



NORTHERN FLIGHTS

Official newsletter of the Minnesota Ninety Nines Women Pilots

July 2021

What's Happening?

When I was teaching school I always got a bit sad when the 4th of July came...start of school was only a few weeks away. The retail stores confirmed that by putting out school supplies around the 4th. The summer got filled up with so much fun stuff that time just raced by. Such is the case this summer for our Chapter, but there's nothing to be sad about! It's been exciting and filled with fun events. I hope you have been able to have fun aviation adventures and fun times with family and friends.

Through emails and postings on the website, we have tried to keep everyone informed of our activities. Those include:

May: Flyout to Brainerd for Trudi Amundson's seminar and lunch, Great Minnesota Aviation Gathering May 21-22.

Laura hosted our June meeting at her hangar at Flying Cloud where we met three young ladies who may be interested in careers in aviation. Majel brought a friend (Afra Suri) from her flying club who may join us too. Afra just did her first solo on July 1st at KANE! Congratulations to her!

Our first airmarking was done June 25 in Cook, Minnesota! One of our June meeting visitors, Mila Goebel and her father came and joined the airmarking team! We were so happy to have their help. Mila is starting flight lessons and has applied for her student pilot certificate!

Three teams from our Chapter participated in the Air Derby. Team Snowbirds (Deb Thompson and Patti Sandusky) won a leg prize! Jan Moll, Ellen Quist and Cheryl Daml were Team Hip Hop Full Stop. Leeann Jorgensen, Theresa Evans, Rebecca Anne Walsh and Alaina Walsh were Team Minnesota Loons. We all had different experiences and challenges, but everyone had a great time and learned a lot. It was great to have the Minnesota Chapter so well represented in this new version of the Air Race Classic.

We have been invited to join the Women in Aviation for a movie night on Tuesday, August 17 at 6pm at Premier Jet Center (Flying Cloud). More details to follow. I am excited to have our Chapter join the Stars of the North and get to know women from their organization. We partnered with them last year for the WASP Tribute Flight.

August 21 we will be touring the Fagen Fighters Museum in Granite Falls.

Please make a note to plan cross country flights to the airports participating in the Tree of Hope donation drive August 6-31. (Details here in the newsletter and through subsequent emails).

More activities in September will happen, including our quarterly meeting at Lake Elmo on September 12 at 11:30 am at Susan Bailey Schmidt's hangar.

More details to follow.

Please mark September 25 on your calendar for Girls in Aviation Day at Premier Jet Center (FCM). We will need volunteers to work our booth and greet a couple thousand young ladies who are interested in aviation.

I encourage you to email me with any memorable flights, accomplishments, or news that you would like to have the Chapter be aware of. This is an awesome group of women who are doing amazing things. We want to celebrate with you and encourage everyone in their struggles, triumphs and adventures! That's what we are all about. We can't all make every Chapter event, but we are all still here behind the scenes cheering for each other. This group is so supportive of each other and willing to help out. What a great sisterhood we have here!

Cheers,

Cheryl



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Northern Flights is published
three times a year by the Minnesota 99s.
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ACTIVITIES

Women in Aviation for a movie night

August 17 6pm, Premier Jet Center (Flying Cloud).

The Fagen Fighters Museum tour

August 21 Granite Falls.

Girls in Aviation Day

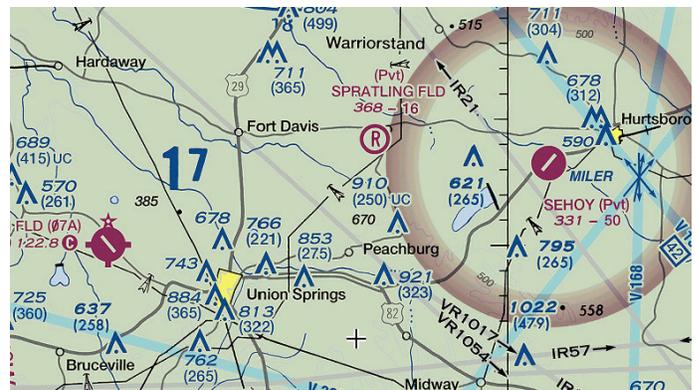
September 25, Premier Jet

Holiday Party

December x, Lynx FBO, Anoka airport (ANE)

GUESS THE SECTIONAL

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WINDOW CLINGS



Proud to be a Ninety-Nine?

