

# ChicagoLand Glider Council

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

April 2003 Issue

Website: [www.chicagolandglidercouncil.com](http://www.chicagolandglidercouncil.com)

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President  
Curt Lewis  
(815) 633-4280  
[Curtl33@aol.com](mailto:Curtl33@aol.com)

Vice President  
John DeRosa  
(847) 844-8776  
[John@derosaweb.com](mailto:John@derosaweb.com)

Secretary  
Robert Rydin  
(630)513-5947  
[Rydin@attglobal.net](mailto:Rydin@attglobal.net)

Treasurer  
John Harrison  
(708) 912-4771  
[Jharrison@enc.k12.il.us](mailto:Jharrison@enc.k12.il.us)



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**Season Openers**

Signs of Spring.... Club safety seminars, tire tracks across brown fields, trailer tie downs.... yes—the 2003 soaring season is really coming!



A&P Bob Ewer gets a hand by Alex Rydin inspecting his Dad's ASW20B this last weekend.

over the last few months by dedicated members.



Mark Ackerly and Ray Konrath are all smiles last Saturday after the first stateside assembly of the club's newly registered 2-seater.



Sky Soaring's Blanik L-23 being prepped for paint by club members. Other work on this ship is a complete interior fabric overhaul and a rewiring of the electrical system.

On Saturday March 22nd, the fast growing Windy City Soaring Association held it's first annual business meeting and safety Seminar in their hanger at Hinckley. Members are excited about flying the club's ASK- 21, imported from Germany this winter, and "Americanized"

**Scott Wolf Nominated for CLGC President**

Nominations are still open for the two CLGC board positions whose tenure has expired—President and Secretary.

Scott Wolf has accepted a nomination for President. He has graciously submitted this bio for your consideration.

*My life changed forever and for the better one day in August of 1996 with a mile high tow in Hinckley's Grob. Whisked to the airport by my life-long friend and fellow thrill seeker, Mike Steven, I was given the ride of my life. The sight of the sailplanes alone was worth the trip. In form and function, they are beyond compare and continue to visually captivate me. While it wasn't a great soaring day, it remains one of the most memorable experiences of my life. We flew slow and we flew fast. We climbed 1000' in weak lift and got in a few wing-overs before entering the pattern to land. It*

*was a great thrill and the beginning of the end for any other fair weather hobbies I regularly enjoyed. As many of you know, Hinckley's become my home away from home.*

*My passion for the activity, Hinckley airport and the surrounding countryside, have brought me to recently take up residence in Sugar Grove, where I live with Pitot, a very gregarious 6 year old cockatiel that flies much better than I. I have an Electrical Engineering Degree, but have spent the better part of the last 15 years in sales and marketing positions. I currently work from the house as a Regional Sales Manager for Paragon Networks, a telecommunications equipment manufacturer and attempt to make a living selling the company's wares to Verizon, Cingular and other wireless service providers. I've recently come to the realization that I should have been a farmer.*

*I've predominantly flown Hinckley's fleet of Schwiezers and a PW-5 I bought in 2000. I've also had the opportunity to get some stick time in a Puchasz, Blanik, a number of Grobs and the immaculate Duo Discus at CGC thanks to Mike Steven once again. I've logged more than 300 flights and have gathered roughly 125 hours of time. I haven't ruled out contest participation, but my near term goals are to regularly break my self imposed 12 mile tether to Hinckley, complete a 100K and continue to explore aerobatics through a second trip to Estrella and second run through their week long acro program.*

*I think we all know how fortunate we have been to have such outstanding people historically available to fill these Board positions, and I'm mindful of who many of them are and their past and ongoing contributions. I'm sure we would all agree that Curt has done a fantastic job and that he will be one tough act to follow. I can say that I'll give it my best and hope and believe that whatever I may lack in experience and expertise, will be more than made up by my sincere enthusiasm for the sport and interest in promoting it.*

*Best Regards, Scott*

## Sky Soaring mourns the loss of Gerry Plice

Founder and perpetual friend of Sky Soaring, through thick and thin, Gerry Plice has passed on.

For you youngsters who don't know Gerry well, he was one of the kindest souls on the planet and deeply interested in all things mechanical.

Back in 1982, he overlooked our shortcomings to make a place for himself and joined up with the goof-offs, misfits, eccentrics, doctors, cranks and wannabees at Sky Soaring. Along with some other enthusiasts, Gerry put up significant hard-earned cash to found what is arguably the best glider operation in the Midwest.

