



The Air Bubble

The Newsletter of The
Chicagoland Glider Council
Est. 1938

- April, 2008 -

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<http://chicagolandglidercouncil.com>



April 08 CLGC Meeting

Speaker: Andy Meyer

“Air Force and National Guard Duty, A Young Pilot’s Perspective”

Tuesday April 15th, 2008 – 7:30 PM

“I will be discussing my experiences in the U.S. AirForce and Air National Guard. I'll spend some time talking about the Air Force Pilot Training Program: Selection, Undergraduate Pilot Training, Ancillary Training, Introduction to Fighter Fundamentals, and RTU (F-16 School).I will then touch on typical days for a pilot in the Air Force / Air guard as well as some of my experiences on two tours to the Middle East and Operation Noble Eagle (Homeland Defense).

A bit about me... I started flying in 1995 - single engine, and sailplanes in 1996. I joined the Air Force in 1999 and started Air Force Pilot Training in 2000. I've got over 2000 hours total time, 1000 hours in the F-16, and a mix of glider, single and multi time. I currently hold an ATP, Commercial Glider and Single Engine and have Tail Wheel and Tow Pilot endorsements.

I am working towards my CFI and CFG. In the real world I am a program manager for a small automotive specialty company - Auto Meter Products - involved with NHRA Drag-Racing components as well as components for the motor sports enthusiast. I am also building a Lancair 360 and hope to be flying within the next year or so.”

Chicago Airspace Changes

UPDATE – UPDATE – UPDATE – UPDATE – UPDATE

Today (4-9-08) I attended another meeting of the User’s Group together with representatives from ATC, FAA and the AOPA(the latter on our side). You will remember that the ultimate purpose of the User’s Group is to come up with a consensus proposal regarding the airspace changes the FAA has presented as necessary. User’s Group Chairman Mark Zakula took us through the last layout which I presented in the February newsletter. Since the last meeting, Mark had received a “counterproposal” that he showed to the group. In it, the FAA cut back the 30NM boundary they initially had requested to 25NM with the following exceptions: From the NE coastline of Lake Michigan clockwise to the Indiana coastline they want the boundary still at 30NM. They also showed an extension to 30NM to the West of O’Hare as we had discussed but with a width of around 25-30MN rather than the 20NM in our proposal.

They also insist on a 4,000' floor for the outermost areas from 25-30NM. When questioned about the need for such a low ceiling, there was nothing substantial mentioned other than "we need that airspace for proper vertical separation into the existing and projected 3 East-West runways of O'Hare". Mark Zakula then asked the ATC and FAA reps to leave the meeting so we could discuss a consensus proposal. The officials didn't really like that request.

The group then agreed to submit the original proposal that has been presented in this space. It has a 25 NM radius with a floor of 4,000' in the outer ring and two East-West extensions to the 30NM ring with a floor of 5,000'. The extensions are bounded by radials from the O'Hare VOR and have a width of about 20NM total. Sky Soaring will be around 4-5 NM North of the Western extension but outside Airspace B.

Next steps: The User's Group proposal will be sent with extensive comments to the FAA and I will distribute it upon receiving a copy. In about a month's time we expect that the FAA will issue a proposed rulemaking (NPRM) and will schedule public meetings. Again, we will publish the date and time. It is suggested that the Chicago soaring community be present at that public meeting (everybody is welcome).

Herb Kilian

Moved? New Email?

Please let us know to keep our database up to date. Send an email to hkilian@sbcglobal.net or call 630-434-7545. Thanks!!

Newsletter Contributions Anyone?

Please let us know what achievements are taking place at your club or with yourself can include them in future newsletters. If you have any information or photos and advertisement that you would like to have included in future newsletters please send them to <mailto:hkilian@sbcglobal.net>. Also if you have any articles you would like to write that are soaring related, please send them as well. Any suggestions are very welcome!

ChicagoLand Glider Council Youth Grant

This year's Youth Grant has been awarded to Justin Frazier, a member of the Beloit Sylvania Soaring Adventures group. Below is Justin's essay. The grant will be formally presented to him at the upcoming weekend contest at the Sky Soaring glider meet. Congratulations, Justin!

