

# NORTHERN FLIGHTS



Official newsletter of the Minnesota Ninety Nines Women Pilots

January 2019

As we begin a new year, I would like to give you a brief summary of our Minnesota 99s Chapter events and accomplishments in 2018.

Our membership grew to 81 members this year, as we welcomed 19 new members to our Chapter! Very exciting!

We had 4 official meetings this year. They were held at Faribault, St. Paul Holman and Flying Cloud airports, and a restaurant in Little Falls, MN. We toured the STP Tower, saw a presentation on the Autogyro aircraft, and toured the Charles Lindbergh House in Little Falls as a part of those meetings. In Faribault we awarded our three Chapter scholarships: Liz Strofus Currency Scholarship to Mikaela Sandager, Private Pilot Scholarship to Majel Baker, Advanced Rating Scholarship to Holly Latcham. We had an extra event in October with a tour of the C-130 base at MSP.

The Outreach Committee, with the aid of our hard working Vice Chair, Robyn Stoller, developed an excellent resource of 9 lesson plans and accompanying handouts for use with Girl Scouts and other groups for educational presentations. We were able to do a Girl Scout presentation using these resources in May.

The summer saw us complete 3 compass roses and an accompanying airmarking in LJF, BRD, and D39. All three were completed on extremely hot and humid days!!

Our booth gave us a presence at the Great Minnesota Aviation Gathering, Discover Aviation Days and Girls in Aviation Day. Thanks to all the members who volunteered at those events. It was through two of them that we met many of our newest members! And we reached many girls who enjoyed learning about flying and had their picture taken with a life size Amelia Earhart poster at Girls in Aviation Day!!

We were ready with volunteers for the Air Race Classic in FBL, but the weather didn't cooperate. Thank you to Chris Larson and Karen Workman for their hard work preparing for the stop, and thanks to all those who were there volunteering and waiting for the racers. We get another shot at it in June 2019 in Fairmont, MN.

Elaine Morrow received the International Humanitarian Award at the International 99s Meeting in Philadelphia. We are very proud of Elaine's life of volunteerism, and celebrated with her in Little Falls.

Tree of Hope was extremely successful this year, collecting enough toys to donate to over 40 hospitals, Ronald McDonald Houses and women's shelters.

Chapter member accomplishments were many this year. Congratulations to all of you!

International Humanitarian Award:  
Elaine Morrow

First Solos: Claire Nelson, Andrea Fox,  
Brienne Forman

New Private Pilots: Majel Baker, Claire Qian  
Nelson

Instrument Rating: Holly Latcham

CFI Glider: Christina Larson

CFI, CFII, MEI: Aura Austin. Aura also was hired as a ferry pilot for Full Throttle Aviation, where she had many exciting adventures. One of her stories is posted on our website. Aura is now instructing in Mankato.

We are looking forward to an equally exciting year in 2019, as we help host the 99s International meeting in Dayton, OH. We have 3-4 airmarkings planned and lots of other fun events.

Awesome Old Year, and Happy New Year everyone!

*Cheryl Daml, Chapter Chair, MN 99s*



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## FLYING ACTIVITIES

**March 21-24:** Joint South-North Central Spring Section, "Wings Over the Platte," Kearney (KEAR), NE. Hosted by Aux Plaines and Nebraska Chapters. <http://www.ncs99s.org/>

**April 26-27** (Friday and Saturday), Great Minnesota Aviation Gathering will be held at the Buffalo Municipal airport (KCFE)

**May 13-18:** NIFA SAFECON, Southern Wisconsin Regional Airport (KJVL), 4004 S Oakhill Ave, Janesville, WI 53546. <https://nifa.aero/>

**June 18-21:** 43rd Annual Air Race Classic – route Jackson TN (US) to Welland ON (Canada) includes Fairmont, MN. <https://www.airraceclassic.org/>

**July 16-21:** International 99s Conference, Dayton, OH. Hosted by North Central Section. <https://www.ninety-nines.org/conference.htm>  
For those considering attending the Dayton International Conference, more information will be coming after Patti and Cheryl return from the planning committee meeting February 6-9.

**September 20-21:** International Forest of Friendship, Atchison, Kansas. Chapters—take the NOLA Challenge!! <http://www.ifof.org/>

**Check the Minnesota 99s website for more calendar details for 2018.**

## SCHOLARSHIPS

### Please see below the deadline dates for scholarships.

Please note if you're planning to apply for an International AE scholarship documents can be found on the International website [ninety-nines.org](http://ninety-nines.org) and you need to work with our Chapter AE Scholarship Chair, Marcy Drescher at [marcyd@wctatel.net](mailto:marcyd@wctatel.net). Minnesota Chapter Scholarship documents are on our Chapter website [Minnesota.ncs99s.org](http://Minnesota.ncs99s.org).

