

NORTHWOODS NOTAMS



MEETING SCHEDULE

<i>Eagle River, WI</i>	<i>Dec 8th</i>
	<i>Jan 2008</i>
Show and Tell Crafting-IMT	<i>Feb 2008</i>
	<i>Mar 2008</i>
NC Section Mtg Osceola, IA	<i>Apr 26th</i>
	<i>May 2008</i>
	<i>Jun 2008</i>
<i>Joint Meeting with Michigan Chapter 99s</i>	<i>July 18-19th</i>

Reminder: December 8th meeting will held at the Eagle River Inn, 5260 State Highway 70 W, Eagle River, WI beginning at 11am (CST). Business meeting and donation to Northwoods Airlifeline will be presented.

Notice: January meeting will be held at Kubick Aviation in Iron Mountain. We are planning a show and tell crafting session. Bring your favorite crafting project to show everyone and enjoy the beautiful view of the IMT runway while working on it. It just doesn't get much better. Date and time to follow.

CHICAGO CENTER..A SPECIAL VISIT

PAM TRASK, CHAIRMAN

"Skyhawk seven-niner-seven-four X-ray requesting flight following." When I first spoke those words as a student pilot, I felt there was something a bit magical about them. Having a controller on the other side of the radio expertly guiding me along and warning of area traffic, I was comforted. It was as if way up in the sky I had someone to take my hand, lead the way, and watch my back. One of the best things I learned (besides how to land) was how to use flight following. And now I can say that one of the best things since I got my license has been visiting Center to see the operation and the people we are actually talking to when we use this service.

Thanks to Dee Dreger and her controller friend Dean Clark, members of the Northwoods Chapter were invited to tour Chicago Center in Aurora, Illinois. Dee, Sheryl, Lynn, Chantel (our new FWP!) and I loaded up the van on November 17 and headed south from Tomahawk to Aurora, a five-hour trip.

Security was tight! It has been that way since 9/11. We needed to pass through a metal detector, receive visitor ID tags, and sign the time register. Actually, one of our members expressed concern that we might not even get a tour after the "near miss" that occurred the week before around Milwaukee. But we cleared the checkpoint and Dean began our tour inside the compound.

We entered what looked on the outside like an inner-city school



building painted an industrial teal blue and gray. After going down a long hallway, we turned into a very dimly lit area which resembled a large warehouse that was sectioned off on the left and on the right into pods—around 10 total. In each pod room there were around 20 ATC computer stations, not all manned. We were told that Saturdays are pretty slow compared to Sunday night and Monday when the skyways are very congested.

Dean explained that the sequencing of airplanes was very important and with big planes could be five miles apart to 30 miles apart (as is the case going into JFK). We saw on the screens as we gathered around Dean's station that a series of slash marks represented the track of a plane. There was also a grid pattern on the screen which he explained to us.

CHICAGO CENTER—A SPECIAL VISIT (CONTINUED)

One ATC pod area is responsible for a particular quadrant and a controller there directs a plane through that quadrant. When it crosses into another quadrant (a dotted line on the screen), he hands it off to the next controller in charge of that area. Literally, the hand-off is from one pod area to another just across the isle.

“Two near misses today,” said one of the ATC supervisors in a low voice to Dean as we traveled through the different areas. “But we’ll talk about that later.” He sort of said it with a sheepish grin. I was a little surprised with the levity of the place. People seemed pretty relaxed and confident. There were friendly smiles and joking from some, while others were concentrating on their screens and telling pilots to “descend and maintain one-five thousand.” But with all that was going on, and all that had to be done, it was obvious that these controllers knew their jobs and did them expertly.

The controllers, for the most part, were young and 20% were women. We were told that to get a job as an air traffic controller at Chicago Center, you had to be under 31 to be hired. You could only work until you were 56. The shifts are eight hours and starting salaries are around \$30,000. But within a couple of years an ATC could be making well over \$100,000.

Dean commented that some of the folks working there made more money than their congressmen and senators. We all agreed that the controllers probably had greater responsibilities than many politicians anyways and certainly deserved their pay.

Before we knew it, our tour was over. It had lasted a little over an hour, but with all the questions we had and the answers Dean provided, it seemed about 20 minutes. What a great experience that was for us to see the behind-the-scenes workings of Chicago Center. I know it makes me appreciate the special and difficult job those ATC folks do. The visit left me feeling very impressed with the whole operation and eager to use flight following the next time I am . . . here, there, or in the air.

—Pam



Photo taken by Sheryl Rains

AVIATION QUIZ

1. During one of my solo cross-country flights the other day, I ran into some unexpected weather conditions that hadn't been mentioned during my preflight weather briefing. I wanted to notify someone of the conditions I was encountering. How is this done?
2. Where do the numbers for a transponder squawk code come from?
3. If I'm making a long cross-country flight that will cover hundreds of miles, what is the best way to get in-flight weather information?
4. I just realized that some of my flight time has been logged incorrectly, and I would like to make corrections where needed. How can I best accomplish this?
5. Can I use a flight simulator to meet the training requirements for my private pilot certificate?

