

# NORTHERN FLIGHTS



Official newsletter of the Minnesota Ninety Nines Women Pilots

January 2016

Well we're into the start of 2016 after a very busy 2015 and 2016 looks to be busy too! The first being our first quarter meeting at Fleming Field (KSGS) on Saturday, March 5th. Kjersti has lined up a tour of the Wipaire facilities which should be very interesting! We have decided to alternate our Chapter meetings between Saturday and Sunday so more members are able to attend so please note that when you check the calendar. Kjersti has lined up some great tours associated with our meetings – so if you haven't already checked the calendar on our website (<http://minnesota.ncs99s.org>) please do so!

That is followed up by the North Central Section meeting being held in Kansas City, MO on April 15-17. Information on the NCS meeting is on the NCS website ([www.ncs99s.org](http://www.ncs99s.org)) including the registration form, schedule, and events.

We're expecting to have a number of airmarkings this year. Tracy will be contacting and scheduling those in the March/April time frame. If you haven't helped out at an airmarking please consider it this year. We've had a lot of press the past few years on our beautiful airmarkings – hence the increased interest by airports. Our Chapter does more of them than any other chapter in the North Central Section and Tracy is contacted by other chapters for "how to" advice. I'm always proud to report our airmarking activity at the Section meetings.

We will be holding a formal Chapter election this year in June. We haven't done one of these for a while so I think we need to go through the process again. So if you are interested in any of the Chapter positions; Chair, Vice Chair, Treasurer, or Secretary please let me know. We are currently on a 1 year schedule for each position. Please think about it – the more ideas and input we have from members the stronger our Chapter will be. More information on this at our March meeting.

Don't forget about the important scholarship deadlines! The Fly Now scholarship application must be given to Marcy by March 15. The next one will be due to Marcy by September 15. Anyone who is interested in either of these scholarships can contact Marcy at any time for more information. A note from Marcy - I also encourage them to begin early to fill out and complete their applications, and to e-mail me copies of any parts they complete as soon as they are done, so I can review them and make any suggestions for improvements. The sooner they get things completed, the less stress there is at the last minute.

I also sent out an email regarding the Richard J. Santori Memorial Scholarship – note that deadline is March 1st and as I indicated if you are interested please let me know ASAP so I can get a letter of recommendation done for you.

*As always I wish you have fair winds and clear of clouds!*

*Patti*





### **Chapter Chair**

Patti Sandusky  
pilotpatti@hotmail.com

### **Vice-Chair**

Cheryl Daml  
cdaml@msn.com

### **Treasurer**

Tracy Davenport  
tdavenport99@aim.com

### **Secretary**

Melissa Aho  
mkahoo@yahoo.com

### **Membership Chair**

Kjersti Kittelson  
kjerstiliv@gmail.com

### **Activities Chair**

Kjersti Kittelson  
kjerstiliv@gmail.com

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Know of prospective members,  
contact our Membership Chair:

Kjersti Kittelson  
16527 Irwindale Ct,  
Lakeville, MN 55044  
kjerstiliv@gmail.com

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### **Minnesota 99s website:**

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Northern Flights is published  
quarterly by the Minnesota 99s.  
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## **FLYING ACTIVITIES**

**March 5th** Business meeting at Fleming Field FBO (KSGS) and tour of Wipaire;

**April 5-10, 2016** Sun n Fun, Lakeland FL

**April 15-17, 2016** North Central Section meeting, Kansas City MO

**June 12th** Business meeting at Surfside Seaplane Services hangar with talk by Bruce Hanson;

**July 6-10, 2016** - 99s International Conference, Ottawa, Canada

**July 5-9, 2017** -99s International Conference, San Antonio, Texas

**August 21st** at the Granite Falls Airport (KGBD) with tour of the Fagen Museum

**2018 - 99s International Conference**, Philadelphia, Pennsylvania

**2019 - 99s International Conference**, host North Central Section

**Dec. 3** - Tree of Hope at Maple Lake Airport, MGG

**Dec. 10**, 11:00 am MN Chapter Holiday/ Business Meeting, Key Air, ANE

## **WELCOME**

Welcome to Robin Giguere on your new membership to the Minnesota 99s. We are happy to have you part of our organization!