### Deadlines:

International Fly Now Scholarship 4/1/19 (deadline to chapter AE Scholarship Chair is 3/1/19)

Nominations for the NCS Section Awards for Governor's Service Award, 491/2 Award and Spinning Prop Award (for most non-compensated hours flown in one year period) are due by March 1, 2019. Check NCS 99s website for details.



## 99s Celebrate Their 90th Birthday in 2019

*By Robyn Stoller*

It's party time! The 99s are celebrating their 90th birthday this year, officially on November 2. On this date in 1929, at Curtiss Field, Valley Stream, Long Island, New York, 117 women pilots were invited to assemble for mutual support, to discuss advancement of aviation and to create a central office to keep files on women in aviation.

At that first meeting Louise Thaden was elected Secretary. She worked to keep the group together as they struggled to establish themselves and to grow. In 1931 Amelia Earhart was elected President and the original purposes of providing mutual support and advancing aviation continue to guide the organization today.

In this 90th birthday year, as our chapter participates in aviation events and conducts educational seminars, we have a great opportunity to showcase the 99s, share our passion for aviation and inspire a new generation of pilots.

Stay tuned - more information is coming on how we plan to celebrate this milestone birthday. Do you have ideas on how we can celebrate either at a chapter meeting or an outreach activity? Please contact Cheryl Daml, Chapter Chair, or Mikaela Sandager, Outreach Chair. All of your ideas are very welcome. Happy Birthday 99s!

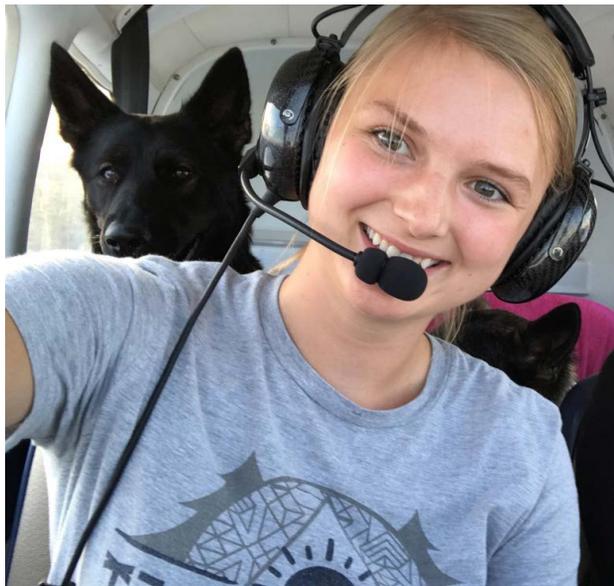
## Introducing Kora Jerentosky - New Member loves her Piper and her Pet

By Kora Jerentosky

I was around 5 years old when my dad bought his first plane; A Piper Cherokee 140. He traveled a lot for work so he bought the aircraft as an economical way to travel for business. He flew her all over the country for work and when I was lucky, he brought me along. This is what sparked my passion for aviation. Even as a kid I remember being obsessed with flight and knowing I was going to learn how to fly one day. Unfortunately, life changes and my father sold the Cherokee to a friend of his. That was the end of my involvement in aviation until August of 2017 when driving home I received a phone call that would completely change the course of my life. The friend my dad had sold the Cherokee to, offered to give the aircraft back as he never took an interest in flying. Of course I was thrilled to pursue my childhood dream and a few weeks later I started my Private Pilot's training at Valters Aviation out of Lake Elmo Airport. It wasn't long before I knew, this is what I wanted to pursue as a career.



The length of my training was relatively short and spanned over 7 months. I think I struggled with the typical aspects of learning to fly. Cherokee 140's boast a fat and stubby "Hershey bar" wing. This increases induced drag and landing her took a particular finesse. It took many weeks to develop the finesse required to land an aircraft with such a fast sink rate. Honestly, I left many lessons burning with frustration. Eventually, with immense patience and time I earned my first solo flight in November.



A fun aspect of my training was having my dog Lukka along! My instructor Jon Adsit is a fellow dog lover so when I tentatively asked if she could accompany our lessons he was more than willing. I was able to experience all of my solo cross country's with my canine companion. Having her along defiantly decreased the anxiety of leaving the nest of the home airport. I often get asked by fellow pilots how I trained her to be so relaxed in the plane. Well, in Lukka's case she loves flying just as much as I do and never had a moment of fear, even in her first flights.