Gerry was a master mechanic and he would occasionally bring out a small engine he had built to show and run.



On January 1 this year he brought a small radial engine he cast and turned from aluminum stock. He built it around some small spark plugs he had on hand.

*Steve Wasilowski*



## SSA Region 7 Governors Set 2003 Goals

*Hello Friends of SSA Region 7:*

*Your Region 7 Governors met in February to set goals for SSA Region 7 for the coming year. Those goals are attached.*

*The governors and I agreed that the goals should be achievable and measurable. I believe our objectives meet these criteria.*

*It is up to us, the individuals, commercial operators and clubs to help achieve these goals. This is a grassroots effort to revitalize the SSA in Region 7. These goals will not be met without your dedication and support.*

*Region 7 Report  
March 2003*

### Region 7 Governors Set 2003 Goals

On February 15, 2003, SSA state governors and their representatives met in Minneapolis to set 2003 Region 7 goals. In setting these goals, Region 7 Director, Steve Wasilowski mandated that the goals for the region should be achievable and measurable.

In addition to commercial operator J.C. Cunningham, Minnesota governor Bill Menkevich, Jim Hard (representing

Iowa Governor Paul Kaufmann), Jim Hickey (representing Wisconsin governor Paul Behrens) met with Steve Wasilowski to set the goals for the region.

The goals the group established cover areas of Safety, Membership Growth, Communications and Flight and include these objectives:

**Safety:** Target 100 per cent participation in the **Soaring Safety Foundations Site Assessment Survey for all Region 7 clubs and commercial operators.** Burt Compton, who leads the site survey process is already scheduled at several Wisconsin soaring sites. One Illinois club is conducting its own self-assessment using the SSF outline. For information about the site assessment process, contact Burt Compton at 305-271-6880. I estimate there are 14 clubs and 4 commercial operators in Region 7 to keep Burt busy this year!

**Membership Growth:** Region 7 should achieve a 5 per cent growth rate or net new membership of 45 members. This growth can be achieved by only through the grass roots effort of clubs and commercial operators attracting prospects to the airport. Techniques, including an SSA membership as a part of the introductory flight experience, targeting transition pilots and others already involved in the aviation community (air traffic controllers, professional pilots, aviation insurance brokers, mechanics) can help us achieve this modest goal.

Another way to help accomplish the goal of 45 new members is to make a concerted effort to retain current members – under the theory that it's easier to keep an existing member than find a new one. The Region 7 director is now receiving a list of members whose membership is about to expire and try to retain them.

**Flight:** Although harder to quantify, the governors want to increase the number of initial solo cross country flights by 10 per cent. This requires a 10 per cent increase in bronze badge awards. I estimate that this means 90 new Bronze Badges in the region this year.

To assist clubs and instructors achieve

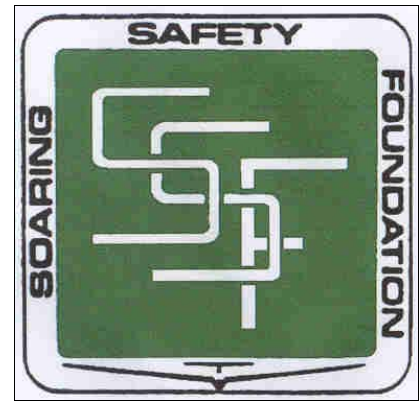
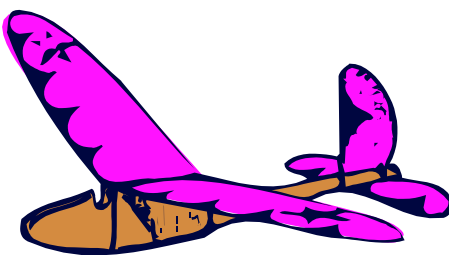
this cross country goal, the SSA's Master Instructor Syllabus is available at no charge on the SSA website. It is an excellent resource for cross country flight training. It is being used by clubs in Minnesota and Illinois. It provides and excellent framework for cross country training. Contact Jim Hard for more information about the Master Instructor program or the syllabus. If all Chief Flight Instructors at the clubs and commercial operators will report to their governors the number of initial solo cross country experiences this year, we will count these toward our goal of 90.

In addition to increasing the cross country experience for our members, the Region 7 contest will be held at Freeport, Illinois under the sponsorship of the Polish American Aero Club. The contest is scheduled to run from May 24<sup>th</sup> through May 31<sup>st</sup>. Contact Rich Carlson for more details.