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TRAINING TIP: LOSING IT

AOPA PILOT *By Dan Namowitz*



What do uncoordinated flight, equipment malfunctions, complacency, distraction, turbulence, and VFR-only pilots attempting to fly in instrument meteorological conditions all have in common?



Photo by Mike Fizer

By the book

A private pilot applicant must be able to manage risks including “distractions, loss of situational awareness, or improper task management.”

All are among the most common ways pilots lose control of aircraft—a leading cause of general aviation accidents.

Eradicating loss-of-control misadventures has long been an NTSB safety priority, and if your flight instructor seems to be emphasizing the subject a little more lately, it could be that the CFI recently took an instructor’s refresher course that came down hard (as mine did) on the need to spotlight loss-of-control scenarios for the student population.

What do you visualize when you ponder the term “loss of control” as related to in-flight mishaps? Stalls? Spins? Wake-turbulence upsets? Thunderstorms?

Here’s how the FAA defines it, using the abbreviation “LOC-I” in Chapter 4 of the Airplane Flying Handbook: “LOC-I is defined as a significant deviation of an aircraft from the intended flightpath and it often results from an airplane upset. Maneuvering is the most common phase of flight for general aviation LOC-I accidents to occur; however, LOC-I accidents occur in all phases of flight.” Pilots must develop a heightened awareness of situations that increase the risk of loss of control, it adds.

On June 28, 2019, a Maule M-6 flying in deteriorating weather and mountainous terrain in Alaska stalled as the apparently disoriented and “stressed” pilot attempted an “abrupt maneuver.” The ensuing crash killed three of the four individuals aboard, according to the NTSB’s accident report, aided by the surviving pilot-rated passenger’s recollections.

Landings are particularly susceptible to loss-of-control accidents, even more so “low inertia, high-drag” aircraft because of “their low cruise speed to stall speed margin and their tendency to experience significant airspeed decay with increased load factor (such as during a turn),” the NTSB noted when reporting on a July 1, 2019, fatal accident involving a soloing student sport pilot flying a kitplane toward his private airstrip in Orleans, Indiana. The probable accident cause was the pilot’s “exceedance of the airplane’s critical angle of attack while maneuvering toward the runway, which resulted in an aerodynamic stall and a loss of control.”

Loss of control in various flight phases was studied by the General Aviation Joint Steering Committee, an effort in which AOPA participated that produced a set of safety enhancements addressing topics from training to technology.

The steering committee is also tackling a related hazard: controlled flight into terrain, having released its report on June 11.

When dogs fly



Many pilots describe their first thoughts of flying occurring when they were young when seeing planes fly overhead, or peering through a fence at a local airport. Those experiences then lead to dreams of learning how to fly. Well, that wasn't the case for me!

My parents counseled me to be a teacher or a nurse. Since I enjoyed anatomy and physiology, I decided to become a nurse. After graduating St. Olaf College, I embarked on a traditional career as a nurse working in various settings in Minnesota and Colorado.

In the meantime, my brother decided he wanted to become a professional pilot. As part of accumulating his long cross-country hours, he would fly from Minnesota to visit me in Colorado. I would fly with him, and he often let me take the controls from the right seat. I learned how to scan the sky for traffic, and tune in a baseball game on that weird radio he called an ADF. But I never pursued piloting any further.

Fast forward thirty years to 2000....my life had taken many twists and turns by that time, and I was a forty year old newly graduated nurse anesthetist with a Masters in Nursing from the University of Minnesota. My husband at the time had also recently graduated from anesthesia school. We were living in Bloomington; the parents of three dogs navigating new careers and student loan payments. He had always dreamed of becoming a pilot, and I replied "Yeah, that sounds kinda fun."

