



WISCONSIN 99S NEWSLETTER

Jan 12th Meeting at KSBM – Sheboygan
at 11am Contact Bridgett of Laurie with
Questions

Welcome New Member!

Ava K

2019 AEMS F Applications Available

NOTAM from your AEMS F Trustees!

In response to requests from Chapter and Section AE Scholarship Chairs, the AEMS F Trustees have changed the application deadlines beginning with the 2019 Scholarships. The new schedule moves the Chapter and Section screening process out of the busy month of December and reduces the amount of time between application and award.

NEW AE Scholarship Application Deadlines

Applicant to Chapter (or Section, if not in a chapter)	January 1, 2019
Chapter to Section	January 15, 2019
Section to Trustees	February 5, 2019
Trustees' Finalists to Outside Judges	March 22, 2019
Results Announced no later than	April 15, 2019

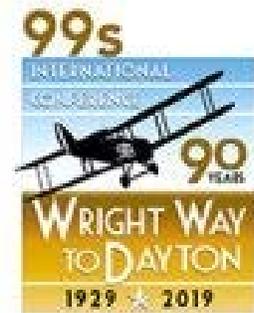
Additional changes go into effect for 2019, so be sure to carefully read the instructions!

2019 Applications and instructions are now available on the website at <https://www.ninety-nines.org/scholarships.htm>

SAVE THE DATE!

July 16-20, 2019. Dayton, OH.

The website, registration & hotel information, as well as the many educational and tour opportunities, as well as the Career Fair details, will be available shortly. Watch your 99s emails!



Donation to Sojourner Truth Photo Submitted by Kathy Lester-Ross



December Meeting Submitted by Laurie Probst

Minutes for Wisconsin Chapter 99s

December, 2018

The December meeting of the Wisconsin chapter 99s was held on December 1, 2019, at Amelia's restaurant in Milwaukee. Chairperson Kryz called the meeting to order. The secretary's report from November was approved. There were no changes to the treasurer's report. Sarah handed out Renae's ideas about swag bags items to those present. It was decided that we would discuss this at our next meeting in January. Kryz announced that a Cessna 440 jet was erected on Hwy 26 near the airport and at the entrance to the city of Watertown. Soon it will have lights installed and signage welcoming everyone to the city of Watertown. Introductions were made. Those in attendance :

Kryz B., Dee and Jim B., Julie and Keith H., Megan A., Sarah S., Sarah P., Sarah H., Ally B., Laurie P. and guest Mike, Darcy K., D Maria L., Kerri H.K., Ryan K., Chris B., Colleen W., Dee and Bill D. of the Northwoods Chapter 99s, Kathy L.R., and David R., Minal H., Maya H.

Members and guests ordered off the menu and a White Elephant gift exchange took place. Kathy L.R. gathered donations of items brought by members for the Sojourner's Truth charity. The meeting was adjourned. The next meeting will be on January 12 at KSBN at 11:00.

Respectfully submitted,

Sarah Healy

PILOT REPORTS

PIREP Process Enhancements

While Pilot Reports (PIREPs) are an important component of safe and efficient flight, their numbers have declined in recent years as part of the trend of fewer inflight contacts. An NTSB study has also concluded that to encourage more PIREPS, the process needs to be simpler and less time-consuming. To help address these concerns, Flight Service improvements have been developed to make it easier for pilots to submit a PIREP. For example, flight service specialists now only use read-back for accuracy when there is uncertainty about information a pilot provides. In addition, specialists are now encouraged to request specific details pertinent to the current or forecast weather, shortening the time required to obtain a PIREP from pilots eager to return to ATC frequencies.

Another simple way to prepare and send PIREPs from the cockpit is with inflight electronic PIREP submissions. It works with an easy-to-use, menu-based interface either on a mobile device or cockpit avionics, which allows word selection to describe the level of the weather experienced. As suggested by the NTSB, vendors have modified platforms to accept PIREP submissions up to five hours after occurrence, providing additional valuable data to fill in observation gaps for forecast models and advisory products. [Click here for more on electronic PIREP submission.](#)

You can also learn more about PIREPS in the article "How to Be a Weather Wingman" in the March/April 2018 issue of FAA Safety Briefing.



