



The Air Bubble

The Newsletter of The
Chicagoland Glider Council
Est. January 17th, 1937

- February 2012 -

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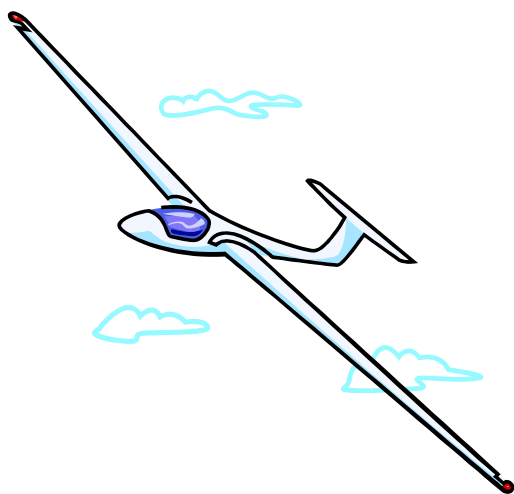
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<http://chicagolandglidercouncil.com>



February CLGC Meeting

“Motorgliders”

With Jim Hopkins

Don't Miss It!!

Tue, February 14th, 7:30PM - Herrick JHS

Jim will talk about his transition from non-powered gliders and airplanes to motor-gliders. Jim began flying hang gliders in the 70s and earned a private glider certificate in June, 1980 at Windy City Soaring. He earned a Silver badge in April of '82 in a Ka 6CR in Sebring, Fla. Jim began working on a private power certificate flying out of Glenview Naval Air Station and finished up at Palwaukee / Chicago Executive. Jim has a commercial multi-instrument rating. Half of his 1,100 hours are in tail wheel aircraft. He enjoys basic aerobatics and practicing commercial maneuvers in a Super Decathlon he shares with two partners. Jim got back into soaring two summers ago and acquired a PIK 30 self-launch glider in September, 2010. He spent the winter of 2010-2011 re-building the panel, re-wiring and then overhauling the engine. This winter he continues to make minor improvements to his experimental motorglider.



2012 CLGC Youth Grant!!

Applications are being taken for the 2012 CLGC Youth Grant of \$500. The applicant must meet all of the following requirements:

- Be a member in good standing of the ChicagoLand Glider Council as of January 1st, 2012 and,
- Be between the ages of 14 and 21 (inclusive) as of January 1st, 2012 and,
- Reside within 50 miles of Chicago and,
- Did not receive the previous year's \$500 grant (but you might win a secondary grant) and,
- Obtain a written recommendation from a Certified Flight Instructor Glider (CFIG) who is familiar with the applicant's qualifications and,
- Write an original essay of 500-1000 words on "What Soaring Means to Me..." and,
- **Deadline:** Send all necessary documentation to the committee no later than **March 1st, 2012**

<http://chicagolandglidercouncil.com/grant>

A Trip Through Memory Lane

Soaring Magazine - 1939

EXCERPTS FROM THE CHICAGOLAND AIR BUBBLE

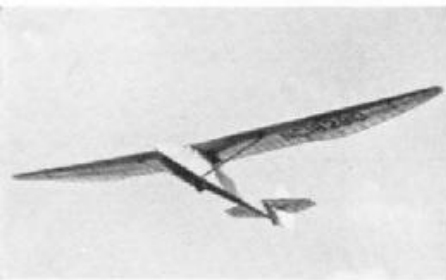
THREE NEW SAILPLANES AND A FOURTH NEARLY READY FOR CHICAGOLAND SKIES

Snapshots of the first few flights made by Chicagoland sailplanes show excellent flight characteristics.

Most noteworthy flights by their Chicagoland pilots are those of Walter Haufe, Dale, Wisconsin, who soared above the bluffs of Lake Winnebago for 6½ hours on one day and for 7 hours on the next day. An official NAA observer (Leland Hanselman) was on hand and we believe Walter will have one leg of his Silver C behind him. Many of us will remember the fine looking intermediate sailplane these men brought down for our Forum last February. We predicted that it would do things and it surely is. We hope its graceful wing and sleek new fuselage will be down visiting us soon—perhaps at Benton Harbor.

The ship pictured is the American-built "WOLF" of the Glen Ellyn Glider Club.

The Glen Ellyn Wolf



Dave Miller, Harry Krueger and Bob Blaine worked for nearly three long years, carefully following the German plans and having the Civil Aeronautics Authority check everything, so they could get a full Certificate of Airworthiness for the ship.

On October 14 it passed most successfully its final flight test—an airplane towed hop to 2000 feet with Joe Steinhauser at the controls—and witnessed by an inspector.

"She's sweet!—Flies like a dream!—Even better than my own imported Wolf," said Joe afterwards. He said that comparison gave the edge to the Glen Ellyn ship on every count—stability, maneuverability, gliding ratio, and sinking speed. (Ed. Note: The ship is built of Sitka Spruce, instead of the pine used in factory built models. This saves a great deal of weight.)

