



The Air Bubble

The Newsletter of the
Chicagoland Glider Council

Est. January 17th, 1937

- March 2017 -

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<http://chicagolandglidercouncil.com>



2017 Seminar Attendees

Next CLGC Meeting

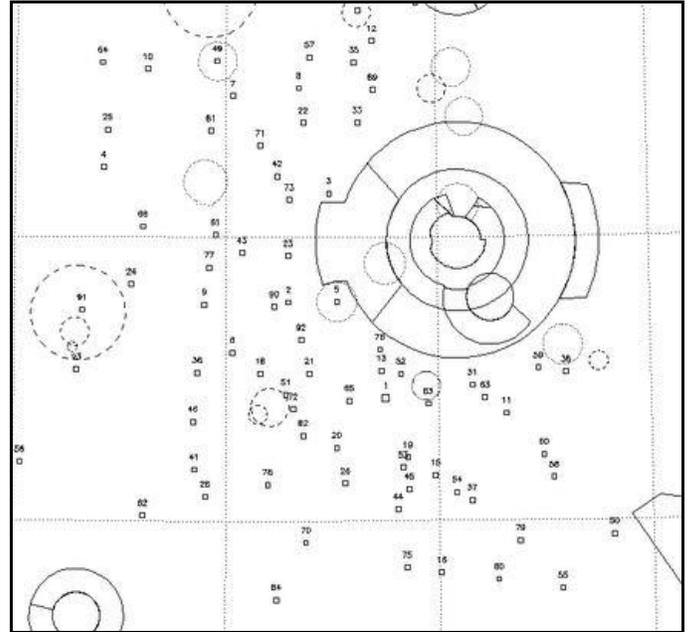
“Norther Illinois Soaring Contest”

Speaker: Herb Killian

Don't Miss It!!

Tuesday, January 10th, 7:30PM

Herrick Junior High School



Synopsis: This will be an open discussion of proposed rule changes for the season-long NISC that we have been conducting here for a long time. Due to sagging participation we have come up with three proposals to make this an easy entry into x-country flying for novices as well as an ongoing challenge for those more experienced. Another goal is to reduce the substantial effort the scorer has to expend after each flyable weekend to sort through the flights that were entered. Everyone interested in flying away from the home roost should come out and contribute to the discussion.

2017 CLGC Seminar!!

Saturday, February 25, 2017

This was a GREAT success with much positive feedback for what the attendees liked in 2017, and some great feedback on what they would like to see in 2019! Thanks to all the speakers! Thanks to all the attendees!

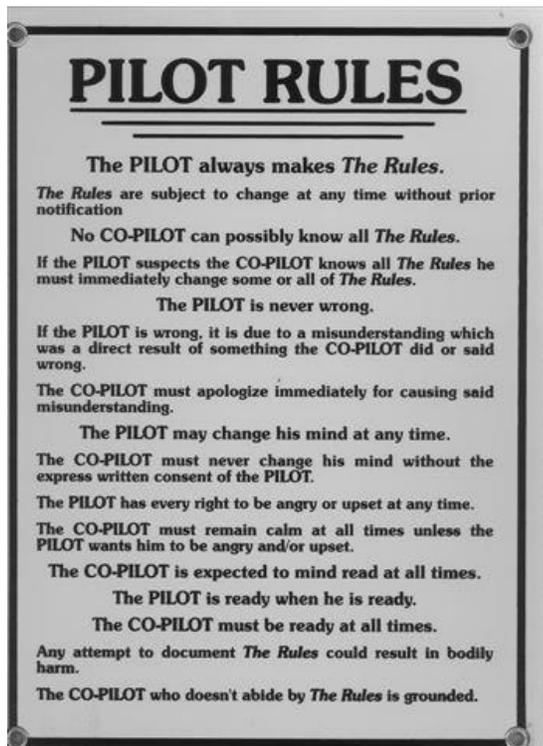
2017 CLGC Youth Grant Applications Being Accepted! Deadline: March 31, 2017!

