



NORTHERN FLIGHTS

Official newsletter of the Minnesota Ninety Nines Women Pilots

January 2021

2020, What a Year!

Typically my news article for January's newsletter does a recap on the previous year. We've all had enough of 2020 and are looking forward to a new beginning. But before we dismiss 2020, let's think back on the good things that happened in our Chapter last year.

We started the year with a fantastic behind the scenes tour of MSP airport in February! Thanks to Brenda Hanson for arranging the tour just in the nick of time! Another month and we wouldn't have been able to do that! A couple weeks later we spent a fun afternoon touring the Northwest Airlines History Museum, a quaint little museum in the Crowne Plaza Hotel in Bloomington.

One of the most meaningful activities was organized by Robyn Stoller. She wrote and posted wonderful and informative articles about the WWII WASP who are buried in Minnesota cemeteries. Several of us participated in placing a memorial arrangement (donated by Robyn) on each of their graves. This led to an amazing opportunity to partner up with the Women In Aviation group to do a tribute flyover of Fort Snelling, where Mary Hines Grant is buried. Seven planes departed FCM, got clearance into Bravo, handed off to MSP Tower, and flew over Fort Snelling, literally right next to MSP's runways. Only during COVID would that have happened. There was NO MSP traffic!

We had picnic meetings at KANE, KBRD, KMSP viewing area, and KAXN. Each was well attended and we got to know several new members at each one. Laura gave her Flying Alaska talk at BRD and Leeann arranged a fun morning at KAXN with a talk about the history of KAXN by the airport manager.

KOEO got an airmarking and KAIT got a beautiful compass rose. We had great crews for both of those events and had so much fun!

Zoom was our way of meeting in November and December, with a great turnout for each. Even though we can't visit in person, how fortunate to be able to connect in this way.

Tree of Hope managed to deliver toys to all the hospitals and Ronald McDonald Houses via an online giving campaign. We thank those who contributed and kept the program going.

And did COVID stop us from reaching our aviation goals this year? I don't think so!!

Brenda Hanson: Private Pilot, MN Chapter award for most MN airports landed at

Emily Wishard: Private Pilot

Tracy Davenport: Recognized for design of compass rose for floor of BRD FBO

Ellen Quist: CFI, CFII, Commercial Multi-engine add on, NCS Spinning Prop Award for 2019

Zoe Finn: Private Pilot

Evelyn Canfield: First Solo

Jan Moll: Private Pilot

Carmen Kivisto: Hired for C-130 Pilot Training Program, Graduated St. Cloud State, MN Chapter Scholarship

Aura Austin: Graduated from Professional Pilot Leadership Initiative, purchased plane and started her own flight school

Carol Bergquist: Purchased plane and brought it home to KSGS

Patti Sandusky: MN Chapter award for attending most events in 2020

We look forward to new opportunities to learn, grow and mentor each other this year. I wish everyone a very Happy New Year. Stay healthy, keep looking to the sky, whether you are flying or fondly remembering your days of aviation adventures.

