



The Air Bubble

The Newsletter of the
Chicagoland Glider Council

Est. January 17th, 1937

- Mar 2014 -

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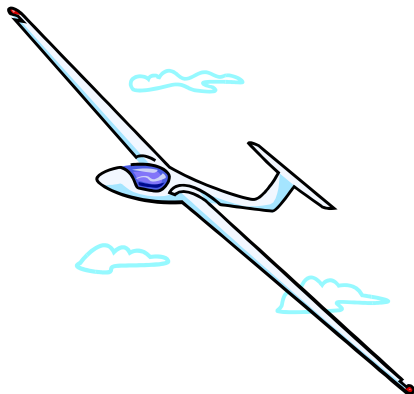
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<http://chicagolandglidercouncil.com>



Next CLGC Meeting ***"Touring Motogliders"*** **Speakers: Roderick Read** **Don't Miss It!!**

Tuesday, March 11, 7:30PM
Herrick Junior High School

Synopsis: Touring Motorgliders - Fun, safe, and economical. They provide opportunities for cross-country soaring, simulated off-field landing practice, expedited training, and are suitable for club operations.



Roderick Read began taking lessons when he was 12, and soloed a Schweizer 2-33 at 14, earning his private glider certificate at 16, and added a power rating in his early 20s. Roderick's main glider flying career began after he moved to Switzerland in 1988. He began flying competitively in 1997, winning various competitions. Roderick has flown extensively in the Swiss and French Alps, and Germany's Black Forest region. He is a U.S. and Swiss CFI-G, and holds all possible glider ratings, including IFR, aerobatics, TMG, etc. He was a member of the Swiss National Gliding Team and accumulated 3,000 hours during 20 years of flying in Europe, flying a K-8, LS-4, LS-6, LS-8, Duo (club ships), ASH-25, and owns a Nimbus 4DM and a Libelle H-301. Other than instructing and flying at the Chicago Glider Club in Minooka, he also instructs in Skill Aviation's Diamond HK36 Dimona (motor glider), located at the Waukegan Regional Airport. He's been a member of Chicago Glider Club since 2007.

Teens riding the wind on wings of silent gliders

Published in the Daily Herald Oct 11 1976



A proud and graceful bird

by PAT GERLACH
 "No bird soars too high, if he soars with his own wings." — William Blake

Schaumburg Civil Air Patrol squadron members Fred Schram and Chris Olson say soaring is about as close as man can come to free flight.

Both teens spend many hours at a private farm landing strip near Huntley, Ill. where they are learning to fly a 1946 Schweizer sailplane.

"The important thing about flying a glider is not to spook and fall out of your nest or you'll blow it," remarked 14-year-old Schram, dubbed "Freddie the Flier" by friends.

Schram spoke confidently as he began prepping a Piper Super Cub single-engine power craft which would later serve as the tow plane during a soaring lesson.

FRED HAS soloed in the Schweizer and is anxiously awaiting his 16th birthday when he will qualify for a glider pilot's license.

Members of the Civil Air Patrol squadron have completely rebuilt the Schweizer and in return are allowed a substantial discount on lessons from Sky Soaring, Inc., the firm which owns the glider.

Fred described the sailplane as "so aerodynamically correct" it has a tendency to almost fly by itself. It must be carefully moved to avoid an accidental, unmanned take-off if wind conditions are right.

Schram's rapid-fire conversation is interrupted by Olson, who is excited because instructor Ray Iturralde of Wheeling has arrived and is anxious to "get on with" his lesson.

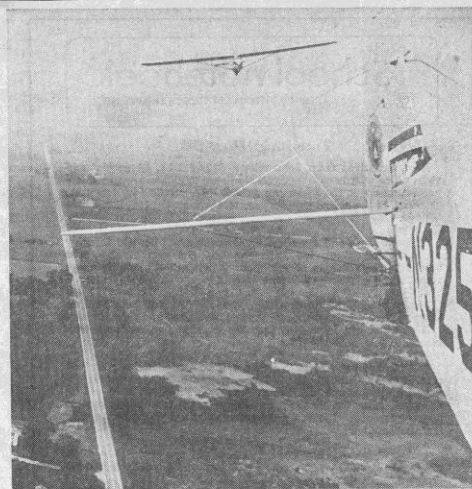
Iturralde, an Ozark Air Lines technician who also holds a commercial pilot's license, enjoys teaching the boys to fly and begins by asking to see Olson's log book, a record of his previous flights.