Calling all soaring youths. Please start working on your applications for the 2017 CLGC Youth Grant. The deadline of March 31, 2017. Apply for the CLGC Grant now! What are you waiting for? Full details at;
<http://chicagolandglidercouncil.com/grant>.
The application is attached to this newsletter.

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
info@chicagolandglidercouncil.com



2017 CLGC Dues Are Due!

Please send in your ChicagoLand Glider Council dues no later than January 1, 2017. The dues are \$10 for the 2014 calendar year. Reminder that for the following clubs' members, your CLGC dues are included in your membership; Chicago Glider Club, Sky Soaring Glider Club and Windy City Soaring Association.

The 2017 membership renewal form can be found at the end of this newsletter. Please complete it and send your dues payment via check or money order to;

ChicagoLand Glider Council
5115 Carpenter St.
Downers Grove, IL 60515

Thank you for your support!

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>

Complete details at can be found at
<http://chicagolandglidercouncil.com/grant>

Upcoming 2017 Aviation Events

- ❖ Tuesday, March 14th - CLGC Monthly meeting
- ❖ Friday, March 31st – CLGC Youth Grant Deadline
- ❖ Tuesday, April 11th - Monthly meeting
- ❖ May 15-20 – Region 7 Contest, Albert Lea

Region 7 Contest

May 15-20 - Practice day May 14th

Location: Albert Lea, Minnesota
website: www.region7soaringcontest.com
Classes: 18 Meter, Sports, and Low Performance classes
Entry fee: \$200
CM: Leon Zeug 612-590- 7157 region7sc@gmail.com
CD: Geoff Weck 815-354-4611 geoffweck@gmail.com

The preferential registration deadline is quickly approaching (Mar 01) so sign up soon! If you have any questions contact Leon or Geoff.

Dacy IL (OCO) Soaring Operation

By Logan and Geoff Weck

When choosing where to fly this season, take a good hard look at what your goals and motivations are for this upcoming season. Now compare those goals and desires with what has actually transpired for you and your current operation over the past several years. Have you found that the opportunity to soar in your sailplane has fallen short of where you would like, even though you now have the means to make it out the door of your house to go soaring? The operation at Dacy has one simple goal and philosophy which is also exactly that of the SSA; to grow and promote the sport of Soaring. To that end, we have lined up a first-rate facility with large, wide, turf runways, are providing a strong, safe, reliable, and professionally maintained towplane and offering tows at competitive rates. The yearly tribute helps to defray the fixed costs of aircraft ownership. Experienced tow pilots have been vetted and selected for operations during any phase of the soaring season, especially during the work week, and a ground handling vehicle for staging gliders has been purchased.

This is your opportunity to have the hassle free contest-like or Soaring-Safari experience every time you chose to go Soaring this summer. To be clear, the formation of this operation is in no way an affront to any one person or persons, or any other operations or their respective plans in the Chicagoland area. Rather, we believe that we can provide a better Soaring experience for you with more availability, safety and reliability, and at a lower cost with less time commitment, hassles, and distractions to you so that you can focus on and enjoy the wonderful world of cross country soaring in your own ship. Please consider joining us for the 2017 season.

Details

Location: Dacy Airport Harvard, IL (OCO)

Towplane: Husky-180HP

Ground handling vehicle: Yamaha 250 ATV

Scheduling: via group email and/or phone tree-weekend and weekday ops planned.

Requirements: ownership of or access to a sailplane, carry at least liability insurance on your sailplane, and current SSA membership.

Cost: \$500 (this is to cover fixed costs on the towplane(hangar, insurance, maint,etc), ground handling vehicle, towropes and equipment. This amount may be reduced somewhat if we get a large turnout.

Tows: 1,000ft=\$25, 2,000ft=\$30 3,000ft=\$40

Tiedowns for trailers: \$25/month paid directly to Dacy Airport

Start date-approximately the first week in April weather permitting

Notes

-There is no plan for this operation to own or provide any sailplanes, provide dual instruction, or give rides. Cross country soaring will be the focus.

