



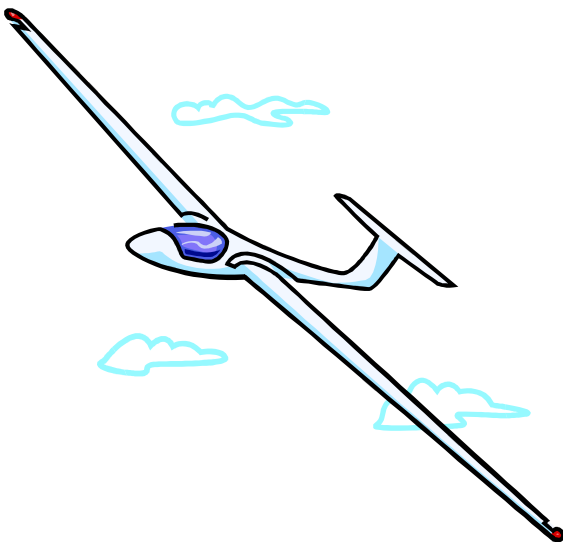
The Air Bubble

The Newsletter of The
Chicagoland Glider Council
Est. 1938

- April 2010 -

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<http://chicagolandglidercouncil.com>



April CLGC Meeting *"Surviving a BFR"* With Ron Ridenour Don't Miss It!!

Tue, April 13, 2010, 7:30PM - Herrick JHS



Ron will speak about bi-annual flight reviews for glider pilots.

National Glider Transponder Code (1201) Update

By Herb Kilian, President, CLGC

On April 2 Ray Konrath from the Windy City Soaring Association forwarded to me notes from Jim Short (WCSA) and Cindy Brickner, SSA Director. Here is what Cindy had to say: "As usual, no one from the national FAA had let us know that the final order was actually published. I checked with my local TRACON and they said - YEP, good to go. I will publish the news onto SSA.org today, and post something else back to rec.aviation.soaring. For local organizations which had made a local agreement with a TRACON or center -- they should do the courtesy of a phone call to their ATC contact and ascertain if the local ATC would like to use the 1201 option, or continue on the local procedure."

As suggested by Cindy (I received similar advice from Bob Hammond, Chicago Glider Club, who works as an ATC Controller), I contacted the Chicago TRACON the following Monday and left a message for Ann Holsey explaining the issue. Ann called me back the next morning and told me basically what Cindy had been hearing from her TRACON in California: "YEP, good to go!" She also stated that they consider software changes that would depict targets squawking 1201 with a special symbol on their radar screens to make them more easily identifiable. She was completely aware of the new order and encouraged anyone with questions to contract her. So with that, the long journey toward a national transponder code seems to have come to an end, at least for us here in Chicago.

You may have seen the overly cautious note that the SSA Chairman Phil Umphres posted on rec.aviation (reprinted below). I wrote Phil a private response stating that he should encourage local clubs to work toward instant implementation of this great piece of news for us rather than stepping on the brakes.

With the growing number of glider – club owned and private - that now carry transponders here in Chicago, we should hopefully find better recognition by the local ATC. They might realize that there is a large volume of glider flights crossing flight levels and approach routes they use for the airports in the Chicago area. Let me add that I personally and especially the Board of Directors at the Chicago Glider Club strongly recommend equipping ALL gliders in our area with Mode-C or Mode-S transponders. One mid-air with a commercial carrier would be disastrous not only for the involved parties but also for soaring activities here in Chicago and nationwide.

A national glider transponder code? Not so fast!!

By: Phil Umphres, SSA Chairman & Region 10 Director

For many years, SSA has been asking the FAA to establish a single transponder code to be used by gliders nationwide when they were in VFR flight and not in radio contact with air traffic control. It is our belief that the assignment of a discrete code to gliders would enable local ATC tower personnel to better interpret the transponder returns from glider radar targets and so better advise local power traffic as to the nature of our aircraft. Combined with education of FAA air traffic controllers as to the meaning of the discrete glider transponder code and the nature of glider operations, we believe that the use of a transponder code dedicated to gliders would lead to safer glider flight operations. !