Cheers,

Cheryl



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FLYING ACTIVITIES

Jan 24 – Zoom meeting

Feb 16 – Zoom meeting

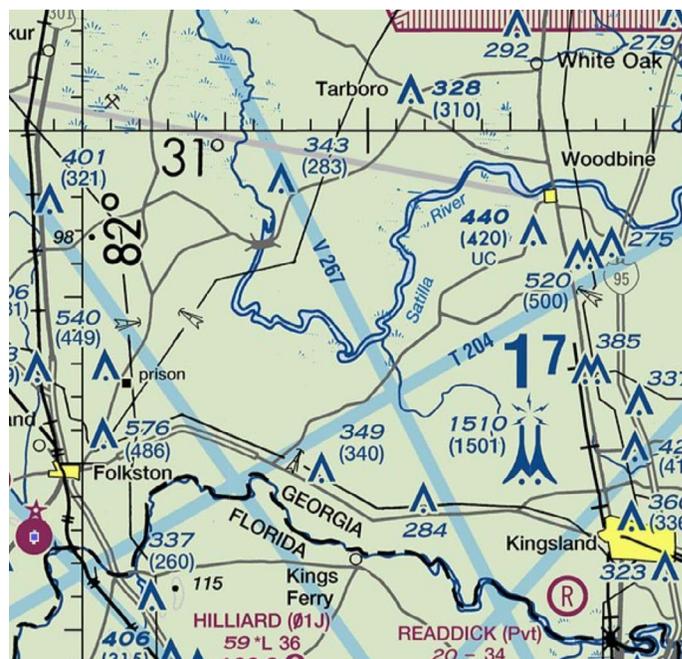
Mar – Spring meeting

SCHOLARSHIP

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

GUESS THE SECTIONAL

Send response to aviatrix99@mac.com or
Screen Shot 2021-01-09 at 7.39.19 AM text cell: 612.817.4692



WINDOW CLINGS



Proud to be a Ninety-Nine?

Order are being taken for window clings that you can apply to your vehicles. \$5 per cling.

Contact Thuy to put in your order request:
aviatrix99@mac.com or 612-817-4692.

SAFETY SPOTLIGHT: FLY-BYS

10 TIPS TO PERFORM THEM SAFELY

AOPA PILOT By Richard McSpadden



I am not opposed to fly-bys, even though one of my previous columns (“Safety Spotlight: Difficult Conversations,” November 2020 AOPA Pilot) led some readers to believe otherwise.

In that column—which wins the top spot for the most controversial I’ve written at AOPA—I lamented not speaking with a pilot whom I observed making an unfitting fly-by in the Idaho backcountry. Most readers agreed with carefully engaging pilots in a discussion when safety and etiquette are in doubt. A few readers, on the other hand, encouraged me to mind my own business.

AOPA Air Safety Institute
Senior Vice President Richard
McSpadden flies his Piper Super
Cub to backcountry locations.

Based on the passion behind that column’s responses, I’d like to make another pass at fly-bys. Fly-bys can be fun, safe, and legal, in the right environment, but they are sneakily demanding. They seem easy, which is why we lose pilots to them every year. Legally, keep in mind that the requirements of FAR 91.119 (minimum safe altitudes) are open for interpretation. The FAA has cited pilots for violating FAR 91.119 after intentional fly-bys, even within an airport environment. In some cases, the FAA found explanations that they were just “go-arounds” or “low approaches” to be disingenuous.

We can reduce the risk of fly-bys with a little planning. Impromptu decisions substantially elevate risk in aviation, especially when they involve low-altitude flying. Thus, we should avoid fly-bys on a whim. Take the time to plan your fly-by, then execute methodically. Here are 10 tips for safe fly-bys:

Study the area on a chart. Include a satellite view. Determine the ground level, and establish a minimum altitude “floor” to keep you safe and legal. Factor in sun position and angle; ideally, the sun will be at your back. Don’t perform a fly-by headed into a low sun. Avoid fly-bys in areas where depth perception is hampered. Don’t perform a fly-by over glassy water or flat white conditions. Based on all that you observe, plan a route, which includes direction of flight, minimum altitude, your start point, ingress corridor, target, egress corridor, and end point.

Fly overhead and assess your route. Ensure you have an accurate altimeter setting. Confirm your path is clear of obstacles, terrain, and bird activity. Assess wind and turbulence. Scan for traffic visually and on ADS-B displays.

When ready to execute, focus on these priorities: flying airspeed, clear flight path, altitude awareness. Once you start the run-in, keep your eyes completely outside the airplane. Set power at mid-range and focus on the far end of the fly-by route, not the target. Avoid the temptation to look at the target as you pass.

After completing the pass, set your bank angle, then pull back gently. Once you’ve confirmed a shallow climb, glance at your airspeed and altitude, and adjust power and attitude as necessary.

Climb to cope. Be ready to abort the pass if anything is amiss. Your first reaction is to climb, then handle any issues. Make one pass. Don’t return. Many fly-by mishaps occur in the reposition off the first pass. Airshow pilots will tell you that some of their highest risk is away from the crowd in repositions, the maneuvering that takes place after a stunt to return to show center. Inexperienced fly-by pilots tend to underestimate the time and space needed for a reposition, and they turn back too quickly, without enough horizontal and vertical offset. That sets them up for what is in effect a base-to-final stall/spin. They overshoot the intended flight path, correct with too much bank, inside rudder, and “G”—then stall/spin, with no room to recover.

