



The Air Bubble

The Newsletter of The
Chicagoland Glider Council
Est. 1938

- November, 2008 -

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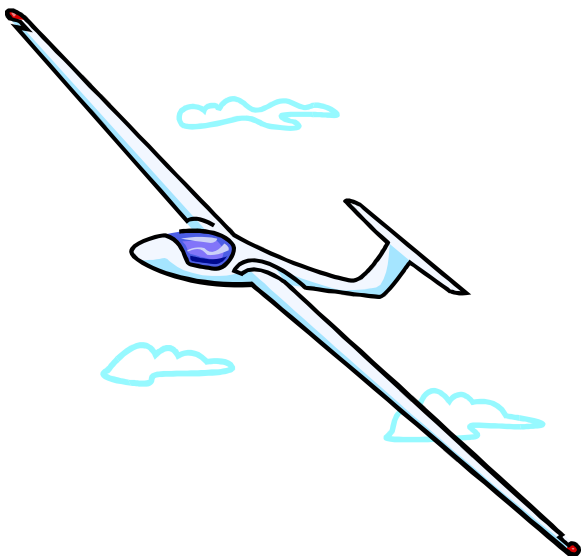
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November CLGC Meeting

"SPOT? PLB? ELT?"

Don't Miss It!!

November 18, 2007 – 7:30 PM

Speaker: John DeRosa

Which emergency location device is right for you? Which has the features that you want and need? What are the costs? How do they work? How do the regulations impact this choice? All these questions and more will be answered during this interesting talk.

Dick Johnson

1923-2008



Dick at Marfa Soaring Camp, 2002

Richard H. "Dick" Johnson:

Glider pilot soared for nearly 70 years

09:40 AM CDT on Monday, July 28, 2008

By JOE SIMNACHER / The Dallas Morning News

Richard H. "Dick" Johnson taught himself to fly a glider as a teenager and literally soared for nearly the next 70 years of his life. He won 11 national soaring championships and did much to advance his sport. He set and broke his own records, sometimes in the same week. He also had an aeronautical engineering career that included pioneering work on guided missile systems.

He was active in both his sport and his profession until Wednesday, when he crashed near Midlothian. He was 85. An official cause of death is pending. His family said something must have caused Mr. Johnson to lose consciousness, allowing his glider to stall and fall to earth. "It was a very benign day, very beautiful conditions," said his son Ira Johnson of East Aurora, N.Y. Witnesses described a plane stalling, something Mr. Johnson normally would have had no problem recovering from, his son said.

A memorial service will be at 3:30 p.m. Tuesday at Restland Funeral Home. "Nobody can think of a nicer person than Dick Johnson," said Peter Smith, director of the National Soaring Museum in Elmira, N.Y. "Over the years he made a tremendous contribution."

Mr. Johnson loved what he did, said longtime friend and co-worker Gene Robinson. "He was known for being the first out on the day and the last one back," Mr. Robinson said.

Dick with His Mother, 1937



Born in Medicine Hat, Alberta, Canada, Mr. Johnson grew up in the San Francisco Bay Area, where he and his late brother David learned to soar. Mr. Johnson read *The Art of Soaring Flight* three times and bought a used glider. The brothers used a Model A Ford as a tow vehicle to launch the glider. "Over a period of several months, ground skims were gradually replaced by straight-ahead flight ...180-degree turns and finally 360-degree-turn flights," Mr. Johnson wrote to record his earliest days of soaring. In the fall of 1939, the brothers bought and built a glider from a kit (Ed – a Baby Albatross).

They also built a trailer for their aircraft. In 1940, the Johnson brothers struck out for the national soaring competition in Elmira, N.Y.



At Elmira 1940 (far right)

Dick Johnson was an unlicensed pilot with two years of practice. Sympathetic officials allowed Mr. Johnson to register his glider as experimental and get his license after observing him in flight. "He had just completed it," Mr. Smith said of the glider. "Never having flown the thing, he flew in the national contest and came in third at the age of 17." (Ed – Dick also earned his Silver-C at the contest).

After the successful trip to New York, Mr. Johnson bought another glider, which the government took in 1942 for the war effort. Mr. Johnson and his glider went to the air academy in Twentynine Palms, Calif., where he became a tow-plane pilot and civilian flight instructor, teaching recruits to soar.

By 1943, officials had determined they had a sufficient supply of military glider pilots. Mr. Johnson was assigned to the Military Air Transport Squadron, where he became a co-pilot for Pan American World Airways, flying routes across the Pacific.