-The towplane will be towing at the Region 7 contest in Albert Lea MN the week of May 14-20th so you might as well sign up for the contest.

If you have any questions or are interested in joining us, please contact Geoff Weck at 815-354-4611 or email geoffweck@gmail.com.

For Sale!

Ventus 2Bx - Manufactured 2002, TT 1500 hrs, Cobra trailer, See the classified section of the Wings & Wheels web site at <http://wingsandwheels.com/class/classified.php?id=1927> for more details. \$70,000.

Contact: Duane Eisenbeiss <eisenbeiss@compuserve.com>

Oxygen Bottle - 22 cubic feet. Price \$80. Dimensions are 18.5" x 5", steel bottle with approximately 500 PSI of oxygen. I bought it 25 years ago from an aviation supply house so I believe it is a standard cylinder for aviation use.

Contact: Herb Kilian at 312-405-3609

Compaq Aero 1530 – Many pilots liked this model for its great full sun readability. Fully operational. Comes with charging cradle, sleeve, original instructions, SD card reader. \$50 OBO.

Contact: John DeRosa at 224-848-2063

Newsletter Contributions?

Pictures? Accomplishments?
Suggestions? Articles?
Speaker Topics? For Sale Items?

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 info@chicagolandglidercouncil.com
Thanks!!

FLARM Mandatory Yearly Updating



FLARM Firmware release notes – v 6.08

Published 28 February 2017

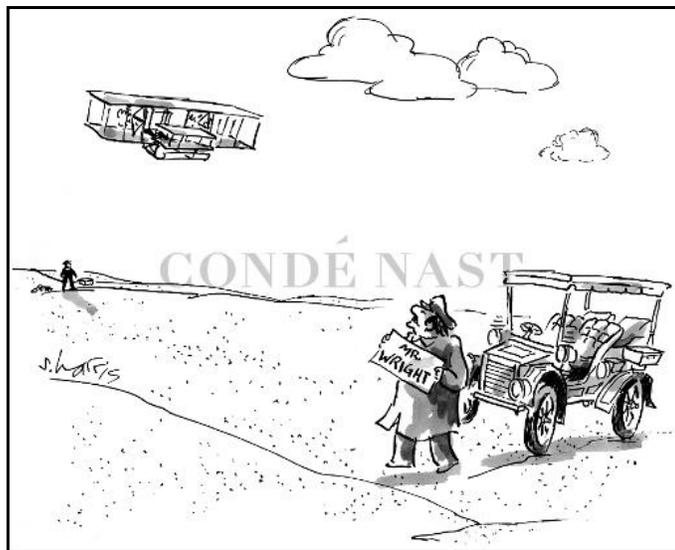
Platforms All FLARM and PowerFLARM devices including OEM FLARM devices

Every FLARM device has to be updated with the latest firmware version at least once per year (rolling 12 months). This will ensure compatibility with all other FLARM devices. If you haven't updated your device within the last 12 months, you have to update now!

The firmware may no longer be compatible with other FLARM devices 12 months after having been downloaded from <http://www.flarm.com>. Make sure to enter the next update date into applicable maintenance documentation. The device will NOT warn you after 12 months!

The data port protocol has changed. FLARM Compatible displays, moving maps, etc. may require an update to utilize distances to other aircraft greater than 32 km. Check with your display manufacturer.

