



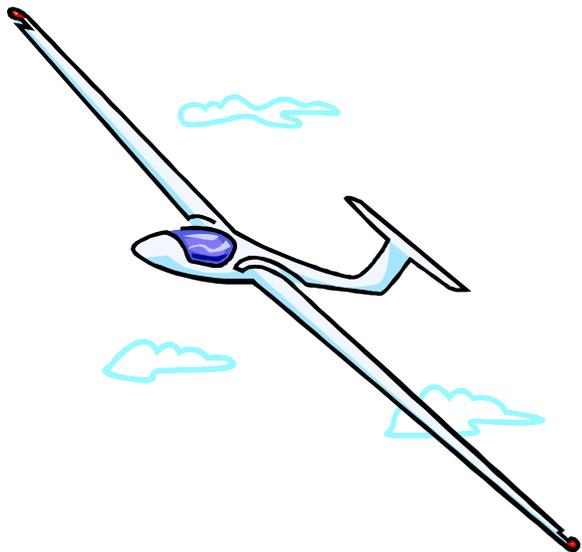
ChicagoLand Glider Council

Newsletter

November, 2005

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<http://chicagolandglidercouncil.com>



November CLGC Meeting!

"Check Rides, BFRs and Glider Pilot's Aerotowing"

With Murray Shain

Don't Miss It!!

November 1st, 2005

Murray Shain has a long and colorful history in the areas of gliders and power airplanes. Murray will speak on check rides (he is a designated examiner), on biannual flight reviews and about the content of his book "End Of The Line: Glider Pilot's Aerotow Manual" written in conjunction with Bob Wander.

Murray will also bring along "Wings" cards which he will sign after his program. This will count as one hour towards your BFR.

REMINDER

**The November Meeting
is one week earlier
than normal this month.
Tuesday, Nov 1st, 2005**

Thermals & Thermaling

By Thomas Knauff

Reprinted with Permission

I'll summarize the recent thermaling ideas today and proceed to glider safety while I am recovering.

There are many myths in soaring. Some are dangerous and contribute to accidents while others simply do not permit pilots to fly as well as possible. Thermals and thermaling include a couple of less serious myths. Thermals are air made less dense, forced to rise by gravity pulling down more dense (dry/cold) air from aloft. The sun heats the ground causing heating, but more important, evaporation of moisture in/on the ground. Moist air is less dense than dry air, thus more buoyant.

Rising air has considerable buoyancy, and mass, thus once it begins to move upward, it has lots of inertia. A cloud 3,000 feet in diameter weighs roughly 9 tons! (See text below.)

Anyway, the surface of the earth is heated, which warms the thin layer of air above it, but as soon as the air begins to rise, it quickly mixes with the ambient air, so the temperature of a thermal a few hundred feet above the earth quickly becomes the same as the surrounding air. For the soaring pilot, thermals are probably best thought of as a column of bubbles of air breaking loose from the earth, each bubble rising at different rates, mixing with, and passing by bubbles that preceded them.

This explains why it is seldom a pilot can make more than a couple of turns before needing to adjust the center of the circle to be in the better lift. Air on the outside of the thermal is descending, so a glider

passing nearby would have the wing close to a thermal forced down. It is a myth to believe a rising wing indicates a thermal on that side. Once inside a thermal, I suppose it is possible for a wing to be lifted by better lift, but with the turbulence associated with thermal lift, I doubt if it is possible to accurately interpret such wing wags as signs of better lift.

Understanding thermal lift production helps a pilot understand the blue areas of the sky without clouds are signs of sinking air, and are just as important to the glider pilot as watching the clouds as signs of lifting air.

According to a meteorology text I have, the water content (density) of clouds varies quite a bit, from about 1/10 gram per cubic meter to over 5 grams per cubic meter. It is even harder to come up with an "average" cloud volume, as this varies even more widely than water content. Nonetheless, let us use Dr. Topper's formula to get at least a rough order-of-magnitude estimate. We can model the cloud as a sphere of, say, 1 kilometer radius. This gives a volume of about 4 billion cubic meters. Then if we use 1 gram per cubic meter as a "representative" water content, we get an estimate for the mass of the cloud of 4 billion grams, or 4 million kilograms.

