

# NORTHERN FLIGHTS



Official newsletter of the Minnesota Ninety Nines Women Pilots

June 2019

## A Pilot's View of the Changing Seasons

As pilots, we are so fortunate to have such a unique view of the world below us. It took me all four seasons to learn to fly. I started in the spring and finished in January. Over the years I have tried to figure out which season is my favorite.

I really didn't notice the landscape for the first few months, being way too busy trying to figure out how to keep the shiny side up. When I finally started noticing the world below, I was enamored by the summer beauty of the many lakes we have in Minnesota, glistening like diamonds in the sun. It took a long time to learn their shapes and be able to reliably use them for landmarks. There are so many clusters of lakes and they just all looked the same. They give clues about the wind and reflect the puffy clouds above. The green leaves of summer nestle the houses and make everything so beautiful. Summer rains sometimes give you a beautiful rainbow. Have you ever flown THROUGH a rainbow? I've been very lucky to have done so twice! My heart was racing as I flew under the arc! Maybe summer is my favorite season.

When the summer is ending and the fall leaves turn colors, it is breathtaking. Such beauty, and every day is different as the colors began to pop. I will never forget a flight I did to Burnett County WI, where the trees between the St. Croix and Siren were the color of Fruity Pebbles! The crops start changing colors. Sometimes out of nowhere you find a corn maze and have to stop and do turns around a point. How cool to be able to see that from the air. There is a certain sadness as the fall winds begin to blow and those colors only last a few short weeks. Such a short window to enjoy them. Is fall my favorite? Maybe.

Little by little those leaves fall and all the color is stripped away and we are left with brown. Brown everywhere! And then the first snowfall. That's always so pretty. But wait! I can't find the airport!! Nothing looks the same and it takes a couple flights to be able to spot it! As the winter progresses the houses become buried in snow. The rooftops are white,

the fields are white. Everything is white...and brown! It takes so much effort (and so many clothes) to go flying. But boy does that plane want to climb! It literally leaps into the air! Lots of crystal clear days make the flying pretty nice. And oh those frozen lakes give such comfort as they offer up a potential landing spot should I lose my engine. Maybe winter is my favorite? NO, I know for sure that it's not! It drags on FOREVER here in Minnesota.

Finally the snow melts and we have nothing but brown... for a long time. Until we see some little signs of hope! As I drive to the airport I look for the first hint of green starting to appear on the tops of the trees. It's a long wait, but finally there it is! The Magical Green Day! This year it happened on Easter Sunday. Throughout the next whole week the treetops got greener and greener. From the air I can see the golf courses start to green up. The lakes open up one at a time as the ice melts. Each day brings more changes. We start to see more geese, ducks, cranes and robins (they act like they own the runways). I saw my first goslings last week. So cute! The fields and lawns become green and the trees finally leaf out! And then come the crown jewels of spring; the flowering crab apple trees (the dark pink are my favorite), and the lilacs (the dark purple are my favorites). The neighborhoods that have lots of them become new places for turns around a point! And there are so many people out flying again! It all gives us such a feeling of hope and joy. And did I mention that there are like six more hours in the day to fly? Love the early sunrise and late sunsets! (Who cares that it's harder to stay night current?)

How lucky we are, as pilots to be able to enjoy these sights from the air. Is spring my favorite? I think after all these years I have finally decided that it is! It is so worth waiting for. I hope that you have been able to enjoy these sights as spring has unfolded, whether from the air, or your own backyard. Drink it in! It's a short season.

Cheers!

Cheryl

**Chapter Chair**

Cheryl Daml  
cdaml@msn.com

**Vice-Chair**

Robyn Stoller  
arstoller@aol.com

**Treasurer**

Tracy Davenport  
tdavenport99@aim.com

**Secretary**

Kate McDonald  
Katrina.mcdonald@outlook.com

**Membership Chair**

Patti Sandusky  
pilotpatti@hotmail.com

**Outreach Chair**

Mikaela Sandager  
mikaela.sandager@gmail.com

**Social Media Chairs****Twitter and Instagram**

Melissa Aho: mkahoo@yahoo.com

**Facebook**

Deb Bobka: debs\_dragonfly@hotmail.com  
Brianne Forman: bkroupa2@gmail.com

**Minnesota 99s website:**

Manager: Robyn Stoller: arstoller@aol.com  
Backup: Elaine Morrow: pilotelaine@aol.com

Northern Flights is published  
three times a year by the Minnesota 99s.  
Please send news and photos to:

Thuy Pieper  
612.817.4692  
aviatrix99@mac.com

## FLYING ACTIVITIES

**June 15-16** – Minnesota Air Spectacular, Mankato (KMKT)

**June 18-21** – Air Race Classic, Fairmont, MN – 5th stop (KFRM)

**June 30** – Annual Fly-in Wild Rice Pancake Breakfast, Aitkin Airport (KAIT)

**Air markings:** dates tbd, Fosston, Pine River

**July 16-21** – Intl 99s Conference, Dayton, OH

**Sept 13-15** – Fall North Central Section Meeting, Indianapolis, IN

**Sept 20-21** – Intl Forest of Friendship, Atchison, KS

**Sept 21** – Girls in Aviation Day

**Sept 28** – Business Meeting and National Weather Service Tour, Chanhassen, MN

**Oct 21** – FAA FSDO Tour, Minneapolis, MN

**Nov 2** – 99s 90th Birthday!

**Dec 7** – Tree of Hope, St Cloud Airport (KSTC)

**Dec 14** – Holiday Meeting and Lunch (tentative: Fleming Field, South St Paul) Holiday potluck and tour of the Commemorative Air Force.

## Membership Renewals

Hi all, its membership renewal month. You'll find a copy of the renewal application in this copy of the Newsletter. Membership in the Chapter brings lots of benefits and is the primary way our scholarship fund grows. Your International membership renewal is tied to the date you joined International. We do not receive any funds from your International membership. Chapter renewal is at the same time for everyone each year in June. As a result, if you've joined the Chapter since January 1 please note that on your renewal form and pay just ½ of the renewal rate. If you've got any questions on the renewal form, please don't hesitate to contact me via email at pilotpatti@hotmail.com or phone at (612) 308-4291.

Thank you!

Patti Sandusky  
Membership Chair

# So Many Accomplishments

*By Cheryl Daml*



This spring has already been filled with a blossoming of 99s accomplishments! I have tried to keep up with you all, and if I have missed anything, I hope you will let me know.

MN Ninety-Nines Scholarship awarded to Emily Wishard, March 9

First solos in the group:

Deb Bobka, May 30

Brenda Pieck May 11

New Private Pilots:

Brianne Forman, April 19

Abigail Harrison March 28 (and graduated from Wellesley College)  
(check out her Wikipedia page)

Cheryl Daml presented her "Where is That Airplane?" seminar at the Great Minnesota Aviation Gathering. She also has worked hard at Endeavor and got signed off to teach the Indoc Class to new hire First Officers.

Emily Wishard was presented the MN 99s Scholarship for Private Pilot training at our March meeting and she was recognized at GMAG too.

Majel Baker earned her PHD in psychology at the University of Minnesota on May 28! Her research was about the barriers women face in college, including sexism in STEM fields, an especially pertinent subject for us as women pilots. Well done, Majel!

We have completed 2 airmarkings already this season and June has only just begun! Thank you to all of the 99s who helped with those. They look marvelous.

We have a very impressive group of women in this Chapter. Lots of hard work and also lots of enjoyment!

Congratulations to all, and I am sure there will be many more accomplishments this summer. Keep us posted and we will post them on the website, FB and Twitter (with your permission).

Cheers,  
Cheryl

## Pilot Marcy Drescher--Flying for Photography, Freight, Flight Instructing and Fun!

*By Robyn Stoller*



Marcy Drescher, our Amelia Earhart Scholarship Chair, has loved her amazing aviation journey so far, which started when she was only 8 or 9 years old. Marcy, her brother and a friend would climb to the top of a neighborhood pear tree. Standing at the top they felt they were high enough to fly, so they decided to become pilots. The dreams of children do become reality!

Some years later, Marcy, her husband and their six-week old daughter were flown by her cousin to a wedding in Connecticut. After that flight, Marcy decided if her cousin could become a pilot, she could too. She began private pilot training in 1973 and earned her private pilot certificate in 1974 with 78.6 hours. She then took her family on a number of trips and started instrument training in a Link trainer in 1975 with 160 hours. She stopped flying for a time

while working on her college degree. In 1979 she earned her instrument and commercial certificates. In 1980, she became a CFI and in early 1982, Marcy earned her CFII. Her instructor was fellow Minnesota 99 Gayle Vail.

With new certificates in-hand, Marcy took a unique flying job for a summer, working for an aerial photography firm in Waconia. Marcy flew the plane while a photographer took the pictures. That wasn't her only aerial photography job. In the early 1990s, with her own Cessna 172 Skyhawk, Marcy flew for the Department of Agriculture to capture aerial farmland photography. A hole was cut in the floor of her plane for the photographer to work from!

Marcy joined the MN 99s in 1980 (a 39-year member!). In 1983 she won an AE scholarship to earn her multi-engine rating. Marcy worked as a flight instructor at Anoka and Flying Cloud Airports from 1982 into early 1984.