AIR PATROL members are not allowed to soar, even if they have soloed, unless a qualified sailplane instructor is on the field.

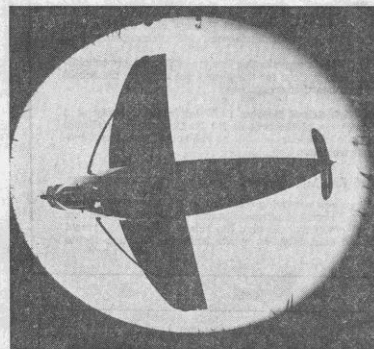
Minutes later, the Piper Cub tow plane, with Trigby (Trigger) Larson, a Delta Air Lines pilot at the controls, lifted off the end of the sod runway. In nine minutes Larson ferried student and instructor to an altitude of about 2,000 feet and the slender umbilical cord was detached leaving the Schweizer and its occupants on their own, as the tow plane dipped to let the ground crew know the mission was accomplished.

With Chris in command, the sailplane banked slightly and began a seven minute journey riding gracefully on the thermals that give it power.

Because of the complete absence of



Leaving "mother" at 2,000 feet



Aerodynamically perfect

Photos by Dave Tonge

motor sounds, the ground crew can hear every word spoken between student and instructor and Chris is chided on the conversation after his easy landing at the south end of the cornfield.

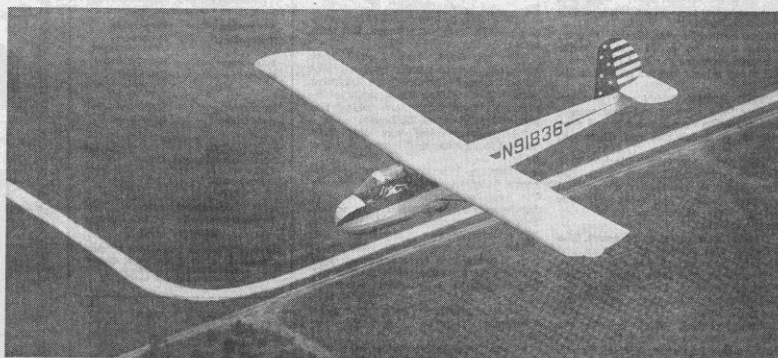
But the friendly hazing doesn't annoy Olson because he is elated at being one flight closer to the 21 trips he will need to qualify for solo next year when he becomes 14 years old.



Instructor's guidance helps



Ground support



Soaring in a sailplane — man's link with the sky

Advanced Form of Gliding Enjoys Growing Popularity

(An old, but relatively unknown form of flight is "catching on" in this country. Gliding — soaring — sky sailing or motorless flight — whichever you wish to call it, has for years been carried out in various spots around the country and is gaining national interest. To acquaint the readers with soaring, Paddock's assigned John Burgermeister to do a feature story on this absorbing sport.)

by JOHN BURGERMEISTER

Ever since the mythical Greek sculptor, Daedalus, escaped from the island of Crete with a pair of wings fashioned from wax and gull feathers, pioneering men have dreamed and schemed of a satisfactory means of duplicating the flight of birds.

It has been almost 60 years since Orville and Wilbur Wright left the sand of Kitty Hawk, N. C., in the first successful powered flight, and now a devoted band of area sportsmen think they have finally found the an-

swer to man's inherent longing to fly.

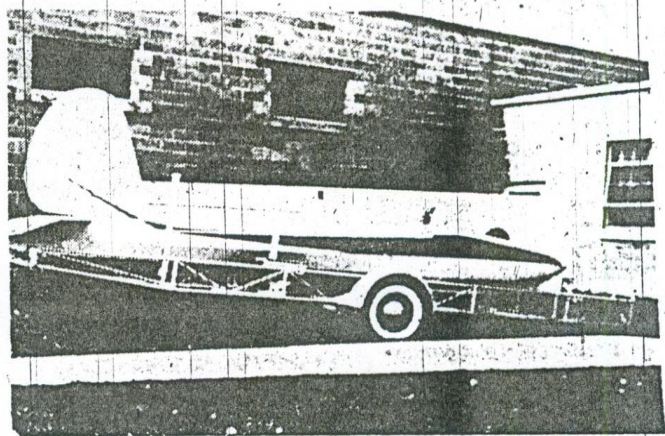
Soaring, an advanced form of gliding in which the sailplane pilot utilizes the wind, air current, thermals and other atmospheric energy to prolong flight or rise above the starting point, is one of the latest interests on the American sporting scene.