Not shown in our pictures, but already initiated into Chicagoland skies is the new Baby Albatross, built from a kit by the Gage Park Glider Club and finished just in time to compete in the Frankfort contest and, we understand, to win a little \$\$\$.

Statistics of their performance are not available as this is being written, but we know they are doing a swell job — catching thermals and making precision landings every time.

Soon to take the air is the intermediate ship being put together by Wm. Hellenberg & Ernie Lohndorf. Most like a Wolf, the fuselage is ready now, and the Grunau Baby type wing will be in assembly in the next few weeks. These men are counting on the facilities of the new Gliderport and we hope their high expectations for

performance are fulfilled when they bring their ship to the field for its test flights. An experimental Certificate should make it okeh for this ship to fly on the federal airways (Greater Chicago Area).

BIG BENTON HARBOR CONTEST

Sailplanes of the Middle West will converge on Benton Harbor, Michigan, for two week-ends of soaring—November 4 and 5, and 11 and 12. Through the tireless efforts of your Contest Manager, Clem Luebker, and the assistance of Charles Mainland, the many details have been worked out to make things easy for contestants as well as guests and onlookers. Here's the whole story in summary, and this is YOUR INVITATION to attend and to compete.

Name: THIRD CHICAGOLAND SOARING CONTEST

Place: Higman Park Bluffs (N.W. of BH)
Hdqtrs: Benton Harbor Airport Mgr's office—for instructions.

Pilot fees: No entry fee required, but there will be a small winch launching fee.

Glider fees: No glider fees required.

Crews and Launching Equipment: Pilots must furnish own crews, a winch, a retrieving car, and a set of airwheel tires for '33, '34, and '35 Ford will be available (9" x 13").

Officials in Charge:

CONTEST MGR: Clem Luebker.

NAA OBSERVERS: Joe Steinhauser, Bob Blaine, and Leland Hanselman.

CONTEST CAPTAIN: Joe Steinhauser.

GROUND OPERATIONS CHIEF: Bill Prescott.

ACCIDENT REPORT

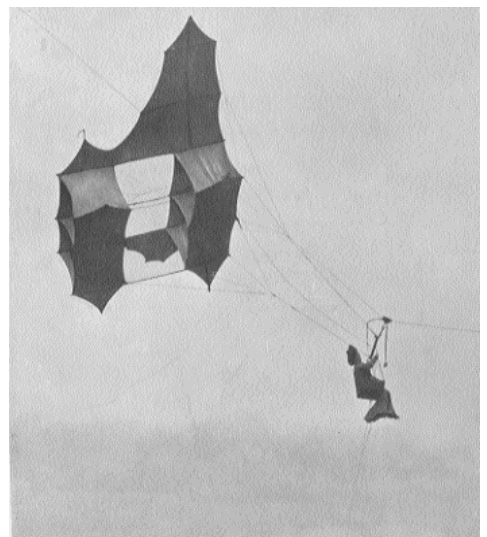
This letter will report a fatal accident which occurred on August 13, 1939, at Glen Ellyn, Illinois.

Joseph Steger, president of the recently formed Glenbard Glider Club—a high school group—was auto-towed to 150 feet for a routine practice flight and gentle turns. As the car slowed up at the end of its run, Steger dipped the nose, banked into a turn to the left with the tow line still attached. The glider, a licensed Mead primary, was jerked so violently that Steger was then unable to release.

Findings were as follows:

1. No experienced glider pilots were present at the airport at the time and the practice flights by new students were being made with no supervision.
2. The release mechanism on the glider was of a design often criticized by more experienced pilots. It had no safety feature allowing automatic release from a backward pull nor was action absolutely positive with sharp sideward pull. Installation of a better release had been recommended but not insisted upon.
3. No auxiliary release feature was provided on the tow car.

R. F. BLAINE, Secretary,
Chicagoland Glider Council, Inc.



SSA News

USER FEES

Please take a moment to click on the two below-listed links to sign a petition to take aviation user fees off the table.

<https://www.whitehouse.gov/petitions/!/petition/take-aviation-user-fees-table/Mtjk9IM3> and <http://wh.gov/K4Q>.

GPS in the News

The SSA is well aware of the matter of potential interference to GPS if an FCC process considering LightSquared's establishment of another nationwide terrestrial broadband service receives final approval. One of our SSA members has served for years on the RTCA group which recently studied such interference. He is also the FAI representative to the UNOOSA's ICG, a UN group having expressed worldwide concern about such interference because it could affect not only GPS, but all satellite positioning, navigation and timing systems capable of being received in the USA. ICG is further concerned that approval for such frequency use in the USA could lead to other countries adopting a similar concept, making such interference a potential matter of concern worldwide.

