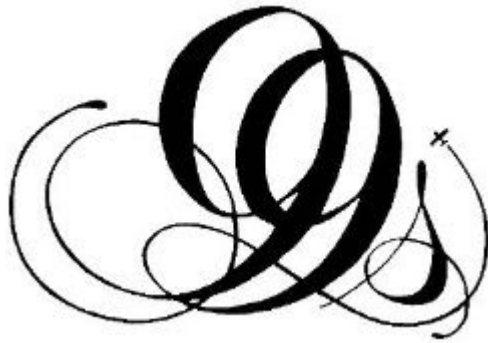


Wisconsin 99 News

July 2019



Upcoming Events

July ~ No Meeting

August 10th Madison

September

- 8th Pancake Breakfast
Watertown (Members to help)

October

- 5th Girls in Aviation Madison
- 12th Meeting in Mauston
- 25th Girls in Aviation
Sheboygan

November

January

- 11th Sheboygan Falls (KSBM)
Business Meeting

February Awards Banquet

March

April

May

- 9th Tower Tour at Madison

December

- 7th Christmas Lunch in Milwaukee

Welcome New Member

Tash F

Ninety Nines Mid-Term Election to Take Place

The Ninety Nines 2019 mid-term election will take place at the International Conference in Dayton, Ohio, during the Annual Meeting on July 20, 2019. Two International Directors will be elected, as well as two Museum of Women Pilots Trustees, one Amelia Earhart Birthplace Museum Trustee, one AE Memorial Scholarship Trustee, and two Endowment Fund Trustees. Information on candidates is in the Member's Area of The 99s website. Please become familiar with these candidates and communicate your preferences to your Chapter's delegates to the Conference. The Ninety-Nines thanks these candidates for their willingness to serve.

Submitted by Laurie Probst

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Submitted by Laurie Probst



The owner of this brand new 2019 Kodiak Quest is working with me to gain comfort with instrument procedures using the G1000 system. It is an amazing aircraft with a 750 HP turbine engine, short takeoff and landing performance and seating for 10. The owner likes to fly Pilots and Paws missions and it appears that an entire kennel could fit in the cavernous interior. The Kodiak is a very well behaved beast. Submitted by Karen Kalishek

Congratulations!!!

Vonda B on passing your Private Pilot Checkride! Woo Hoo!!!!



On Mother's Day weekend, Laurie Probst helped the Waupaca EAA Chapter

with their "Mom's Day to Fly" event. She provided a short ground school about airplane and flying basics, answered questions, and then took each of the ladies for their first flight. The flights were conducted through EAA's Eagle Program. All of the women were very excited and expressed interest in getting their pilot's license. Submitted by Laurie Probst



Glider instrumentation while climbing in a thermal.

Airspeed is 51 (best glide), rate of climb currently 1,100 fpm, passing through 9,400 MSL, maximum positive Gs to that point 3 Gs.

The turn is coordinated - see the yaw string on the canopy? It is straight back.

The yaw string is an important indicator when flying gliders.

Note that there is no attitude indicator! Gliders do not need them since we remain visual.



As a CFI-G I teach cross country soaring theory, but have never personally experienced it. That kind of gap begs to be filled so in mid May I traveled to Estrella Airport near Maricopa Arizona for cross country training with Arizona Soaring. It was magical. Instructor Frank Gomez and I flew 8.6 hours in 3 cross country flights. A trace of the 109 NM, 3 hour flight is attached. Thermals were very active, particularly on the 101 degree day. We released from tow at 2,500 AGL and during the flight attained 12,800 MSL (11,730 AGL).

On that same day a local pilot flew 700 NM in his high performance 60:1 glide ratio glider.

Soaring is an awesome experience. Members of The Ninety Nines may wish to consider taking a glider flight this summer. The Wisconsin Soaring Society has temporarily moved its operations from the Hartford airport to New Holstein (thanks Diane and Perry Welch) while Hartford is undergoing runway upgrades. Submitted by Karen Kalishek



Picture of an open pit mine from 12,300 MSL.

The large, light bare area next to the mine was a great thermal generator.

Just as theory indicated, the thermal was found slightly downwind and we gained 3,500 feet in altitude.

The thermal was a save since just before locating it our glider had descended to the minimum altitude we had agreed was possible for gliding back to our home airport.

Submitted by Karen Kalishek



Back in the hangar, out of the sun following a successful cross country flight.

This is an ASK 21 with a glide ratio of 34:1. Submitted by Karen Kalishek

Habit Forming Emergency Procedures By Karen A. Kalishek

SAFETY TIP ONE

Before EVERY FLIGHT

- o Review one emergency procedure
- o Create a continuous review loop
- o State out loud to increase memory
- o Touch the items – use flows
 - o Throttle, mixture, switch, valve, vent, etc.
- o When to run your review? It depends

Consider oil temperature (e.g. review before start if warm, after start while oil warms up if cold), airport operations, procedure being reviewed

SAFETY TIP TWO

Before EVERY TAKEOFF

- o State your emergency plan
- o Issues on the runway
- o Engine failure below your return altitude
- o Engine failure above your return altitude within gliding distance of the airport
 - o Which runway? Which direction to turn?
- o Engine failure outside gliding distance of the airport

Notes: for takeoff planning consider

>wind direction, wind speed, altitude, distance from runway, obstacles, runway layout, aircraft location