Avoid intentional low-altitude fly-bys in the backcountry, flown just for a thrill. This does not include go-arounds or fly-bys to assess fields for safety of flight purposes. Those should always be encouraged when appropriate. When flying the backcountry, pilots need to remember we are not alone. We share a responsibility to protect the wilderness experience with backpackers, rafters, cyclists, horseback riders, and more. These adventurers are just as passionate about enjoying the great outdoors as GA pilots. It takes an enormous amount of work with local, state, and federal agencies to keep these airfields open. That work is far more difficult if other users gang up against aviation. Just a little courtesy goes a long way. If you’re itching for the sensation of speed or to show off your airplane or your skills, there are more appropriate and more exciting settings for your fly-by.

Go fly. If you’re considering a fly-by, make it safe, legal, and fun with a little planning.

Email richard.mcspadden@aopa.org

CHILLING ADVENTURES WINTERTIME FLYING MEANS YOU DRESS TO EGRESS, NOT TO IMPRESS



AOPA TRAINING By Jill W. Tallman

Remember when your mom or dad used to bundle you up in a snowsuit, hats, boots, mittens, and scarf just to go outside on a cold day? They weren't being overprotective—they were being realistic. They knew heat loss could lead to hypothermia.



Illustration by Leigh Caulfield

Now you're an adult, and you can do what you want. You can go outside in shorts, flip-flops, and a tank top in December in the Northeast, and Mom or Dad is not going to yell at you. But when flying in the winter, make Mom or Dad proud. Eschew the shorts and flip-flops and dress appropriately, even if the sun is shining and the ground temperature promises to rise above freezing.

In Chicago, where temps regularly stay in the teens in December and January, they know a thing or two about cold. "It can get colder here than the surface of Mars," said Rod Rakic, a flight instructor and aviation consultant. At Chicago Midway International Airport (MDW), he said, snow piles up so high the airport has nowhere to put it—so they dump it into the backs of trucks carrying jet engines "and they vaporize the snow."

"People ask me all the time, 'Do you stop flying in the winter?' Absolutely not," said Rakic. "There are beautiful days to do flight training. You've gotta prepare for it. You've gotta have a sense of humor."

Prep the airplane, prep yourself

If you are learning to fly in a colder climate, your flight instructor has certainly drilled you on the importance of preparing an airplane. The control surfaces must be clear and free of any snow, ice, or frost so that lift will not be compromised. The oil must be warmed up even before you start the engine so that, upon ignition, it can flow easily and do its job of lubricating myriad metal parts. Perhaps your flight school also uses heaters to protect airplane avionics from extreme cold. Hopefully, your flight instructor has warned you against using an ice scraper or a credit card to remove frost from an airplane's windows, because the sharp edges will scratch the plastic windows.

While you're doing this—warming up the oil, wiping frost off the leading edges—your normal preflight is prolonged. "You have to be well prepared to be outside in the elements to do the job necessary to preflight," Rakic said. "If you're not wearing the appropriate hat and gloves and coat, you're probably gonna want to rush the preflight."

Rakic's rule for preflight wear: "If you can't walk from the FBO to the end of the runway and back without getting cold, you are underdressed."

In Grand Forks, North Dakota, the home of the University of North Dakota (UND) John D. Odegard School of Aerospace Sciences, the UND flight department cannot dispatch aircraft if the temperature is below freezing unless everyone involved has hats, gloves, and winter boots. Sarah Staudt, a graduate of UND's flight program, remembers those teeth-chattering days somewhat fondly. "I had three layers of gloves," said Staudt, who is chief flight instructor for the Aircraft Owners and Pilots Association's Pilot Information Center. She said she wore "everyday" gloves of manmade materials, which provided enough manual dexterity for such tasks as checking the oil; over those she would wear waterproof ski gloves if she needed to move aircraft. In her survival kit she packed sheepskin mittens lined with wool. "We were very picky about our winter gear," she said.

