

CORBEN COURIER

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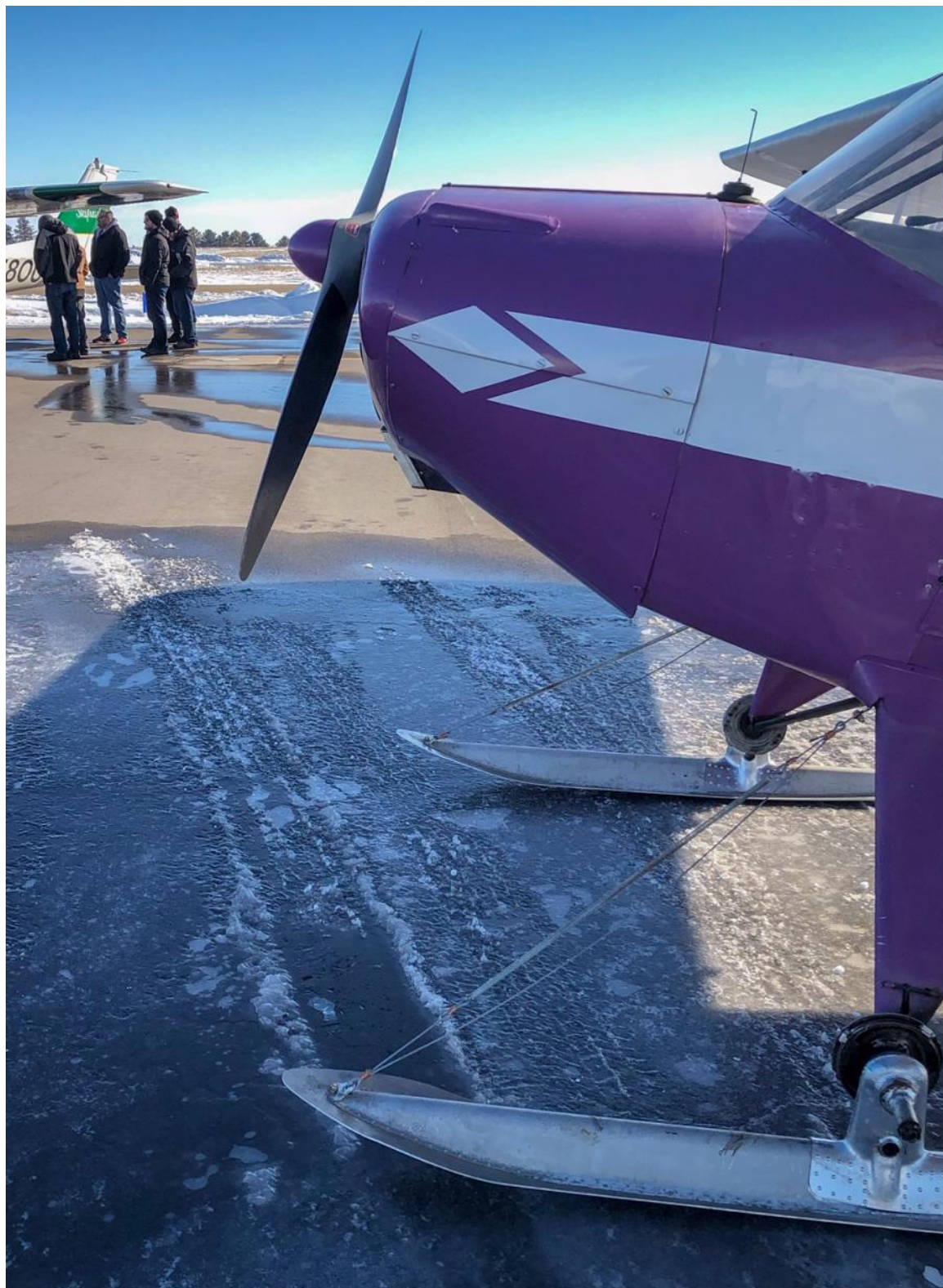


Image Credit:
Skot Weidemann

Squawk VFR

Shane Baker

Everyone,

Beginning this year, EAA introduced a new program to recognize exemplary EAA chapters nationwide. This program is designed to encourage chapters to meet certain performance thresholds, and to provide them with the tools and resources to reach their goals.