SSA has applied for membership in the Save Our GPS Coalition which consists of just about every organization involved with using GPS. GPS has been of great import to the gliding community in the Flight Recorders we use for the documentation of badge, contest and record flying, as well as GPS units used for navigation and traffic situational awareness as in ADS-B, including the private FLARM system.

Some of you may read about a 13Jan12 letter directed to the US Dept. of Commerce's Assistant Secretary for Communications and Information Lawrence Strickling which implies that LightSquared's proposals are unacceptable. "It is the unanimous conclusion of the test findings by the National Space-Based PNT EXCOM Agencies that both LightSquared's original and modified plans for its proposed mobile network would cause harmful interference to many GPS receivers." The letter is signed by the two co-chairs of the PNT EXCOM, Deputy Secretary of Defense Ashton Carter and Deputy Secretary of Transportation John Porcari.

That is countered by a 19Jan12 LightSquared release belittling the testing which led to the PNT EXCOM report, asking for a reevaluation of the testing and LightSquared's mitigation proposals.

This matter is one of great importance to your Society in which it remains closely involved.



SSA Promotes Soaring Safety with New Sailplane Tracker List

It's late in the day, and one of your sailplane pilots has not returned – what to do? If he or she is one of the growing numbers of pilots equipped with a SPOT™ satellite tracking device, an APRS (ham-radio only) or other personal locator beacon (PLB), and has updated his or her SSA profile with the information, then you may be able to quickly access the latest tracking information on the pilot through the SSA's new Sailplane Tracker List.

In recognition of its leading role in promoting soaring safety, the SSA has created the SSA Sailplane Tracker List. The repository is a list of internet links to satellite tracker data, such as SPOT™,s 'Shared Tracking' page or other web-based tracking devices. Simply click on the 'Locator URL' link for a listed member, and the most recent tracking data is shown superimposed on a map.

(Ed – To enter this tracking information, first log into <http://ssa.org>. Then click on "My Home Page" along the left side of the SSA home web page. Then click on "Profile" near the lower right hand corner of your Home Page. Finally, scroll down to the "Sailplane Information" area and enter your ELT (Spot, ELT, PLB, etc) information.)



Genesis 2 at Beloit airport Pilot: Curt Lewis (95)

Photo by: Trace Lewis (95T) 1/1/2007

Directions to the CLGC Meeting Location

At Herrick Junior High School located at

4435 Middaugh Rd, Downers Grove, IL.

Detailed directions are available at;

<http://tinyurl.com/CLGCDIRECTIONS>

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!!

Blue Ridge Soaring Society New Castle at Its Best

by Herb Kilian

For many years New Castle VA was our favorite place to fly and with my family I enjoyed many long weekends and more than ten Region 4 Contests at this beautiful place. Every so often we went up to the mountains from Raleigh NC only to find overcast skies and rainy weather with the contest always falling into the week of September 20. That was the kind of weather that we had one year when the big attraction at the field was Lanier Frantz's new 2" bore canon replica. Lanier owns the site with his wife Thekla and they are wonderful hosts, go and fly there sometime. Each morning's pilot meeting was called with the canon being fired, what a show!

Well, we arrived back at the gliderport one day after spending some time hiking the Blue Ridge Mountains on a non-flying day. I noticed the canon being readied and loaded with a 2" ball. Bob Epp (OE) explained the situation to me. "See that dead tree across the runway? Lanier is going to try and hit it", he said. Then he added with the appropriate pause: "I bet you \$10 he's going to hit it with the first shot!"



I immediately thought of babies and taking candies from them so we shook hands on the bet. Lanier carefully aimed and adjusted the canon (having only one eye made this possibly easier for him) and proceeded to fire the canon.

A fraction of a second after the boom, there was what looked like an impact sign near the bottom of the tree and then - to my puzzlement - the tree slowly started to fall! Now, we are talking about a large tree, at least 75' tall and slowly I came to the realization that I'd been had. These Mountain Men always

have an explosives expert among them and they had obviously rigged the tree and synchronized the action. Here came the outstretched hand of Bob asking for his money. My gullibility had again gotten the best of me but I and the entire valley shook from all the laughter for days after.

Transponder Code For Gliders → 1202

FAA Air Traffic Organization Policy
N JO 7110.577

SUBJ: Visual Flight Rules (VFR) Glider Codes

Purpose of This Notice: This notice assigns Code 1202 for use by gliders not in contact with an air traffic control (ATC) facility. The notice also provides general flight characteristics of gliders and some of their limitations. In addition, this notice adds Code 1202 to codes to be monitored within your area of responsibility when non-automated beacon decoding equipment is used to display the target symbol.