Available at: <http://flarm.com/support/firmware-updates/download-firmware/>



Northern Illinois Soaring Contest Rule Changes for 2017

By Herb Kilian

Proposal 1

1. Any day on which three pilots fly a handicapped distance of 40 statute miles will be treated as a contest day. Turnpoints are any public-use airport on the sectional chart in Illinois, Wisconsin, Indiana or Iowa and those RLAs listed on the Worldwide Soaring Turnpoint Exchange for the contest. SSA glider handicaps will be used. The contest will be scored using the SSA's Winscore program.
2. Tasks may be declared in advance or not. If a pilot declares a task in advance, a 10% bonus will apply in recognition of the increased difficulty of flying a declared task. Tasks may be of any type recognized in the SSA regional sports class soaring rules ("SSA Rules"):
3. Assigned tasks with mandatory turn-points and no time limit;
4. MAT tasks consisting of a series of assigned turn-points that must be flown in order, but the series may be cut short by returning to the finish and will be scored as completed tasks; a time minimum task time may be included; or
5. Turn area tasks with a set time or the default 1-hour time, and defined turn-points with a radius for each as specified in the declaration (turn areas, the start and finish must not overlap and must be separated by at least two statute miles).
6. While a scoring formula providing, in effect, a bonus for longer flights makes sense in terms of recognizing the increased difficulty of longer tasks, applying the bonus may be discouraging flights in club gliders that must be shared since pilots may not feel competitive. Therefore, the bonus will be eliminated.
7. If no task time is declared, minimum task time will be 1 hour. Pilots are encouraged to declare

longer time periods if glider availability is not a factor.

8. The start cylinder will be 2 statute miles in radius centered on the start airport (Chicago Glider Club, Hinckley or Sky Soaring). The top of the cylinder will be the lower of 4,500' MSL or 500' below clouds if clouds are present. The finish cylinder will be 1 mile in radius centered on the same airport from which the flight began. The floor of the finish cylinder will be 1,500' MSL. The penalty for low finishes as provided in the SSA Rules will apply to finishes below that altitude.
9. Scores will be computed using the SSA Rules. Scores will be tallied on a monthly basis. There will be a monthly winner each month from April through October. A month will count for purpose of determining a monthly winner as long as at least three pilots each fly at least two contest days in the month.
10. Scores will also be maintained on a cumulative basis for the year and the pilot with the best score for the year will be recognized at the end of the season. The contest will start on April 1 and end on October 31.
11. Pilots will submit the flight log for each flight claimed to the scorer in a format that can be read by the SSA Winscore software, with a statement of the turnpoints claimed and the definition of the task, if declared in advance.
12. If not otherwise provided, the SSA Rules will apply. All pilots will be responsible for their own flight decisions and for compliance with the Federal Aviation Regulations. Any complaints or protests may be sent to the scorer who will resolve them unless he is involved in the matter, in which case the matter will be referred to an experienced contest pilot for decision.

Proposal 2

1. All flights will be submitted by the pilot to the OLC website (must submit within 2 days)
2. OLC scoring will apply (handicapped by glider type, points to given for distance and speed

separate. Speed is scored for the fastest 2.5 hours of a flight)

3. Maximum of 6 legs or 5 turn-points are allowed. Turn-points can be chosen by pilot during the flight or they will determined by the scoring program.
4. Distance counts for approx. 1 point per km, score is higher for FAI triangles. OLC rules apply
5. OLC automatically scores the longest and fastest 6 flights (OLC Champion and Speed Champion). These are determined worldwide, for N. America and for US regions, we are in Region 7)
6. NISC Champion will be determined in two categories, Distance and Speed. The highest scoring pilot in Region 7 AND in the Greater Chicago Area (3 clubs) wins the title.
7. Departure altitude (normally tow release) can be no more than 1,000 m or 3,300' over finish altitude.
8. Finish point has to be within 1 km of departure point. If you take a tow towards clouds, you must finish the flight within 1 km of the release point, otherwise the flight is scored as a straight-out flight.
9. Water ballast is permitted
10. Rules for the "OLC Classic" contest can be found here:
11. http://www.onlinecontest.org/olc-2.0/segelflugszene/cms.html?url=rules_overview/b2_en
12. Rules for the "Speed OLC" are here:
13. http://www.onlinecontest.org/olc-2.0/segelflugszene/cms.html?url=rules_overview/b3_en
14. The idea is to find the fastest 150 min of a flight. The scoring program "slides" that time segment along the totality of a flight and maximizes speed. A points score is calculated.
15. The pilot has to do nothing besides sending in the flight. Daily and accumulated results are available within 10 min of submitting a flight. Most flight recorders are allowed, for sure all IGC recorders. Flights can be sent from any Internet connected device.
16. Pilots have to sign up on the OLC website, at no cost, they do take donations
17. There are many other scoring categories such as Daily Score, All Flights, Airfield, Club etc.
18. <http://www.onlinecontest.org/olc-2.0/gliding/index.html?c=C0&sc=&st=olc&rt=olc>