She was then contacted by the Albert Lea airport manager. They wanted a flight instructor and someone who would start a flight school. Marcy was selected from many applicants and in March 1984 she started her new job in Albert Lea as flight instructor and flight school manager. She helped set up a 10-day instrument training program as other flight schools like PIC were offering. Just a few months prior, in December 1984, she purchased her Cessna 172 Skyhawk (1975 model), a plane she has enjoyed for 35 years and still flies today.

While Marcy ran the Albert Lea flight school, she also flew freight for Bemidji Aviation who had a contract with UPS. Marcy often flew a Piper Aztec from Albert Lea to Mankato and then to KMSP with UPS freight. During this same time, she also earned her glider and glider CFI ratings. Marcy stopped her work at the flight school in 1991 after she got married. Since then she has continued to fly, sometimes as an instructor, sometimes for commercial purposes and of course, just for fun too.

Marcy says one flight she would love to do again is her flight to Alaska. She and her husband Dave flew to Alaska in their 172 to attend the 2008 International 99s conference. She said it was fun to follow the Alaska Highway and see incredible scenery everywhere. It was a totally different flying experience from anything she'd done before.

Any scary flights? Marcy remembers shortly after she got her Cessna 172 in late December she had filed an instrument flight plan to fly from New Ulm to Albert Lea. The weather was poor and soon she realized the plane was picking up ice. She landed safely at Mankato and felt scared only after she got out of the plane and saw the 'stalactites and stalagmites' that were forming on the wings.

Marcy says throughout her career, the support and help she has received from everyone in the aviation industry has been tremendous. She especially remembers Jim Hansen, Albert Lea Airport Manager, who supported her throughout her time at the flight school.

Today Marcy and her husband Dave keep their Cessna 172 on the farm where they live, west of Albert Lea. They have a grass strip where Marcy can practice her soft and short field landings anytime she likes! Thank you Marcy, for all you've done and continue to do for the aviation community and for the Minnesota 99s. We're so proud and appreciative to have you in our chapter!



## Airmarkings

*By Tracy Davenport*

What's yellow, white and blue? The airmarkings our group completed in May! It was barely warm enough to paint at the beginning of the month at Brainerd and it was a little warm (but not too hot) to paint at Maple Lake at the end of the month.

This is from Trudi Amundson about our Brainerd airmarking shortly after it was completed: "Hi Ladies!! Just wanted to thank you again for your time, effort, and commitment regarding the Brainerd Airmarking. I so appreciate all of you!! It was a fun and productive day. We impressed everyone with our skills!! At our EAA meeting this morning in Brainerd, Mike Peterson (consummate airport dude) told everyone to go out on the ramp and see our work. He went on and on about how cool it was, how we are an amazing bunch of women (no argument there) and one of the EAA members had already flown over the Airmarking and said it looked fantastic. Then we got a big round of applause-:). We have the grand opening of the new arrival and departure terminal on Saturday, June 29th. Mark Baker from AOPA will be in attendance and will be speaking as well. It is an open house from 10-4PM and the local EAA will be serving Brats and Hotdogs. I am honored to be part of this group and I thank you again!!"

Many, many thanks to those that participated in the airmarkings so far this year and for being so flexible about start and finishing times: Trudi A, Carol B, Jeff B (Cheryl's student), Cheryl D, Tracy D, Sheila G, Laura H, Elaine M, Patti S, Dick S, Jaye S, Deb T and the airport manager at Brainerd that helped us paint (I can't remember his name). Many hands make light work as shown by our completing the Maple Lake compass rose in 1 day instead of the usual 2 days. Our next opportunities for you to join us will be in August - please see the updated schedule below. A couple potential weekends have been taken off as I've been able to firm up the schedule a bit.

Friday, June 28 - Saturday, June 29 - These dates will not be used.

Thursday, July 4 - Friday, July 5 - Saturday July 6 - Sunday, July 7- These dates will not be used either.

Friday, August 2-Saturday, August 3-Sunday, August 4 - Pine River compass rose. We would only use 2 of these days but these are weather and people dependent, so if Friday is scrubbed, we would use Saturday-Sunday as an alternate. On Friday, we will start the layout at 1, taping around 3 and painting around 4:30. We'll start on Saturday around 8 am unless those that can make it want to start at a different time. Those able to make both days usually stay in a hotel when doing a compass rose - 2 or 3 to a room to reduce the costs. We like 4-6 people to do the layout and can use several fresh bodies by the time the taping comes around. If you can only make it one day or the other, that's fine too - I just need to know that.

Friday August 9-Saturday August 10-Sunday August 11 - Pine River alternate or possibly Fosston. Start times to be determined by who can make it and what we use the alternate for.

Friday August 16-Saturday August 17-Sunday August 18 - Fosston, Pine River alternates. Start times to be determined by who can make it and what we use the alternate for.