ACTUALLY the sport has been going strong in Europe since the 20's, when German pilots, because of a clause in the Treaty of Versailles forbidding the building of a powered air force in Deutschland, built up the Luftwaffe in engineless gliders.

By skillful use of "thermals," rising air bubbles resulting from the unequal heating of the earth's surface, it is possible for a skilled sailplane pilot to make flights in excess of 535 miles. Paul F. Bickle, head of the X-15 rocket plane program at Edwards Air Force base, sailed to a record altitude of 46,256 over the Mojave Desert.

After receiving a tow from a standard aircraft to several thousand feet, veteran pilots are able to hitch onto thermals for periods up to 55 hours.

AVIATION'S only international classic, the World Soaring Championships, held at Butzweilerhof airport in Germany last summer, drew a field of 55 pilots from 24 countries, with Richard H. Johnson, current holder of the world record for distance,



SAILPLANES ARE DESIGNED for quick disassembly, and each has its own specially-designed trailer for point-to-point portage and easy storage. The fact that they are designed for quick disassembly and storage on trailers makes it practical for those with available space to keep sailplanes at home instead of in expensive hangars.

finishing 15th for the United States.

American soaring enthusiasts are making great strides toward reaching a par with the European fly-boys; in fact, due to the ideal conditions at most American soaring centers, many world marks are American standards. But home-bred sailplanes are still inferior to the sleek foreign jobs.

Although European pilots are eager to compete in the United States, officials of the Soaring Society of America are dubious of the possibility of such a meet, because of the extreme expense of transportation involved.

LOCALLY, those intrigued by the air-borne sport stir the air over Chicagoland airport outside Half Day, and at the Naperville glider port.

Tom Page, regional director of the SSA, governs the area clubs, which have been operating for eight and two years respectively, and have a combined membership of 33 adventure seekers.

Pilots at the two Chicago Glider Council outlets have left their roosts to log flights of over 220 miles and 7½ hours duration, and Kit Drew of Naperville rode a stream of air to a fifth place in this

year's national meet. Drew mounted a KA-6 German made sail plane for the trophy winning outing.

LAST weekend Dale S. May, of 608 S. Canota, Mt. Prospect, covered the air route from Half Day to Springfield in 3½ hours in the silent cockpit of a motorless glider.

Besides two high performance US sailplanes, the members at Chicagoland recently purchased three tapered foreign ships, two of German craftsmanship and one from France.

Joliet Municipal Airport will be the site of this year's Chicago area meet with glider jockeys convening over the Labor Day weekend for the competition.

SOARING is not an expensive sport. The relatively high initial cost of new equipment can be reduced to the individual through this joint or club ownership.

While the direct operating cost of a sailplane in normal use is very low compared to a small airplane, it is important to emphasize that there is no such thing as "Cheap Flying."

In soaring and in power
(Cont. on Next Page)

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Soaring

(Cont. from Preceding Page)