**Communications:** Establish a Region 7 website as a clearinghouse for clubs and commercial operators in region 7. Rich Carlson and August Wasilowski are developing this website which will include a discussion board and a want ad section. The purpose of this website is to foster communications between Region 7 Clubs and Commercial operators.

The target goals under the headings of growth, flight, safety and communications may appear modest but under the constraints of a uncertain economic conditions and limits on personal time available to achieve them, they meet the requirements of being both measurable and achievable. Thanks to the state governors, commercial operators and SSA members for your support in the coming season.

*Steve Wasilowski*



### Concept of the "SOARING SITE SURVEY"

Based on the Swedish Soaring Federation Site Safety Reviews that are mandatory in that country for a club to maintain certification. These safety reviews resulted in a decrease in the soaring accident rate in Sweden by more than 50%.

### The Soaring Safety Foundation "Soaring Site Survey":

A soaring site cannot "fail" a site survey. It is a review of the soaring site operations, and an update of airspace, new FAR's, safety procedures - like you accomplish in a pilot's Biennial Flight Review.

The soaring site must invite the Soaring Safety Foundation to conduct the survey.

A one-day survey of operations and procedures would include an "instant" Safety Seminar with recommendations on specific areas of operation.

In many cases, non-standard procedures are used at a soaring site because

"we always did it that way". Often, pilots at a site wish that procedures could be improved but cannot find a basis to change the "culture" of that soaring operation.

### In summary, the SSF "Soaring Site Survey" would:

Provide the people flying at the site a basis for modifying the "safety cul-

ture".

Reinforce a commitment to safety.  
Refresh CFIG teaching techniques.  
Generate a confidential report to the site managers.  
Identify "Good Ideas" that SSF could share with other soaring sites.

**Bottom Line:** Save lives, prevent injury, reduce damage to aircraft and property, and likely help your soaring operation save money in terms of expenses related to incidents and accidents.

**A condensed sample of our comprehensive checklist of items and procedures to be observed is on the back of this page.**

**Invite the Soaring Safety Foundation to schedule a visit to your soaring site for a "Soaring Site Survey"**

#### Contact

**BURT COMPTON, Soaring Site Survey Program Manager**  
Call toll-free: 1-800-667-9464  
e-mail: BURTCOMPTON@aol.com

### Soaring Site Survey Checklist sample items

*To understand the "culture" of your operation, we learn about the . . .*

**Historical Background of the Soaring Site**  
**Management Structure**  
**Accident / Incident History**  
**Airport Environment**  
**Airspace**

*After the survey of your operation, we will report to you about . . .*

**Preflight Inspections**  
**Ground Handling**  
**Launch Point Organization**  
**Use of Checklists**  
**Standard Signals and Communications**  
**Takeoff and Landing Patterns**  
**Emergency Scenarios and Options**

*We observe and talk with the people . . .*

**Line Crew and Towpilots**  
**Students and Instructors**

### Pilots of Rental Gliders Pilots of Private Gliders

*. . . these are just a few of over one hundred specific items and procedures that we survey for you, and report to you with our observations . . .*

*Invite us to your soaring site soon, for a "Soaring Site Survey".  
If desired, we will conduct an "instant" Safety Seminar that evening.*

**Survey dates can be scheduled for this summer and fall.**

**Call toll-free: 1-800-667-9464.**

*Burt Compton, Program Manager*  
*Billy Singleton, SSF Chairman*

### James S. Barna Memorial Soaring Scholarship

This year the CLGC Board has received three applications for this \$750 Scholarship. Be it known that the board is having a challenging time reaching agreement on a winner—as all three applicants are qualified and deserving.

While it is the boards responsibility to declare a winner—all three essays are reprinted here for your review. All three come from young pilots who truly show a dedication to the sport .

#### Logan Weck



#### What Soaring Means to Me Essay By Logan Weck

Soaring to me encompasses many different aspects. Some of these things are personal fulfillment, competition, relaxation, and of course fun. First I would like to take this opportunity to introduce myself. Currently, I am

a sophomore at Prairie Ridge High School in Crystal Lake, IL. I am unable to remember a time when I haven't been thinking about aircraft. My first experiences with flying came when I was about three years old, flying the family's Cessna 172 from the lap of my father. A few years later when I was about five, I became proficient at reading a sectional chart and my father put my new found talents to use in the right seat of our 172 on trips which required my assistance. A year later, I memorized the normal operating procedures in the 172's pilots operating handbook. Lets now fast forward six years...