Sturdy layers of clothing are also necessary in the cockpit. Many pilots have been known to sport street shoes and pants more appropriate for an afternoon lounging on the sofa than an extended time spent in freezing temperatures. A cockpit can get very drafty, particularly if you fly older airplanes;

and you should always dress and choose footwear for the possibility that you will be making an off-airport landing. Rakic calls this "dressing for the egress," a concept taught in Civil Air Patrol operations. Layers are a good idea, particularly if they incorporate wool and an underlayer of a moisture-wicking material.

Then there's the all-important survival bag. It should include, at a minimum, first-aid gear, snacks and water, fire-making tools, extra warm clothes including socks, and a personal locator beacon. Staudt said UND students would throw the engine blanket in the back along with the regular survival gear. The blanket could be used as another layer of protection against the cold, and the oil-spotted sections could be used to start a fire.

Staudt would wear a bright-yellow down coat whenever she flew in the winter. The bright yellow color meant she would stand out against the snow if she had to put the airplane down off airport.

Scrutinize that route

While some would argue that flight planning in the winter is no different than flight planning in warm temperatures—check the weather, check the route, check the destination airport—there are some cold-weather considerations. For example, instrument flying in the winter is a nonstarter if there's icing in the clouds. Weather patterns must be carefully monitored, particularly in areas where snow squalls can pop up as readily as thunderstorms in the summer. Check current conditions on AOPA Weather delivered by Sirius XM (aopa.org/weather).

With much of the United States now populated, prolonged flights over desolate areas are not as prevalent as they once were. Still, flight paths should be scrutinized for unnecessary risks. Do you really need to fly directly across Lake Michigan? Perhaps a more circuitous route—one that affords off-landing possibilities that don't involve freezing water—is in order.

For all your prep, sometimes flying just isn't in the cards on a brutally cold day. Rakic remembers going to the airport one sub-zero morning, spending time deicing the airplane and cleaning the control surfaces. "It was all for naught; when I tried to start the engine it wouldn't start," he said. "The air was too cold to allow for fuel vaporization to happen properly." Now that's cold.

And if it's that cold, you risk overpriming—or increasing the possibility of an engine fire if it does start. On such mornings, perhaps the best course of action is to go back to bed and wait until things warm up a bit. FT

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Holiday zoom call



Aviation career opportunity

CFI Opportunity:

SGS, Cadotte Aero - 225 Bravo Ln, South St Paul, MN 55075 a flight school at KSTP is seeking a highly-skilled Certified Flight Instructors, full and part-time. Successful candidates will complete a demanding, rewarding qualification process to ensure the highest level of ability to teach both flight and ground instruction. Our instructors are well compensated and respected. Work as a team with other professional, motivated teachers. Teach established fundamentals with the most innovative methods, and have the satisfaction of instilling the highest level of student knowledge and performance. If you are interested, please call 651-894-4907.

Chicken Alfredo

From: *Delish.com*



***Recently made this dish
and it was delicious!***

Ingredients

INGREDIENTS

2 tbsp. extra-virgin olive oil
2 boneless skinless chicken breasts
Kosher salt
Freshly ground black pepper
1 1/2 c. whole milk
1 1/2 c. low-sodium chicken broth
2 cloves garlic, minced
8 oz. fettuccini
1/2 c. heavy cream
1 c. freshly grated Parmesan
Freshly chopped parsley, for garnish

DIRECTIONS

In a large skillet over medium-high heat, heat oil. Add chicken and season with salt and pepper. Cook until golden and cooked through, 8 minutes per side. Let rest 10 minutes, then slice.

Add milk, broth, and garlic to skillet. Season with salt and pepper and bring to a simmer. Add fettuccine, stirring frequently for about 3 minutes. Let cook until al dente, 8 minutes more.

Stir in heavy cream and Parmesan until combined. Simmer until sauce thickens.

Remove from heat and stir in sliced chicken. Garnish with parsley.

Chicken Alfredo - Delish.com

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

Ellen Quist

CFI/CFII ratings: Private, Instrument,
Commercial
(763) 222-4952
quist.ellen.e@gmail.com
Airport: Anoka, MN

Kjersti Kittelson

CFI/CFII ratings: Private, Instrument,
Commercial ASEL and ASES
Multi-instructor

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>
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