December 14, 2018

The 99's
2031 N Beaumont Ave
Kansasville, WI 53139

Dear The 99's,

Thank you for your support of our mission and for helping those affected by domestic violence in our community. We greatly appreciate your donation of sleepwear, toys, clothing, personal care items, and gift cards to Sojourner. Your generosity allows us to give the families we serve the comfort they need during this difficult time.

We are grateful for your compassionate concern and spirit of kindness.

With special thanks,

Carmen Pitre
President and Chief Executive Officer

No goods or services were received in exchange for this contribution. All contributions are tax deductible to the extent allowed by law. Please keep this letter for your records.

Are you on a committee?
Please be ready to give a
report at the January
meeting!

**JANUARY IS THE
ANNUAL
BUSINESS
MEETING OF
THE WISCONSIN
99S CHAPTER.
PLEASE TRY TO
ATTEND THE
MEETING.
LUNCH TO
FOLLOW.**

Ellections 2019

Please consider a Chapter's Officers
position!

Chair or co-chair

Vice Chair

Secretary

Treasurer

Director

Nominating committee - 3 positions

Contact Darcy Kulesha with questions

dwbkulesha@gmail.com

414-429-7908



Karen Kalishek, her student, and the plane they flew
back from Florida. Submitted by Karen Kalishek

Early Christmas by Karen Kalishek

The week before Christmas felt like an early gift. One of my instruments students purchased a new 2019 M350 and asked that I accompany him for training in Florida December 17-20, after which we would fly the aircraft back to Green Bay. The M350 Piper Mirage is a 6 seat cabin class, 350 HP, pressurized, single engine aircraft. The training company has sent their almost-400 page training manual in advance, so there were many hours of intense study before departing for Florida. The onsite training lasted 4 days with ground sessions each day and 3 days of flying. The final day included hours of back-to-back emergencies in a simulator. We experienced engine out scenarios over Paris, in Egypt and I landed in water somewhere off the Pacific coast. Fortunately the pressurized cabin will keep the aircraft afloat for approximately 1.5 hours. Our trainer was a 32 year old man, Dave, with an impressive knowledge of the airplane's intricacies. Dave had a great outgoing fun-loving personality and an almost miraculous ability to monitor traffic and trainee at the same time.

Our local base was Vero Beach where the Piper factory is located. Vero Beach is class D airspace and the controllers made continuous rapid-fire transmissions. It was typical to have 4-5 aircraft lined up for takeoff and numerous pilots with native languages other than English. In one funny instance, an aircraft began to taxi without a taxi clearance, then did not respond immediately to the ground controller's order to stop. The pilot then failed three times to read back his taxi clearance and when he finally did, the controller stated "You are twelfth for takeoff." There were only 4 aircraft in queue. We flew to four other airports, each within 30 nm. All of those airports were class G and had a minimum of 3-4 planes arriving, departing and doing pattern work. It felt like bees flying around a hive.

During our flight training days the weather was very cooperative with fairly light winds and high ceilings. We stayed under 5000 AGL for training. Thursday was the final on-site day and filled with thunderstorms. The system was slow-moving which added complexity to our Vero Beach-Green Bay flight planning for Friday.

We finally departed at noon on Friday, with a rather complex ATC-assigned IFR clearance. The route took us towards storm cells. Although the aircraft is equipped with radar, our associated training was ground only and lasted less than 10 minutes. We requested weather vectors while very rapidly completing hands-on radar training in the aircraft. Although moderate turbulence was forecast along our entire route, once above the clouds we had smooth sailing. The entire trip to Green Bay took 8.5 hours with 2 legs and one fuel stop. Time passed quickly with weather dodging, ice accumulating/deicing, IFR approaches, and enroute diversion planning. Winds were quite strong (surface gusts 31kts) and ceilings low, so we continuously picked out alternates in case the weather at our planned stop was unfavorable. Fortunately the ceiling at our Bowling Green fuel stop rose to 1000 AGL before we arrived, allowing for a comfortable circle to land maneuver directly into the wind. We quickly made the decision to forge ahead the final 2.5 hours to Green Bay, enjoying a beautiful sunset and almost-full moon at 20,000. I had never flown a pressurized aircraft before and it was a treat to watch regional airliners passing below us. There was an amazing conga line of aircraft heading into Chicago O'Hare. Their lights twinkled like Christmas trees.