How NOT to fly 1,000 k Out of Parowan

By Herbert Kilian, J7

Attention, this article is highly redundant. Everyone who tried for 1,000 km knows how ridiculously easy it is not to achieve this distance. Please proceed only if you are interested in new and innovative ways to do it.

They say the third time's a charm and with that in mind I made my way again from my Chicago area home to the ASA Motorglider camp in Parowan UT this past June to fly my LS8-18. Having attended the previous 2 years and becoming more comfortable with the terrain made me think that it's time to set some new personal records and maybe crack the 4-digit distance (in km). Another goal waiting to be met is the 1,000 point level in OLC points, something my friend Russ Owens does regularly with triangles of slightly over 800 km (he loves FAI triangles). But then, Russ in his ASH-26 goes way out West into Nevada for his 2nd turn point and I'm not really eager to try that yet. Look at a map if you wonder why.

Dan Reagan has a new glider (ASG-29) and a new call sign (DR) and he arrived a week before the meet to get warmed up. That was not to be and he advised me by phone to slightly delay my arrival due to the poor conditions. We ended up sitting through some more days of below-average weather but were richly rewarded later for the wait. The usual suspects and some newbie's soon descended on Parowan and occupied the re-surfaced and well-marked tarmac with all kinds of expensive and ridiculously expensive toys. We, the unwashed and motor-less "gravity" glider drivers, occupy the South end of the tie-down area with easy access to the ballast water spouts and to the runway. If you have not been there, the entire layout of the airport is close to perfect and even without a crew you can push your glider to the fill-up spot and later – if your stamina allows – all the way to the take-off grid. As always, a hangar is rented by the ASA to conduct pilot briefings and to accommodate the all-important evening dinners which are – and I kid you not – catered by the finest restaurants and barbeque chefs in all of S. Utah. Highly competent weather briefings were given by Bill Gawthrop in the first week and by Bob Faris during the second. These guys are getting better and better and both were pretty much spot-on in their forecasts, much more accurate than my own attempts. I was renting again a condo in town with Mike

McGlothlen and later we accommodated Terry Edmonds (both from Iowa) for a couple of nights. Being again nominated as the short-order cook for breakfast made for a lot of additional stress in the mornings – one of the things I blame my later pilotage shortcomings on. Hearing "you call these eggs 'over easy'?" and "That's not how my grandmother used to make'em" every blessed morning is getting old really fast.

My German friend and Überflieger Thorsten Streppel (the h in Thorsten is silent!) arrived a couple of days late after the meet started and he didn't miss a thing – that's why I call him an Exceptional Glider Pilot, in German Überflieger. He would again whup our behinds later in the meet with two 1000k flights in his old LS6.

One of the things you are inevitably attracted to when planning flights out of Parowan is that big gash in the Earth to the South, the Grand Canyon. Getting there with a non-motorglider is certainly possible, there are quite a few landing fields and public airports. The terrain is a bit intimidating, though. The locals say that if you have to land out, the last thing you do is to pick the place where you're gonna die.

On June 21 a small group of us skirted an area of overdevelopment to the North of Brice Canyon to Escalante and then proceeded SE toward Page AZ. We made it to Page, the Glen Canyon Dam and the beginning of Marble Canyon. Unstable air and virga were everywhere and I proceeded down the Colorado toward Kanab . Past Sandhill Ranch I had enough and headed back home but the impression was lasting and wonderful. Rolf Siebert made the best of the day with a turn at Cliff Dwellers Lodge where he didn't dwell but continued on the fly over 700 km on this difficult day, coming in 2nd worldwide on OLC behind Utah-native Tim Taylor who flew 800 km out of Nephi. During the camp, the ASA motorglider pilots compete each year for the Stevenson Trophy. In a very tight finish, Rolf Siebert was awarded the trophy on the last day of the meet.