>if departing from a short runway, consider the altitude lost in the turnaround. If not at 2/3 of that altitude by the departure end of the runway, you might not be close enough for turnaround

E.g. if 600 feet is lost during turnaround (see next tip) have 2/3 (400 agl) altitude crossing departure end of runway. To determine minimum altitude over end of runway for turnaround maneuver – add 400 to field elevation

>headwind vs. tailwind. E.g. if stall speed is 50 knots, with a 20 kt headwind, into wind landing = 30 kt groundspeed, tailwind landing = 70 kt groundspeed. Force of the impact is square of the difference (16 times greater)

>Only turnaround when it is more hazardous not to – consider terrain/obstacles

SAFETY TIP THREE

Determine your TURNAROUND ALTITUDE

- o Calculate it at a safe altitude
- o Line up over a 'runway' on the ground
- o Configure for takeoff climb at V_y
- o Close the throttle – note altitude – wait 4 seconds
- o Best glide and 45 degree bank
- o Note altitude loss when lined up over runway
- o **PRACTICE**

Note: Consider adding 40-50% to the calculated altitude loss for a safety margin

Degree of bank	G force	Increase in stall speed
20	1.06	3%
30	1.15	7%
40	1.31	14%
45	1.41	19%
50	1.56	25%
60	2.0	41%

SAFETY TIP FOUR

Know the airport vicinity - WHERE WOULD YOU LAND IN AN EMERGENCY

- o Part of preflight planning
- o Not only at home airport
- o Before departing check
 - o E.g. Google Maps
- o When arriving note features

Notes:

>If asked to extend downwind, consider altitude and terrain/congestion – if the extended downwind would result in being at a low altitude over unforgiving terrain or a congested area request a 360 degree turn on the downwind if able. Intention is to remain within gliding distance of the airport

SAFETY TIP FIVE

Outside the airport vicinity - WHERE WOULD YOU LAND IN AN EMERGENCY

- o Avoid complacency
- o Plan and scan
 - o Include the ground when scanning
- o Note landing options
- o Always keep in mind - Where would you land now?
- o Make it a habit

SAFETY TIP SUMMARY

PREPARE FOR AN EMERGENCY

- o Form habits
- o Use flows
- o Practice on every flight
 - o Before and during
- o Debrief yourself after flight
- o Become proficient

Notes:

>Debrief yourself after every flight. Having a written plan for flight activities and taking notes during flight will be helpful. Review your performance – airport operations, navigation, maneuvers, procedures, checklist usage, communications, etc. What did you do well, what would benefit from further practice? Consider flying with an instructor, research anything that was unfamiliar, make notes on what you will practice on your next flight. A mindset of striving for consistent improvement marks those pilots who gain and retain proficiency

Free Women Venture shirt at EAA Airventure

A free limited-edition purple EAA WomenVenture t-shirt is available to all women who participate in the annual photo gathering on the Boeing Plaza at 11 a.m. **NEW in 2019**, you must register for your T-shirt in advance to ensure the correct size at EAA.org/womenventure. One T-shirt per participant, while supplies last.

May 2019 Meeting Minutes

Minutes of the Wisconsin Chapter of the Ninety-Nines

DRAFT 5-18-19

May 11, 2019

Members present or by phone: M.L. Schroeder, M. Lamia, T. Hartlaub, J. Hartlaub, C. Stark, K. Kalishek, C. Weber, K. Lester-Ross, M. Winters, D. Kulesha, C. Schroeder, D. Becker, B. Nottestad, K. Brown, Brittany _____ (student)

Guests: D. Ross, J. Grosenbacher (FAA – presenter), M. Wild, J. Becker

The meeting was called to order at approx. 10:30 AM.

Great activity with the Girl Scouts last weekend in October in Madison. They were able to earn their

also an FAA FFAST representative. The presentation was eligible for Wings' credit.

- Three levels - BASIC: Student or Private Pilot Advanced: Commercial or IFR
- Need 3 seminars or on-line classes and flight time for credit.
- May need to do advanced training.
- 1 credit = 1 hour

The FAA is currently working on FIRC in Oshkosh, combining theory with practice. They will use scenarios of actual accidents.

- Home study – 16 hours
- Applicants - classroom
- Use of simulators

This program will go national and should be ready in 2 years

If you would like to be a presenter and FFAST representative, you can contact the program at the FAA.

Thanks to Jurg and Karen for an informative and timely presentation and answering our questions!

Submitted by Mary Lou Schroeder

From the Treasurer

Contributions (suggestion is \$15/per year) made out to WI 99s and sent to Krys Brown [1741 River Dr, Watertown, WI 53094](mailto:krysb@charter.net)

Conference Call Information

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

Anyone can be the host to get the call started

Contact Information

Chair - Kathy Lester-Ross 414.218.9588 inspiration2@tds.net

Vice Chair - Bridgett Nottestad Neu 262.224.7553

bridgettnottestad@gmail.com

Treasurer - Krys Brown 920.261.6651 krysb@charter.net

Secretary - Julie Hartlaub 920.482.1696 julie@creativeinc.com

Directors -

Laurie Probst 262.227.8571 kosalof@aol.com

Diane Welch dianeandperry@gmail.com

Mary Lou Schroeder 414.736.5519 opsimpprof@gmail.com

If you have any reimbursable 99 expenses, please documentation and send to

Krys Brown [1741 River Dr, Watertown, WI 53094](mailto:krysb@charter.net)