## **MN 99s SHIRTS**

New MN 99s shirts are available. They have the new logo embroidered on them and they are made with 100% Pima cotton which are soft and comfortable. The shirts are \$25.54. If you are interested, please contact Patti Sandusky at 612-308-4291 or pilotpatti@hotmail.com



## *In Memory of George Sugden*



**George Willard Sugden**, 91, of Mankato, died Saturday, January 9, 2016 at Water's Edge Assisted Living.

Visitation will be from 4-6 p.m., Tuesday, January 12 at Northview - North Mankato Mortuary. The funeral service will be at the First Presbyterian Church at 11:00 a.m. on Wednesday, January 13, with visitation an hour prior. Rev. Chris Conlin will officiate. Interment will be at the Glenwood Cemetery. Rather than flowers, please donate to the church, VINE, Mayo Clinic Health Systems Hospice, or the donor's choice.

George was born to Mary Willard Sugden and George William Sugden on September 11, 1924 in his parent's home on 137 Lincoln St, Mankato. He attended school in Mankato until graduating from high school in 1942. He attended Iowa State University in Ames for a short period before going on active duty in the Army. It was at Ames that he met the love of his life, Nadine Ransom, on the 'best blind date ever' while she was visiting the university. After separating from active duty in 1946, he went to the University of Illinois for school and pursuit of Nadine. After marrying her in the First Presbyterian Church, Mankato, on June 20, 1947, they lived in Minneapolis where George finished his B.S. at the University of Minnesota and began working at Midland National Bank. They moved to Mankato in 1951 where George was employed as a teller for what became Wells Fargo-Mankato, retiring as its President in 1985. During that time and beyond he was involved in and led numerous community activities (among them Jaycees, Chamber of Commerce, MSU, Airport Commission, First Presbyterian Church, Kiwanis, Masons, American Legion, and Public Safety Office). He loved flying and became an instructor pilot, receiving the Wright Brothers Master Pilot Award from the FAA for aviation safety. George also served in the Army Reserve until retiring as a Colonel.

George loved traveling, DQ chocolate malts, summers at the lake, a cold beer, watching Minnesota professional and MSU college sports, and, most of all, family. He is survived by his wife of 68 years, Nadine, son Brian (Elizabeth) of Virginia, daughters Marla (Ron) Higginbotham of New Mexico and Janine (Randy) Turbes of Madison Lake, granddaughters Nissa Sugden (Mankato), Jamee Whaley (Burnsville), Shannon Russek and Meredith Stokes (both Texas), and Laura Teschner and Elisa Holden (both Virginia), and nine great-grandchildren.

# MN Aviation Hall of Fame



The Minnesota Aviation Hall of Fame, a nonprofit organization that honors pioneer and historic Minnesotans for their contributions to aviation, will be inducting Julie Clark to the 2016 Hall of Fame. She will be one of eleven individuals that will be recognized at a banquet on April 30, 2016 at the Ramada Mall of America in Bloomington, MN. **Julie Clark** was the first female pilot at a major airline, Hughes AirWest. Her storied career from 1976-2004 includes a logbook with 66 aircraft types, 33,000 hours of flying and the restoration of a T-34 for airshows. Clark spends her summers at Minnesota Sky Harbor Airport in Webster, MN. For more information on the banquet: <http://mnaviationhalloffame.org/>

## FLYING TIPS

*Courtesy Flying Magazine  
By Pia Bergqvist*

## How to Fly a Drone

The drone industry is booming and small unmanned aircraft systems (sUAS) may become one of the most popular Christmas presents this year. Yesterday the FAA's new drone registration rules kicked in, requiring all people flying an sUAS between 0.55 lbs and 55 lbs to register their aircraft. If you are flying a heavier drone or are using it for anything but hobby and recreation you will have to go through a more arduous registration process.



In order to register and fly your drone you need to be at least 13 years old. Simply log on to [www.faa.gov/uas/registration](http://www.faa.gov/uas/registration), enter some basic information, pay \$5 and off you go. You also have to affix the registration to your sUAS.

But make sure that you use some common sense when flying your drone. While the FAA has not yet established formal rules for the use of sUAS there are some guidelines that you need to follow or you could get yourself in trouble. The FAA is expected to release a smartphone app called B4UFLY soon, but right now you can get guidelines from a website called [knowbeforeyoufly.org](http://knowbeforeyoufly.org).

Keep your drone within line of sight at all times and below 400 feet AGL. Make sure that you stay well clear of other aircraft. Stay at least 25 feet away from people or vulnerable or sensitive property. Respect people's privacy if you are using cameras.