SSA's efforts have been led by several dedicated volunteers, and in recent years particularly by Steve Northcraft and Cindy Brickner. Their efforts bore fruit this past year when a few brave employees of the FAA in Washington took on as a project implementation of this idea of a national glider transponder code. The result was a "Document Change Proposal" by the FAA, issued in January 2009, to establish code "0000" as a transponder beacon code to be used nationwide by gliders flying outside Class A or B airspace and not in contact by radio with ATC. The tentative implementation date for the code was set as February 11, 2010. !

In the time since this proposal was first circulated, we have waited eagerly to hear what progress it had made. Much to our frustration, the bureaucracy went silent and it has been difficult to learn what was happening. Was the national code going to become the law of the land on February 11, 2010 or was it one more good idea that was going to be shot down for reasons unknown to the public at large? !

This past week, we were notified by several western state glider pilots that a change had been made to the "National Beacon Code Allocation Plan," which is set forth in an obscure FAA document called Order JO 7110.66D, change effective 11/16/2009. Under the terms of this document, transponder code 1201 (rather than the earlier proposed code 0000) is now set aside for glider use nationally. Those interested can read the document at <http://www.faa.gov/documentLibrary/media/Order/JO%207110.66D%20.pdf> !

Jumping to conclusions, many of us assumed that the FAA's proposal for a national glider transponder code had been quietly and mysteriously implemented without fanfare through Order JO 7110.66D. Accordingly, we heralded far and wide the arrival of a national glider transponder code. !

I was one of those who loudly announced the effect of JO 7110.66D as being the culmination of our efforts. Nevertheless, I was troubled by reports from glider pilots this past weekend that Air Traffic Control operators seemed unaware of the change. I was also troubled, independently, by the apparently stealthy nature of the implementation. And so, on Monday I called the FAA in Washington to find out what the heck was going on. !

What I learned is that WE ARE CLOSE, BUT WE ARE NOT THERE YET. !

In order to implement the use of a discrete, single transponder code dedicated to glider operations nationally several things all have to come together. First, the FAA (which controls the assignment of transponder – or beacon – codes), had to agree to assign a dedicated code to glider operations. The FAA has indeed finally done so and – after bureaucratic battles with which I will not here entertain you – the deed is done and the FAA has set aside code 1201 for use by gliders operating in VFR flight and not in contact with ATC. Significantly, ATC stations may not assign (at least, may not legally assign) 1201 to other forms of aircraft, with one exception – by FAR regulation code 1201 is also used by power traffic transiting through the LAX Class B airspace. !

Unfortunately, formally dedicating a transponder code is but the first step in the process. The FAA has yet to implement three other procedural changes (all of which were described in the January 2009 FAA Document Change Proposals) required to make the 1201 code actually useful. These other changes are crucial as these are the changes that make modifications to ATC procedures manuals (which tell air traffic controllers what the 1201 code is and what to do with a target that carries it) and to the Aeronautical Information Manual, or AIM (which tells the pilot community what the code is). The implementation of these additional document changes have been held up by still further discussions within the FAA. !

In conclusion, (1) the FAA has officially set aside beacon code 1201 for use by gliders nationally and by power traffic transiting through the LAX Class B airspace, (2) but the operating procedures manuals that tell air traffic controllers and the flying public what to do with the code have not yet been amended. So, the bottom line is that we are not quite there yet. Glider pilots who try to use the 1201 code are likely to find that the field level ATC controllers have not heard of the change and don't know what to do with the code. And so, for the present, gliders should continue to squawk either 1200 or whatever local transponder code your soaring club may have worked out with your local ATC office if they wish to fly VFR, outside of Class A and B airspace, and without maintaining contact with ATC (e.g., no flight following service requested.) !

There are some dedicated FAA employees who are working hard on this project and who are trying to do the right thing. We thank them sincerely for their unselfish efforts which are in the best tradition of the FAA -- that is, working to make flying safer for all of us. I am told that – with luck – they may have the last few pieces of the puzzle in place within the next 30 – 60 days. If and when that happens, I am assured that SSA will be told and we will get the word out to the soaring community. In the meantime, happy soaring and continue to fly safely!