Prior to the final descent into Green Bay, controllers noted that moderate icing had just been reported. Since we had to descend through several thousand feet of clouds, the approach provided excellent practice in managing the de-icing system, airspeed and approach configurations. Ground temperatures were 50 degrees lower at deplaning than they were at boarding. Brrr. But it was good to be back home again for the holidays.

CONFERENCE CALL INFORMATION FOR ANY MEETING IF YOU WANT TO CALL IN

Conference Call # 712-451-0488 password #463952 HOST is 1921.

Anyone can be the host to get the call started

Contact Information

Chair - Krys Brown	(920-261-6651)	krysb@charter.net
Vice Chair - Bridgett Nottestad Neu	(262-224-7553)	bridgettnottestad@gmail.com
Treasurer - D. Maria Lamia, Treasurer	(414-333-1614)	maria@mygreendoorwi.com
Secretary - Sarah Healy, Secretary	(920-723-2165)	nedhealy@aol.com
<u>Directors</u> - Colleen Weber Diane Welch		

99s Wisconsin Chapter: Officer Changes and Elections 2019

Fellow Aviatrices!

We are entering the time period for you to consider an elected position within the 99s WI Chapter. Please consider nominating someone (with discussion with them first) or seeking a position within our 99s WI Chapter. The positions that will be elected are the following:

Chairwoman

Vice Chairwoman

Treasurer

Secretary

1 Director

3 Nominating committee (not an actual Officer but elected)

According to our Bylaws and Standing Rules(see attached), these positions are for a year, but can be extended another year by acclamation, if no one seeks to run against you. The exception is the Director which is a 2 year term. We have 2 Directors and we elect one each year.

If you are interested in seeking an officer position, there is the attached form (Intent to seek election) to complete and get to the Nominating Committee chair (Darcy Kulesha dwbkulesha@gmail.com), by our February meeting. We expect to have a slate for the election, to present at the March meeting. Once a slate is determined, the election will happen electronically in April and the results presented at the April meeting. The Officer will assume responsibilities after the Annual June Business meeting.

There is the option to CO-Chair for the Chair, Vice-Chair, and Secretary. This has worked in the past when one person is not able to make all the meetings. It does take good communication with each other to make it work.

If you have any questions or want to discuss positions, please contact Darcy, Trish Horn or Mary Lou Schroeder, members of the Nominating committee.

SECTION 1. DUTIES OF OFFICERS

A. **The Chairman** shall preside at all Chapter meetings and Board meetings and shall enforce the observance of the Bylaws; she shall see that all officers and members of the committees perform their respective duties as enjoined by the laws of the organization; shall appoint all committee chairman unless otherwise specified; shall carry out the collective wishes of the membership and be their spokesman on matters of Chapter policy.

B. The **Vice-Chairman** shall assist the Chairman in the performance of her duties; shall preside at the Chapter meetings or Board meetings in the absence, resignation or removal from office of the Chairman.

C. The **Secretary** shall have custody of the Chapter Charter, Articles of Incorporation, current Bylaws and current Standing Rules, and the official Chapter Meeting Minutes Book; shall be responsible for the accurate account of all transactions of the Chapter and Board meetings; shall file all papers and documents pertaining to the Chapter Corporation records; shall issue all notices as directed by the members in meetings or by the Chairman; shall maintain correct lists of active and inactive members including address and telephone numbers; and perform such other duties as are specified in the Standing Rules.

D. The **Treasurer** shall be responsible for the control of all monies due the corporation and shall hold receipts for them; present the annual budget to the membership for approval; make the report of receipts and expenditures at the annual meeting; pay out such monies as authorized by the Board or as directed by the members at meetings; shall file such reports as required by the Section or by International, and perform such other duties as are specified in the Standing Rules.

F. The Board of **Directors** shall have general supervision of the affairs of the Chapter between its business meetings, will make recommendations to the Chapter, and shall perform such other duties as may be specified in these Bylaws. The Board shall be subject to the orders of the Chapter and none of its acts shall conflict with action taken by the Chapter.