That led to a Valentine's Day gift of a Discovery Flight, and that's where the story takes off. I earned my private license in four months, passing my check ride just after Labor Day, 2000. My solo was on the Fourth of July, an

experience I fondly remember every year on that day. The next challenge was an instrument rating, which was put on hold following 9/11.

I finally achieved that rating a year after my private, and then the fun really began. We had a place in CO, and made many flights back and forth, with all three dogs quietly sleeping in back. Except big Katie. She loved to sit up, look out the window, and then lay back down. I could always tell when that happened because there was an ever so subtle shift in weight and balance!

We were members of the Cloud Seven Flying Club at KFCM, a fantastic club with six Cessnas. I enjoyed flying the 172s, 182s and 210s, each with their own special qualities and missions. You could say I became a diehard high-wing gal!

In 2006 I became single and started thinking about owning my own plane. That led to my purchase of N425KA, a former State of OK Highway Patrol plane, at an online auction. I won that auction, and never looked back! I revamped my panel, my avionics, and my interior along with pitching in on my annuals.

While I was a Cloud Seven member, I met Trudi Amundson who introduced me to the 99s. We did many blood flights together, and then when those were discontinued, we started flying rescue dogs. Many of our flights were through Pilots N Paws, but we began to develop a network of rescue organizations that we partnered with independently. Most of the dogs we flew came from the southeast and are then flown to the Minneapolis area. Our legs were, and still are, usually around 200 miles originating in WI, IA or IL and ending up at KFCM. Over the past twenty years I've flown countless dogs including two of my own, one cat and two goats. I took the backseat out of my 182 to make room for crates and more dogs. I've flown nine in one flight; many were puppies, another flight was five Dobermans, and another was for two Great Danes!

In September 2013 I took a month off of work and flew to Yosemite, CA for an anesthesia conference. I made many stops along the way and visited McMinnville, OR and Seattle, WA on my way home across the northern states. McMinnville was fun as I toured the Spruce Goose Museum and the Tillamook cheese factory. Seattle needs no explanation, and I highly recommend the Boeing Museum of Flight!

When dogs fly (continued)



One of my goals is to land a GA plane in all fifty states. Currently I have ID and HI remaining. Trudi and I will fly to Idaho in September, and I'll journey to HI on the dreaded commercial flight at some point in the future. My favorite state was AK where I took a bush flying course in Talkeetna and did some flying out of ProFlite Alaska in Fairbanks where I made some good friends. One of my favorite flying experiences was flying north of the Arctic Circle to Bettles, AK. My flight was the day after the Summer Solstice. The sun was high in the sky at midnight, and not in the west like usual but due north! I arrived back in Fairbanks at 0130 and didn't even get a night landing!

Along the way I became a FAASTeam Representative to assist in the organization of the Saturday Morning Seminar Series at Modern Avionics, KFCM. After several years I became the series coordinator and was promoted to Lead Representative. During Covid I was able to transition our Seminar Series to web-based events, and will be transitioning to a hybrid format with both live and online sessions in August. I was named MN Representative of the Year in 2020, and Regional Representative of the Year in 2021. I happily retired from anesthesia practice in September 2020 and am working very part-time as a paramedic educator at HCMC EMS Education. Currently I'm working on my commercial certificate and hope to become a CFI. My interest is not in teaching primary students, but in-flight reviews for seasoned pilots and counseling for theFAASTeam. I hope to pass my commercial check ride by end of summer or early fall and go on from there.

In the meantime, I'll continue with dog rescue, and flying to fun places near and far! See you at a 99s meeting, or in the skies!

Air Race Classic 2021



A big CONGRATULATIONS to Team 45:
Snowbirds - Deb Thompson and Patti Sandusky
for winning a leg prize for Leg 1 in their Air Derby!
Way to go, Ladies!

Team 32: Hip Hop Full Stop
Cheryl Daml, Ellen Quist and Jan Moll
successfully completed their Air Derby
on Monday, June 14!



