

ChicagoLand Glider Council

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

December 2001 Issue

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

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Expanded Holiday Edition!

Thanks to some great contributions to this month's newsletter—the format has gone from four to six pages. Keep those pictures, articles, and ideas coming!

Merry Christmas and a Happy New Year!

....Robert Rydin, Secretary

2001 Northern Illinois Soaring Championships

by Rudy Kunda and Neal Ridenour

We have just completed our 13th year. It has been an exciting year with some real good days and a few real difficult days. Our longest flight was made by Don Kroesch, 268.68 NM on June 23. That was a great day with several long flights, three over 500 KM. Our fastest flight was 52,78 Kts. By Bob Macys on May 9th. We had 107 flights turned in for 22 contest days.

In the end, congratulations go to Mike Shakman as this year's Champion. We will plan to award the trophy to Mike at the November Council meeting on November 20th. Hope to see you there.

Rudy and Neal

Day21 Best
10/06 Eight

22 days

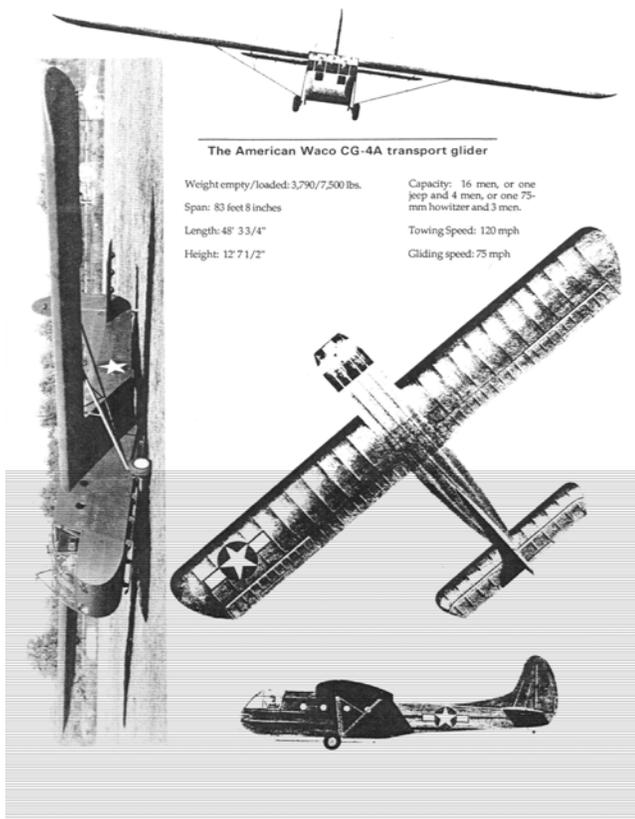
1	1000	7693	Shakman, M	1
-----	-----	7543	Ridenour, N	2
3	953	7526	Macys, B	3
-----	-----	7201	Eisenbeiss, D	4
-----	-----	7071	Lewis, C	5
-----	-----	6490	Kroesch, D	6
-----	-----	6474	Hammond, G	7
2	990	6603	Carlson, R	8
-----	-----	5782	Konrath, R	9
-----	-----	3912	Kunda, R	0
-----	-----	2666	Spitz, R	11
-----	-----	828	Greenwald, M	12
-----	-----	821	Cochrane, J	13
-----	-----	592	Ridenour, R	14
-----	-----	673	Russell,	15
-----	-----	463	Baumgartner, A	16



Flight Training at CLGC December 11th meeting!

Trace Lewis will be instructing members attending the December meeting in the use of Microsoft's recent release of Flight Simulator. Members will have the opportunity to fly their simulated gliders over their own simulated home airport terrain. Next best thing to being there!





The American Waco CG-4A transport glider

Weight empty/loaded: 3,790/7,500 lbs.
 Span: 83 feet 8 inches
 Length: 48' 3 3/4"
 Height: 12' 7 1/2"

Capacity: 16 men, or one jeep and 4 men, or one 75-mm howitzer and 3 men.
 Towing Speed: 120 mph
 Gliding speed: 75 mph

WORLD WAR II COMBAT GLIDER PILOTS



American glider pilots, along with airborne forces, spearheaded all the major invasions, landing behind enemy lines in their flimsy, unarmed gliders in Normandy, France, Southern France, Holland, Germany, Bastogne, Belgium, Luzon in the Philippines, Sicily, and Burma.

One veteran American glider pilot painted a vivid picture of the stark terror they experienced. "Imagine", he said, "flying a motorless, fabric-covered CG-4A glider, violently bouncing and jerking on a one-inch thick nylon rope 300 feet back of the C-47 tow plane. You see the nervous infantrymen behind you, some vomiting, many in prayer, as you hedge-hop along at tree-top level instinctively jumping up in your seat every time you hear bullets and flak tearing thru the glider. You try not to think about the explosives aboard. It's like flying a stick of dynamite thru the gates of Hell."

American glider pilots were scheduled for "Operation Eclipse", the Allied airborne offensive planned to capture Berlin. But, the glory went, thru political default, to Russian ground forces. They were spared an invasion of Japan when the atomic bombs fell on Hiroshima.