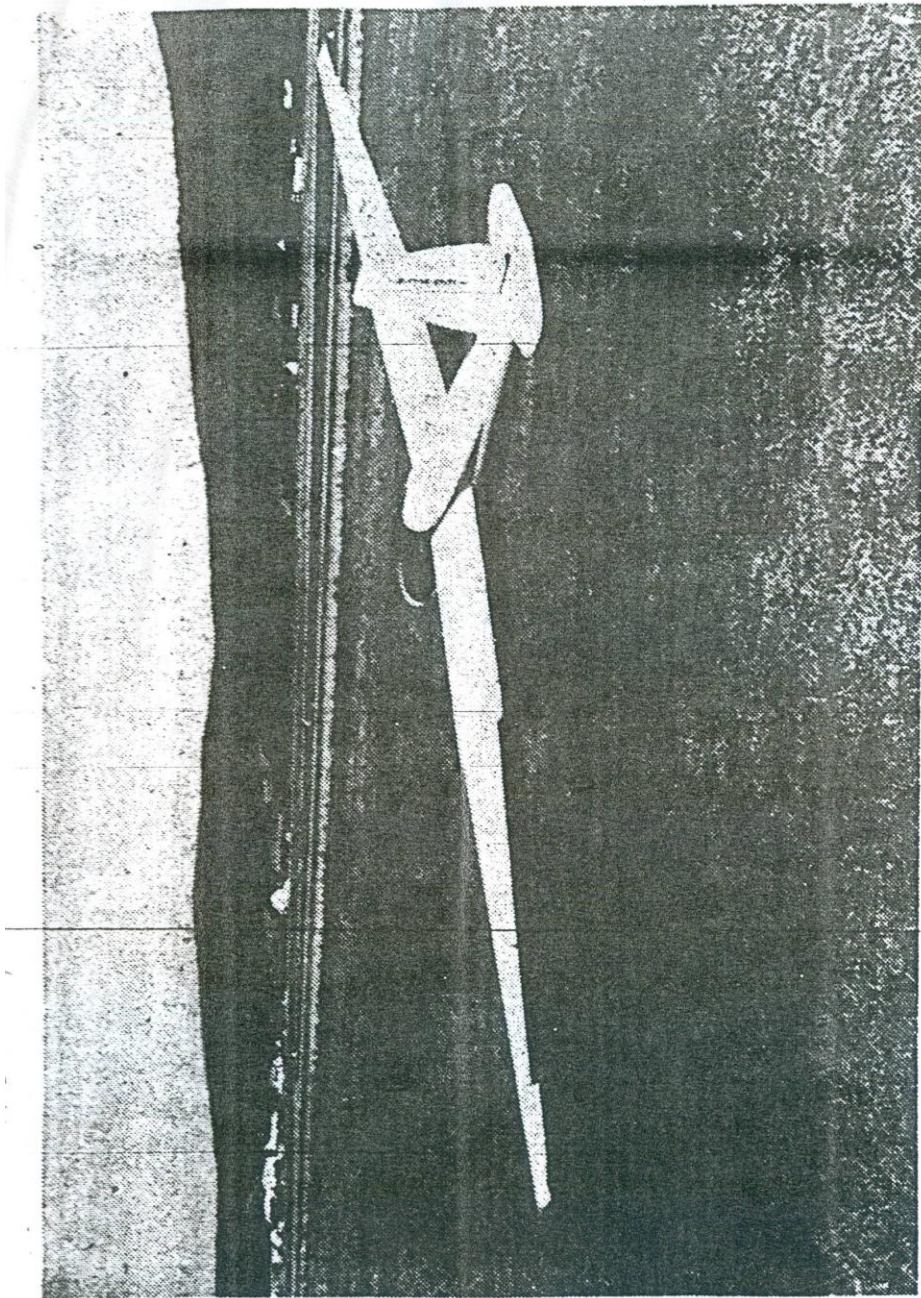
flying, the direct operating costs are a small part of the overall expense. Some types of flying merely cost less than others in terms of dollars because the participants perform many of the supporting services themselves instead of paying others.

ALTHOUGH no special experience is required to join a soaring club, the overwhelming majority of 67 per cent of SSA's members are professional power pilots.

Contrary to popular but uninformed opinion, soaring is not a sport reserved for either superior athletic types, skilled technicians, or the rich. Anyone in relatively normal health and physical condition can obtain a license to fly a glider or sailplane.

A novice can master the art of soaring, and the fact that the world famous Schweizer Soaring School boasts a perfect safety record over 18 years of instruction lends evidence to the fact that the level-headed glider pilot is not taking his life into his own hands every time he slips into the cockpit.

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A GRACEFUL SAILPLANE, of the type used by many local enthusiasts, rests in the sun beside the landing strip. Sailplanes, as modern, high-performance gliders are called, are used to some extent for aerodynamic and meteorological research, and cargo and troop-carrying gliders were used for military purposes by the major powers in World War II, but modern soaring, the art of motorless flight, is primarily recreational.

Sky's the limit on glider wings

Sky Soaring Club winds down another high-flying season

BY LARRY KRENGEL
HERALD NEWS SERVICE

HARMONY — Mechanical birds come to roost in any of a variety of nests, from the gigantic O'Hare International in Chicago to a calm, Canadian lake. Yet, none of these spots are quite like the Sky Soaring Airport.

Located on 40-acres just east of town, size wise it fits somewhere between Greenwood's Galt Airport and the numerous farm airstrips that dot the county. Its owner for the past seven years, not coincidentally, is an organization with the same name.

"We are a group of about 50 fliers interested in soaring," said Jaime Alexander, Crystal Lake resident and past president of the Sky Soaring Club. Soaring, a fancy name for gliding, has little use in the commercial world of aviation. But that doesn't seem to bother the membership.

