



The Air Bubble

**The Newsletter of the
Chicagoland Glider Council**

Est. January 17th, 1937

- December 2015 -

Board of Directors

President – Aaron Scicluna

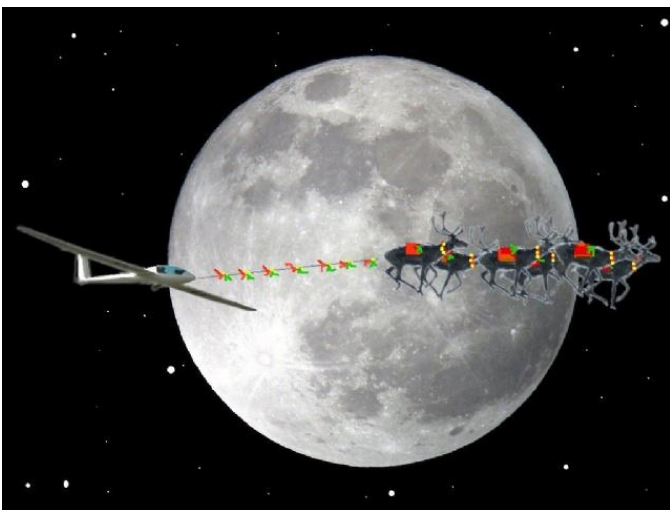
Vice-President – [currently vacant]

Treasurer – Jeffrey Mack

Secretary – John DeRosa

Newsletter Editor – John DeRosa

<http://chicagolandglidercouncil.com>



Next CLGC Meeting

***“How to Fly 70 Hours
In 4 Weeks”***

Speaker: Herb Kilian

Don't Miss It!!

Tuesday, December 8, 7:30PM
Herrick Junior High School



Synopsis: This will be a report on flying in two glider camps over the high desert of the American West. After attending the Moriarty NM camp for the first half of June, Herb Kilian drove to Parowan UT for a similar experience at the Auxiliary-powered Soaring Association's camp. He will describe his trip regarding flying conditions, weather and specific flights in New Mexico and Utah this year. He will also show some short in-flight videos and lots of photos, including of side-trips to the many tourist destinations of that part of the US.

2016 CLGC Youth Grant Application Deadline March 31, 2016!

This may be your last chance to get your application in for the 2015 CLGC Youth Grant. The deadline of March 31st is fast approaching. Apply for the CLGC Grant now! The application is attached to this newsletter. What are you waiting for? Form attached below. Full details at; <http://chicagolandglidercouncil.com/grant>

1920's Transcontinental Airway System

In 1923, the United States Congress funded a sequential lighted airway along the transcontinental airmail route. The lighted airway was proposed by NACA, and deployed by the Department of Commerce. It was managed by the Bureau of Standards Aeronautical Branch. The first segment built was between Chicago and Cheyenne, Wyoming. It was situated in the middle of the airmail route to enable aircraft to depart from either coast in the daytime, and reach the lighted airway by nightfall. Lighted emergency airfields were also funded along the route every 15–20 miles.

Construction pace was fast, and pilots wishing to become airmail pilots were first exposed to the harsh wintertime work with the crews building the first segments of the lighting system.

By the end of the year, the public anticipated anchored lighted airways across the Atlantic, Pacific, and to China.

The first nighttime airmail flights started on July 1, 1924. By eliminating the transfer of mail to rail cars at night, the coast to coast delivery time for airmail was reduced by two business days. Eventually, there were 284 beacons in service. With a June 1925 deadline, the 2,665 mile lighted airway was completed from New York to San Francisco. In 1927, the lighted airway was complete between New York and Salt Lake City, Los Angeles to Las Vegas, Los Angeles to San Francisco, New York to Atlanta, and Chicago to Dallas, 4121 miles in total. In 1933, the Transcontinental Airway System totaled 1500 beacons, and 18000 miles.

