

NORTHERN FLIGHTS



Official newsletter of the Minnesota Ninety Nines Women Pilots

September 2019

Challenge for Minnesota Chapter

As I write this article, I am thinking back on the last 4 years, and how much we have grown, how much we have accomplished as a Chapter and as individuals, how many new friendships, mentorships have developed, and what amazing women we are! It's been an incredible time!

Not only is this year the 90th birthday of the 99s International Organization, but it is our Minnesota Chapter's 70th birthday!! We are going to take this opportunity to celebrate both events by getting as many of us as we can to attend the Saturday, November 2 (official 90th birthday of International) talk at 9 am at Modern Avionics at Flying Cloud. Joelle Petersen will give her (more than 10 minute) presentation on her flying in Alaska and the National Parks. We will have our booth there and take the opportunity to talk to the attendees about the 99s. I would like to use this as a fund raising opportunity for our scholarship fund, which means we will need to perhaps "put on those aprons" and come up with some baked goods or other items that we can sell. We will talk more about this at the September meeting.

As we approach the end of the year, we also will look forward to our tour of the National Weather Service on September 28, the Flight Standards District Office (FSDO) tour on October 21, Tree of Hope in December, and our Holiday Party and meeting on December 14.

We had also talked about putting together a Pinch Hitter Course that could be used as a scholarship fund raiser. There was so much going on this summer, that I admit I dropped the ball on this, but would be willing to help get that in place for early 2020.

The challenge for the coming year is new leadership. Our bylaws tell us that we need to have elections and

come up with new Chapter Chair, Vice Chair, Secretary, and we will need a new Treasurer. Robyn is stepping down from the Webmaster position, and we are also losing Brianne Forman as Facebook chair, as, sadly, she is moving to Buffalo New York!! (although she did say she would continue posting for a while, as long as we send her stuff).

Some of the current officers may be willing to run for another office, but this is an opportunity (and a challenge) for some other members to try a leadership role. (Your current leaders have survived a few years and for the most part are not much worse for wear.) I would like you to think about it, perhaps visit with your current leaders, and consider running for an officer position when we have elections in the spring. It's a great opportunity to get to know the other members of the Chapter, learn more about the 99s, and help shape the future of the Chapter.

Cheers!

Cheryl

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FLYING ACTIVITIES

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, Lynx FBO, Anoka, (ANE)

CONGRATULATIONS



Ellen Quist earned her Commercial Pilot Certificate



Carmen Kivisto earned her Commercial Pilot Certificate

New Horizons: Mary Jane Rice

By Robyn Stoller



Longest Continuous 99s Member & Charter Member of Minnesota 99s

Mary Jane Rice, a charter member of the Minnesota 99s since 1949 passed away July 17, 2019, in Willmar, MN at age 99. In 1937, at age 18, Mary Jane began flight instruction in Redwood Falls, MN. Flying a 40 hp Piper Cub J-2, she used an alfalfa field for her early lessons and soloed on an 'after-harvest stubble field' in the fall of 1938. She said "women flying planes was frowned upon in those days, but my dad was so supportive." She earned her private pilot certificate in the summer of 1940. In March 1944 Mary Jane became one of the first women in Minnesota to earn a commercial pilot license. For her check ride she flew a 65 hp Taylorcraft.

She was a 'junior member' of the first Minnesota 99s chapter which began in August 1939. Only 5 women pilots were part of that first chapter along with Mary Jane as a student pilot junior member. The chapter disbanded during World War II. In 1949 a new Minnesota chapter was installed and Mary Jane was a charter member, remaining a Minnesota chapter member until her passing. She also was the longest continuous member of the International 99s until her passing.

During the war, Mary Jane wanted to do her part to help the US military. "I wanted to fly in the worst way, but not in combat. I wanted to ferry airplanes from the factories to air bases in the United States." She had all the qualifications but was still turned away because she weighed only 100 pounds, less than the required minimum of 112 pounds.

In 1948 Mary Jane and her husband John founded Willmar Flying Service Inc. They started with 'two 2-place trainers' and in 1952 started selling Cessna aircraft. In 1956 they became a Mooney dealer while continuing their flight training operation. Together they managed the airport and their business with Mary Jane logging 63 years in their business office.

Mary Jane was a MN Aviation Hall of Fame inductee in 1994 and was inducted into the International Forest of Friendship in 2013. Mary Jane and her husband have two daughters and her younger daughter continued in her mother's footsteps by earning a private pilot certificate and instrument rating and also completed an aviation business degree. Mary Jane loved flying and helped blaze the trail for other Minnesota women to pursue aviation. She will be remembered for her pioneering nature, deep curiosity and keen interest in the world around her.



Scholarships

The Fly Now Awards for student pilots (International level) have an October 1 deadline. If you are interested it is time to start putting your application together.