When I was about twelve, I learned that one could solo a glider at the age of fourteen. To a twelve year old dreaming of flying a plane by himself, two years less waiting time was completely worth everything. At that point I knew that I wanted to fly gliders. It's also worth mentioning that my CFIG father started out his illustrious flying career in gliders at Sky Soaring glider club in 1974 when he was sixteen. I grew up hearing stories about the old days when he hung out at the club. I finally convinced him to get rechecked out in gliders after a nineteen year hiatus at Hinckley Soaring. It was then that I took my first glider ride in SGS 2-33A N2668H, a glider that would hold significance two years later. After waiting a year, I started taking lessons from my dad at Hinckley. After fifteen flights I soloed on my fourteenth birthday, August 26, 2000 in N2668H. I kept flying gliders for the next two years and got checked out in the SGS 1-26, and my dad rejoined Sky Soaring in May 2001. Then on my sixteenth birthday, August 26, 2002 I passed my private glider checkride with designated examiner AI Freedy. Later that day I soloed the 172.

Since then I have gotten checked out in the Blanik L-23 for flights from front or back seat and a backseat checkout for the SGS 2-33. I also passed a Civil Air Patrol Form 5 checkride for the 2-33 and L-23. Additionally I received a tailwheel endorsement when I soloed an Aeronca 11-AC Chief. I also hold SSA A,B, and C badges. I am also a Civil Air Patrol cadet major and achieved the Earhart award. This brings me to my first topic of personal fulfillment. At the end of this last season, I reflected upon how much I accomplished in just one year as the aforementioned statements prove. This was a very good feeling knowing that I had set out to achieve certain goals and then accomplished all of them. No other activ-

ity that I have experienced, have I felt so fulfilled because no matter what skill level one has, they can still set reasonable goals and accomplish them with a little work. Whether one's goal is to get ratings, checkouts, badges, altitudes, distances, durations, speeds, or just try to have as much fun as possible soaring offers all of these things and then some.

Secondly soaring offers competition. This competition is found in several different ways. It could be a formally SSA sanctioned contest, or an individual trying to get their C badge. As I have said before there are so many different forms of competition one can take in order to become satisfied. Some competition I have experienced is getting my glider license and all of the study that it required. Also getting different badges is something I started to do and is something I definitely would like to do more of. I still need to get checked in the club's Blanik L-13 and SGS 1-34. I also plan on serving the club at the end of this season as a tow pilot in our Pawnee. The next season I would like to serve the club as a CFG. My ultimate soaring goal is to achieve the Silver badge and some century distance flights in order to become eligible for the Kolstad scholarship. I am almost finished with my Bronze badge; all I need is some single place time. As one can see, Soaring has lots of different competition even though it may not appear obvious at first just because it isn't exactly person vs. person, but instead, more of person vs. self. And finally, I would like to mention that soaring is relaxing and fun for me as well. Every weekend after I got my drivers license I was out at the field. I enjoy listening to other people's stories and experiences and just hanging out and flying. One of my favorite things to do for fun is to take my friends up in gliders to show them what it's like. They are all amazed about the tranquility and maneuverability the glider has, but most of all that their own friend is the Pilot in Command. Nothing matches that feeling. Sky Soaring is a grass roots (literally) aviation community dedicated solely to gliders and is made to be fun and not just to make money. This is why it is so fun and relaxing for me.

Overall, soaring holds some very important things that are dear to me. Things like self fulfillment which allows me to be happy with whatever goals I chose. Then there is competition which is what pushes me to achieve these goals. And of course the fun and relaxation that make it all worthwhile. Yes, these things are what makes soaring so special for me and why I wish to fly a sailplane.

## Jason Patinella



### What Soaring Means To Me

By Jason Patinella

Soaring to me is the fascination of flying, where only decades ago, men would only dream of going. Since that first day Orville and Wilbur Wright lifted off at Kitty Hawk, the spirit of men, young and old have each experienced, in their own individual way, what flying has meant to them. To me, flying takes me away to a place where I am alone with my thoughts, in the solitude of space, where only the distinct sound of wind rushing over the wings is the only sound I hear. There is a special bond I share with Nature when I fly. It can only be shared with others who have made the same journey.

Soaring to me is the enjoyment I get in talking and interacting with other pilots who share my enthusiasm. I enjoy working on gliders with them, as well as, listening to them share their information and insight with me. I have learned many things from just being around my glider club members, their instruction and friendship are priceless. The time I spend with them each weekend can never be replaced. I enjoy helping the crews putting together gliders, moving them around our local airport, and doing safety checks with them. I enjoy having fun with my friends.