Mr. Johnson went to Mississippi State College to study aerodynamics with August "Gus" Raspet, a noted professor. While earning his bachelor's degree, Mr. Johnson, with Dr. Raspet, modified a Ross glider.

In 1950, Mr. Johnson won his first national championship, flying his modified glider in Grand Prairie. Mr. Johnson continued to modify and test the glider. He achieved a significant milestone in soaring

technology, a glider that would travel 40 feet forward for each foot it lost in altitude.

After graduating from Mississippi State, he received a master's degree from Stanford University in 1953. Mr. Johnson also was busy setting and breaking records. In 1951, he set a world distance record flying 535 miles from Odessa to Salina, Kan. That record stood for 12 years. Mr. Johnson had a professional career designing aircraft and missiles for Chance Vought, Temco Aircraft, Texas Instruments' defense division and Raytheon. He was an active engineering consultant at the time of his death, his son said.



At 1967 US Nationals (far right)

In addition to his son, Mr. Johnson is survived by his wife, Alice Johnson of Dallas; two other sons, Cyrus Johnson of Dallas and Mark Johnson of Fulshear, Texas; and three grandchildren.

Gliding Awards Received

F.A.I. Lillenthal Medal in 1986, the highest gliding award in the world
 F.A.I. Paul Tissandier Diploma in 1976 - for serving the cause of aviation by work, initiative and devotion
 F.A.I. Klemperer Award and OSTIV Plaque (International Scientific and Technical Soaring Organization) in 1983 for contributions to international gliding sciences
 S.S.A. Hall of Fame in 1956
 S.S.A. Warren E. Eaton Memorial Award in 1967 for outstanding contributions to the art, sport, or science of soaring flight in the U.S.A.
 S.S.A. Soaring Society of America Exceptional Service Award (1982)
 S.S.A. Paul E. Tuntland Memorial Award 1977 for important contributions to the science of soaring flight
 S.S.A. Paul E. Tuntland Memorial Award 1979
 S.S.A. Paul E. Tuntland Memorial Award 1983
 S.S.A. Paul E. Tuntland Memorial Award 2000
 S.S.A. Paul E. Tuntland Memorial Award 2007
 S.S.A. Larissa Stroukoff Memorial Trophy 1975 for the best speed in any task during the U.S. National Open Class Soaring Championship
 S.S.A. Larissa Stroukoff Memorial Trophy 1981
 S.S.A. Larissa Stroukoff Memorial Trophy 1985

Gliding National Championships 1st Place Finishes

1950, Grand Prairie, Texas, in RJ-5
 1951, Elmira, New York in RJ-5
 1952, Grand Prairie, Texas, in RJ-5
 1954, Elsinore, California, in RJ-5
 1959, Elmira, New York in Weihe
 1963, Elmira, New York in Skylark 4
 1964, McCook, Nebraska, in Skylark 4
 1974, (Standard Class Nationals), Hobbs, New Mexico, in PIK-20
 1975, Hobbs, New Mexico, in Nimbus 2
 1981, Ionia, Michigan, in Nimbus 2
 1985, Hutchinson, Kansas, in Nimbus 3

Participation in World Soaring Championships

1952, Madrid, Spain, 24th place in RJ-5
 1960, Cologne, Germany, 15th place in Adastr
 1963, Argentina, in Sisu-1, 4th place
 1965, South Cerney, England, in Skylark 4, 18th place
 1968, Leszno, Poland, in HP-13, 8th place
 1970, Marfa, Texas, Team captain (non-flying role)
 1972, Vrsac, Yugoslavia, in ASW-17, 5th place
 1974, Waikerie, Australia, in ASW-17, 8th place
 1976, Rayskala, Finland, in Jantar 2A, 7th place
 1978, Chateauroux, France, in Jantar 2B, 6th place

2009 CLGC Seminar Saturday, February 21 Mark That Date!

The 2009 ChicagoLand Glider Council Spring Seminar has been set for Saturday, February 21 at the beautiful Seigle Auditorium at Elgin Community College. Watch for future news at <http://chicagolandglidercouncil.com>.