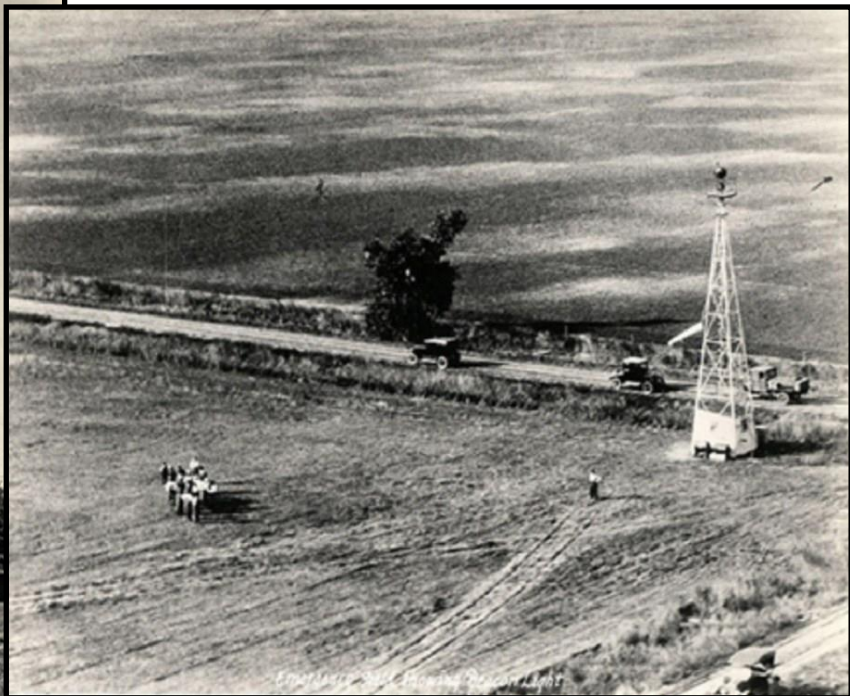
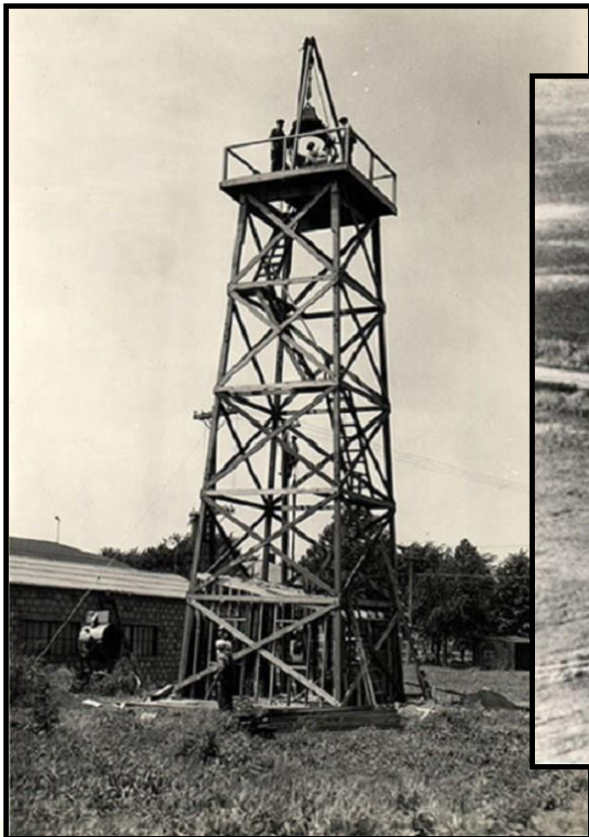
The lighted Airway Beacons were a substantial navigation aid in an era prior to the development of radio navigation. Their effectiveness was limited by visibility and weather conditions.

Twenty four inch diameter rotating beacons were mounted on 53-foot (16 m) high towers, and spaced ten miles apart. The spacing was closer in the mountains, and farther apart in the plains. The beacons were five million candlepower, and rotated six times a minute. "Ford beacons" (named after Ford Car headlights) were also used, placing four separate lights at different angles. Airports used green beacons and airways used red beacons. The beacons flashed identification numbers in Morse code. The sequence was "WUVHRKDBGM" prompting the training phrase "When Undertaking Very Hard Routes Keep Directions By Good Methods." to remember the sequence. Engineers believed the variations of beacon height along hills and valleys would allow pilots to see beacons both above ground fog, and below cloud layers.

Towers were built of numbered angle iron sections with concrete footings. Some facilities used concrete arrows pointing in the direction of towers. A small outbuilding was needed, with a generator for power if none was available. Some building also served as weather stations. Many arrow markings were removed during WWII, to prevent aiding enemy bombers in navigation, while 19 updated beacons still remain in service in Montana.