What Soaring Means to Me

By: Justin Frazier

My interest in soaring was sparked this past May when I met Trace Lewis in a sophomore Biology class. We discussed the sport of soaring for several weeks, as I was intrigued by an aircraft without a motor that could fly for hours and go for hundreds of miles (in some cases) and actually ascend without the help of an engine. When it came time for my first venture into the sky, I was both excited and nervous, due to the fact that I had never been airborne before, let alone in a steel and fabric motor-less aircraft from the 1960's. At first this flight was very unnerving, as every sound or bump made me grab my seat. I eventually began to trust the aircraft and to enjoy my flight. This very enjoyable experience left me hungry for more and I was soon taking flying lessons. Eventually I took a job with Sylvania Soaring Adventures as a member of the line crew which further enhanced my knowledge of soaring.

During the soaring season of last year, very seldom did I miss a day out at the field. Learning something new each weekend, I quickly became addicted to the world of soaring flight. Working and flying at Beloit has allowed me to develop a set of skills that not many people my age have the opportunity to receive. For example, my ground crew duties require a high level of situational awareness, the ability to work in a stressful environment, and responsibility.

Among the many enjoyable experiences at Beloit, one flight stands out more than others. It was on one of our rare Friday flying days Trace and I drove directly to the airport after school for what would be my longest glider flight to date. With a flight lasting more than 2 hours, I shared a SGS 2-33 with a fellow line crew member and for the first time, I had the opportunity to share a thermal with other gliders. Throughout the flight I was forced to keep track of up to six gliders at a time, not only in the thermals but also when we all fell out of the sky and seemed to enter the landing pattern at the same time.

By the end of the '07 season, I was a member of the Soaring Society of America and the Chicago Land Glider Council. During this time I had accumulated over 40 training flights, however, due to insufficient funding I was not able to afford the necessary insurance to act as PIC of company aircraft.

In this coming season, I hope to get my private license, as well as my A, B, C, and Bronze badges. Another goal of mine is to gain enough experience flying the 2-33 to transition to the Schweizer 1-26, eventually graduating to the 1-34 after I get my license. On top of my planned experiences as a pilot for the '08 season, I will be crewing for a pilot flying in a regional soaring contest.

In conclusion, if awarded this grant it would be applied to my further education and experience in the sport of soaring by helping me to get my private pilots license. With my license I would like to eventually become a cross-country/ racing pilot flying my own ship in contests around the country. In the

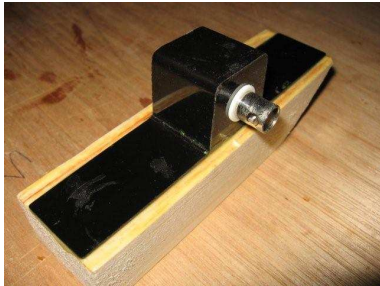
more immediate future, I look forward to giving rides to friends and family to help spread the joy of soaring.

UPCOMING and RECENT EVENTS

- ❖ 4-9-08 Chicago Airspace User's Group Meeting at FAA building Zemke road off Mannheim, O'Hare Airport
- ❖ 04/15/08 Andy Meyer: Airforce and National Guard Duty, A Young Pilot's Perspective, CLGC Meeting Hall
- ❖ 04/21/08 to 04/26/08 Region 5 Glider Contest, Perry SC, first Regional of the season
- ❖ May 24-25 Glider Contest at Sky Soaring Club, Sports Class only.

AVIATION CLASSIFIED ADVERTISEMENTS

Transponder/DME antenna, no ground plane required, bought from Wings and Wheels for \$110, offered for \$40.00
Dipole in Fiberglass, standard female BNC connector, has TSO



(Last chance before I put it on ebay)
Call Herb Kilian, 630-434-7545

Directions to the CLGC Meeting Hall

At Herrick Junior High School located in Downers Grove, IL.
Detailed directions are available at;

<http://skysoaring.com/modules/gallery/directions>