Each chapter has the ability to earn up to 10 points, and these points are awarded based on the following criteria:

1. Attending a chapter leadership training session or academy
2. Consistent growth or retention of membership
3. Offering an IMC or VMC club program
4. Participation in the EAA Young Eagles or Flying Start program
5. Having an assigned Flight Advisor or Technical Counselor
6. Participating in the EAA annual chapter membership survey

7. Reading the EAA ChapterGram regularly
8. Requesting EAA promotional materials
9. Hosting at least two public events per year
10. Owning or leasing a facility/clubhouse

Based on all these factors, I am excited to announce that Chapter 93 achieved a score of 7/10, giving us a bronze rating and placing our chapter in the top 20% of all EAA chapters nationwide!

Reaching one of the three recognized levels of bronze, silver, or gold give the chapter additional promotion on the EAA website, a special news story about our chapter, and a plaque or banner to commemorate the achievement.

This is something to be very proud of, and it wouldn't be possible without our membership. THANK YOU.

We have an exciting year ahead of us, and I am looking forward to ways we can reach the next level. If you have suggestions, I am all ears.

Until next time,
Shane

Bill Rewey Memorial Builders Grant Draft

Brianna "Breezy" Moczynski, Additional Contributions by Shane Baker

The board members of Chapter 93 are considering enacting a grant in honor of the late Bill Rewey, who left us last month. Named the Bill Rewey Memorial Builders Grant, the intention behind the chapter-funded grant is to provide cash grants or specialized training to deserving aircraft builders to aid in their obtaining, construction or completion of homebuilt aircraft. Eligibility requirements and application processes are still under consideration and will be discussed at the April Board Meeting on April 3rd. Chapter 93 members are encouraged to attend if they are interested in the discussion. When and if the grant is approved by the board of Chapter 93, more information on the final draft of the Bill Rewey Memorial Builders Grant will be provided.



Skot Weidemann and Ethan Brodsky enjoying Culver's Chili together in the hangar at the Platteville Chili Fly-in on February 16th, 2019
Image Credit: Skot Weidemann

Newsletter Staff

Brianna "Breezy" Moczynski, Reporter, Editor
Travis Pederstuen, Designer, Editor

Have an interesting story to share?
Want to contribute or send feedback?
Please contact Breezy at: breezyjo1223@gmail.com

So What Exactly Is The “WINGS - Pilot Proficiency Program”?

Brianna “Breezy” Moczynski

“The Ins and Outs of ADS-B”, “Avoiding Airborne Traffic”, and “Aeronautical Decision Making” are the names of just some of the FAA’s seminars, past and forthcoming, that qualify for WINGS credit. We’ve all heard of the WINGS program and about signing up for “WINGS credit” but did you know that this on-going training program sponsored by the FAA qualifies as your flight review checkride (previously BFR) per [14 CFR 61.56\(e\)](#)? Having been updated from its previous program, the current WINGS program operates slightly differently from its predecessor, with a more user-friendly web interface all while maintaining its mission in promoting aviation safety. From the FAA Safety webpage: “The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community”. Not only are these activities and seminars useful during your flight review, but they can be incredibly helpful tools and references when making decisions in the air. With a focus on continued learning, the WINGS program provides both in-person seminars, online courses, and webinars in addition to activities offered by the APOA, ASA, Sporty’s and Gleim Publications to help you through the different phases of “Pilot Proficiency”.

The WINGS program provides different requirements for each Level of the program, (Basic, Advanced, and Master, with unlimited Phases within each Level) and for each aircraft category and class including specific topics and flight maneuvers. The program is open to all pilots that hold a United States pilot certificate, including Student Pilots, who complete Phase 1 of the program at the Basic Level when they receive their private pilot certificate in

addition to an online Aeronautical Decision Making course. In general, however, in order to qualify for the flight review, a minimum of Phase 1 at the Basic Level must be completed which includes 3 Knowledge Credits (from seminars, online courses, webinars, etc), and 3 Flight Credits which focus on procedures and maneuvers and do not necessarily equate to 3 hours of flight time; the program is designed to potentially lower the cost of the flight review (to the extent your skill level allows). After each Level of the WINGS program is completed, an official WINGS lapel pin can be requested online, bolstering the Basic, Advanced, and Master Levels and displaying your proficiency. Lastly, some insurance companies recognize success in the WINGS program as well and provide incentives.