A list of many of the remaining beacons can be found at <http://tinyurl.com/airwaybeacons>





POST OFFICE, NEW YORK, N. Y.
JUL 1 1924
 CLASSIFICATION SECTION

Transit mail forwarded to destination by Railway Mail Service will be rated to the point carried by Air Mail. No additional postage for transportation beyond the point to which mail is carried by the Air Mail Service will be required - the zone rate will deliver to addressee.

| STATE | DISPATCH TO | STATE | DISPATCH TO | STATE | DISPATCH TO |
|-----------------|-------------|------------------|--------------|----------------------|-------------|
| Colorado | Cheyenne | Missouri | Omaha | Pennsylvania (Except | Cleveland |
| Connecticut | New York | Montana | Salt Lake | Delaware | New York |
| Delaware | New York | Nebraska (Except | Omaha | South Carolina | New York |
| Idaho | Salt Lake | North Dakota | Chicago | Tennessee | Chicago |
| Illinois | Chicago | Nevada (Except | Reno | Virginia | New York |
| Indiana | Chicago | Elko | New York | Utah | Salt Lake |
| Iowa (Except | Omaha | New Hampshire | New York | Vermont | New York |
| Iowa City | Omaha | New Jersey | New York | West Virginia | Cleveland |
| Kansas | Chicago | New York (Except | Cleveland | Wisconsin | Chicago |
| Kentucky | Chicago | Brooklyn | Chicago | Wyoming (Except | Cheyenne |
| Maine | New York | Long Island & | Rock Springs | Trans. Atlantic | New York |
| Maryland | New York | Staten Island | New York | Foreign | |
| Massachusetts | New York | Ohio (Except | Cleveland | | |
| Michigan | Chicago | Bryan | | | |
| Minnesota | Chicago | | | | |
| Southern States | not listed | | | | |

RATES OF POSTAGE

| BETWEEN | New York | Baltimore | Cleveland | Bryan | Chicago | Iowa City | Omaha | North Platte | Cheyenne | Roswell | Rock Springs | Salt Lake City | Elko | Reno | San Francisco |
|----------------|----------|-----------|-----------|-------|---------|-----------|-------|--------------|----------|---------|--------------|----------------|------|------|---------------|
| New York | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Baltimore | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cleveland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bryan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chicago | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Iowa City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Omaha | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Platte | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cheyenne | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roswell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rock Springs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Salt Lake City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elko | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reno | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| San Francisco | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

At each office as shown arrival late in the day by the Air Mail Schedule the use of special delivery stamps in addition to the zone postage will insure delivery on the date of receipt.

Postage eight cents on ounce, or fraction thereof, for each zone, or part of zone, in which mail is carried by plane. Transit mail forwarded to destination by Railway Mail Service will be rated to point carried by Air Mail Service.

Officers not located on the Air Mail Route may dispatch by rail to connect therefrom. For example: Philadelphia may dispatch to Los Angeles by rail to New York or Cleveland, thence by air to San Francisco; thence by rail to Los Angeles. Denver may dispatch to Los Angeles or Philadelphia by rail from Denver to Cheyenne; by air to San Francisco or New York; by train San Francisco to Los Angeles, or New York to Philadelphia.

SUMMER SCHEDULE

| WEST | | | |
|----------------|---------------|---------------|---------------|
| LEAVE | ARRIVE | LEAVE | ARRIVE |
| New York | 10:00 AM C.T. | Baltimore | 12:00 PM P.T. |
| Philadelphia | 12:00 PM P.T. | Cleveland | 2:30 PM P.T. |
| Chicago | 3:30 PM C.T. | Chicago | 3:30 PM C.T. |
| Bryan | 4:15 PM C.T. | Chicago | 6:15 PM C.T. |
| Chicago | 6:00 PM C.T. | Rock Springs | 8:00 PM C.T. |
| Iowa City | 8:30 AM C.T. | Omaha | 10:30 AM C.T. |
| Omaha | 12:00 AM C.T. | Cheyenne | 2:00 AM C.T. |
| North Platte | 2:30 AM C.T. | Rock Springs | 4:00 AM C.T. |
| Cheyenne | 5:30 AM C.T. | Rock Springs | 11:30 AM P.T. |
| Rock Springs | 7:30 AM P.T. | Rock Springs | 8:00 AM P.T. |
| Salt Lake City | 10:00 AM P.T. | Chicago | 12:30 PM P.T. |
| Elko | 12:30 PM P.T. | Chicago | 2:30 PM P.T. |
| Reno | 3:45 PM P.T. | San Francisco | 5:45 PM P.T. |