On Saturday they got together for a club picnic and an afternoon of flying, in preparation for the close of the season, which runs from April to November. The gliding club has come a long way since it caught on about 25 years ago as a training vehicle for Civil Air Patrol pilots.

"It is flying for the sheer joy of flying. It's the kind of flying that makes dreams come true," Alexander said. "It's the feel of the wind, the feel of Mother Nature. Unless you try it, you really don't know why people do it."

Dick Bell, an airline pilot from Marengo, shares that view and the work necessary to keep the club-owned craft in peak shape. He spends his spare time grooming the landing field and polishing gliders — until the weekend.

"It is flying for the sheer joy of flying. It's the kind of flying that makes dreams come true. It's the feel of the wind, the feel of Mother Nature."

Jaime Alexander

"Soaring is a whole different world. It is unlike any other flying I do," Bell said. "In a glider, you only go up and down. And we always do it slowly. Few people realize that we seldom fly at speeds over 45 mph."

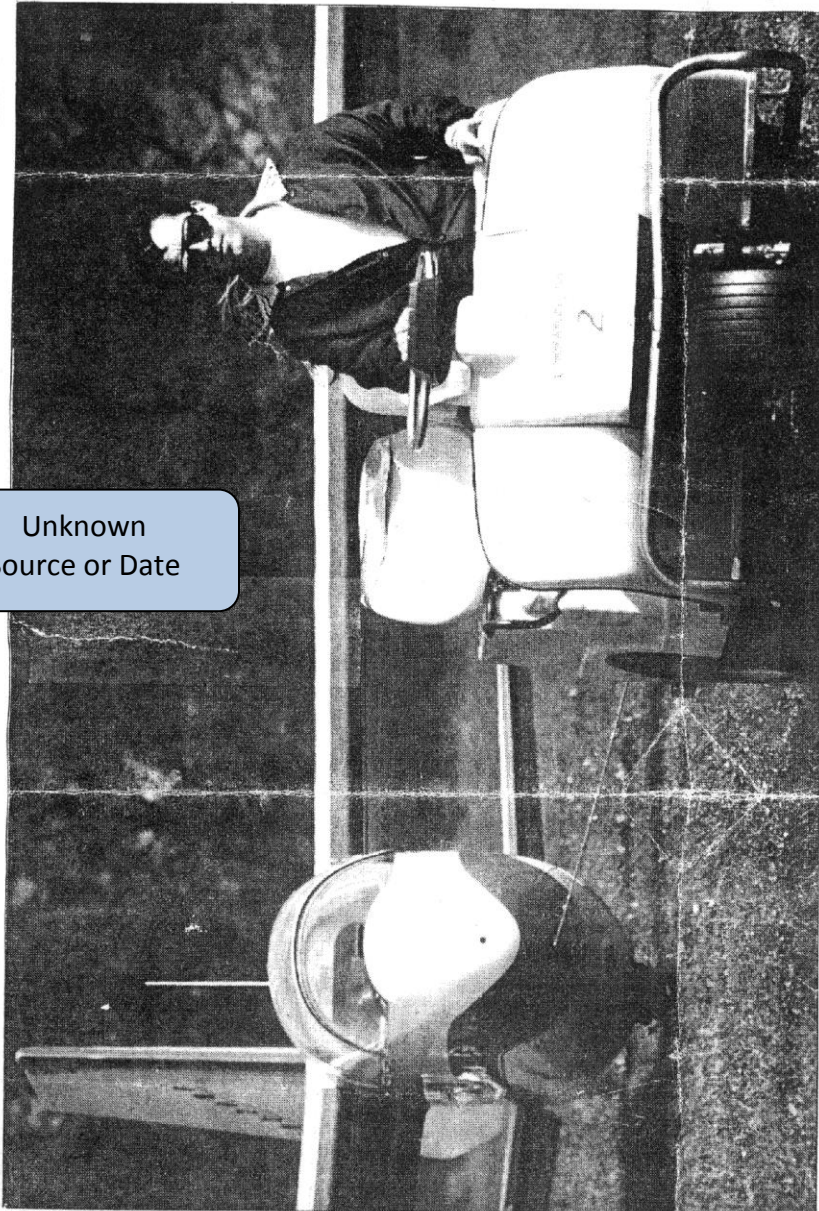
Planes typically fly at no less than 55 to 60 mph. That makes the towing process at the start of a glide a bit harried.