If you are flying within five miles of an airport you need to contact the control tower or airport administration and steer at least two miles clear of heliports with a published instrument approach. And make sure you remain well clear of areas of firefighting, agricultural application or other areas where low flying aircraft are likely to be found.

Several firefighting missions have been suspended due to the interference of drones and there have been many near misses reported near commercial airports. If you fly your drone in an unsafe manner you can expect serious repercussions from law enforcement.

# My Experience Competing in the Air Race Classic

By Tracy Lovness



As members of the Ninety-Nines, all of us have read and talked about our organization's involvement in the Air Race Classic. With pride, we tell inquiring friends about how the first women-only transcontinental race started in 1929 and was called the "Women's Air Derby". We say that today's race covers a new route every year and is approximately 2400 statute miles with each contestant having four days to complete the race in VFR conditions. We also explain that each plane is handicapped for speed and power and that each aircraft is competing to have a ground speed that is faster than the assigned handicap speed of her plane. We go on to explain that it is not the first team to cross the finish line but the one who has successfully challenged the elements of winds, density altitude, fuel management and a host of related factors to achieve this faster ground speed. The team that has the greatest differential is the winner.

I did my homework and read the rules and regulations that govern the Air Race Classic. I knew the registration dates and fees associated with entrance qualifications. With this knowledge and a desire to take on new challenges, I decided in the fall of 2011 to commit to entering the upcoming 2012 Air Race Classic. This is when I moved from 'knowledge you get from reading and talking to others' to 'knowledge you get from having to do it yourself'.

First, I had to create a team. This, I found out, is the most important factor in determining success. As individuals, we have our strengths as well as our pockets of weakness. The task was to identify those areas that I needed someone's strengths to complement me. As the pilot, I had to identify multiple traits in my chosen navigator that when working together we each know our areas of responsibility and have complete faith in each decision made as a team. I underestimated the time that it takes to build a team environment that fully understands and can act flawlessly to the challenges of participating in an air race. It takes passion to want to improve and equal parts confidence in deciding when not to follow the status quo.

Second, I had to get the aircraft ready. Although I fully enjoy taking care of the plane and making sure it is operating safely, I needed to get totally immersed in the paper work that has to be submitted to race officials. Compliance AD's and numerous technical data was starting to become understandable and interesting. I did numerous test flights with our chief mechanic and tested different leaning procedures for different altitudes. Just flying the plane with full rich fuel mixture is one thing. Another is the 'rich of peak' and the third, which I have become very knowledgeable with, is to manage fuel flow by EGT's during the climb and cruise. We also were testing fuel flows that maximize power at different density altitudes, all at the required full throttle. I had to get very involved in fuel flows through climb and cruise as you do not want to carry excess fuel onboard.



# My Experience Competing in the Air Race Classic *(cont'd)*

By Tracy Lovness

Third, I had to train how to fly a race. Have you ever been at 3000' AGL, 5 miles from the approach end of an airport and while maintaining full throttle, descend to less than 200' AGL over the threshold numbers and fly the runway length. If not, don't try it without an experienced instructor on board the first few times. It's exhilarating

and an unbelievable accomplishment when you can repeatedly do it and achieve Vne speed of the aircraft just prior to the timing line. Remember, they tell you beforehand how they take the start and finish timings. What they don't tell you is how you should fly the last 10 miles to the timing line. I also learned how to calculate the pros/cons of climbing higher or descending lower to get more favorable winds versus higher true airspeeds. Again, I had to learn how to determine the trade-offs.

Fourth, I quickly learned that when it's your plane, it's your game. By this, I mean that I was responsible for our team being at the required briefings and meetings. I had to respond to the inspectors when questions are posed as to technical issues during the aircraft's inspection prior to the race start. I was also surprised by all the media that cover the race during the course of the four day event and the questions they ask and to ensure that my response

was informative. All the support you get back at your home base is just that, back at the home base. Now it is up to me and not only is my team mate counting on me, so too are all the resources that supported the effort in getting us ready to compete in the race.