I earned my Private Pilot license on March 23, 2018, and only a couple weeks later I flew my plane down to see my father in Galveston Texas. I made the trip solo, besides having Lukka of course. The first run down took about twelve and a half hours over 1,000nm. The flight was challenging and tested every skill I had learned in private pilot training. My instructor Jon asked me one day in training what my personal limitations were. I

answered honestly; I had no clue! I always had the safety net of my instructor when things were dicey and It wasn't until after my private check-ride as well as flying to Texas I found myself truly learning and feeling first hand what personal limitations and risk management looks like. I experienced storms, gusty winds and even runway lighting malfunctions at night. I cannot thank my instructor Jon enough for giving me a solid foundation of training to rely on in tough situations.

As for what comes next.. I eventually want to fly for a major airline. However, I would love to get involved in all aspects of aviation along the way. I've recently been trying out aerobatics and it's a blast! So far my life in aviation has been a beautiful experience so who knows where it will take me.

## Why visit Tucson's Pima Air and Space Museum?'

By Robyn Stoller



In a word, it's extraordinary! Pima Air and Space Museum is one of the largest non-government aircraft museums in the world, with over 350 aircraft on display.

Sitting on 80 acres the museum's aircraft collection and extensive exhibits are housed in 6 hangar buildings as well as huge outdoor displays. A 'Women in Flight' exhibit in the main hangar is exceptional as it focuses not just on pioneering women pilots but women involved in all aspects of aviation, from engineers to aircraft technicians to flight attendants. Several walking tours led by expert docents are offered daily and if your feet are tired, a tram ride can take you to the huge outdoor display of incredible large aircraft like the B-36 Peacemaker, B-52s, a first 787 DreamLiner used for testing, Lockheed Constellations and many, many more.

The Pima Air and Space Museum is adjacent to Davis Monthan Air Force Base. With advance security clearance and an online reservation you can tour by bus the gigantic military 'aircraft boneyard' spread over 2600 acres on the base.

I loved visiting Pima Air and Space Museum for its excellent exhibits and docents, and its stunning collection of aircraft. If you are in Tucson for a visit, I highly recommend a visit to the museum. You might consider buying a two-day admission ticket which allows you to come back for a second visit at any time. It's not possible to see everything in a day!





## NIFA Report

*Submitted by: Elaine Morrow*

SAFECON 2019 is being held in the North Central Section this year! Put May 13-18 on your calendar to travel to Southern Wisconsin Regional Airport (KJVL), 4004 S Oakhill Ave, Janesville, WI 53546. The event is hosted by the University of Wisconsin. It will include several hundred competitors from nearly 30 aviation schools in the United States, as this is the national event.

The United States is divided into 10 NIFA (National Intercollegiate Flying Association) Regions, and the top teams from regional events attend the national meet, called a SAFECON; the motto is: Safety through Education, Excellence through Competition.

Plan to volunteer—no experience needed. You can bring family and friends—they don't even need aviation experience to monitor tests and can be taught how to judge the various segments of takeoff and landings. More details and registration information are on the website at <https://nifa.aero/>.

If you can't make it to SAFECON this spring, regularly check the NIFA website to see if a regional meet is scheduled near you, and plan to volunteer in the years ahead.

Some history: NIFA traces its roots to early post-World War I powered flight. Young aviators, returning from the war to their collegiate studies, sought to expand upon and use their training and experience to further the nascent cause of civil aviation.

On May 7, 1920, nine schools competed at Mitchel Field in the first contest held by the Intercollegiate Flying Association. Yale took first place, assisted by naval aviator and future founder of Pan American Airways, Juan Trippe, in a war-surplus Curtis Jenny.

In 1929, Grover C. Loening of the Loening Aeronautical Engineering Company, who had been America's first candidate for an aeronautics degree just seven years after the Wright Brothers historic flight, established the Loening Intercollegiate Flying Trophy. His wish was to encourage flying and exceptional achievements among the now many collegiate aviation programs nationwide. The award was judged that first year by Loening and his friends, Charles Lindbergh, Amelia Earhart, and Navy Commander John Towers. The pure silver, Tiffany-designed trophy is still judged and bestowed today at the annual SAFECON.

## Pilots Tip of the Week: Quick Crosswind Estimate

*Featuring Tom Turner*

### **Subscriber question:**

**“Is there a quick and easy way to estimate the crosswind component when landing, without a lot of calculation?” - Neal M.**

### **Tom:**

“While pilots may compute the crosswind component for takeoff and decide whether or not to fly, we almost never compute the crosswind component for landing after hearing ATIS, AWOS or other current wind reports. We use the reported wind to decide which runway to use at a non-towered airport, but it’s extremely rare when a pilot decides not to attempt the landing at all and diverts to another airport.