There will be plenty of help to get you settled in the new position. Please consider putting your hat in the ring.
Most Sincerely,
Darcy



Wisconsin Chapter 99s Intent to Seek Election For the Term of 2019 - 2020

I, _____, agree to have my name appear on the annual election ballot for the position of _____.

Signature Date Return this form by (Feb 1), to Darcy Kulesha –

dwbkulesha@gmail.com

6706 Riverdale Lane, Greendale, WI 53129 414-429-7908

ADS-B Update

Select Number:

CE0388414

Description:

The January/February 2019 issue of **FAA Safety Briefing** focuses on Automatic Dependent Surveillance-Broadcast (ADS-B) technology, a foundational component of FAA's NextGen system for improving the safety and efficiency of the NAS.

Building off our previous ADS-B focused issue in March/April 2017, articles here continue and expand the discussion about the safety and technology benefits of ADS-B, as well as provide important details and updates on the purchase, installation, and operation of ADS-B equipment. Remember — the deadline to equip with ADS-B Out is January 1, 2020.

Feature articles include:

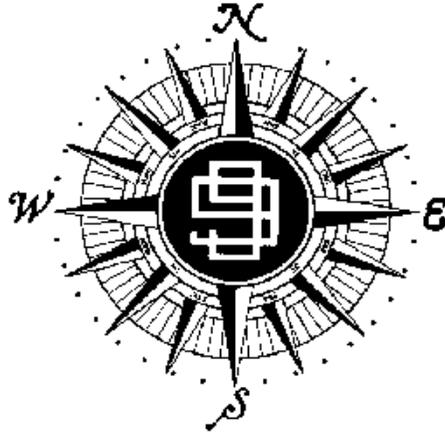
- Time to Move! **Why ADS-B Matters**
- The "In" Thing in Aviation **Making the Most of Your ADS-B Solution**
- Clearing the Crypto-Fog **Tips for Decoding and Deciding Among Options**
- Is My ADS-B Broadcasting Me? **A Look at Non-Performing Emitters**
- Sorry, Wrong Number **A Fresh Look at Avoiding Call Sign Mismatch Issues**
- ADS-B Light **ADS-B Options for Light Sport & Experimental Aircraft**
- Show Me the \$\$ **How to Get Your ADS-B Rebate**
- Aeromedical Advisory explains why providing a list of acceptable medications is more complicated than it seems.
- Condition Inspection explores medical certification for pilots who suffer from migraines.
- Jumpseat urges pilots to move ahead with ADS-B equipage.
- Angle of Attack discusses balancing biology with technology for see and avoid.
- Checklist offers guidance on FAA resources for selecting ADS-B equipment.
- Postflight provides a pilot's perspective on the benefits of ADS-B In.
- Vertically Speaking reviews ADS-B requirements for rotorcraft.
- Nuts, Bolts, and Electrons tells installers how to avoid common ADS-B installation errors.

NOTE: While many of the ideas covered in the quiz are included in the presentation, you will need to download a copy of the magazine from: https://www.faa.gov/news/safety_briefing/ to complete this course

FROM THE TREASURER

Contributions (suggestion is \$15/per year) made out to WI 99s and sent to Maria Lamia, 9411 S Cobblestone Way Unit G, Franklin, WI 53132. Or E-mail to maria@mygreendoorwi.com.

If you have any reimbursable 99 expenses, please documentation and send to Maria Lamia, 9411 S Cobblestone Way Unit G, Franklin, WI 53132. Or E-mail to maria@mygreendoorwi.com.



Richard J. Santori Memorial Scholarship

The Richard J. Santori Memorial Scholarship offers two annual scholarships to members of the North Central Section (“NCS”) under the auspices of The Chicago Area Chapter of The Ninety-Nines (“CAC”).

One scholarship in the amount of \$2,000 is to be used to assist a 99 in the completion of an additional pilot certificate or rating. Applicants must be a current pilot with the appropriate medical certificate and must be approaching the flight time requirement for the desired rating or certificate.