Fifth, As thorough as you practice and plan, things happen. Some may say that you need to keep an open mind while others may say that you need to stay focused. My experience during the different races that I competed in is that decision making needs to be robust but it is never precise. That there are different pathways to favorable outcomes. I learned to always look at the facts/data and understand what they mean instead of wishing or hoping for it to happen. Am I achieving the standards and best practices that my flight instructor or chief mechanic or ground crew back home helped me through with practice or planning before the race. An example of this, I had the highest handicap speed of all the planes two times and the second fastest on another race. In one of those races, our team not only crossed the finish line first, we were the only one to complete the route in two days. During that same race, 16 planes never finished the race and yet we only placed 23rd out of 31. You could say that we did what we practiced but the outcome did not materialize as we had expected. In the race, you experience the necessity of having a well planned strategy to compliment your best piloting skills.

And Finally, it's not the race, it's the recognition of who you are. My most enjoyable take-away from all the things that I have experienced from the previous races is not whether we were going to win but am I going to learn things that make me not only a better pilot but also a better person. You find yourself among peers that are very motivated and come from accomplished backgrounds. It is without a doubt that we all entered the race with the goal of winning. To some, that may mean being number one or in the top ten but for the majority, it means 'beating your handicap'. When I first started my flying lessons, I wanted to make sure that I never had a 'handicap' of not wanting to try something new and different. The women's air race allows all of the participants an opportunity to be recognized for who we are. They don't tell you these things before you enter the race and you cannot read about them in the rules or regulations. You learn through experiencing the event from start to finish. With anxiety and optimism written all over our faces and safety foremost on our minds it becomes an unbelievable experience of a lifetime to be recognized for competing in the Air Race Classic.



# Multi-Engine Seaplane Rating

*By Kjersti Kittelson*

After the busy holidays, it was time to head for the warmth of Daytona Beach to complete my multi-seaplane rating. Weather delayed Bonanza 340Q's departure by two days but we finally saw a break. With a fuel stop in St. Louis, an overnight in Alabama, the Bonanza made it to the Spruce Creek Airpark.

Training started immediately by completing the preflight on the 1946 Grumman Widgeon. I grabbed the checklist and began the walk around learning the quirks, STCs and other adjustments that had been made to her through the years. The next step was the start procedure and taxiing. The Grumman left the hangar and headed down the taxiway, which also doubled as a driveway. Chester Lawson, owner and operator of the Widgeon, helped with my pitiful takeoff...Note to self that I need to get a tailwheel endorsement...

The first flight was air work and getting familiar with the plane, a few water landings and then back to Spruce Creek for the night. The next two days were intense training days. Socked in by fog during the morning, we completed ground lessons to prepare for the oral exam. Heat burned the fog away and off we went for the second day of training. Rough water, glassy, and single-engine takeoffs and landings were unique in the Widgeon, which is a flying boat, especially compared the float-plane flying I was used to. Sitting in the boat on the water didn't take long to get used to. Spray of water that went up the sides of the plane when pushing both engines forward to get on the step was exhilarating. I quickly came to the conclusion that I liked flying boats.

Day three was much of the same but I was now beginning to get used to the fully castoring tailwheel for taxiing on the ground. Flows were much better, which include behind the seats on the back wall for mixtures and throttles and prop controls on the roof. Step taxiing got more comfortable and I found out boat wake does not affect the Widgeon the same way it does a floatplane, which can be catastrophic. Idle taxiing is done with the gear down in the water to aide in steering. After day three was complete I was ready for my checkride. Only problem was getting confirmation on an examiner!

The following morning Chester called me that the check ride was on. After the paperwork was complete, we did the walk around together as I was asked system questions. We hopped in the plane and off we went for the flight portion. The PTS does not call for many tasks if single-engine land and sea plus multi land are done. The check ride consisted of the varying types of takeoffs and landings. Of course, check ride day was much windier than any of the other training days. After the last landing, the examiner said, "let's head back" and I knew it was a success.

I am now a multi-seaplane pilot! Fourteen years to the day after I got my private pilot certificate in Grand Forks, North Dakota I had gotten the last airplane rating. Outstanding experience which honed my pilot skills further by challenging me in different ways.

# TREE OF HOPE

By Elaine Morrow

## Tree of Hope 2015

22 planes and a trailer arrive with toys



Gifts are labeled and batteries attached, if needed:



SPECIAL VISITORS Mr. & Mrs. Santa:



And then gifts are put on tables by age groups:



It takes two volunteers to gather 25 gifts per bag:



Volunteer drivers waiting to pick up their bags:



Three generations of drivers with Mr. & Mrs. Santa:



Loaded for takeoff for toy delivery by air!