Saturday August 31-Sunday Sept 1-Monday Sept 2 - Fosston, Pine River alternates. Start times to be determined by who can make it and what we use the alternate for.

If you're available and willing to help any of these days, please contact me at [tdavenport99@aim.com](mailto:tdavenport99@aim.com) or 763-421-2659.

Hope to see you at an airmarking in August!

Tracy

## Pilots Tip of the Week: Organizing Your Cockpit

By Tom Turner

Subscriber question:

“Cockpit organization. Would be interesting to hear from the experts: How do you organize your cockpit...for both IFR and VFR ops?” —Don C.

Tom:

“Cockpit organization is a very personal thing. Here are some considerations from my experience.

My first consideration is to ensure that everything I need is within reach. If you can't reach it from the pilot's seat, it might as well not be on board the airplane at all.

Most airplanes have an abbreviated pilot checklist for normal and emergency procedures. I use the abbreviated checklists on the assumption that a simpler checklist is more likely to be used. There may come a time when I need more in-depth information. Therefore, I keep the Pilot's Operating Handbook and Supplements in the seat pocket behind the copilot's seat. It's out of the way, but I can easily reach back and pull it out if I need it.

This philosophy extends to everything I might need: my iPad, which I use for charts and flight planning, is up front with me, while backup paper charts are in my flight bag, behind the copilot's seat where I can reach it. I have a notepad, a copy of my flight plan and my written IFR clearance, at least two flashlights, my emergency navcom radio, a spare set of prescription glasses, and spare batteries for everything (including my headset), all in this bag.

I never fly in a shirt that does not have a pocket. I keep a couple of pens or pencils in this pocket, my sunglasses when I'm not wearing them, and a stack of Post-It Notes. I use these sticky notes extensively, to write amendments to my clearance and, more importantly, to cover an instrument if it fails. It's extremely distracting to have a wobbly or rolled-over gyro instrument in partial panel flight. Post-Its have other uses in flight, but are a cheap and easy way to cover a dead gauge.

I could go on, but I think you get the idea: make sure you have everything, and that everything you have is within reach. If you can't reach it while belted into the pilot's seat then you might as well not have it at all.”



# Events & Milestones



**Private Pilot**  
Brianne Forman, April 19

## First Solos



**Brenda Pieck, May 11**



**Deb Bobka, May 30**



**TRACON Tour,**  
April 4,  
MSP Airport



**PHD Graduate**  
Majel Baker (upper right),  
U of M, May 28



# Business Meetings



**Scholarship winner**  
**Emily Wishard**

## March Meeting Lynx FBO, ANE



## June Meeting Lynx FBO, ANE



**Trudi Amundson did a fantastic job of presenting the 11 Dangerous Things Pilots Do**



# Airmarking & Compass Rose



## Brainerd Airmarking



## Maple Lake Compass Rose



## 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/)



MINNESOTA CHAPTER

The Ninety-Nines, Inc.  
International Organization of Women Pilots

Date: \_\_\_\_\_  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Email: \_\_\_\_\_  
Phone(s): \_\_\_\_\_  
Indicate cell and/or other

Pilot License: \_\_\_\_\_  
Indicate ratings held  
Home Airport: \_\_\_\_\_

Minnesota Chapter membership requires current membership in the International 99s – see [www.Ninety-Nines.org](http://www.Ninety-Nines.org)  
Complete and return this form with your check (payable to the Minnesota 99s) to:  
Patti Sandusky  
12661 Gowan Ave NW  
Maple Lake, MN 55358  
Cell: (612) 308-4291 Email: pilotpatti@hotmail.com

The Ninety-Nines is an international organization with membership as follows: International, Section, & Chapter. The Minnesota Chapter is in the North Central Section. Section dues are included in International membership.

Minnesota Chapter dues are broken out into Licensed Pilot and Student Pilot as follows, please choose which applies:

Licensed Pilot (**pick one**)

- \$15 which includes **emailed** Chapter newsletter \$ \_\_\_\_\_
- \$20 which includes **mailed paper** Chapter Newsletter \$ \_\_\_\_\_

Student Pilot (**pick one**)

- \$10 which includes **emailed** Chapter newsletter \$ \_\_\_\_\_
- \$15 which includes **mailed paper** Chapter Newsletter \$ \_\_\_\_\_

Additional Options:

- North Central Section Waypoint (newsletter) subscription (**mailed paper**) - \$10 \$ \_\_\_\_\_
- (check box for free emailed copy)
- Minnesota Chapter Pin - \$20 \$ \_\_\_\_\_
- pinback  magnetic

--Please write name **EXACTLY** how you would like it to appear on the pin: \_\_\_\_\_

Total enclosed \$ \_\_\_\_\_