Tom Knauff
tknauff@earthlink.net
Ridge Soaring Gliderport
Julian, Pa 16844
www.eglider.org

ChicagoLand Glider Council Youth Scholarships

Each year the CLGC presents at least one youth Scholarships to a lucky member of the CLGC. We all know that the youth is the future of soaring and we must foster their efforts as often as we can. This scholarship is your CLGC dues in action in a direct and positive way. The requirements to apply for the scholarship are;

- Be a member in good standing of the ChicagoLand Glider Council,
- Be between the ages of 14 and 21 (inclusive, as of March 14th, 2006),
- Provide proof of a private glider pilot rating (or higher) or solo log book endorsement,
- Obtain a written recommendation from a Certified Flight Instructor Glider (CFIG) who is familiar with the applicant's qualifications and,
- Write an original typed essay of 500-1000 words on "What Soaring Means to Me....".

Watch for the scholarship application form in the December issue of this CLGC newsletter.

Moved? New Email?

Please let us know to keep our database up to date.
Send and email to JOHN@DEROSAWEB.COM
or call 847-844-8776 Thanks!!

What Soaring Means to Me

By Trace Lewis

2005 CLGC Scholarship Awardee

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward for there you have been, and there you will always long to return."

-Leonardo De Vinci-

That's what soaring means to me. I get goose bumps every time I read that because it relates so well to the obsession I have with soaring and aviation in general.

My aviation life first started in the fall of 1993 when I was only 2 years old. I was first introduced to soaring in the backseat of a Blanik L-23 with my dad at the controls. I vividly remember the thrill I had 12 years ago as the loud noises of the ground slipped away and was replaced by the soothing sound of air over our wings. Although I could only see out of the cockpit during turns, I was thrilled. Since then I have acquired 20 some hours in sailplanes with my dad (Curt Lewis) as my CFIG in various types of sailplanes.

My biggest moment in aviation so far, is definitely my first glider solo which took place on my 14th birthday (11/28/04) at the Hinckley airport aboard the Windy City Soaring SGS 2-33 registered 3613F. (This also happened to be the last operational day of the club's season.) Now I am in pursuit of a Private Glider License and hope to become a CFIG and/or towpilot for WCSA sometime down the road.

This summer, I hope to achieve my B, C, Bronze and Silver badges in my dad's Blanik L33 Solo. My dad and I have been doing cross country flying together in the club ASK-21 for a few years now. It takes a lot of skill to keep a sailplane in the air and travel/race cross country. That challenge makes it a great sport. I hope to eventually compete in the Blanik L33 with my dad (flying his Genesis 2) around the country as well as locally in the NISC program.

On top of my soaring experiences, I am working on my Instrument rating now in a Cessna 172 at Poplar Grove Airport. I have now logged around 30 hours power time. I plan on getting my Private Glider License, Student Power License and Drivers License (least important) on my 16th birthday. (I have many friends that are waiting for me to turn 16 so they can have their glider rides.) I also plan to get my Private Power license on my 17th birthday with an Instrument Rating later that year. I want to fly powered aircraft for transportation purposes or glider towing and hope to go to an aviation college to become an airline or corporate pilot. I will need money to fly gliders more often and the airlines seem to be a good way to go!

As of right now, my parents pay for half of all my flying expenses except club dues (which they pay all of). In order for me to fund the other half, I have a few ways of making flight lesson money. A lawn mowing job in the summer helps a little, but that's no fun compared to the other income source. Whenever my dad goes to competitions, I take 10-12 rolls of film using a 35mm camera. Then I have my mom run me to the 1- hour photo to get the film developed and printed to sell back to the pilots for a profit. For some extra income, the really good pictures I put on my online store called, "I Want to Fly". (www.cafepress.com/iwanttofly)

While not working to earn flight funds, I have learned a lot from a real life racing substitute. I often compete in online sailplane races with a group called "SOAR". (www.virtualsoaring.org) We use Microsoft's line of Flight Simulators and have scale races with a start, task and finish. Using a model of the Cambridge GPS datalogger system, I can review my .IGC files in a viewer like SeeYou. I finished 2nd in a group of 33 virtual pilots from all around the world in a ridge/wave race in the Alps flying an ASW-28. Just recently I won an online race in Tennessee using a Duo Discus. I also do virtual online pylon racing, but it's not as much fun.

The simulators however, can't reproduce the friendly atmosphere of the airport. I love to volunteer around the club because I get to be a part of this great sport. Another thing I love doing, is not only flying the sailplanes, but sharing them and my knowledge of them with walk on public. Many times I see a couple with a few kids standing around having fun just watching the glider operations. A lot of times I walk over and help them and/or their kids sit in a glider and tell them a little about the glider, the club, and the sport it is based on. A lot of times I take pictures of the whole family around a glider with their camera for a souvenir. Many times, I have seen these families return and a few people have even started their soaring experience from a little 10 minute introduction I gave. The coolest part is that I love doing it all!

I will forever walk the earth with my eyes turned skyward, for there I have been and for there, I will always long to return.

That's what soaring means to me!

AVIATION CLASSIFIED ADVERTISEMENTS



1971 Schredder HP11A 15-meter
Call A. Baumgartner
773-348-4412 (eve)
<http://www.HP11.binarvoven.com>



Congratulations

Congratulations to Herbert Kilian for winning the Standard Class at the 2005 Region 7 soaring contest held in Albert Lea, MN. Herb flew his beautiful LS-8 and won all four contest days.

Other contest CLGC participants were; Mike Shakman, Marian Wajda, John Harrison, Ron Ridenour and John DeRosa.

The father/son team of Geoff and Logan Weck flew their Pawnee as a tow plane and their 1-26 as a sniffer. Both Geoff and Logan

completed portions of their Silver badges during the contest but did not compete.

Newsletter Contributions Anyone?

Please let us know what achievements are taking place at your club or with yourself can include them in future newsletters. If you have any information or photos and advertisement that you would like to have included in future newsletters please send them to JOHN@DEROSAWEBCOM or call 847-844-8776. Also if you have any articles you would like to write that are soaring related, please send them as well. Any suggestions at all are very welcome!

UPCOMING EVENTS

- Nov 1 "Check Rides, BFRs and Glider Pilot's Aerotowing" - With Murray Shain
- Dec 13 "Illinois DOT Aviation" - Dale Rust
- Jan 10 "SSA Badge Flying" - Judy Ruprecht
- Feb 2-4 SSA Convention, Arlington TX
- Feb 14 No CLGC meeting, see February 18th
- Feb 18 All Day CLGC Seminar - Elgin Community College
- Mar 14 FAA Representative to be determined
- Apr 4 To be determined



Door Prizes

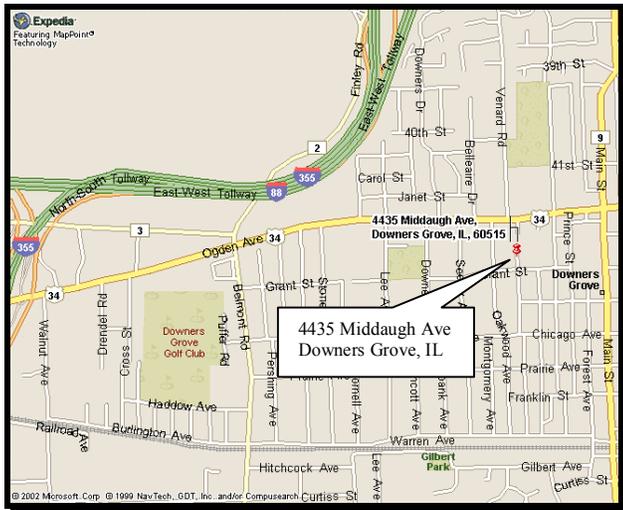
The ChicagoLand Glider Council gives away door prizes at every meeting ... **but ... you have to be there to win!**



Happiness is "Six-Seven" in the wave at 10K

Directions to the CLGC Meeting Hall

at the Herrick Junior High School located in Downers Grove, IL.



Detailed directions are available at;