TREE OF HOPE BAGS ARRIVE AT HOSPITALS:



Want to see more? Check out the photo albums on Facebook: <https://www.facebook.com/TreeofHopeMn/>

Please **LIKE US** on Facebook!



So whether you made a donation, collected toys at your airport, helped label/sort/assemble the bags, delivered to hospitals, and/or provided publicity for the Tree of Hope, THANK YOU! Gifts were delivered to 39 hospitals this year throughout Minnesota and one in Wisconsin. And we actually help many more hospitals than that, as a number of smaller hospitals send their patients to larger hospitals over the holidays.

As I've said before – you are all angels for helping us continue this project. Since all volunteers pay their own expenses, our charity is able to give 100% of donations to seriously ill children in hospitals. We absolutely couldn't do this without each and every one of you. Every dollar, every toy, every minute donated made a difference.

Hope we can count on you for the 27<sup>th</sup> Tree of Hope: December 3, 2016! May you be richly rewarded for all you have given.

Elaine Morrow  
10006 Fenner Ave SE  
Delano, MN 55328-8343  
Phone 952-955-2802  
Cell 952-913-2356  
Email: [pilotelaine@aol.com](mailto:pilotelaine@aol.com)

2015 Holiday party



Minnesota Ninety-Nines Holiday Party



Cheryl Daml, Patti Sandusky and Monika Bell



Deb Thompson received the Chapter Activity Award



Carly Gallman received the MN Airports Award

# FINANCIALS

Submitted by Tracy Davenport



## MN 99's Treasurer's Report - June 6, 2015

Checking Balance as of 5/31/2015	\$ 5,158.58
Savings Account Balance as of 5/31/2015	<u>\$ 4,253.95</u>
<b>Total cash as of May 31, 2015</b>	<b><u>\$ 9,412.53</u> ***</b>

*** Designated for scholarships	\$ 1,727.99
Designated for Waypoint	\$ -
Designated for name badge	\$ -
Designated for Forest of Friendship Nominations	\$ -
Designated for Girls Aviation Day scholarship	\$ 761.42
Designated for section meeting	\$ 1,558.81
General fund	<u>\$ 5,364.31</u>
<b>Total cash as of May 31, 2015</b>	<b><u>\$ 9,412.53</u></b>

### Income/expenses since last treasurer report:

#### Income - 02/01/15-05/31/15

Dues	\$ 50.00	
Donation - GMAG booth	\$ 50.00	
Scholarship-book sale	10.00	
Interest income	0.52	
NCS meeting - from NCS	350.00	
Girls Aviation days scholarship proceeds	761.42	
Waypoint	20.00	
Name badges	15.00	
<b>Total income</b>	<u>\$ 1,256.94</u>	\$ 1,256.94

#### Expenses - 02/01/15-05/31/15

Section meeting-caterer/GW museum	\$ 653.70	
Service Charge for cash deposited	0.08	
Waypoint	20.00	
GMAG Booth space	100.00	
Name badges	16.00	
DAD Booth (75) and refundable deposit (\$100)	175.00	
<b>Total expenses</b>	<u>\$ 964.78</u>	964.78

**Net Income 2/01/15-05/31/15** \$ 292.16

### Fiscal year to date income/expenses - June 1, 2014 - May 31, 2015

#### Income - 6/1/14 - 5/31/15

Dues	\$ 656.00	
Interest on cd's/savings	1.27	
Donations-girls aviation day	761.42	
Paper Waypoint	40.00	
GMAG Booth space donations	50.00	
NCS meeting from NCS	350.00	
Donations-scholarship	100.00	
Scholarship-silent auction	-	
Scholarship-Liz book sales	10.00	
Scholarship tshirt sales	-	
Scholarship - sales items at MKT	-	
Name badges	30.00	
<b>Total income</b>	<u>\$ 1,997.69</u>	\$ 1,997.69

#### Expenses - 6/1/14 - 5/31/15

NCS Section Meeting	\$ 653.70	
name badges	31.00	
Paper Waypoint	40.00	
Scholarships	500.00	
Service charge for cash deposited	0.10	
DAD Booth/refundable deposit	175.00	
GMAG Booth	100.00	
Girls Aviation day expenses	-	
<b>Total expenses</b>	<u>\$ 1,499.80</u>	1,499.80

**Net Income (loss) 6/1/14 - 05/31/15** \$ 497.89

### Fiscal year to date cash change - June 1, 2014 - May 31, 2015:

Cash - May 31, 2014	\$ 8,914.64
Income 6/1/14-5/31/15	497.89
<b>Cash - May 31, 2015</b>	<b><u>\$ 9,412.53</u></b>

## PILOT RESOURCES

We have talented flight instructors willing to provide their services. Please feel free to reach out to any of the ladies below to tap into their aviation experience.