There were only about 5,000 American military glider pilots, all volunteers. They proudly wore the silver wings with the letter "G" superimposed on them. The brash, high-spirited pilots were not a bit bashful about letting everyone know that the "G" stood for "Guts". They suffered heavy casualties and their ranks have thinned thru the years until now only about 1,400 are banded together in The National World War II Gliders Pilots Association with its headquarters at 1500 Corinth Street, Dallas, Texas 75215. They are a vanishing breed. There will be no future generations of American military glider pilots. The Defense Department ended the military glider pilot program in 1952.

.....

World War II Glider Pilots; none had ever been before and probably none will ever be again; a hybrid breed like jackasses with no need to reproduce themselves; definitely one of a kind understood only by themselves and some completely beyond understanding. A few more years and military glider pilots will be an extinct species remembered by few. But they did exist and were involved in some mighty important and exciting military actions in WWII.

Beautiful Motorless Flight

O, God who made the earth and skies
 And all that in between them lies,
 Help me to see much more
 That as I turn and wheel and soar
 I really need to understand
 I'm held there by Your unseen hand.
 Your awesome power lies all about
 It's up to me to seek it out.
 So, as it puts me to the test,
 I concentrate and do my best
 To use it in the cleanest way
 That I may much the longer stay
 Suspended there in graceful flight,
 And gain a little more in height.
 And so, it is with life indeed,
 That when we find we have a need
 To rise above our earthy ways
 We take the wings of prayer and praise
 And use the power that You supply
 To rise above and soar on high.

Dedicated To:

All World War II
 Glider Pilots
 and
 Sailplane Pilots
 Everywhere

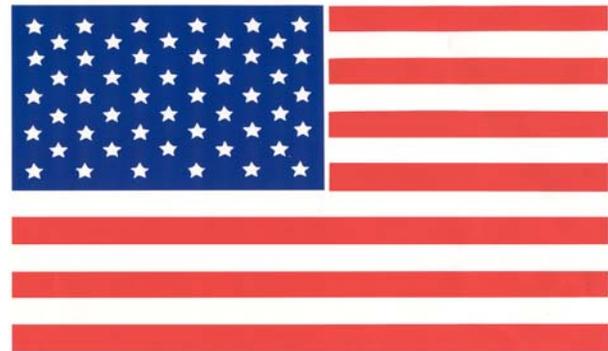
By:

George D. Hess, World War II Glider Pilot
 1st Air Commando Group
 C. B. I. Asansol, India
 Charter Member - Blue Ridge Soaring Society
 Salem, Virginia

Attendees of the November 20th CLGC Meeting were fortunate to hear the real life experiences of a real life WWII glider pilot, George Hess. The reproductions on this page were a part of his talk.

George is a charter member of the Blue Ridge Soaring Society, a frequent member of the Hinckley "crew" - and the newest member of the ChicagoLand Glider Council.

Thanks, George, for a most enlightening and interesting evening!



God Bless America

FLIGHTS BEFORE THE WRIGHTS

Octave Chanute, Chicago.

Aeronautical pioneer, engineer, teacher

About 100 aviation enthusiasts gathered at the University of Chicago on November 1st, and thoroughly enjoyed a talk by Dr. Tom D. Crouch, Senior Curator, Aeronautics, National Air & Space Museum, Smithsonian Institution. Dr. Crouch engaged us in a fascinating account of the not just the events—but of the personal lives, friendships, and rivalries between and amongst Octave Chanute, Orville and Wilbur Wright, and other aviation pioneers of that era.

Pictured are Dr. Wright, and CLGC Members Calie Skalniac and Agass Baumgartner standing below Curt Lewis' reproduction of the Chanute Glider. The exhibit remains on display at the John Crerar Library, University of Chicago.



Segelfly!

Several summers ago found my two brothers, mom, and me touring Sweden – primarily to trace our Nordic ancestry. One overcast morning we left mom to her shopping in the city of Vaxjo (pronounced “va-shoe”) – and the Rydin brothers three ventured out into the Swedish countryside in Search of Soaring.



Some earlier e-mail correspondence with the Kronobergs Segelflyklubb club had netted us some driving directions – and an offer to give my two non-gliding brothers a chance to fly in their ancestral airspace. We arrived about 10:00 am – and found the facilities quaint – even rustic; several well-maintained wooden structures stained in traditional Swedish barn red. Activity was minimal, due undoubtedly to the overcast – almost precipitous – conditions.

We were a bit disappointed the few club members present did not welcome us with great fanfare – but then Swedes aren't known for great fanfare. We were about an hour from any town of consequence – truly in the Swedish “sticks” – which for the most part looks like Wisconsin in a more nostalgic time. None of the local club members spoke English (in contrast to the more metropolitan parts of Sweden and Norway where English is spoken with far better results than here in the states!) We were fortunate and chanced upon a visiting club member from the UK – a member of Lasham as I recall – whose business brought him to Vaxjo for significant periods of time. He was an active member of the segelflyklubb and served as a fine interpreter.



