

ChicagoLand Glider Council

Promoting the Sport and Camaraderie of Soaring in the ChicagoLand Area since 1937

November 2001 Issue

Email: <http://aerotow.evl.uic.edu>

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God Bless America

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FLIGHTS BEFORE THE WRIGHTS:

Octave Chanute, Chicago,
aeronautical pioneer, engineer, teacher

An exhibit at the John Crerar Library, University of Chicago
November 1, 2001 - June 1, 2002

In the decade before
the Wright brothers' historic
1903 flight, French-born,
American Civil Engineer
Octave Chanute developed
and flew the world's most
advanced aircraft.



The exhibit focuses upon Chanute's (and Chicago's) impressive role in early aviation history. Many of Chanute's personal books and writings will be on display as well as original date nails from the turn of the last century and a model of the 1896 glider. Chanute's writings and philosophy will give an insight into the future of aviation courtesy of NASA.

RECEPTION

Featuring a talk by **Dr. Tom D. Crouch**,
Senior Curator, Aeronautics, National Air & Space Museum, Smithsonian Institution.

Thursday, November 1, 2001. Presentation at 6:00 p.m., wine and cheese to follow
The John Crerar Library, University of Chicago
R.S.V.P. Barbara Kern or Simone Short: 773-702-8717, bkern@uchicago.edu
Information at www.lib.uchicago.edu/e/crerar/exhibits/

Special Notice! November CLGC Meeting is Tuesday, Nov. 20!

This month's CLGC Newsletter is coming out several days earlier than usual in order to publicize the **November 1st reception for the Flights Before The Wrights exhibit**. Page 2 is a press release concerning the exhibit, and the reception. Simone Short encourages members of the CLGC to attend!

DUES NEWS



First the good news: The ChicagoLand Glider Council now has 199 members! **Now the bad news:** There are many of you out there that have not paid your 2002 dues yet. Check the mailing label on this newsletter. If it shows 2001 after your name then time is running out (unless you are a CGC or Sky Soaring member in which case your dues are paid automatically). Please make sure you renew soon. Remember, due to our large mailing list we no longer allow a long grace period for unpaid dues anymore. If you snooze you lose! Send a check for \$10 to Ray Konrath, CLGC Treasurer for renewal.

PRESS RELEASE

October 2, 2001

University of Chicago Library

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edu

FLIGHTS BEFORE THE WRIGHTS

Octave Chanute, Chicago.

Aeronautical pioneer, engineer, teacher

1. Exhibition

In 1896 a historic glider flight took place in the Indiana Dunes signaling the dawn of aviation. At the helm was Octave Chanute, a Paris born American Civil Engineer with a passion for flight.

An exhibition running until June 1, 2002 in John Crerar Library at the University of Chicago Library celebrates Chanute's accomplishments by presenting highlights from the visionary's career. Many of Chanute's personal books and writings will be on display, as well a model of the 1896 glider which first took flight in the sand dunes. In addition, the exhibit provides a glimpse into the future of aviation and space technology with information provided by NASA.

The exhibition emphasizes Chanute's (and Chicago's) impressive role in early aviation history. He not only experimented with flight, but extended outstanding support to many early aviation pioneers, including the Wright brothers. He also was responsible for organizing the International Aeronautics Congress in August 1893 as part of the World's Colombian Fair in Chicago, the first ever such meeting in the United States.

Chanute left his imprint on his adopted city of Chicago in still other ways. He designed and supervised the building



September 11, 1896 showing the Chanute-type biplane glider about 5 seconds after take off in the Northern Indiana Dunes. *Photo courtesy of National Air and Space Museum.*

of the Chicago Union Stock Yards in 1865. Years later, in 1886, he and Joseph Card formed the Chicago Tie Treatment plant. To verify the life span of the railroad ties treated in his plant, Chanute brought date nails from Europe and introduced this kind of record keeping in the United States. Some of these nails are also on display.

For the John Crerar Library and the University of Chicago Octave Chanute is an important benefactor. He arranged for the Western Society of Engineers to donate all their books to Crerar, starting in 1890s, and much of this private library was donated to the Crerar Library in the beginning of the 20th century. It is available for today's scholars in their research.

The exhibit is on display from November 1, 2001 to June 1, 2002 in the atrium of the John Crerar Library at the University of Chicago. Public hours for the library are Monday to Saturday 8:30-5:00. The library is located at 5730 South Ellis Avenue, Chicago.

Questions about the exhibit should be directed to Barbara Kern, University of

Chicago, 773-702-8717, or by e-mail to bkern@uchicago.edu.