### **Cheryl Daml**

CFI ratings: Private, Instrument, Commercial, CFI, CFII  
612-272-9717  
cdaml@msn.com  
Airport: Anoka, MN

### **Marcy Drescher**

CFI ratings: Single and Multi engine Instrument, Glider  
507-265-3488, cell 507-473-0167.  
65560 180th St., Alden, MN 56009.  
marcyd@wctatel.net.  
Airport: Wells, MN.

### **Mikaela Sandager**

CFI ratings: Private  
10461 4th St NE  
Hanover MN 55341-4050  
C (612) 816-1439  
mikaela.sandager@gmail.com

### **Kjersti Kittelson**

CFI/CFII ratings: Private, Instrument, Commercial ASEL and ASES  
Multi-instructor  
651.769.7093  
kjerstiliv@gmail.com  
Airport: Airlake or lower metro airports.

### **Deb Thompson**

CFI, CFII, MEI  
Former Ground instructor for Northwest/Delta Airlines for Boeing 747-400, and 200. Flight Engineer Certificate and Second-In-Command rating for Boeing 747-200  
612-889-4464  
612-889-4464

Feel free to send any additional resources/websites you would like to be seen here in the future to Thuy at [aviatrix99@mac.com](mailto:aviatrix99@mac.com)



**THE NINETY-NINES, INC.**  
*International Organization of Women Pilots*



## WEBSITES

<http://minnesota.ncs99s.org>

<http://www.mnpilots.org/>

<http://www.ninety-nines.org>

<http://avmedmn.com>

<http://www.aopa.org/asf/publications/flashcards/>

<http://www.faa.gov>

Safety seminars <https://www.faasafety.gov/spans/events/EventList.aspx?statecd=MN>

<http://www.dot.state.mn.us/aero/avoffice/aviationaz.html>  
Click on Aeronautical chart

<http://www.eaa.org>

[http://www.nxtbook.com/nxtbooks/aopa/flashcards\\_201310/](http://www.nxtbook.com/nxtbooks/aopa/flashcards_201310/)



## **Minnesota Chapter 99s**

### **MEETING MINUTES**

### **December 12, 2015**

### **Modern Avionics – Flying Cloud Airport**

**Present:** Melissa Aho, Monika Bell, Kathleen Berg, Cheryl Daml, Tracy Davenport, Marcy Drescher, Carly Gallman, Laura Herrmann, Natasha Stenbock Kawalek, Kjersti Kittelson, Chris Kocinski, Elaine Morrow, Patti Sandusky, Deb Thompson, and Jan Trover

**49 1/2s present:** Tom Berg and Steve Guetter

**Minutes:** Meeting minutes were approved with no changes.

**Financial Report:** We have two student pilot memberships that were pre-paid for. If you know someone who is a student pilot and would like a free membership please let Tracy Davenport know. We received \$585 in scholarship donations, there is \$1,500 left over from the sectional meeting fund, and \$8,600 left in our general fund. Monika Bell motioned and Chris Kocinski seconded that we use \$250 of the extra money to donate to the BT-13 project which is being named in honor of MN 99s and WASP Liz Strohfus. Kjersti Kittelson motioned and Monika Bell seconded that \$250 be used for the International 99s Endowment fund. Melissa Aho motioned and Kjersti Kittelson seconded that \$1,000 be used towards the chapter scholarship fund. Elaine Morrow motioned and Marcy Drescher seconded that \$500 remain in the "Designated for Section Meeting" category for upcoming hosting events which includes the International meeting that the North Central Section will be hosting in 2019.

#### **OLD BUSINESS:**

**2015 NCS Review:** Patti Sandusky received many positive comments about the event from attendees and Deb Thompson read a Thank You note letter from Janice Walsh.