Aviation Quotes for the Month

"I learned that danger is relative, and that inexperience can be a magnifying glass."
Charles Lindbergh

"Until now I have never lived! Life on earth is a creeping, crawling business. It is in the air that one feels the glory of being a man and of conquering the elements. There is an exquisite smoothness of motion and the joy of gliding through space. It is wonderful!"
Gabriele D'Annunzio 1909

What Soaring Means to Me

By: Justin Frazier

My interest in soaring was sparked this past May when I met Trace Lewis in a sophomore Biology class. We discussed the sport of soaring for several weeks, as I was intrigued by an aircraft without a motor that could fly for hours and go for hundreds of miles (in some cases) and actually ascend without the help of an engine. When it came time for my first venture into the sky, I was both excited and nervous, due to the fact that I had never been airborne before, let alone in a steel and fabric motor-less aircraft from the 1960's. At first this flight was very unnerving, as every sound or bump made me grab my seat. I eventually began to trust the aircraft and to enjoy my flight. This very enjoyable experience left me hungry for more and I was soon taking flying lessons. Eventually I took a job with Sylvania Soaring Adventures as a member of the line crew which further enhanced my knowledge of soaring.

During the soaring season of last year, very seldom did I miss a day out at the field. Learning something new each weekend, I quickly became addicted to the world of soaring flight. Working and flying at Beloit has allowed me to develop a set of skills that not many people my age have the opportunity to receive. For example, my ground crew duties require a high level of situational awareness, the ability to work in a stressful environment, and responsibility.

Among the many enjoyable experiences at Beloit, one flight stands out more than others. It was on one of our rare Friday flying days Trace and I drove directly to the airport after school for what would be my longest glider flight to date. With a flight lasting more than 2 hours, I shared a SGS 2-33 with a fellow line crew member and for the first time, I had the opportunity to share a thermal with other gliders. Throughout the flight I was forced to keep track of up to six gliders at a time, not only in the thermals but also when we all fell out of the sky and seemed to enter the landing pattern at the same time.

By the end of the '07 season, I was a member of the Soaring Society of America and the Chicago Land Glider Council. During this time I had accumulated over 40 training flights, however, due to insufficient funding I was not able to afford the necessary insurance to act as PIC of company aircraft.

In this coming season, I hope to get my private license, as well as my A, B, C, and Bronze badges. Another goal of mine is to gain enough experience flying the 2-33 to transition to the Schweizer 1-26, eventually graduating to the 1-34 after I get my license. On top of my planned experiences as a pilot for the '08 season, I will be crewing for a pilot flying in a regional soaring contest.

In conclusion, if awarded this grant it would be applied to my further education and experience in the sport of soaring by helping me to get my private pilots license. With my license I would like to eventually become a cross-country/ racing pilot flying my own ship in contests around the country. In the more immediate future, I look forward to giving rides to friends and family to help spread the joy of soaring.

Wikipedia and Soaring

The ChicagoLand Glider Council has an entry within Wikipedia, the on-line user-created encyclopedia-like reference database. Feel free to add content as you see fit. Also look for articles on gliders, gliding, soaring, variometers and technical details on many specific sailplanes.

http://en.wikipedia.org/wiki/Chicagoland_Glider_Council

Contributions Anyone?

Pictures? Accomplishments? Suggestions? Articles? Speaker Topics? Please let us know If you have anything that you would like to have included in future newsletters or meetings. **PLEASE** send them to JOHN@DEROSAWEB.COM or call 847-844-8776.

Moved? New Email?

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



Greg Palmer teaching the finer points of mending tow ropes to a youth member of Sky Soaring Glider Club, Hampshire, IL

UPCOMING EVENTS

- ❖ Tue, Nov 18 CLGC Meeting - DeRosa Spot, ELT, PLB
- ❖ Tue, Dec 9 CLGC Meeting - Kilian – Winch Launching
- ❖ Tue, Jan 13 CLGC Meeting - Macy at Ely, NV
- ❖ Tue, Feb 10 CLGC Meeting - Canceled (See Spring Seminar)
- ❖ Sat, Feb 21 CLGC Meeting - CLGC Spring Seminar
- ❖ Tue, Mar 10 CLGC Meeting - Movie Night
- ❖ Tue, Apr 7 CLGC Meeting - Weck – Class B airspace