Soaring to me is following in the paths of those pilots who came before me. I know to be a successful pilot; I must also understand that learning is on going. Soaring is not only achieving the basics of flight, but also involves mastering advanced flying techniques. As I got involved with flying, I had to not only learned how to fly the glider, but also the tow plane. I enjoyed learning about the various parts of my glider, but also the specific parts of the plane that gets me off the ground, along with all the principles of physics.

I enjoy soaring so much because the learning never ends. Soaring doesn't just teach you

how to fly gliders, it also teaches you about life. It gives you energy, makes you feel happy about yourself and others. It challenges you to push yourself to succeed at goals others only dream of achieving. I have learned to be responsible and accountable for myself when I fly because if I am not, others could get hurt.

Soaring has taught me to be attentive to details because of these safety concerns.

Because of flying, I have been fortunate to meet many people that have had an impact on my career goals. Their words of encouragement have given me the drive to be a success in the Aviation field. I have met some of the nicest people while a member of my glider club. Our club has generated a lot of local interest because of the various parties and contests we host. This summer, we will be hosting an antique air show.

When I step into my airplane, I feel like I can do anything! I also like to share my experience with others. In the summer, I enjoy helping other cadets who are interested in gliders. I am a member of the Civil Air Patrol, and I enjoy teaching the basics to these cadets. They enjoy learning about gliders, and the maintenance and safety aspects of them.

When I first started soaring, I learned that gliding has been around since the days of Leonardo De Vinci, years before the first practical airplane. The future of gliding is secure. I wish that soaring could one day take someone (maybe me!) around the world and back.

Soaring is not just a hobby to me. It has also given me the inspiration to start a career in aviation. I plan to go to an aviation college, perhaps the Air force Academy, where I will take my career to new heights to serve my country. Soaring has inspired me to work on wing designs for model rockets at school. I have also worked on rocket simulation programs in school.

I started flying gliders at the age of fourteen, and not long after that I took my first glider flight. After that flight I knew flying was for me. Since that time I have purchased many training manuals to help me prepare for my private rating, which I am determined to receive when I turn sixteen. For now, I will continue to learn how to fly new types of gliders and work with my instructor to get my private pilots' license. I love to fly. Thank you for considering me for a scholarship. I will not let you down.



## Larry Herstel What Soaring Means To Me...

Can you live without flight? I wouldn't like to picture myself unable to experience the thrills, the engineless feeling, flying like an eagle as a glider pilot. Soaring. It's so addictive. Looking down soaring gracefully above the earth, you drift about in the sky as you search for the next thermal. Beautiful! What soaring means to me is could best be described by my recent solo on a windy Sunday in the October of 2002. . .

The experience that describes my desire to "soar" is when my instructor and I ventured out to the Chicago

Glider Club. I had no idea what was in store for me that day. I was told to preflight the Blanik and that we'd do some flights. I expected my instructor would require me to make several flights to check out my basic skills before soloing. So I wasn't too surprised when he suggested that we practice almost everything we had learned previously, in the next five flights. I realized that they would be demanding flights.

We lifted off and I flew us gently into the bright blue sky. I felt more relaxed than usual and realized I was really looking forward to this "packed program". On the first flight, we got off at 2,600 feet msl, and did some basic maneuvers. Then, we practiced the approach from 1,600 the next three flights, and went to 2,600 on the fifth.

Just before the next launch, as I prepared to fly I had a chat with my instructor about what I'd do. "Okay, this one we'll get you up alone," he said. I readily accepted what I had been waiting for all that time of instruction. "I want you to get off at two thousand, make a few turns, thermal a little if you can and land. Stay upwind so you don't get in trouble." He ran in and got me signed off. I got certified to solo, and went out to the launch area. We walked over to the tow pilot and explained what was happening.