**Tree of Hope:** Elaine said that this was the 26<sup>th</sup> year of the Tree of Hope event, which was held on December 5, 2015 9am-1pm at the Maple Lake Airport (KMGG). 39 hospitals are receiving gifts (38 in MN and 1 in WI) and they even had a call from Detroit, Michigan asking for toys. They had 66 volunteers, 22 planes flew in, Mr. and Mrs. Clause made a stop, and 108 bags filled with 2,700+ toys were

packed. They had a three generational family of volunteers and the parent of one child that received a gift dropped off a bucket of change containing \$241.17. They are currently out of toys and will accept toys or cash all year long. The next Tree of Hope will be held on December 3, 2016.

### **OLD BUSINESS:**

**Chapter Secretary Position:** Patti informed the chapter that Melissa Aho will be giving up the Secretary position and asked for a volunteer.

**Women In Leadership Program at Osceola, WI:** Patti received a email from Pat Brown asking the MN 99s to participate in the event and have a booth. Julie Clark will be talking. Cheryl Daml, Kjersti, Tracy, and Patti volunteered for the event which will be on a Saturday in September 2016.

**International Award Nominations:** The deadline is January 15, 2016.

- i. Award of Achievement for 99s
- ii. Award of Merit for non-99s
- iii. George Palmer Putnam Award

**EAA 237 Oshkosh work party:** We have been invited to participate with the local Anoka EAA chapter 237 on their trip to Oshkosh to work on an vintage airplanes. Travel, hosing, and food provided. January 8-10, 2016 and other days in February and March. See Patti for more information.

**Airmarkings:** Tracy reports that there are five airports that are interested in an airmarking: Grand Rapids, Park Rapids, South St. Paul, Mankato and another one. Dates and more information will come in the spring.

**Spring NCS meeting:** The Spring NCS meeting will be in Kansas City, MO on April 15-17, 2016 and Patti will be attending.

**International 99s Conference:** The International 99s Conference will be in Ottawa, Canada this year on July 5-10, 2016. Elaine and Kathleen Berg will be attending. Chapter members attending will have our chapter ballots.

**2016 Business Meetings Dates/Locations:** Kjersti announced that we will meet the 2<sup>nd</sup> Saturday in March at Fleming Field in South St. Paul for the March meeting, the June meeting at Surfside 8Y4, September at the Granite Falls Museum, and the December meeting at the Wings of the North at Flying Cloud Airport. Places and dates to come and may change. It was discussed on alternating Saturday and Sunday dates in order to make it more convenient for more members to attend.

**AE Scholarship:** Marcy Drescher said that the deadline has passed for the AE Scholarship and no one had applied, but contact her if you are interested in applying next year.

**Fly Now Scholarship:** Deadline is December 31, 2015. Please see Marcy Drescher about applying.

**MN Chapter Scholarship:** Patti said that the deadline is December 31, 2015. Please see Patti about applying.

**Chapter Awards:** Patti announced and gave out the Chapter Awards: Deb Thompson received the Chapter Activity Award and Carly Gallman received the Minnesota Airports Award.

**New Member:** We have a new member: Natasha Stenbock Kawalek, previously of the San Diego chapter.

**Companion Class:** Patti mentioned that Cheryl is interested in doing a companion class perhaps at the Girls Aviation Day or the GMAC.

**Member Updates:** Alicia Erickson turned 90 on December 19, 2015. Marcy reports that her old babysitter Maria Height, who was a pilot in Minnesota and knitted her an awesome 99s sweater, passed away.

Respectfully submitted by:

Melissa Aho, Secretary

# RECIPE

## *Low Carb Taco Bake*

*Courtesy of Food.com*

### **Ingredients**

#### **Crust**

- 4 ounces cream cheese, softened
- 3 eggs
- 1/3 cup heavy cream
- 1/2 teaspoon taco seasoning
- 8 ounces cheddar cheese, shredded

#### **Topping**

- 1 lb ground beef
- 3 teaspoons taco seasoning
- 1/4 cup tomato sauce
- 4 ounces chopped green chilies
- 8 ounces cheddar cheese, shredded



### **Directions**

For the crust, beat the cream cheese and eggs until smooth. Add the cream and seasoning.

Grease a 9"x13" baking dish; spread the cheese over the bottom. Pour in the egg mixture as evenly as possible.

Bake at 375°F, 25-30 minutes.

Let stand 5 minutes before adding the topping.

For the topping, brown the hamburger; drain fat. Stir in the seasoning, tomato sauce and chiles. Spread over the crust. Top with cheese.

Reduce oven to 350°F and bake another 20 minutes or so until hot and bubbly. Serve with the toppings of your choice (add additional carbs).