Questions/Answers provided by AOPA e-Pilot



ANNOUNCEMENTS

If you are interested in hosting a Northwoods Chapter monthly meeting, please contact Pam Trask at (906) 779-9157

ptrask@mac.com

or

Lynn Sykes at (906) 362-5966

cherokee56978@gmail.com

Please invite your friends who are interested in aviation to our meetings.

We would love to share our enthusiasm and love of flying with them.

Who knows...they may just acquire the passion for flight that we all have.

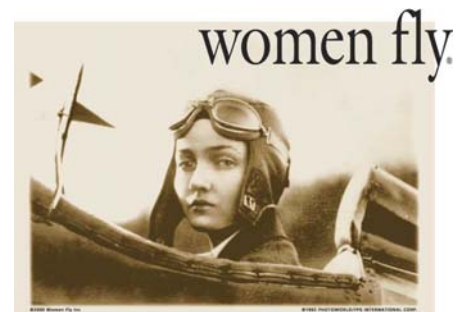
Please submit articles for the newsletter to Lynn. Share your flight experiences!!!

“When once you have tasted flight you will always walk the earth with your eyes turned skyward: for there you have been and there you will always be.”

Leonardo de Vinci

MEMBER SPOTLIGHT—PAM TRASK

1. **Job Title:** Teacher—French & English—High School
2. **What I enjoy most about my job:** My students and speaking French and traveling to France every other year
3. **When I am not at work I am:** Knitting, walking with friends, cooking, gardening
4. **Aviation/Group affiliation:** Northwoods Ninety-Nines
5. **One thing most people don't know about me:** I play the French horn
6. **My greatest accomplishment in life so far:** I got my Mrs. Degree 12 years ago. I'm married to an amazing pilot and a great husband!
7. **One thing I want to do before I die:** Travel to Tahiti and learn to hoola (or do the native dance, whatever it is called)
8. **My least favorite place to be:** In-service day at school. Ugh. I hate long, boring meetings
9. **My favorite place to be:** Sitting on my deck in summer reading a book and feeling the warm summer sun on my face
10. **Why I joined the Ninety-Nines:** I love the idea of women supporting each other in the world of aviation



AVIATION QUIZ

ANSWERS

1. Pilot weather reports (pireps) can be given to the ground facility with whom you are communicating, for example, EFAS, AFSS/FSS, ARTCC, or terminal ATC. One of the primary duties of EFAS facilities, radio call "Flight Watch," is to serve as a collection point for the exchange of pireps with en route aircraft. Pireps provide valuable information regarding the conditions as they actually exist in the air, which cannot be gathered from any other source. They can confirm the height of bases and tops of clouds, locations of wind shear and turbulence, and the location of in-flight icing to name a few things that a pilot might come across while en route. When a pirep is filed, the ATC or FSS facility will add it to the main distribution system to brief other pilots and provide in-flight advisories.
2. The transponder may appear to be an innocuous black box, but the information it provides to controllers is critical to operating safely in today's complex airspace and high-density traffic. Air traffic control (ATC) facilities are assigned banks of two-digit codes that have specific meaning within the system. Each facility has specific codes for VFR arrivals landing at the primary airport, for aircraft passing through the airspace and receiving radar advisories, and for high- and low-level departures headed in various directions. When ATC receives a hand-off from another sector or ATC facility, the first two digits of the squawk code give the receiving controller an idea where the aircraft is going and what it's doing.
3. Flight service's En route Flight Advisory Service (EFAS), better known as Flight Watch, provides routine weather information, pilot reports, and current reports on the location of thunderstorms and other hazardous weather as observed on weather radar. Flight Watch can be contacted on 122.0 MHz. In order to properly hail Flight Watch when you make your initial call, use the name of the controlling flight service station if you know it. If you don't, just broadcast "Flight Watch" and your aircraft's identification and approximate position. Use the nearest VOR as an easy locator. (You must tell them where you are because you may be within radio range of more than one facility.)
4. You should first discuss the situation with your instructor(s) and do a quick audit of your logbook just to make sure that corrections are valid and necessary. If it's only a couple of errors that need to be corrected on the same page, you can line through the errors within each column with a pencil, make the necessary adjustments, and initial each correction. If there are a lot of incorrect entries that span multiple pages, you should make a small notation (an asterisk or cross symbol, for instance) next to each line entry that is incorrect, calculate the new corrected flight time for each column, and then make a single one-line adjustment in your logbook.
5. FAA regulation 61.109(k) allows a certain amount of hours to be accomplished in an approved flight simulator and/or flight training device (FTD) and credited toward your aeronautical experience requirements. There are differences between a flight simulator and FTD, neither of which are to be equated with a personal computer software program like Microsoft Flight Simulator. A flight simulator is a full-size aircraft cockpit replica of a specific aircraft make/model that uses a motion and visual cueing system for ground/flight operations. An FTD is an open flight deck area that can be used to simulate various aircraft and may or may not have a motion/visual cueing system. An authorized instructor must be present in order to log the simulator training time. The use of a simulator will give you the advantage of learning and practicing the necessary flight maneuvers you will be expected to perform during your checkride and typically save you money too. Additional insight into the use of simulators can be reviewed in the Pilot Information Center's subject report on flight training devices.