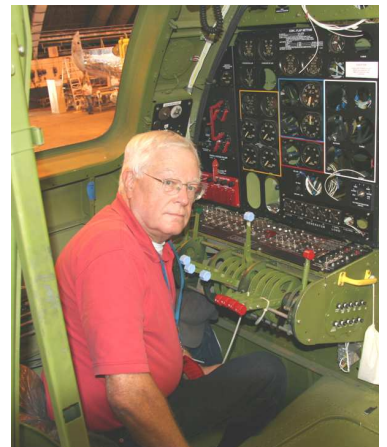
Phil Umphres, SSA Chairman & Region 10 Director
Cell: 214-558-1285 Home: 214-221-0429 Office: 214-999-0035
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Gerry Sibley Named Wright Brothers Master Pilot

By Steve "Waz" Wasilowski

Former Sky Soar-er Gerry Sibley was recently recognized by the Federal Aviation Administration with its Wright Brothers Master Pilot Award. Earned by pilots with at least fifty years of aviation experience, Gerry was also recognized because of his commitment to aviation and a demonstrated record of safe flying.

Gerry has spent his entire professional career and personal life involved in aviation. In the 1960s, as an aeronautical engineer, Gerry was involved in the development, testing and operations of secret "stealth" reconnaissance aircraft used in the Vietnam war. Some of these designs were based on sailplane platforms from Schweizer Aircraft. Later Gerry used his aeronautical training in the manufacture of high efficiency furnaces as an executive with a prominent Rockford manufacturer.



Before his retirement to Bel Aire, Kansas, Gerry was an officer of the Northern Illinois Soaring Association - NISA, Rockford, Illinois until 1994. It was about this time that NISA merged with Sky Soaring. Gerry (along with Paul LeTourneau) was instrumental in insuring a smooth transition with SSI.

In addition to his volunteer work with Illinois soaring clubs, Gerry was involved with the Vintage Wings and Wheels Museum, Poplar Grove, Illinois, where he was helped with the restoration of several historic aircraft. After retiring to Kansas, Gerry began working with the restoration of the B-29 "Doc" at the Kansas Aviation Museum (see <http://www.b-29doc.com>). Gerry is shown here (above) at the B-29 engineer's position.

He continues to fly (and occasionally campaigns) a beautifully restored Vultee BT-13 and is an active sailplane pilot in his Glaser-Dirks DG 300 sailplane.

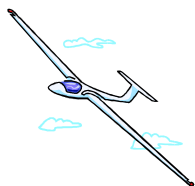


Gerry shares the Wright Brothers Master Pilot Award honor with Jim Skog, another member of Sky Soaring.

For more information on the FAA's Wright Brothers Master Pilot award, see <http://tinyurl.com/wrightmasterpilot>.

3rd Annual Sky Soaring Memorial Weekend Soaring Contest

Now three days! Come join the fun at this low key contest. May 29, 30, 31 with a practice day on May 28. Two classes - Beginner's and Advanced. Great introduction to contest flying. Entrance fee required. Contact Geoff Weck at cell 815-354-4611 or home 815-344-2920, Email: weck@mc.net. Directions at <http://skysoaring.com>.



Upcoming Aviation Events

- ❖ Tue, Apr 13, 2010 – CLGC Meeting – “Flight Reviews” with Ron Ridenour
- ❖ May 29, 30, 21 – Sky Soaring Memorial Weekend Contest. Practice day May 28

Sky Soaring Is Pulling Up Stakes!

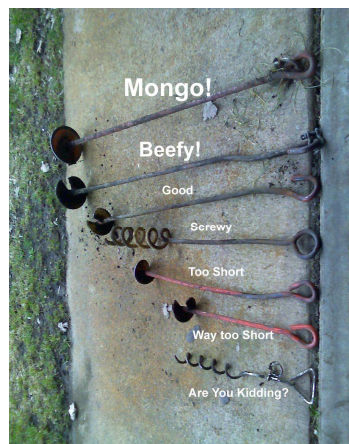
Yes, Sky Soaring is pulling up stakes but it's not what you think - Sky Soaring isn't going anywhere. With this year's influx of additional gliders, both assembled and in trailers, it was time to re-align all of the tie down anchors on the field.