2. Reception

The public is invited free of charge to a reception in celebration of the opening of this exhibition, featuring a talk by Dr. Tom D. Crouch, Senior Curator, Aeronautics, National Air & Space Museum, Smithsonian Institution. Date: Thursday, November 1, 2001. Time: Presentation at 6:00 p. m., wine and cheese to follow. RSVP Barbara Kern or Simine Short: 773-702-8717, or email bkern@uchicago.edu. Information at the Web address below.

3. Questions?

Questions about the exhibition or reception should be directed to Barbara Kern, University of Chicago, 773-702-8717, or by e-mail to bkern@uchicago.edu.

Other inquiries can be directed to Dale Walker, Assistant Director of Development, University of Chicago Library, at (773) 702-8742 or dwalker1@midway.uchicago.edu.

Linda Copely awarded James S. Barna Memorial Scholarship

Dear Chicago Glider Council:

I wish to thank you for choosing me to receive this years James S. Barna Memorial Soaring Scholarship. I know the competition was stiff, I live with one of the other applicants. I have a few people that I'd like to acknowledge, they helped to contribute to my success. Rich Carlson wrote a glowing recommendation which was greatly appreciated. Rich was also my primary glider instructor. My husband John Copely who encouraged me to write the essay. Gene Hammond for teaching me the finer points of towing this season, and the various other Chicago Glider Club members who've encouraged me either with advice, comments or compliments.

Linda Copely



WHAT SOARING MEANS TO ME

Dear Council Members,

My name is Linda Copely. I'm 35, and

I've been flying since 1995. I started flying gliders is 1998. Coming from a two pilot family, flying gliders was a way to help us stretch our flying budget. At first that's what I first thought about learning to soar. Now I realize it has a lot more meaning than that. During the past 3 years that I've been a member of the Chicago Glider Club, I've learned more than just how to fly a glider. I feel that soaring has helped me to become a much safer pilot and competent pilot. I enjoy spending as much time as possible on the field. By being there, I have the opportunity to help with annuals and do other small maintenance problems that come along.

Prior to becoming a glider pilot, I would just fly across the sky and never pay attention to the clouds. Some days it was bumpy out and some days it wasn't. It never occurred to me why this might be. My understanding of the weather has improved greatly. I have realized the importance of always knowing the wind direction and to watch the sky for any changes. I even learned that a sea breeze is possible quite a few miles from the lake. So far, I haven't had much cross country experience, but my flight times are getting longer. Being able to thermal and gain altitude is fun, but once you are able to gain altitude and stay there, it is time to go somewhere. Frankly, I'm tired of looking at the same piece of real estate. I have been checked out in the club's single place glider and I've enjoyed flying it. Early this season, I followed one of the more experienced pilots on a short (2.2 Hour) cross-country flight. The day was perfect for a beginner like me and I had a blast. Unfortunately, I had to cut my flight short because I got tired of sitting in the same position for so long.

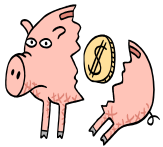
In June of this year I was checked out to tow gliders. This has proven to be very challenging and quite enjoyable. Just last weekend I was towing the club's duo discus and just after take off I noticed that the spoilers were out. (They won't come out until you get going past a certain speed.) I used the famous "rudder waggle" to alert the

pilot to the problem. Everything turned out fine and I found some lift for the for the glider pilot. The only draw back to being a tow pilot is that I never realized how lonely the airport gets when everyone is out on long cross country flights. I've had the opportunity to give a few rides to non-glider pilots. This is always fun. I look at it as a step towards instructing. Most people are thrilled by their first glider flight, and it is so nice to finally know more than someone else. My oldest Daughter is 11 and has shown interest in learning to fly gliders. I see this as a way to begin instructing. Eventually I'd like to earn my flight instructor rating. I think this is one way I can give back to the Club and soaring in general. One thing that I have done, and would like to do more of is going to my child's classroom and talk about flying. Once I got my photo in the paper for doing this, it was such a terrible photo. It's good that one does not need to be photogenic to teach soaring.

My goals include a commercial glider pilot rating, which I am slowly work-



ing on right now, gain cross country flying experience, checking out in the Pawnee tow plane and eventually to be an instructor. Soaring means that I've gained confidence and a skill that I'm always trying to apply to life's other problems. Sometimes it works sometimes it doesn't, but no matter what, always "FLY THE PLANE."