24 Hours - 48 Minutes

| EAST | | | |
|----------------|---------------|----------------|---------------|
| LEAVE | ARRIVE | LEAVE | ARRIVE |
| San Francisco | 6:00 AM P.T. | Rock | 8:00 AM P.T. |
| Rock | 8:00 AM P.T. | Chicago | 10:45 AM P.T. |
| Chicago | 11:00 AM P.T. | Salt Lake City | 1:00 PM P.T. |
| Salt Lake City | 2:15 PM P.T. | Rock Springs | 4:00 PM P.T. |
| Rock Springs | 4:15 PM P.T. | Cheyenne | 7:00 PM P.T. |
| Cheyenne | 7:15 PM P.T. | Chicago | 8:45 PM P.T. |
| Chicago | 11:00 AM C.T. | Chicago | 1:00 AM C.T. |
| Omaha | 2:00 AM C.T. | Iowa City | 4:30 AM C.T. |
| Iowa City | 5:15 AM C.T. | Chicago | 7:30 AM C.T. |
| Chicago | 8:45 AM C.T. | Chicago | 9:15 AM C.T. |
| Chicago | 8:45 AM C.T. | Cheyenne | 11:30 AM C.T. |
| Cheyenne | 12:30 PM C.T. | New York | 5:00 PM P.T. |
| Baltimore | 2:05 PM P.T. | New York | 6:00 PM P.T. |

22 Hours - 5 Minutes

Dist. of Geography

POST OFFICE, NEW YORK, N. Y.
JUL 1 1924
 CLASSIFICATION SECTION



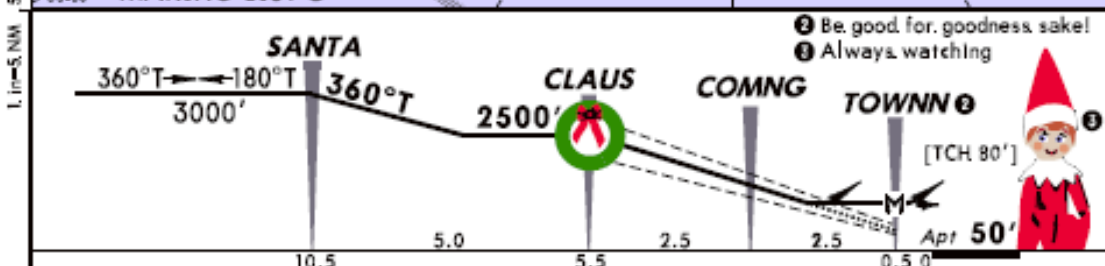
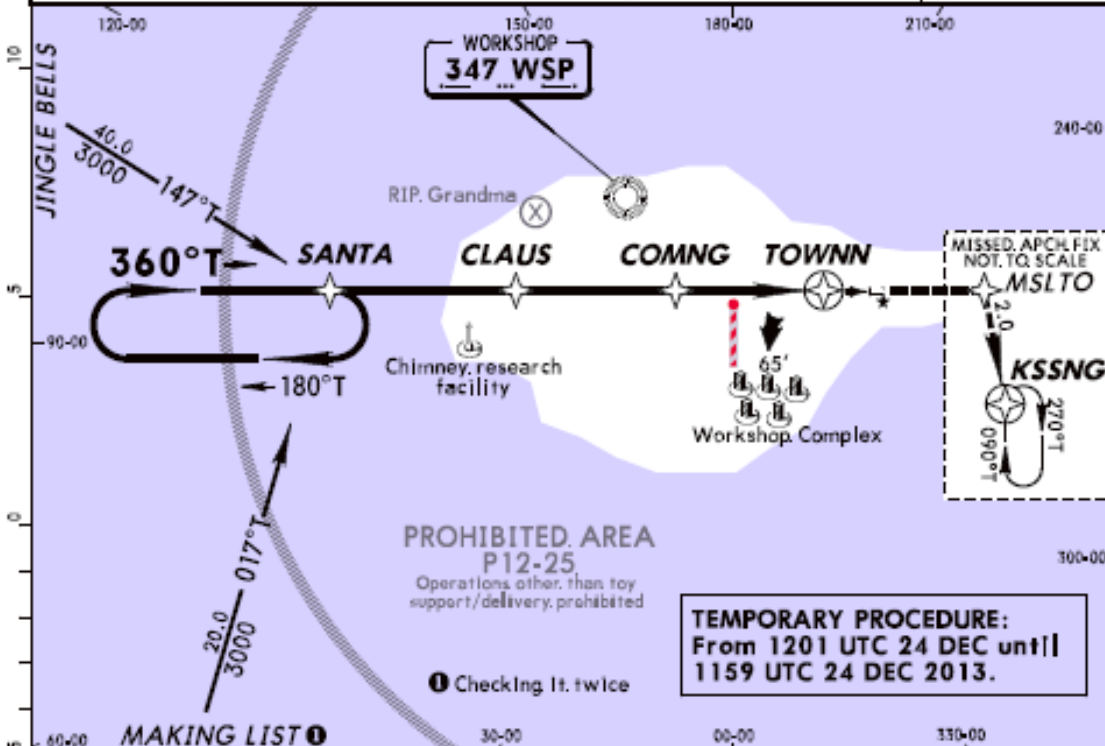
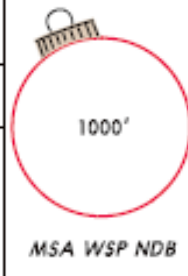
NTPL/POL
SANTA'S WORKSHOP INTL