NORTHWOODS AIRLIFELINE

BY TERESA LOUYS

A 56 year old dialysis patient needs to be in Madison within 3 hours on a snowy winter's night to receive a new kidney. A young boy's appointment for leukemia treatments is an 8 hour drive away. A seven month old baby needs periodic examinations for her heart ailment in Minneapolis. A 33 year old woman injured in a motorcycle accident in Omaha is ready to come home but can't travel by car.

These are real life problems faced by people living in Michigan's beautiful but remote Upper Peninsula - problems which Northwoods AirLifeline was formed to address.

**Welcome to Northwoods AirLifeline
where volunteers working together perform miracles in the sky!
24 Hour Emergency Line: 1-800-311-1760**

Northwoods AirLifeline is a non-profit organization of volunteer pilots from Michigan's Upper Peninsula and northeast Wisconsin who donate their time and aircraft to help patients and their families with urgent medical needs for services not found locally. Since our founding in 1989, over 2000 missions have been flown to destinations in lower Michigan, Minnesota, Wisconsin, Illinois, Indiana, Ohio, South Dakota, Iowa, Nebraska, Missouri, Connecticut, and Texas, all at no cost to the individual.

Northwoods Airlifeline helps meet the needs of individuals who are financially distressed, unable to travel by other means, or under severe time constraints. We have found the most urgent transports involve transplant cases, since there is no place in the Upper Peninsula where transplants are done and the window of opportunity to perform the procedure is small. We frequently receive transport requests from chronically ill people who cannot drive long distances or afford commercial flights to specialized medical facilities. We also transport individuals beyond medical help who want only to be taken home be with their families, a service not covered by insurance. Relatives of severely injured patients transferred out of area may themselves need immediate transportation to be with their loved ones. These are among the many logistical gaps in medical care that Northwoods Airlifeline attempts to fill.



Northwoods Airlifeline was conceived by Bob Larson of Kingsford, Michigan in 1989. Bob and his wife Ruth still actively coordinate our group's efforts. Our organization recruits volunteer pilots, operates a dispatching network to receive and fill requests for transportation, and conducts community education and fund-raising programs for its services. We have no salaried personnel or rental expenses. Our pilots absorb most of the expenses for each flight, amounts typically totaling several hundred dollars. Generous individuals and organizations help provide financial support for fuel, dispatch, hangar and aircraft expenses. The local community has been very supportive of our mission to help transport those in need.

NORTHWOODS AIRLIFELINE (CONTINUED)

Northwoods Airlifeline, a 501(c)(3) charitable organization, is governed by a board of nine pilots and community leaders. We solicit referrals from a wide network of community professionals and institutions. Our activities have been warmly received by specialized hospital care units such as the CS Mott Children's Hospital and University of Michigan Medical Center in Ann Arbor, and the Mayo Clinic in Rochester, Minnesota. Northwoods Airlifeline is also affiliated with the St Vincent De Paul Society, the Salvation Army, and the Shriners through their excellent system of hospitals. Northwoods Airlifeline is associated with Air Care Alliance in Manassas, Virginia. The Lions Clubs of Michigan has been a major supporter of our efforts, particularly in the construction of our hangar at the Iron Mountain airport in 1999.

Northwoods Airlifeline (NWALL) welcomes your support. Founder Bob Larson puts it very well: "Before we formed NWALL, I didn't realize how many people in the U.P. are suffering from cancer and other serious medical problems, or who are anxiously waiting for an organ transplant. My phone rings at all hours, but the rewards are great." We echo the words of our founder as we carry on the mission he began.

The Upper Peninsula of Michigan covers over 60,000 square miles with a population of about 350,000. Located between Lake Superior and Lake Michigan, inclement weather, such as heavy snowfall or icing in the clouds and near the ground, is common. Since 1989 Northwoods AirLifeline has completed over 2000 missions, with only about 100 postponed due to inclement weather.





NORTHWOODS CHAPTER NINETY-NINES OFFICERS

Pam Trask	Chapter Chairman
Lynn Sykes	Vice Chairman
Jeffrey Dohrenwend	Secretary
Cindy Brew	Treasurer
Eloise Greenlee	Member at Large

We're on the Web!!
www.northwoods99s.org

NORTHWOODS CHAPTER NINETY-NINES COMMITTEE CHAIRMEN

Chrys Levesque	49 1/2
Dee Dreger	99 News Reporter
Jeff Dohrenwend	Adopt-an-Airport
Sheryl Rains	Air Marking
Eloise Greenlee	Guardian Angels
Eloise Greenlee	Future Women Pilots
Dee Dreger	Membership
Lynn Sykes	Newsletter
	Public Relations
	Safety Education
	Scholarship
	Scrapbook
Pam Trask	Waypoint Reporter
Sheryl Rains	Website
Dee Dreger	
Lynn Sykes	