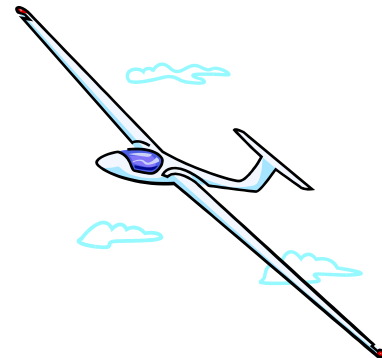
For the full text of this FAA policy please visit
<http://tinyurl.com/glider1202faa>

Interesting "New" Web Site



A fairly new web site is available which is a great source for classified advertisements for used and new equipment, avionics, gliders, trailers, etc, etc. Visit it today!

<http://www.glidersource.com>



Upcoming Aviation Events

- ❖ December 13 – CLGC Meeting – Soaring 100
 - ❖ January 10 – CLGC Meeting
 - ❖ February 14 – CLGC Meeting
 - ❖ March 13 – CLGC Meeting – Simine Short Octave Chanute and “Locomotive to Automotive”
 - ❖ April 17 – CLGC Meeting
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Newsletter Contributions?

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.

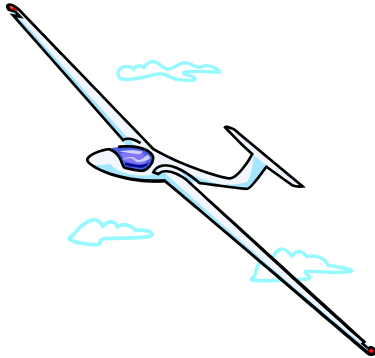
CLGC Newsletter Archive Old CLGC Newsletters Needed!!

Did you know that there is an archive of CLGC newsletters dating back to 2001 on the CLGC web site? Take a look. <http://chicagolandglidercouncil.com/newsletter.htm>.

Do you have any old CLGC newsletters? We would love to scan them in for the archives. Contact John DeRosa at john@derosaweb.com.

Contest Time Answers from Previous Newsletters

January - Manfred von Richthofen →
December – Octave Chanute
November – Glenn Curtis



~ Contest Time ~ Who is this Famous Aviator?



Hint: Is that a KITE???



6,000 feet over 44c Beloit Wisconsin 2011

Photo by Daniel Harder 12/5/2011



**2012 ChicagoLand Glider Council
Membership/Renewal Application & Change of Information Form**

Membership Renewal Due Date: January 1, 2012

Please Mail Form and \$10 Check to:

**ChicagoLand Glider Council
c/o John O'Brien
6538 N. Nordica
Chicago, IL 60631**

Please remit \$10 via check or money order for annual dues - payable to "ChicagoLand Glider Council"

Your Name _____

Your Address _____

City _____ State _____ Zip _____

Email Address (**please print very clearly**) _____

Phone Number(s) Home _____ Work _____ Cellular _____

Primary Airport and/or Club where you fly _____

Pilot ratings that you hold (student, private, commercial, instructor, etc) _____

Type of Glider(s) that you own _____

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 Information

ChicagoLand Glider Council

2012 Soaring Youth Grant

The ChicagoLand Glider Council Grant program is hosted under the auspices of the membership of the council and is paid by their dues. A primary grant of **\$500** is awarded each year. Other secondary grant(s) may be awarded based on merit. This grant will be paid directly to the recipient's home soaring operation and placed "on account" for use by the recipient for their continuing soaring education.

Application Requirements: The applicant must meet all of the following requirements:

- Be a member in good standing of the ChicagoLand Glider Council as of January 1st, 2012 and,
- Be between the ages of 14 and 21 (inclusive) as of January 1st, 2012 and,
- Reside within 50 miles of Chicago and,
- Did not receive the previous year's \$500 grant (but you might win a secondary grant) and,
- Obtain a written recommendation from a Certified Flight Instructor Glider (CFIG) who is familiar with the applicant's qualifications and,
- Write an original essay of 500-1000 words on "What Soaring Means to Me...." and,
- Send all necessary documentation to the email address and surface mail address shown below **no later than midnight, March 1st, 2012.**

Applicant Information

Name _____

Current Age: _____ Birth date: _____ / _____ / _____

Address: _____

City/State & Zip: _____ Phone: _____

Soaring Location: _____

Submit this application and all required documentation to the ChicagoLand Glider Council Grant Committee via the email address listed below (required) or via the surface mail address below. The application and documentation must be received **no later than March 1st, 2012.**

The ChicagoLand Glider Council Grant Committee consists of the board of the ChicagoLand Glider Council. Decisions of the committee are final. Grantee(s) will be announced at the regular CLGC meeting during April.

Applications and other information is available at <http://chicagolandglidercouncil.com/grant>. Good luck!

Email to: john@derosaweb.com

Surface Mail to;

ChicagoLand Glider Council Grant Committee c/o John DeRosa 35W529 Parsons Rd West Dundee, IL 60118
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