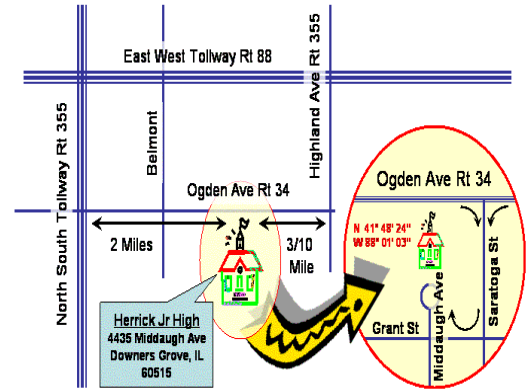
I felt a rising mix of nervousness and excitement and a kick of adrenaline as it sunk in that I was about to fly on my own. My head was a buzz of checklist acronyms and recovery drills. But underneath I felt a welcome undercurrent of calm. I got in and tied myself down and performed the pre-flight checks. Closing the rear canopy I noticed how difficult it was on the Blanik without having someone from the rear do it. The tug moved in front. I asked for the towrope to be attached. I watched as my instructor, standing outside the glider -connected me to the towrope. Then he moved aside to lift the wing. When I was ready, he picked up the wing and I announced over the radio. "Blanik ready for tow." The Pawnee and I went down the runway, and I quickly sensed that the glider was lighter than before. The acceleration was greater, resulting in a shorter ground run before takeoff, then a sudden climb that I quickly countered by applying more forward stick than usual. I worked at staying in the correct position level with the tug until it started to climb. As soon as we were established in the climb I began to relax and grinned, concentrating all the way up. It was a really weird but very good feeling to have the glider all to myself for the first time. At 2600 feet I released in the usual climbing turn to the right, then sorted myself out for the short cruise, trimming immediately for a slightly faster 50 knots because I was already heading below 1900 feet. I made sure I kept a good lookout, as there was only one pair of eyes in the glider this time.

I headed northwest to see if I could find the thermal we were in earlier, and the tow-pilot noticed that I was heading north longer than he expected, and joked that I might be afraid to turn, and head out to Hinckley! I was really heading upwind. I was surprised not to hear those "encouraging noises" from the rear seat of the glider. Everybody was down there, but I didn't want to come down!

There was plenty of traffic around. The Husky flew right by, and the tow-plane was getting into the pattern nearby and a glider was just north of me. I made sure to stay out of everybody's way! When I finally found that thermal that was upwind about two miles southwest, I stayed in it and got about 500 fpm hanging out at 1900 feet msl. I didn't want to leave the thermal but I knew a few people, especially my instructor, were down there biting their nails. So I began my decent. I checked the windsock and it was still showing a moderate breeze. I was already close to the appropriate area so I meandered around a little, descending to pattern altitude with a couple of 'S' turns to keep the airfield in view. I performed the downwind checks and joined a standard left-hand circuit, calling my intentions on the radio. I tried to sound matter-of-fact but my heart was still thumping. I concentrated on flying an accurate circuit, carefully monitoring the angle relative to the reference point on the runway.

Every few seconds I softly said 'speed' and checked the airspeed indicator to make sure the glider never crept below 60 knots. I lowered the nose and re-trimmed for an approach speed of about 70 knots. Maintaining the lookout I could see that the tow pilot had now vacated the north runway so I had the airfield to myself. Nearby I could just see a little group of onlookers.

The pace was still quickening but everything was going according to plan. After the final turn, trying very hard to keep it as coordinated as possible (no slip or skid), I checked that we were on a gentle overshoot trajectory and then opened the airbrakes just over half-way and lowered the nose a fraction to maintain speed. I was heading straight for my chosen reference point a third of the way into the runway at exactly 65 knots. I started to flare and the glider



We meet April 8th , 7:30 pm at  
Herrick Jr. High School, Downers  
Grove, IL.

settled gently onto the runway. I kept it straight and level until it rolled to a stop and then the right wingtip sank reluctantly onto the ground. The flight lasted a little over ten minutes.

I opened the canopy and unbuckled. As I emerged from the cockpit with a large grin still plastered on my face the onlookers moved in. My instructor came out on the golf cart and congratulated me, followed by joyful onlookers with some shaking of hands and congratulatory noises (no water-on-the-head because it was so cold out!) It's a day I'll never forget. Soaring is a fun way of learning new things while having a great time in the process. I love the excitement that flying brings and challenge of each flight. The best advice that I have ever received is that "Golden opportunities usually come disguised as work."

Larry Herstel

**Glasflugel** 304CZ, 15-meter, 1999, S/N 8, 150 hours, MicroAir Radio, Borgelt B-40, half-clamshell trailer. Always put away in trailer and hangar. Ready to go now! \$45,000 OBO. 847-476-8628. IL

## Region 7 Contest draws nearer!

- |                   |                              |
|-------------------|------------------------------|
| Saturday, May 24  | Welcome Party at the airport |
| Sunday, May 25    | Spectators, food, and music  |
| Monday, May 26    |                              |
| Wednesday, May 27 | Pierogi night at the airport |
| Thursday, May 29  | Banquet in town              |
| Friday, May 30    | Polish dinner at the airport |
| Saturday, May 31  | Award Party at the airport   |