JEPPESSEN

12-25 25 DEC 13
 24 Dec 2012

NORTH POLE VILLAGE
RNAV (GPS) Rwy 18

| | | | | | |
|--|-----------------------------|---|---|--|-------------------|
| ARCTIC Center 122.8 | | NORTH POLE Approach 122.8 when ELFCOM Inop. | | WORKSHOP Traffic 122.8 when ELFCOM Inop. | |
| RLS (Reindeer Landing System) | Final Apch Crs 360°T | Minimum Alt CLAUS 2500' (2450') | RLS DA(H) (CONDITIONAL) 250' (200') | Apt Elev 50' | Rwy 18 50' |
| MISSED APCH: Climb to 2500' direct MSLTO, then RIGHT turn direct KSSNG and hold. | | | | | |
| Alt. Set.: INCHES | | Trans. level: FL 180 | | Trans. alt: 18000' | |
| CAUTION: Departures may be illuminated by blinding red nose. CAUTION: Supersonic heavy departures; non-sleigh traffic discouraged. 1. Reindeer practice flights, year-round. 2. Flights in the vicinity may be conducted under the influence of egg nog. 3. No unapproved winter operations. 4. Postal flights with letters to Santa receive priority sequencing. 5. Reindeer and Elves on and in vicinity of runway. 6. Runway does not maintain stationary location. | | | | | |



| | | | | | | | | | |
|----------------------------|--------|-----|-----|-----|-----|------|---------------|-------------------|-------|
| Speed (Reindeer operating) | 4 | 5 | 6 | 7 | 8 | 9 | SALS 2500' | TINSEL TWINKLE | MSLTO |
| Glide Path Angle | [7.0°] | N/A | N/A | 800 | 998 | 1140 | | | |

| | | | | | | | | |
|------------------------------|------------|--|-------------|---|-------------|--|------------|--------------------|
| STRAIGHT-IN LANDING, RWY 18 | | | | | | CIRCLE-TO-LAND | | |
| RLS DA(H) 250' (200') | | LOC (Rudolph Out) DA(H) 400' (350') | | LOC 2 or more reindeer Inop MDA(H) 500' (450') | | Authorized only when Rudolph available | | |
| FULL | TINSEL out | TINSEL/TWINKLE out | TINSEL out | TINSEL/TWINKLE out | TINSEL out | TINSEL/TWINKLE out | Rdr In Svc | MDA(H) |
| 6 | | | | | | | 6 | 750' (700') -2 |
| 7 | RVR 0 | RVR 40 or 3/4 | RVR 50 or 1 | RVR 40 or 3/4 | RVR 50 or 1 | RVR 60 or 1 1/4 | 7 | 650' (600') -1 1/2 |
| 8 | | | | | | | 8 | 550' (500') -1 |
| 9 | | | | | | | 9 | 450' (400') -1 |