When you get the local winds and choose, or are assigned a landing runway, take a moment to estimate the crosswind component using this rule of thumb:

- If the wind differs from the runway heading by 15 degrees, the crosswind component is roughly one-quarter or 25% of the wind velocity. Divide the reported wind speed by four to estimate the crosswind component. If the difference between the wind and runway heading is 30 degrees, the crosswind is half of the reported wind speed.
- If the difference between the wind and runway heading is 30 degrees, the crosswind is half of the reported wind speed.
- If the wind makes a 45-degree angle with the runway, the crosswind component is three-quarters or 75% of the overall wind speed.
- When the windsock is pointing 60 degrees or more from the runway centerline, assume the crosswind component is the same as the reported wind speed.

Listening to AWOS or otherwise learning the winds at your planned destination drives two decisions: which runway to use, and whether to try landing at that airport at all.

History shows most loss of directional control during landing crashes occur with less than 10 knots crosswind component. Compute and record the crosswind component for every landing you make, with a subjective judgment of your level of comfort making that landing. If your personal crosswind comfort gets down to five knots, or less than the typical crosswinds you encounter, it’s time get some dual instruction on crosswind landings.”

## TRAINING TIP: VFR, Remembered

By Dan Namowitz

**NextGen-era pilots often ask, “What was ADF?” and, “How the heck did you navigate before GPS?” Quizzing aged aviators on their antique activities is fair play—but as the tech tsunami transforms flying, never find yourself asking, “What was see and avoid?”**

Nothing coming our way by way of advances in avionics has prevented a magnetic compass from pointing north or deactivated your eyeballs as the primary source of collision-avoidance data. Given that individual aircraft will be differently equipped, balancing heads-down duties against the higher priority of keeping your eyes outside has become more—not less—essential.

When a pilot and a flight instructor flying a Cessna 182 in a nontowered airport traffic pattern to familiarize the pilot with the Skylane spotted a Piper PA-28 “just below us and to our left,” they took hurried avoidance action, only to have the other airplane cut them off on the downwind.

That was enough for the checkout customer, who terminated the flight lesson. After both airplanes landed, a hangar-side discussion developed.

“It is important to not over-rely on ADS-B traffic information,” said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security.

Duke explained that Traffic Information Service-Broadcast (TIS-B), the service that provides ADS-B-In-equipped aircraft with surveillance information, “has limitations, including equipment nuances and ground-based transmitter line-of-sight limitations that could lead to another aircraft not being displayed.”

“Following best practices for communication and see and avoid will continue to be important for safe operations beyond 2020,” he said.



No matter what kind of technology is inside your aircraft nothing is more important than using your eyes to know what's outside your aircraft. *Photo by Mike Fizer.*

**Holiday 2018**



**Annual holiday party  
Hummingbird Aviation,  
Flying Cloud Airport**



**Patti awarded for attending  
the most Ninety-Nine events**



**Jay Schrankler and Paul Randall built  
and presented on the Gyroplane**



## Game day dip: Chili Cheese Dip with Biscuit Dippers

*Courtesy: Food Network*



### Ingredients

- 1 pound ground sirloin beef
- One 16-ounce jar salsa (I use medium heat)
- 1 packet taco seasoning
- 2 cups shredded Cheddar
- 4 ounces cream cheese, cut into cubes
- 1 can biscuits
- Garlic salt, as needed
- 1 tablespoon melted butter
- 2 tablespoons thinly sliced scallions



Preheat the oven to 350 degrees F.

In a medium ovenproof skillet over medium heat, brown the beef, 5 to 8 minutes. Add the salsa and taco seasoning. Bring to a simmer, lower the heat and cook on low, stirring occasionally, for about 5 minutes. Turn the heat to very low and stir in the Cheddar and cream cheese until just melted. Remove from the heat.

Cut the biscuits into quarters and roll into balls. Arrange the biscuit balls around the perimeter of the chili in the skillet so that each ball is touching. Mix a sprinkle of garlic salt into the melted butter and use a pastry brush to brush over the tops of the biscuits.

Bake until the biscuits are golden brown, about 20 minutes. Garnish with the scallions and serve hot.

## 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.

### **Aura Austin**

CFI  
23541 3rd Ave,  
Mankato, MN 56001  
(507)380-7085

### **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.

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/>

<https://www.aopa.org/training-and-safety/online-learning>

<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/)