The best two days of the camp were June 23 and 24. Bob Faris' forecast for both days called for thermals with bases at 19 to 20,000' and convergence lines over the coal country of Eastern Utah all the way to Duchesne which is South of the Uintas mountains and around 250 mi from Parowan. From Capitol Reef Nat. Park to East of Strawberry Lake we should see some cloud line-ups that would boost our speed. Climbing out from Parowan on the 23rd was slow for me and not very encouraging but the day started late. We all ran N

to NE and I caught up with Iron Mike McGlothlen in his DG 400 North of Fish Lake. To my surprise, I was able to pass him fairly easily - although he put up a good fight. Shows you what the newer airfoils and lots of water ballast can do, even without flaps. I now checked into the "Convergence Line Café" near Castle Dale and flew N to near Duchesne and back down for 110 mi without circling, maintaining around 16,000'. Should have made it further North but chickened out, not proud of that! Now it was easy sailing over the Eastern edge of the mountains back toward Parowan with nary a low point, fighting a modest head wind of 15-20 knots. Next I turned in the blue over Cedar Breaks South of the Brian's Head turnpoint (only 15 mi S of Parowan) and headed back downwind, connecting quickly with the same clouds. Without a good clue as to how many miles I had flown, I developed a headache now trying to determine how far to go back NNE before turning and finishing what I was sure to be a 1000 k day. I ended up turning West of Fish Lake at 6PM and soon determined that I did NOT have enough distance yet. Turning S with a plan for Escalante, I realized there were quite a few over-developed areas to the E and S and that I would not make that turn point. Turned West of Bryce Canyon airport and converted as much altitude as I could into distance by going some distance to the NW of Parowan before landing. In the end, I was 11 mi or 18 km short of the elusive 1000 and a bit disappointed. However, if you look around the OLC statistics long enough, you often find some comforting news: Thorsten and Russ Owens had beaten me on distance points but I was the worldwide Speed Champion for the day with 170 km/h (106 mph) over the best 2.5 hours covering 425 km (266 mi) in that time span. Not bad for an unflapped glider, if I may say so myself...

You might think that I would have learned something about being more aware of the distance I had covered. Quizzing Thorsten on how he does it, I found out that my Winpilot program has an OLC km-counter, who would have thunk??? Activating that display box was easy and, voilà, instant distance flown! The next day we did pretty much the same flight, my first turnpoint was Duchesne AP. There I met up with Al Simmons and his Co Terry Edwards in Al's beautiful Arcus M. Going South was tough with no thermals right down to Carbon Co. airport at Manti LaSal. However, Al, Terry and the Arcus were right there with me and I figured that I'm good as long as I don't see Al deploy his engine - which

he mercifully refrained from. I found a better thermal than Al and Terry and soon left them behind, hoping for

the 'Huntington Miracle'. Met up with Johann Posch in his Ventus 2CM and we again had a pleasant time together enjoying some relaxed times in the "Huntington Convergence Café" (a turnpoint North of Castle Dale). In the end I was given 950 km by OLC, not enough. But, on both days my average speed was an impressive 91 mph over the full distance.

Parowan delivered again an experience that I have found nowhere else in this country or back in Europe. We are blessed to have this soaring site and the dedicated men and women who run it. My sincere thanks also goes to the ASA group, their board of directors, our towpilot John Templeton and everyone involved in making this camp a highlight for all of us who are fortunate enough to attend.