AVIATION CLASSIFIED ADVERTISEMENTS

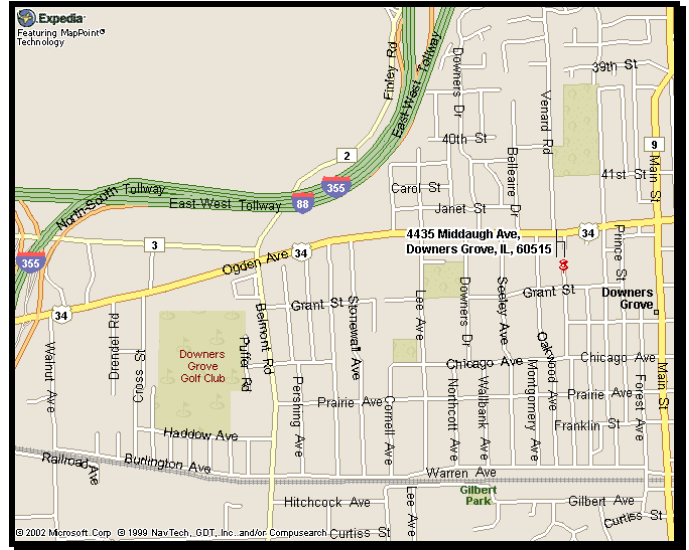
Anything to sell? Send an email to john@derosaweb.com



A Beautiful Cloud Street

Directions to the CLGC Meeting Hall

At Herrick Junior High School located in Downers Grove, IL.
Detailed directions are available at;
<http://skysoaring.com/modules/gallery/directions>



Midwest Cloudbase

From the NTSB Aviation Accident Database

<http://www.nts.gov/ntsb/query.asp>

Glider Events for 2008

Sorted by Make/Model

Date	Location	Make / Model	Reg Number	Severity
8/9/2008	Brackettville, TX	AB Sportine Aviacija Genesis 2	N110RG	Nonfatal
6/28/2008	Modena, NY	AMS Flight APIS-M	N1870R	Fatal(1)
7/16/2008	Edgewood, NM	AMS Flight Carat A	N234CT	Nonfatal
10/1/2008	Vero Beach, FL	Bezinque Alisport-Silent	N373DB	Nonfatal
2/9/2008	Alamogordo, NM	Burkhart Grob G-103A TWIN II ACRO	N223WP	Nonfatal
7/23/2008	Truckee, CA	Glaser-Dirks Flugzeugbau DG-100G	N132S	Nonfatal
9/15/2008	Blairstown, NJ	Glasflugel H-301	N1263	Nonfatal
6/29/2008	Front Royal, VA	Glasflugel Standard Libelle	N184W	Nonfatal
8/10/2008	Fincastle, VA	I.C.A.-Brasov IS-26B2	N4281B	Nonfatal
8/9/2008	Bend, OR	LET Blanik L-13	N62345	Nonfatal
7/20/2008	Arlington, WA	LET Blanik L-13	N48029	Nonfatal
4/19/2008	Dansville, NY	LET Blanik L-13	N90870	Nonfatal
7/1/2008	Bend, OR	Pipistrel Virus 912	N126BF	Nonfatal
5/4/2008	Ephrata, WA	Schempp-Hirth Nimbus-4M	N747JN	Nonfatal
8/9/2008	Brackettville, TX	Schempp-Hirth Ventus 2A	N777UN	Nonfatal
7/23/2008	Midlothian, TX	Schempp-Hirth Ventus A	N47JD	Fatal(1)
5/10/2008	Gregory, MI	Schleicher ASK-13	N24BS	Nonfatal
7/7/2008	Elmira, NY	Schleicher ASK-21	N363KS	Nonfatal
5/10/2008	Tehachapi, CA	Schleicher ASK-21	N361KS	Nonfatal
8/31/2008	Cleburne, TX	Schleicher ASW-20B	N30WK	Fatal(1)
5/11/2008	Peoria, AZ	Schleicher ASW-27-18	N8829A	Nonfatal
6/17/2008	Warren, VT	Schleicher ASW-27B	N227K	Nonfatal
1/25/2008	Hollister, CA	Schweizer SGS 2-32	N87R	Nonfatal
6/15/2008	Mercer, PA	Schweizer SGS 2-33	N5714S	Nonfatal
8/23/2008	Wurtsboro, NY	Schweizer SGS 2-33A	N17885	Nonfatal
9/9/2008	Boulder, CO	Schweizer SGS 2-33A	N17939	Nonfatal
8/3/2008	Windsor, VA	Schweizer SGS 2-33A	N33964	Nonfatal
8/2/2008	Jean, NV	Schweizer SGS 2-33A	N33923	Nonfatal