no one came over to introduce themselves. His presence was ignored. He was wearing a leather bomber jacket. He looked like a pilot. His expression became resolute, as if gathering the kind of determination it takes to hunker down solo in IMC—he could see he was going to be flying solo this particular evening. But he was not going to leave. I noticed him standing there and broke away from a group and walked over. His name was Guy. He was a power pilot—instrument, multi. Someone had told him he should check out gliders, so he came to the meeting. I explained a little about soaring, told him might enjoy the presentation, which was about racing sailplanes. He said he would stay but racing seemed a bit esoteric for him at this stage. The presentation was starting. He took a seat at the back. No one seemed to notice him. He stayed politely to the end. When the lights came on he jumped up and headed for the door. He was gone before I could catch up with him. I wish I had taken his full name and phone number. I wish I had asked him for an address to send more information. I wish I had invited him to a field on a particular day for a glider ride. I wish I had introduced him to other people or asked him to meet folks at the snack bar. I wish I had done all these things because he took a risk by coming and left disappointed and you only get one chance to gain a new member with guys like Guy.

—Don Berk

Classified Ads



L33 Solo, 1995, 350TT, excellent condition, stored in trailer, radio, audio vario, full tow-out gear, more... \$25,000. Chicago. IL

Email: CurtL33@aol.com

Website: www.hometown.aol.com/curt133/myhomepage/l33.html

RS-15, owned by the late Don Engles, "slightly bent," with all-metal trailer "sitting in my hangar at Hartford, WI (HXF)." Contact Gunter Voltz at guntervoltz@sbcglobal.com Tel&FAX: 414-962-1340. Cell:414-531-4264.



1-35 for sale. SN 003 605 TT. Electric and mechanical varicos, Dittel radio. Very good shape. Enclosed trailer. Parachute, wingstand, etc. included. \$15,500 Call Tom at 773-562-4245.



...where the rubber meets the grass

President: Scott Wolf
Vice-president: John DeRosa
Treasurer: John Harrison
Secretary: Don Berk

For submissions and to place classified ads
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CLGC Meeting Schedule

- Oct 14, 2003
- Nov 18, 2003
- Dec 16, 2003
- Jan 13, 2004
- Feb 10, 2004
- Mar 09, 2004
- Apr 13, 2004

Door prizes at every meeting! Plan to attend!!

From:
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TO:

