



# ChicagoLand Glider Council Newsletter

April, 2006

## Board of Directors

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Vice-President - Scott Wolf

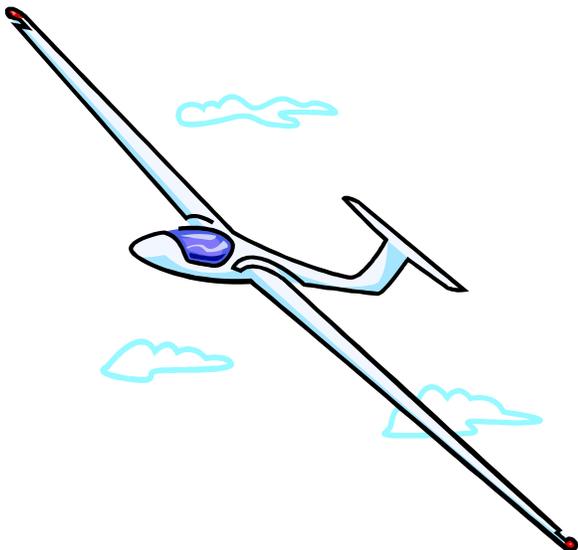
Secretary - (vacant)

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Past-President & Director - Curt Lewis

Newsletter Editor - John DeRosa

<http://chicagolandglidercouncil.com>



## April CLGC Meeting! "Light Sport Aircraft"

Don Berk

**Don't Miss It!!**

7:30PM - Tuesday, April 4, 2006

Herrick Junior High School

Downers Grove, IL

**Early**

**date**

The FAA introduced the Light Sport aircraft category and Sport Pilot certification just over a year ago. The intentions were to bring the "alien" ultralight community under better-controlled and safer general aviation regulation, and to offer a simpler, cheaper entry into aviation for new pilots. The transition can be complex in certain areas but Light Sport is gaining momentum.

There are specific advantages for the glider community

- a) as an alternative to the Private Pilot certification,
- b) in attracting certificated power pilots into soaring
- c) in potentially lower inspection and maintenance costs.

Don Berk is currently: CFIG & tow pilot, Commercial SEL, Sport Pilot SEL CFI, EAA ultralight instructor, Current member WCSA

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## PROPOSED FEDERAL AVIATION ADMINISTRATION REGULATION FAR 1000

**Effective Date: April 1, 2007**

1000.A - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try or make or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

1000.B - If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator of the violation of this regulation.

1000.C - Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such a manner as to eliminate and obfuscate any further comprehension hazards.

1000.D - The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

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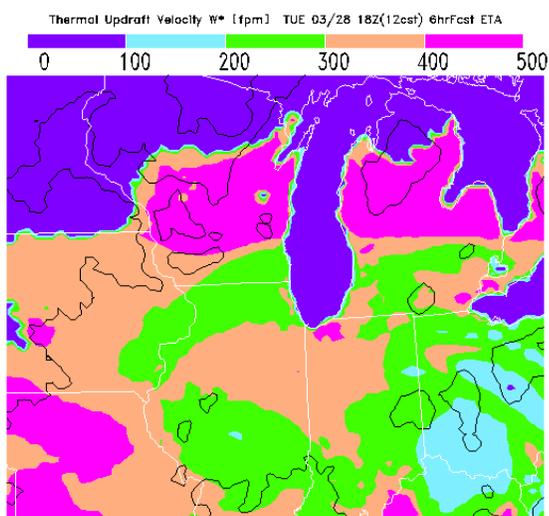
# Moved? New Email?

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

## BlipMaps & BlipSpots

**BlipMaps** can help a glider pilot to determine if a particular day will be conducive to soaring. BlipMaps are the brainchild of Dr. John W. (Jack) Glendening, a glider pilot (DG400). Such predictions as thermal updraft strength, Cumulus potential, height of the boundary layer along with a myriad of other information is presented both as graphics and as text.

Below is an example of a thermal updraft velocity graphic. See <http://www.drjack.info/BLIP> to review maps for the entire US and some foreign countries.



Some information is free. Beyond that requires a subscription of \$13 or \$20/year/user (depending on the type of information you want). These fees help support the ongoing BlipMap project.

Along with BlipMaps, there are also **BlipSpots** which are created for a specific location.. These are text information only but are very useful. BlipSpots are not free (\$50 per year per BlipSpot) but again help fund the entire BlipMap project.. The ChicagoLand Glider Council is sponsoring five BlipSpots for local soaring sites.

- APAC (Freeport, IL)
- Chicago Glider (Minooka, IL)
- Sky Soaring (Hampshire, IL)
- Sylvania Soaring (Beloit, WI)
- Windy City Soaring (Hinckley, IL)

See <http://www.drjack.info/BLIP/RUC/SPOT/> for a complete list of BlipSpots. The gliderports are listed by their nearest city name as shown above.

## Reciprocal Landout Agreements

What do you do if you landout at another glider port? How much will it cost? Will they tow me out?

Four glider organizations have agreed to tow you out of their field (basic tow – not a cross country tow) at their regular rates.

- Chicago Glider (Minooka, IL)
- Sky Soaring (Hampshire, IL)
- Sylvania Soaring (Beloit, WI)
- Windy City Soaring (Hinckley, IL)

There may be some paperwork to sign such as a waiver. Cross country tows are negotiable.

## AVIATION CLASSIFIED ADVERTISEMENTS



### 1971 Schreder HP11A 15-meter

Call Agass Baumgartner  
773-348-4412 (eve)

<http://www.HP11.binaryoven.com>



### For Sale: Pw-5

Serial number-17.07.020 manufactured in 1997, first registered in 2001. Low hours - 350. Standard instruments, Cambridge 302, flight recorder negotiable. Included excellent 2002 Avionic fiber top trailer, wing stand, tail-dolly, wing covers, based out Chicagoland area. Very nice package with the price that is hard to beat. \$23,000.00. Contact: [gregg\\_kurek@hotmail.com](mailto:gregg_kurek@hotmail.com) or call: 678.591.6231

## 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@DEROSAWEB.COM](mailto:JOHN@DEROSAWEB.COM) 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!

## Calendar of Upcoming Soaring Events

- Mar 14 How to Begin to Soar Cross Country - Geoff Weck
- Apr 4 Light Sport Aircraft Review – Don Berk
- June 9-23 CAP Encampment – Contact Wally Gleason by e-mail at [gleasonwr@sbcglobal.net](mailto:gleasonwr@sbcglobal.net) or by phone at 708-207-0189
- June 16-18 1-26 Regatta, Beloit, Wisconsin – Contact Kurt Strong at [tugpilot@genevaonline.com](mailto:tugpilot@genevaonline.com) or 262-248-0470
- July 24-30 EAA Air Expo, Oshkosh



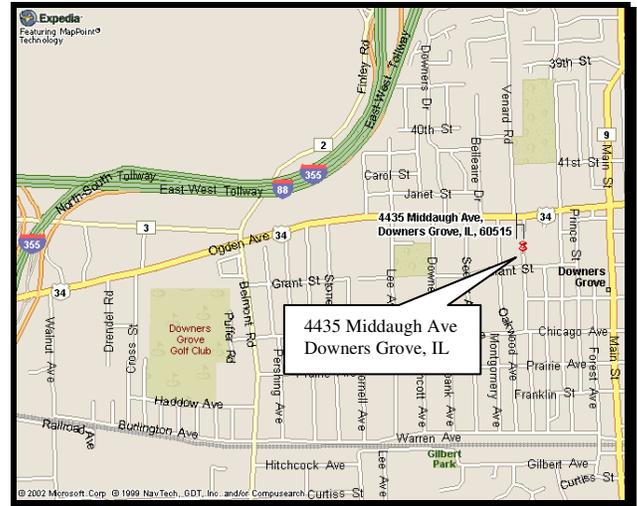
## Door Prizes!

The ChicagoLand Glider Council gives away door prizes at every meeting.

**... but, you have to be there to win!**

## 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>

**Weight and balance must be carefully  
calculated and adhered to, to avoid operating a  
dangerous vehicle**



## Back Issues of the CLGC Newsletter

There are several years of CLGC newsletters archived on the council's web site. Click on the "Newsletter Link" at <http://www.chicagolandglidercouncil.com>.

# Pictures from the 2006 CLGC Seminar



Elgin Community College Business Center Auditorium



Speakers: (L to R) Tom Knauff, George Moffat, John DeRosa, Burt Compton, Curt Lewis

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## **Radar Unit Helps Rescue Glider Crash Victims by Vivian Wilson Western Air Defense Sector Public Affairs**

12/8/2005 - MCCHORD AIR FORCE BASE, Wash. (AFPN) -- Radar analysis provided by the 84th Radar Evaluation Squadron at the Western Air Defense Sector here helped in the rescue of two people crash landed their glider in remote southern California mountains.

A Los Angeles County Sheriff's Department helicopter rescued the instructor pilot and a student Dec. 4, less than two

miles from their last radar sighting, said the squadron's John Henderson.

The two had no major injuries, although they did suffer from an overnight stay in sub-freezing weather.

"Their sailplane had been towed to an altitude of 9,300 feet before being released in the area of Mt. Baden Powell in the San Gabriel Mountains of southern California," said Mr. Henderson.

He provided the radar information to the Air Force Rescue Coordination Center at Langley Air Force Base, Va.

The expected one-hour local flight to an airport just 10 miles away became a crash landing and overnight stay when the glider flew into an area with no lift.

The pilot crashed the sailplane in 8-foot-deep scrub brush Dec. 3. The pilot and passenger stayed with the aircraft through the night. A California Civil Air Patrol air crew spotted the aircraft around 7:30 a.m. the next day. Then the sheriff's department helicopter made the rescue.

Mr. Henderson used radar data to pinpoint the aircraft's last known location, speed, heading and altitude. From that, he determined the likely crash site. He passed the data to the Air Force Rescue Coordination Center, which forwarded the information to the California Civil Air Patrol. The Colorado Civil Air Patrol also assisted with radar analysis.

"We're grateful to the assistance provided by the 84th RADES," said Capt. Bob Keilholtz of the Air Force Auxiliary Civil Air Patrol. "Without an active distress beacon signal -- or any other hard data on the aircraft's last known position -- having access to this radar data enabled us to cut response times by focusing the search on the most likely position where they could have landed."

Mr. Henderson has been with the squadron since 1999, and has personally been involved in saving 11 lives by finding air crash sites.

"Our goal -- first and foremost -- is to save lives," Mr. Henderson said.

Mr. Henderson is a commercial pilot with an instrument rating and has extensive experience with the Civil Air Patrol.

"Authorities have used our data exclusively to locate more than 50 aircraft over the past few years," he said.

The squadron's work ties in closely with the Western Air Defense Sector's mission of "guarding America's western skies." The sector is one of three supporting North American Aerospace Defense Command in America's air defense.

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



Due: January 1, 2006 - Please Mail to:

**ChicagoLand Glider Council  
C/O Pat Wager  
2400 Oak Hill Drive  
Lisle, IL 60532**

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 \_\_\_\_\_

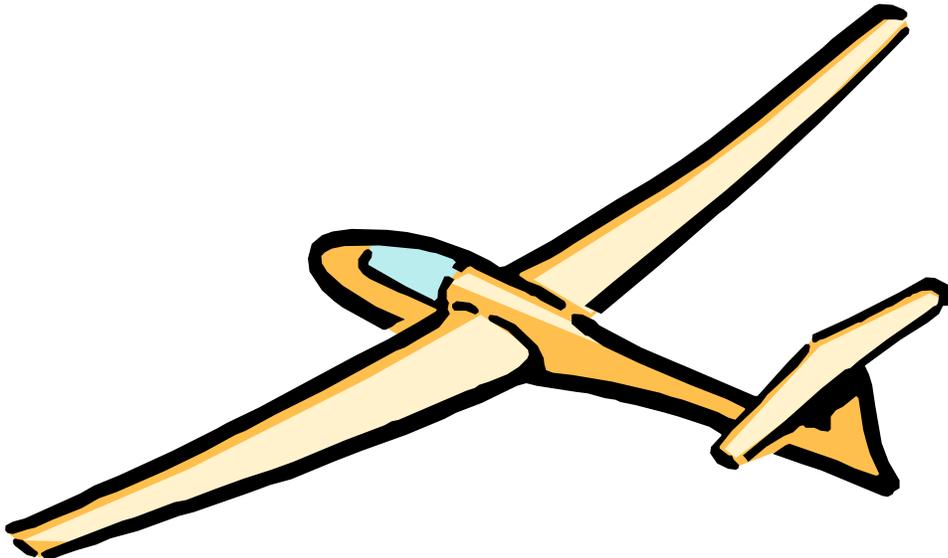
Primary Airport /Club where you fly \_\_\_\_\_

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 want the newsletter sent via surface mail





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