The quality of a glide is affected by how good the "lift" is. Lift is a term glider pilots use to describe the rising columns of air that hold their crafts aloft.

"The tow plane releases us at about 2,000 feet, and without lift, it is all downhill from there," said club president Dick Mendralla. The Des Plaines school teacher, like the majority of club members, is not a professional pilot.

Gliders carry one or two passengers, similar to their motorized brethren but without motors. The wing span ranges from 35 to 40 feet and the craft weighs roughly 900 pounds. Gliders are constructed out of lightweight aluminum, fiberglass or fabric over an aluminum frame.

The pilot controls the glider using a tail rudder and elevator, and "ailerons," a synchronized type of flap which automatically



Roy Stokes of Chicago pulls a glider to the take-off area after it has completed its flight.

Scott Deitzell / The Northwest Herald

goes up on one wing and down on the other to adjust lift. Gliders aren't called "sail planes" for nothing.

Club members explained there is no need for parachutes. Even without encountering rising warm air, a glider's design allows it to soar for miles.

Sky Soaring members may be propelled by the joy of flying, but they're governed by a concern for safety. In the coming year, the club will change from a restricted landing area, used by the State of Illinois for farm field landing strips, to a "residential" landing area. This means further safety measures.

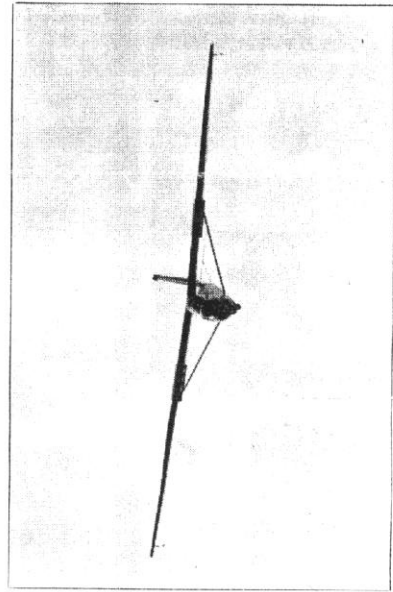
"In making the move to residential standing," Mendralla said. "We will have to hold our

selves to a stronger safety standard. The state is very anxious to have us upgrade."

The club will install threshold markers and displace the runway ends, to move them farther away from hazards such as trees and utility poles.

The flying season will wind down at Sky Soaring soon. Members will dismantle gliders and store them in preparation for a new season of flying. They'll paint, replace cushions, inspect and replace cables and eagerly await the whoosh of wings next spring.

"As the season comes to a close, we are looking to next year with the hope of making it a better year yet," Mendralla said.



Scott Deitzell / The Northwest Herald

A glider soars through the wind as it prepares to land.

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2014 CLGC Dues Are Due!

Please send in your ChicagoLand Glider Council dues no later than January 1, 2014. 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 2014 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 2014 Aviation Events

- ❖ March 1 – CLGC Youth Grant Submission Deadline
- ❖ **March 11 - CLGC Monthly Meeting**
 - Phoenix Motorglider
- ❖ **April 8 - CLGC Monthly Meeting**
 - Topic TBD

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.

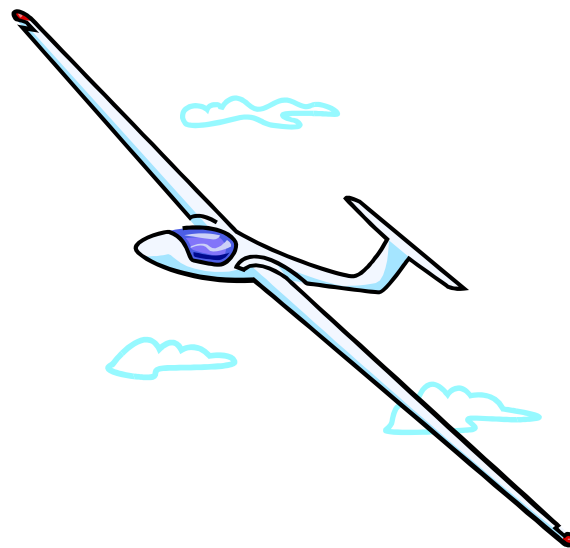
CLGC Newsletter Archive Old CLGC Newsletters Needed!!

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.

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!!





**2014 ChicagoLand Glider Council
Membership/Renewal Application & Change of Information Form**

Membership Renewal Due Date: January 1, 2014

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