Here is the link:

<https://www.ninety-nines.org/fly-now.htm>

The Amelia Earhart Awards for advanced ratings and training (International level) has a January 1 deadline. Information can be found on the following link and questions can be directed to Marcy Drescher, our AE Scholarship Chair:

<https://www.ninety-nines.org/scholarships.htm>

<https://www.ninety-nines.org/scholarships.htm>

Our Minnesota scholarship applications for student pilots, advanced rating, and recurrency are due December 31. Information can be found on our website and questions can be directed to Patti Sandusky, our Chapter Scholarship Chair: http://minnesota.ncs99s.org/?page_id=210

Information on the **Richard J. Santori Memorial Scholarship**, administered by the Chicago Chapter, will come out in the spring, with a March 1 deadline for application.

Questions from the Cockpit: High flight

By William E. Dubois



Justin, a commercial pilot from Texas, asks: What determines an airplane's "service ceiling?" Is the airfoil or the engine the limiting factor?

Technically, it's both — along with wing loading, drag, air density, aerodynamic efficiency, weight, air temperature, the coefficient of lift, and a bunch of other stuff that only aeronautical engineers understand.

But in all practicality, for us general aviation pilots, it's the engine that limits how high we can go.

Here's the deal: As long as your engine has enough thrust to move your plane through the air fast enough for the wings to generate lift, the airplane will climb.

Of course, two things happen as we go up, up, up, up. First the air gets thinner. That means your wings will have a harder time generating lift.

At the same time, a typical aircraft powerplant, thanks to the same thin air, won't be able to generate the same power that it can closer to the ground. At some magic point, between the lowering lift and the lowering power for speed, your climb becomes anemic.

When the anemia reaches 100' per minute of climb, you're at your service ceiling.

For what it's worth, there's also something called the absolute ceiling, which is the maximum altitude that an aircraft can sustain level flight, also sometimes referred to as the maximum usable altitude or the maximum operating altitude.

So how do I know that the engine has a greater part to play than the wing in all flavors of ceilings? Well, if you put a more powerful engine on a plane — or an engine capable of generating more power — you can raise its service ceiling.

The best illustration of this is to take a look at the Cirrus SR22 and SR22T. They're basically the same airplane except for the fact the "T" model costs a hundred grand more, and has a slightly lower useful load. Oh, right, and the "T" has a maximum operating altitude that's a whopping 7,500' higher than the non-T model, on the same wing.

How is that possible? Because the "T" stands for turbo, and the turbocharged version of the same basic Continental IO-550 that graces both models lets the SR22T's powerplant maintain higher levels of power higher into the atmosphere than the normally aspirated version. Generating more power — you can raise its service ceiling.

Like all turbos, it does this by compressing the engine's intake air to "normalize" it to sea level pressure as the plane climbs through the thinning atmosphere. That means more thrust on top of the clouds, and the ability to fight off that anemia for thousands of feet more.

Bottom line: If you like high flight, don't pass up any chance to get a turbocharged engine.

William E. Dubois is a commercial pilot, ground instructor, and once flew a twin in Colorado that had a single engine service ceiling that was below the surface of the ground he was flying over.



Airmarkings



Hutchinson



Pine River



Airshow and International Meeting



Mankato Airshow Volunteers



International Meeting Dayton, OH



Pumpkin Bread

From: twopeasandtheirpod.com



Ingredients

- 1 3/4 cup all-purpose flour
- 1 teaspoon baking soda
- 1/2 teaspoon kosher salt
- 1 teaspoon ground cinnamon
- 1/2 teaspoon ground nutmeg
- 1/2 teaspoon ground ginger
- 1/4 teaspoon ground cloves
- 1 cup pumpkin not pumpkin pie filling
- 3/4 cup packed light brown sugar
- 1/4 cup granulated sugar
- 2 large eggs at room temperature
- 1/4 cup melted butter slightly cooled
- 1/4 cup canola or vegetable oil
- 1/4 cup water
- 1 1/2 teaspoons pure vanilla extract
- Turbinado sugar for sprinkling on bread

Preheat oven to 350 degrees F. Grease a 8 x 4 x 3 -inch loaf pan generously with nonstick cooking spray or butter. Set aside.

In a medium bowl, whisk together the flour, baking soda, salt, cinnamon, nutmeg, ginger, and cloves. Set aside.

In a large bowl, whisk together the pumpkin, brown sugar, sugar, eggs, melted butter, oil, water, and vanilla extract.

Add the dry ingredients and stir until just combined. Don't over mix the batter.

Pour the pumpkin batter into the prepared loaf pan and smooth with a spatula. Sprinkle generously with turbinado sugar.

Place the loaf pan in the oven and bake for 45 to 60 minutes, depending on your oven. The loaf is done when a toothpick inserted into the center comes out clean. Remove the pan from the oven and place on a cooling rack. Cool for 10 minutes in the pan. Use a butter knife to loosen the bread in the pan. Turn over and carefully remove the bread from the pan. Let the bread cool completely on the cooling rack. When cool, slice with a serrated knife.

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



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/