So SSI's grounds chairman, Greg Palmer, took on the challenge of removing all of the old anchors, installing new anchors and providing new wheel pads. The time honored method of using a long pole to man-handle anchors into the ground just wasn't going to do the job with 70+ stakes to be removed and then reinserted in new locations.



So Greg designed two different electric reduction gear driven devices to both extract and insert anchors, which were quickly nick-named the “Palmer-Puller-Planters”. Most of the old anchors were unusable as they were bent, rusted, the wrong type, too short, etc (see picture below) so new anchors were purchased.

With a layer of gravel about 2-3 feet below grade, it soon became apparent that anchors with strong auger plates were a necessity. We found that the plates on the anchors purchased from True Value (online and inexpensive) were too thin and were bending when encountering rocks. Thicker auger plates were found on the anchors purchased from Menard's.



The original wheel pads were mostly concrete air conditioner pads which were prone to breaking up over time. Years ago an SSI member made wheel pads from a pair of four

foot long pressure treated 2x10's held together with two solid angle-iron “cleats” on the bottom. These have held up so well that Greg made new pads of the same design for each of the gliders and trailers on the field.

WPSA Soaring Quilt Raffle



The above picture shows the quilt that will be the Women Soaring Pilot Association's main fund raiser for 2010. This quilt (the first of two) made by Arleen Coleson, will be raffled off as the 2010 fundraiser. The dimensions are 50" by 80" and it can be either used as a wall hanging or to snuggle under it in front of the TV. Raffle tickets are \$5.00 each. Please make check out to the WSPA.

Frauke Elber
213 Anne Burras Lane
Newport News, VA 23606-3637

CLGC Newsletter Archive Old CLGC Newsletters Needed!!

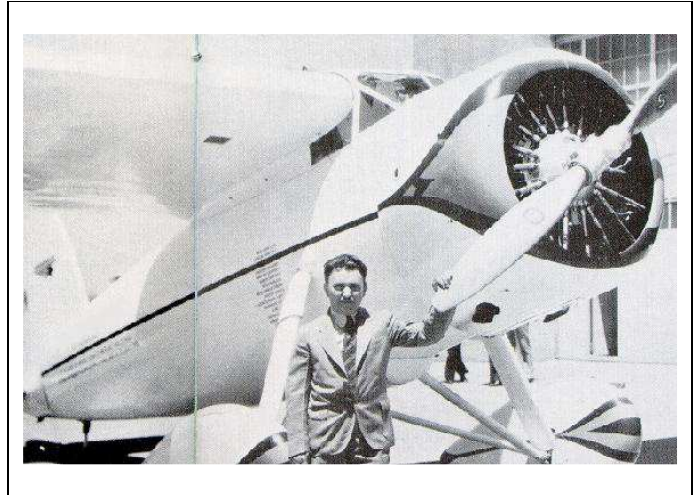
Did you know that there is an archive of CLGC newsletters dating back to 2001 on the CLGC web site? Take a look. <http://chicagolandglidercouncil.com/newsletter.htm>.

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!!

~ Contest Time ~ Who is this Famous Aviator?



Hint: Knowing the plane's nick-name can help.

January's Answer: Orville and Wilbur Wright
February's Answer: Charles Lindbergh
March's Answer: Paul Mantz, Hollywood Pilot

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.

AVIATION CLASSIFIED ADVERTISEMENTS

Anything to sell? Send an email to john@derosaweb.com

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>



**2010 ChicagoLand Glider Council
Membership/Renewal Application & Change of Information Form**

Membership Renewal Due Date: January 1, 2010

Please Mail Form and \$10 Check to:

**ChicagoLand Glider Council
6538 N. Nordica
Chicago, IL 60631**

Please remit \$10 via check or money order for annual dues - payable to "ChicagoLand Glider Council"

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