You can sign up for an account on www.FAASafety.gov in order to start registering and earning your WINGS credits (if you do not have future access to a computer, instructions for those without computers are provided as well). The “QuickWINGS” feature of the site allows you to track the status of your WINGS credits as well as your Flight Review Expiration Date. It also provides a portal to any upcoming seminars that you may have registered for and allows you to review the requirements of any Flight Credit activities you choose. For an overview of the WINGS program, the “[FAASafetyTeam WINGS Program Tutorial for Pilots](#)” video on Youtube provides a quick, 15 minute overview of the changes that have taken place between the old and new versions of the program and provides a step-by-step guide on how to set up your account. Further information can be found in the [FAA WINGS Pilot Proficiency Program User’s Guide](#) and in the [WINGS- Pilot Proficiency Program Advisory Circular](#).

With aviation safety being paramount, the WINGS program provides a useful and easy tool for continued learning even with the ceilings are low and the crosswinds strong.



Devil’s Head Resort



Sunset on the wing



Devil’s Lake State Park

February Students and Rusty Pilots Meeting

Brianna “Breezy” Moczynski

On February 13th, fifteen Chapter 93 members attended a Students and Rusty Pilots meeting organized by Brendan O'Rourke at the Morey Airport Conference Room in which Jacob Diener, KMSN tower and approach controller and Blackhawk helicopter pilot, presented information on ATC services and communications. In the meeting, friendly reminders were discussed when speaking to ATC including listening to the frequency before transmitting and giving all of your information on initial contact in order to eliminate the necessity to transmit back and forth multiple times between pilot and controller. Additionally, using standard phraseology and keeping transmissions brief are important aspects to keep in mind, but Jake also mentioned that, when in doubt, understanding ATC instruction is paramount in order to maintain a safe airspace; if you don't understand the instructions, ask to clarify them! Other things to keep in mind when communicating with ATC include that, although Cambridge is recorded as a VFR reporting point on the Chicago Sectional Chart it is not on KMSN's radar screens and when receiving flight following, it can be useful to include the words “to destination” in your transmission to ATC so as to be sure your services aren't dropped when you're not expecting it!

Jake also passed around examples of flight progress strips showing various types of aircraft including commercial jets and general aviation aircraft as well as NOTAM and weather updates. He also discussed the flight progress strip system and how the strips are transferred between the tower and radar room as well as what happens if a strip gets “stuck” in the

transfer tube. Other topics discussed throughout the meeting included special VFR and IFR flying in Madison's airspace, types of job positions within the tower, local squawk codes, TRSA airspaces, and ADS-B validation flights.

Previous Students and Rusty Pilots meetings have covered a wide variety of topics including preflighting various types of aircraft (biplanes, high wings, low wings, aluminum, wood, fabric covered, etc. with example aircraft on display from our Chapter members!), deciphering NOTAMS, flight planning, understanding weather patterns, and of course, flying! (when weather permitted). The meetings take place on the second Wednesday of each month at Morey airfield and are aimed at not only our students or rusty pilots in the Chapter, but all of our members interested in the monthly topic. Everyone involved can learn something new from each meeting and our more advanced pilots are always encouraged to share with others, their knowledge of flying.



Jacob Diener, KMSN tower and approach controller, explaining flight progress strips at the February 13th Students and Rusty Pilots meeting. Image Credit: Sara Siddiqui

Member Spotlight: Nancy Burton

I have been interested in anything in the sky since I was a little girl: stars, clouds, birds and airplanes. I was always looking up. My brother was a Navy fighter pilot and I knew how awesome that was but I never thought that I would ever get the chance to fly. When I saw very interesting planes fly over heading for a Heavy Bomber weekend at KMSN I stopped in. The folks from CAF encouraged me when I expressed an interest but I had doubts that a newly retired ER nurse could even think about flying. On a whim, I took an intro flight and I knew it is what I wanted to do.



Except for one cousin who lives states away I didn't know anyone interested in aviation. My friends change the subject when I talk about it and my family is generally rather freighted of the whole thing even though they try to be supportive. Being a member of EAA Chapter 93 as well as WAI has given me so many opportunities to meet with people of similar interests. I especially have enjoyed the volunteer opportunities that these organizations offer and have participated in Young Eagles, Heavy Bomber Weekend, Cub Scout night and the pancake breakfast. Chapter 93 has also given me the opportunity of a lifetime last summer when I was able to fly to Appleton on Aluminum Overcast. That is certainly an experience I will never forget!