2016 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;

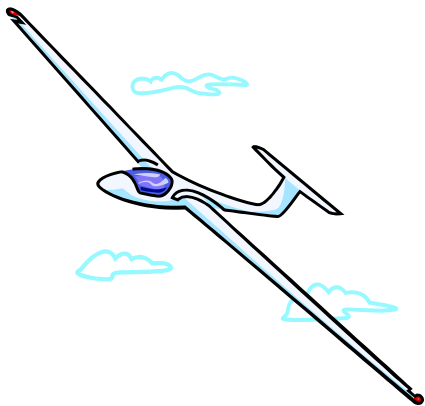
<http://tinyurl.com/CLGCDIRECTIONS>

Complete details at can be found at

<http://chicagolandglidercouncil.com/grant>

Upcoming 2016 Aviation Events

- ❖ CLGC Meeting - Tuesday, December 8th
- ❖ CLGC Meeting - Tuesday, January 12th
- ❖ CLGC Meeting - Tuesday, February 9th
- ❖ CLGC Meeting - Tuesday, March 8th
- ❖ CLGC Meeting - Tuesday, April 12th



For Sale!

Oxygen Bottle - 22 cubic feet. Price \$80.

Dimensions are 18.5" x 5", steel bottle with approximately 500 PSI of oxygen.

I bought it 25 years ago from an aviation supply house so I believe it is a standard cylinder for aviation use.

Contact: Herb Kilian at 312-405-3609

Schweizer 1-34 - N17921 currently located at Sky Soaring.

Contact: Art Silverman at 847-881-2506



Newsletter Contributions?

Pictures? Accomplishments?
Suggestions? Articles?
Speaker Topics? For Sale Items?

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.

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!!

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.



**2016 ChicagoLand Glider Council
Membership/Renewal Application & Change of Information Form**

Membership Renewal Due Date: January 1, 2016

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



ChicagoLand Glider Council

2016 Soaring Youth Grant

The ChicagoLand Glider Council Grant program is hosted under the auspices of the membership of the council and is paid by their dues. A primary grant of \$500 is generally awarded each year. Other secondary grant(s) may be awarded based on merit. This grant will be paid directly to the recipient's home glider port and placed "on account" for use by the recipient for their continuing soaring education.

Application Requirements: The applicant must meet all of the following requirements:

- Be a member in good standing of the ChicagoLand Glider Council as of January 1st of the grant year.
- Be between the ages of 14 and 21 (inclusive) as of January 1st of the grant year.
- Home glider port lies within 85 miles of Chicago (city center).
- Have not previously received a primary grant award. However, you might be considered for a secondary grant.
- Obtain a written recommendation from a Certified Flight Instructor Glider (CFIG) who is familiar with the applicant's qualifications.
- Write an original essay of 500-1000 words on "What Soaring Means to Me...". This essay should include your thoughts about soaring, your accomplishments to date, your future plans and your financial need.
- Send all necessary documentation to the email address and/or surface mail address shown below **no later than midnight, March 31st of the grant year.**

Applicant Information

Name _____

Current Age: _____ Birth date: _____ / _____ / _____

Address: _____

City/State & Zip: _____ Phone: _____

Email Address _____

Soaring Facility Location: _____

Applicant's Signature: _____

Submit this application and all required documentation shown above to the ChicagoLand Glider Council Grant Committee via the email address listed below (preferred) and/or via the surface mail address below. The application and documentation must be received no later than the deadline date shown above.

The ChicagoLand Glider Council Grant Committee consists of the board of the ChicagoLand Glider Council. Decisions of the committee are final. The Grant Committee is not responsible for lost or incorrect applications. Grantee(s) award announcements are made at the regularly scheduled CLGC meeting in March.

Applications and other information is available at <http://chicagolandglidercouncil.com/grant>. Good luck!

Email to: jhderosa@yahoo.com

Surface Mail to;

ChicagoLand Glider Council Grant Committee
c/o John DeRosa
35W529 Parsons Rd
West Dundee, IL 60118