For Sale: *WingMate Solo*
Rigging unit \$325. Complete with
instructions. Robert Rydin (773)
867-4977
Email: robertrydin@stercomm.com

For Sale: DG300, 600 hrs, full instruments
plus LNAV-GPSNAV (latest version), Becker w/
boom, Cobra, tow out gear, fresh annual, all equip-
ment and gel coat in great shape. \$35,000 (708)354-
4673 email: makerley@aol.com

Mark your Calendar

We meet the second Tuesday of each
month at 7:30 pm at Herrick Jr. High
School., Downers Grove, IL. **November**
is an **exception**. The meeting schedule
is:

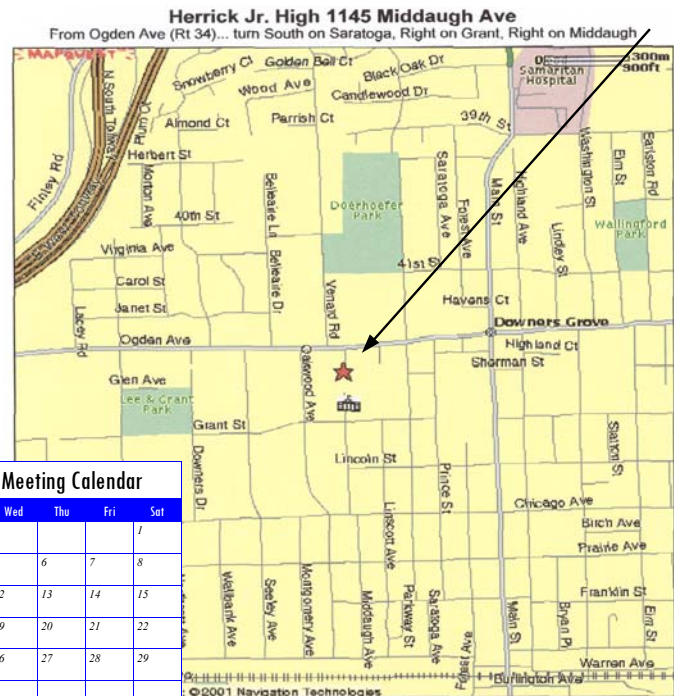
November 20 **February 12 (?)**

December 11 **March 12**

January 8 **April 9**

CLGC 2001-02 Meeting Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						



Agenda of the November 20th meeting will include "Northern Illinois Soaring Competition Results and Season Review" by Rudy Kunda & Neal Ridenour. We plan to have personal accounts of some great 500K flights that took place earlier this season!

The Lighter Side:

For those of you who wonder how to identify a real glider pilot, here are some pointers to help;

When a real glider pilot goes to buy a new (used) glider he or she will study the polars for weeks, after that has a million questions for other owners and the sales person about all aspect of the ship but when he or she goes to buy a car the only questions asked are how much weight will it tow? Can it haul a 40ft trailer at 60+miles per hour and what is the ground clearance for those off field-landings.

Upon entering a real glider pilots kitchen, you will see at least 3 battery chargers being used. two to charge the glider batteries, one to charge the crew-radio for in the car.

Real glider pilots girlfriends, complain that they can only think of two things. Real glider pilots wives, complain that they can only think of one thing.

Real glider pilots live in a humble abode, but fly a ship that is worth more. When asked about it, will walk away saying "it is all a matter of priorities" A real glider pilot(male) will look at Pamela Lee Anderson and only think " Humm, could she hold up a wing during rigging?"

Real glider pilots, when offered a transfer from work, will check out the soaring season and the local soaring clubs of the new location, before even checking the house market and local school systems.

Real glider pilots spend their vacations in such exciting places as Marfa Tx, Minden Nv, Uvalde Tx(in August), Cordle Ge, Moriarty NM, Dunlop TN.

If a real glider pilot offers to give you a lift in his/her car, he/she will need at least ten minutes to clear a seat of all the glider stuff like wingstands, maps, radio's etc.

During a party, the real glider pilots

will be in the back of the room discussing the results of the 1951 championship in Spain.

A real glider pilot subdivides his friends into 3 categories: crew, pilots and others.

During the soaring season when you turn on the television in a real glider pilots house it will always be tuned to the weather channel.

During an important moment in a movie, a real glider pilot will draw your attention away from the plot by saying "Wow! look at those clouds"

A real glider pilots use of sicktime at work is directly proportional to the forecasted soaring index

The "un-abridged" version of Barry Van Wickevort-Crommelin's (Kimobear) submission first printed in the CLGC Summer 2001 Newsletter.

Thanks, Barry!