I am currently a student pilot flying a Cessna 152, N49439 mostly, at Wisconsin Aviation. I did have a fun flight in the Cirrus this summer, however! I have to finish my cross countries if weather will allow and then do my checkride prep. I know that this is taking me a long time but I am enjoying the



process, however frustrating! My goal is just to fly for fun and make new friends along the way. I thank Chapter 93 for helping me accomplish this.

Interested in being the next Chapter member featured in the "Member Spotlight"? Would you like to nominate another member? Contact Breezy at breezyjo1223@gmail.com.



Ray Aviation Scholarship

Brianna “Breezy” Moczynski, Additional Contributions by Jeff Plantz

The [Ray Foundation](#) was founded by James C. and Joan L. Ray, after James’ involvement in the Army Air Corps, following the attack on Pearl Harbor on December 7th, 1941, his post-war involvement in the Air National Guard and later, with his continued involvement in general aviation and EAA. He was the recipient of the 1992 Freedom of Flight Award from EAA and in 2009 had a thoroughfare on the AirVenture grounds named in his honor. As part of his continued appreciation for aviation, he made possible facilities such as the Air Academy Lodge in Oshkosh as well as the Ray Aviation Scholarship.

Supported by the Ray Foundation and managed by EAA, the Ray Aviation Scholarship fund administers \$1 million annually in flight training scholarships to qualified EAA Chapters in order to help youth interested in aviation manage the expenses involved in flight training. With a goal of an 80% success rate in youth flight training, the program focuses not only on getting youth involved in and completing flight training, but also emphasizes their participation in their local EAA Chapter.

In early March, the Ray Aviation Scholarship program reserved Chapter 93 a \$10,000 grant to fund our Ray Aviation Scholarship program; enough to pay for a significant portion of the private pilot certificate training process for one very deserving nominee. Youth can be nominated for the scholarship and must meet various criteria in order to be eligible for the scholarship including possession of a student pilot certificate and an FAA

medical certificate, as well as being between the ages of 16-19 for powered flight training. The nominee must also be able to begin flight training within 60 days of receiving the scholarship, must be willing to provide flight training progress reports (every three months or upon completion of training milestones such as completing their first solo or completing the FAA written knowledge exam), participate in two hours of volunteer work for the Chapter each month, and must complete flight training within 12 calendar months of receiving the award. Additional consideration will be given to nominees previously enrolled in the Young Eagles program, who are EAA student members, and are actively participating in the EAA Flight Plan (the Sporty’s Learn to Fly Course).

Applications should be available from EAA Headquarters within about two weeks and upon submission of the application, candidates and their parents will be asked to sit down with the Chapter selection committee to discuss the scholarship requirements and expectations. The Selection Committee will be looking for not only a very motivated nominee, but for younger, recently certified private pilots to would be willing to mentor this individual as well. The Chapter has also decided to apply for the scholarship in 2020 with the hope to continue this incredible opportunity into the next year as well.

The complete list of the Ray Aviation Scholarship Eligibility and Requirements is available on the [EAA website](#). For more information on the Chapter 93-specific scholarship, contact the Ray Aviation Scholarship Coordinator, Jeff Plantz at plantzjeff@gmail.com.

View through a taildragger’s
windscreen towards the crowd
as the Platteville Chili Fly-In
winds down
Image Credit: Skot Weidemann



Calendar of Events:

Chapter Member Gathering

(Wed) March 20th, 2019 (18:00 Social; 18:30 Program) Fitchburg Community Center

Tom Rebholz Memorial Chili Fly-In/Drive-In

(Sat) March 23rd, 2019 (11:00-14:00) Middleton Municipal Airport/Morey Field

Builders and Restorers Workshop

(Mon) March 18th, 2019 (19:15-23:00) 3333 Burke Rd. Madison (in the shop; contact Jim Zirbel for more information at (608) 800-2775)

Chapter Board Meeting

(Wed) April 3rd, 2019 (18:00) Morey Conference Center

Students and Rusty Pilots

(Wed) April 10th, 2019 (18:00) Morey Conference Center

Bill Rewey's "Celebration of a Life Well Lived"

(Sat) May 18th, 2019 (13:00 Gathering, 14:00 Ceremony) Sugar Ridge Airport

Save the Date!

Heavy Bombers Weekend

(Fri - Sun) July 19 - 21 (9:00-17:00) Wisconsin Aviation



One of a handful of ski planes that made an appearance at the Platteville Chili Fly-In
Image Credit: Skot Weidemann