The other scholarship offers \$1,000 to assist a Student Pilot Member toward completion of an initial pilot certificate, in any aircraft. Applicants must have soloed, and, if required for the pilot certificate sought, must have a current medical certificate and must have passed the written exam.

Applicants must be a current member of The 99s, the NCS and their chapter in good standing.

Applicants must submit three (3) copies of each: the completed and signed application including the form; attached essay; letter of recommendation from their chapter chair; proof of certificates and ratings held; medical certificate; proof of date and score of knowledge tests taken; copy of last page(s) of logbook showing current hours flown; and a letter of reference from someone outside of the aviation community who is not a relative. These documents must be mailed to the address on the application form to be postmarked no later than the date indicated on the form.

Funds will be paid from receipts which document the training. Receipts must be signed by both the student and instructor and include copies of the logbook if applicable.

Funds are to be used within two years of the award date. Prior applicants and recipients may re-apply in future years.

The winning candidate and all candidates who did not qualify will be notified within one month after the receipt deadline.

2019
Richard J. Santori Memorial Scholarship Application
\$2,000 to a Ninety-Nine for Advanced Certificate or Rating

Name _____ email: _____

Home Address: _____

City: _____ State: _____ Zip: _____

Telephone: (_____) _____ Chapter: _____

Application for which certificate or rating? _____

Please enter below the name of the person who will provide a reference and indicate their relationship to you. Supply their email address if possible.

Please attach an essay (essay may not exceed one page, one side only) and include at least the following elements:

1. Tell us about yourself, your activities in aviation, and participation in The Ninety-Nines. Be specific.
2. Describe your goals in aviation or aerospace, and opportunities. Tell us what you have already accomplished in pursuit of these goals, pertinent to specific certificate/rating sought. Why are you seeking this specific training? How will it help you to qualify for or to advance in an aviation-related profession or charitable cause?
3. Tell us how you have financed your training and education so far. Make a statement of financial need for completion of this training.
4. How will awarding you this scholarship benefit The Ninety-Nines and the aviation community?
5. If applicable, clearly explain any training request that might be considered unusual.

The completed application must include:

1. This form and attached essay.
2. Proof of certificates, ratings, knowledge test taken (with score) and medical held.
3. A copy of the last page(s) of your logbook showing current hours flown.
4. A letter of reference from someone not a family member and outside of the aviation community.
5. A letter of recommendation from your chapter chair.
6. The signed and dated Signature Form.

SIGNATURE FORM

Print full name: _____

Signature of Applicant _____ Date _____

Return three (3) copies of the Application and attachments to:

Chicago Area Chapter of The Ninety-Nines
Cynthia Madsen
(see Ninety-Nines Directory for address)

Completed Application and Attachments Must Be Postmarked by **March 1, 2019**

2019
Richard J. Santori Memorial Scholarship Application
\$1,000 to a Student Pilot Member Ninety-Nines, Inc.
For Initial Pilot License

Name _____ email: _____

Home Address: _____

City: _____ State: _____ Zip: _____

Telephone: (_____) _____ Chapter: _____

Please enter below the name of the person who will provide a reference and indicate their relationship to you. Supply their email address if possible.

Please attach an essay (essay may not exceed one page, one side only) and include at least the following elements:

1. Tell us about yourself, your activities in aviation, and participation in The Ninety-Nines. Be specific.
2. Tell us how you have financed your training and education so far. Make a statement of financial need for completion of this training.
3. How will awarding you this scholarship benefit The Ninety-Nines and the aviation community?
4. If applicable, clearly explain any training request that might be considered unusual.

The completed application must include:

1. This form and attached essay.
2. Proof of student medical certificate held, knowledge test taken (with score), and solo.
3. A copy of the last page(s) of your logbook showing current hours flown.
4. A letter of reference from someone not a family member and outside of the aviation community.
5. A letter of recommendation from your chapter chair.
6. The signed and dated Signature Form.

SIGNATURE FORM

Print full name: _____

Signature of Applicant _____ Date _____

Return three (3) copies of the Application and attachments to:

Chicago Area Chapter of The Ninety-Nines
Cynthia Madsen
(see Ninety-Nines Directory for address)

Completed Application and Attachments Must Be Postmarked by **March 1, 2019**