<http://skysoaring.com/modules/gallery/directions>

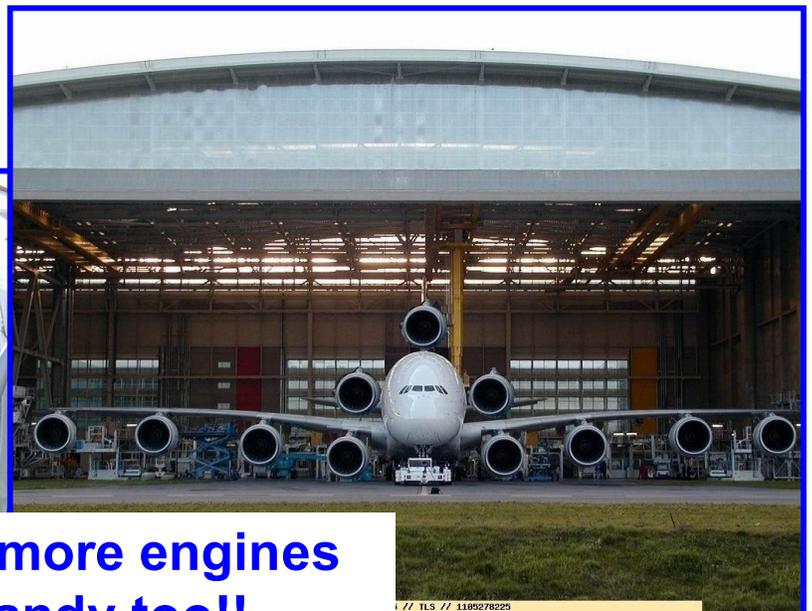


On the road to Ridge Soaring Glider Port with
“Lima-Kilo”, “Foxtrot” and “Alpha-Yankee”

We can always use more youths in soaring!!



**...and a few more engines
can be handy too!!**



NTSB Glider Accident reports for 2005

Details available at <http://www.nts.gov/NTSB/query.asp>

Date	Location	Make / Model	Registration	Severity
2/20/2005	Midlothian, TX	Schweizer SGS1-26B	N7569	Nonfatal
3/10/2005	Clermont, FL	Schleicher ASW 27	N661T	Nonfatal
3/13/2005	DeLand, FL	LET Blanik L-13	N14420	Nonfatal
3/25/2005	Kent, TX	Glaser-Dirks DG 600	N787T	Nonfatal
3/5/2005	Clermont, FL	Dgflugzeugbau DG-800S	N92DG	Nonfatal
4/10/2005	Henderson, NC	Schleicher ASW19b	N19HG	Nonfatal
4/6/2005	Mokuleia, HI	Schweizer SGS 2-32	N693U	Fatal(1)
5/14/2005	Jean, NV	Schwiezer SGS 1-26E	N633S	Nonfatal
5/21/2005	Beloit, WI	Schweizer SGS 2-33A	N65855	Nonfatal
5/28/2005	Williams, CA	S.A. Centrair Pegase 101D	N70LE	Nonfatal
5/8/2005	Peoria, AZ	Schempp-Hirth Discus 2b	N15MM	Nonfatal
6/11/2005	Wenatchee, WA	Avia Stroitel AC-4B	N1198Z	Fatal(1)
6/11/2005	Wellington, OH	Burkhart Grob G103 Twin Astir	N3872G	Nonfatal
6/17/2005	Waterbury, CT	Valentin Taifun 17E	N13BH	Nonfatal
6/20/2005	Bloomington, NY	PZL Swidnik PW-5	N341PW	Nonfatal
6/7/2005	Jean, NV	Elan DG 300	N303LV	Nonfatal
7/19/2005	Sparks, NV	As+ Ltd AC4	N9276Y	Fatal(1)
7/28/2005	Stanton, MN	LET L 33 Solo	N93205	Nonfatal
7/3/2005	Big Pine, CA	Schleicher ASW-20	N31AP	Fatal(1)
7/3/2005	North Plains, OR	Scheibe SF-28A Tandem-Falke	N12HS	Nonfatal
7/9/2005	Moriarty, NM	Grob G103	N916G	Nonfatal
8/29/2005	Minden, NV	Burkhart Grob Flugzeugbau G102 Club Astir IIIB	N925G	Nonfatal
8/31/2005	Waiialua, HI	Schweizer SGS-2-32	N414LF	Nonfatal
8/4/2005	Driggs, ID	Burkhart Grob G103 Twin Astir	N153SS	Fatal(1)
8/8/2005	Encinal, TX	Schleicher ASW-27b	N274DW	Nonfatal
9/10/2005	Peoria, AZ	Schweizer SGS2-33A	N2054T	Nonfatal
9/18/2005	Moriarty, NM	Schleicher ASW-20B	N734K	Nonfatal



2006 ChicagoLand Glider Council Membership/Renewal Application & Change of Information Form

Due: January 1, 2006 - Mail to: John DeRosa, 35W529 Parsons Rd, West Dundee, IL 60118
Please remit \$10 via check for annual dues payable to "ChicagoLand Glider Council"

Your Name _____

Your Address _____

City _____ State _____ Zip _____

Email Address (please print very clearly) _____ Phone _____

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

Primary Airport /Club where you fly _____

Pilot ratings that you hold _____

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 I am able to receive the CLGC Newsletter via E-Mail

----- Fold -----

From: Chicagoland Glider Council
35W529 Parsons Rd
West Dundee, IL 60118

To:

----- Fold -----