Dan Reagan is launching André de Baghy on a windy day



Some of the boys and Dianne Gawthrop shooting the breeze



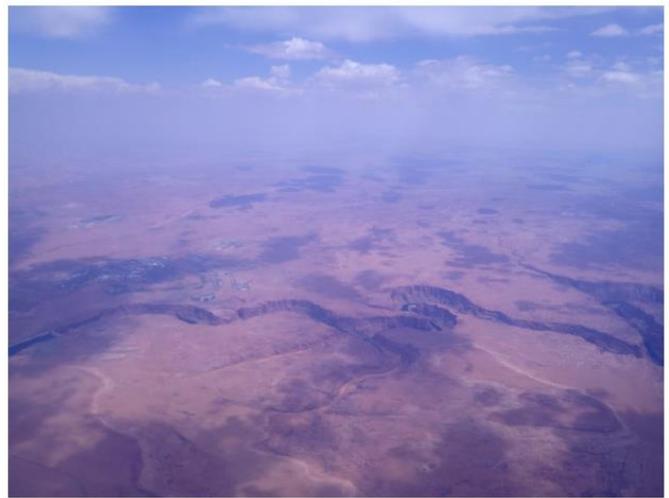
Steve Dee and Lynn Owens at the Pilot's Briefing



Sunset at the Parowan AP



On the way North near Fish Lake



Look towards Page AZ, Glen Canyon Dam and Marble Canyon



Just another ho-hum Parowan day, 150 mi from home, in a so-so thermal that I should have left when the lift fell off!



Thorsten Streppel, his LS6 and his inimitable Water-Werks (always making a mess).



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

Membership Renewal Due Date: January 1, 2017

Please mail this form with a check or money order for \$10
made payable to "ChicagoLand Glider Council" to:

ChicagoLand Glider Council
5115 Carpenter St.
Downers Grove, IL 60515

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

2017 Soaring Youth Grant

The ChicagoLand Glider Council Grant program is hosted under the auspices of the membership of the council and is funded by their dues. A primary grant may be awarded yearly for each of separate age groups (14-16 and 17-21). Other secondary grant(s) may be awarded based on merit.

Each grant will be paid directly to the recipient's home glider port and placed "on account" at that location for the use of the recipient for any purpose related to their continuing soaring education.

Application Requirements: The applicant must meet all of the requirements shown below.

PLEASE NOTE: Grant applications may be rejected if all requirements are not met;

- 1) Be a member in good standing of the ChicagoLand Glider Council as of January 1st of the grant year.
- 2) Be between the ages of 14 and 21 (inclusive) as of January 1st of the grant year.
- 3) Home glider port lies within 85 miles of Chicago (city center).
- 4) Required documentation;
 - a. An original essay by the applicant of 500-1000 words on "What Soaring Means to Me...". This essay must include the applicant's thoughts about soaring, their accomplishments to date, their future plans, and their financial need.
 - b. A written and signed recommendation from a Certified Flight Instructor Glider (CFIG) who is familiar with the applicant's glider flying ability and qualifications.
 - c. A copy of a current and valid FAA Student Glider Pilot's Certificate (both sides).
 - d. This completed form (clearly printed or typed).
- 5) Send all required documentation to the email address shown below **no later than midnight, March 31st of the grant year.**

Applicant Information (very clearly printed or typed)

Name (First Last) : _____

Current Age: _____ Birthdate: _____ / _____ / _____
Month Day Year

Address: _____

City/State & Zip: _____ Phone: _____

Email Address (print very carefully): _____

Home Glider Port Location: _____

Applicant's Signature: _____

Submit all of the required documentation shown above to the ChicagoLand Glider Council Grant Committee via the email address listed below. The application and documentation must be received no later than March 31st of the grant year. The ChicagoLand Glider Council Grant Committee consists of the board of the ChicagoLand Glider Council. Decisions of the committee are final. The Grant Committee is not responsible for lost or incorrect/incomplete applications. Grantee(s) award announcements are made at the regularly scheduled CLGC meeting in April.

See details and other Council information at <http://chicagolandglidercouncil.com>. Best of luck!

Email your application with all required documentation no later than March 31st of the grant year to:

info@chicagolandglidercouncil.com