I was impressed with the number of campers and RV's around the field. Unlike most clubs here in the states where member participation is a once a week kind of thing – members of this club generally travel here and stay for a number of consecutive days or weeks – camping on the club premises.

It was determined the weather was not conducive to promotional rides this particular morning – so the three brothers returned to Vaxjo to continue in quest of our roots – but not before I took a few pictures. (I recently attempted to access this club's web page on the Internet – hoping to find some more information on the club and their fleet for inclusion in this article. The page was unavailable – I have little information to share other than these photos.)Robert Rydin



On The Lighter Side

Reflections of a (non-flying/non-crew) Glider Pilot's Wife

Having enjoyed Barry's insights into how glider pilots live I thought I would add the following:

You know the season has begun when.....

- Channel 9's Tom Skilling is the #1 TV program in the house,
- the phone rings at 8:00 AM and you know it's not for you; rather upper-air soundings are discussed ad nauseum,
- you've got the car with the trailer hitch and the day "has turned nice" so you rush home,
- all icons on the computer are aviation based, including the screen-saver,
- -you may or may not cook supper depending on..... (plan on eating alone if you judged the weather correctly),
- you tell all non-gliding friends that you may or may not be at their BBQ on Friday, Saturday, or Sunday depending on..... Or ANY party between March and November,
- your friends and acquaintances want to know how your spouse can launch without any mountains and what he does if the wind quits,
- your friends and acquaintances want to know why your spouse likes to fly those flimsy hang-gliders,
- your icemaker is always turned on,
- you make sure the makings for lunch are in the house at all times or it's an early morning store run,
- you hear conversations peppered with letter combos like ASW-24, DG-100, 200, 300, 400, 800, LS-7, and words like Nimbus, Discus, Pilatus, Albatross, and can't determine one from another,

You know you have been married to a glider pilot for a long time when.....

- you can tell the significance between a 2,000' day and a 5,000' day
- your 87 year old mother can look at the clouds and determine that her son-in-law is or is not having a good day,
- you begin to recognize names like Marfa, Minden, and Uvalde but hesitate to mention them to your friends,
- you know that "landing out" does not mean it will be a

short day,

- you begin to read the newsletters and understand them,
- you question your spouse as to why he is in 8th place in the NISC,
- you plan on seeing another gliding calendar in the garage,
- all magazines subscriptions renewed are aviation related.

You know the season has ended when.....

- the tow car is emptied of tools, towels, totes, togs, tow-out gear, as well as batteries, parachute, flight recorder,
- the CGC Pig Roast is held and you take another line-dancing lesson,
- the Hinckley Chili Cookout on a cold November day takes place.
- you wonder where the money went.

Thanks Everyone! I'll keep my sense of humor and I may even crew one day for my glider pilot husband!

Sandy Konrath

Thanks from Linda Copley

Dear ChicagoGlider Council:

I wish to thank you for choosing me to receive this year's 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 Copley 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 Copley



The **Windy City Soaring Association** (WCSA) held it's 2nd (maybe first) Chili Fest on November 10th. The occasion doubled as a 40th birthday party for CLGC Presidnet Curt Lewis—shown here doing the candle thing. Also pictured—Rudy Kunda (front) and Jim Short (Rear) prepared for flight in Jim's recently imported, all-wood 1958 Schleicher Ka-2 . It's an impressive ship!



2002 1-26 Championship Registration - Colorado Springs, CO

Pete and Judy Vredenburg (**Bulldog**) remind you 1-26'ers to get calendar marked and registration in for next year's Nationals.

The photo above was taken just two weeks ago from Boulder—sharing the same mountain horizon with Colorado Springs. Final Glide from mountain top to field!
.....*Robert Rydin*



✂

The 2002 1-26 Championships will be held at the USAF Academy's Auxiliary Field, Bullseye, CO, just east of Colorado Springs. The dates are 1-2 July, Practice Days, and 3 thru 10 July, contest days.
 Contact - Del Blomquist 1796 Gotham St. Chula Vista, CA 91913.
 Phone number - 619-482-7527. E-mail <<DEQUIST144@aol.com>>

The entry fee is \$425.00. A check of \$200.00 will get you on the list. Make checks payable to Del Blomquist.

Please provide the following information:

NAME _____ 1-26 S/N _____

NAME (Team Pilot) _____

STAR'S(crew)NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____



Mark your Calendar

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

December 11 March 12

January 8 April 9

February 12 (?)

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						

Dues News

First the good news: The ChicagoLand Glider Council now has 201 members! (That's 2 more since last month!) **Now the bad news:** There are many of you out there that have not paid your 2002 dues yet. Check the mailing label on the envelope containing 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! Cut out the renewal form on page 4, and send a check for \$10.00.



2002

Membership/Renewal Application—ChicagoLand Glider Council

Mail To: Ray Konrath, 6637 St. James Ct. Downers Grove, IL 60516 Please include \$10 for annual dues

Name _____ E-Mail _____

Address _____ City _____ State _____ Zip _____

Phone _____ Pilot Certificate Ratings _____

Type of Glider(s) owned, if any _____

Primary airport where member flies _____

Check if applies: New Member Change of Address Change of E-Mail Address Change of telephone