Team 103: Western MN Loons
Theresa Evans, Leeann Jorgensen, Rebecca-Anne
Walsh and Alaina Walsh, completed their Derby
on Saturday.

Cook Airmarking



A big thank you and congratulations to the Cook Airmarking Team! We were able to complete the compass rose at Cook on Friday! The old rose was visible and required minimal layout work...a few chalk line snaps where we couldn't quite see the edges.

The team consisted of Tracy Davenport, Patti Sandusky, Jan Moll, Cheryl Daml, Mila and Steve Goebel, Sheila Gruba and Trudi Amundson. We had a great time! The weather was perfect Friday so that we could get it done in one day. This was a good thing since it rained all day Saturday.

The next one is the first weekend in August in McGregor (weather permitting.) Hope we have a good turnout!

Wings of the North Air museum tour



Strawberry pie

From: acouplecooks.com



Ingredients

- 1 pie crust*: Homemade Pie Crust, purchased pastry crust, or Vegan Pie Crust
- 2 pounds fresh strawberries
- cup granulated sugar (or coconut sugar)
- cup honey
- ½ tablespoon vanilla extract
- ½ teaspoon cinnamon
- 1 pinch kosher salt
- ¼ cup cornstarch**
- ¼ cup water
- Homemade whipped cream, to serve

DIRECTIONS

Make the crust: Follow the directions in the Homemade Quiche Crust recipe to make the dough and shape it into a 9-inch pie plate. You can do either a fork pressed edge or a fluted edge. Then freeze the crust in the pie pan for 30 minutes (this helps to avoid shrinkage; you can skip the freezing portion for a purchased pastry crust).

Preheat the oven to 375 degrees Fahrenheit.

Blind bake*: Remove the dough from the freezer. Crumble a sheet of parchment paper, then place it gently on top of the crust. Fill the dough with pie weights (we used two sets of these), dry beans, or dry rice. Bake for 15 minutes, then carefully remove the parchment and weights and bake an additional 14 to 15 minutes until the bottom is golden brown (note that the timing may vary if you use store-bought pastry dough). Remove from the oven and allow the crust to cool completely before adding the strawberry filling. To cool it quickly, you can very gently slide it into another pie pan of the same size and place it on a cooling rack; this should cool it in about 10 to 15 minutes while you make the filling. (Or, the baked crust can be wrapped in plastic and stored in the refrigerator for 2 days.)

Make strawberry filling: Clean, destem and quarter the strawberries lengthwise, cutting very large berries

into smaller pieces. Take 1 cup of the quartered strawberries (reserve the rest), place them in a bowl, and smash them with a fork until each one is mashed. Add the smashed berries and their juices to a large saucepan. Add the sugar, honey, vanilla, cinnamon, and salt. Bring to a simmer over medium-low heat and cook until the sugar is dissolved and the mixture is bubbling, about 2 to 3 minutes.

Then in a small bowl, combine the cornstarch with ¼ cup water and whisk until dissolved. Add the cornstarch mixture to the saucepan and cook, stirring constantly while it bubbles, for 2 to 3 minutes until very thick and glossy. The texture at the end should be incredibly sticky and thick (if not, keep cooking). Turn off the heat. Add the remaining fresh strawberries to the pan and turn with spatula until they are fully coated with the thick sauce.

Immediately scoop the strawberry filling into the cooled pie crust. Use clean fingers to arrange the strawberries in the top layer (you may need to flip some over to make it look nice). Allow to cool in the refrigerator for 2 hours before serving until it sets. Serve topped with homemade whipped cream. Lasts up to 3 days refrigerated.

FLY FOR A WORTHY CAUSE!

HOLIDAY TREE OF HOPE SUMMER TOY DRIVE!

August 6-31, 2021 CHRISTMAS IN AUGUST!

For 30 years, Holiday Tree of Hope has been collecting toys for children who are hospitalized during the holidays. We have served over 40 hospitals, shelters, and Ronald McDonald house each year, bringing smiles to children and families who are dealing with trying times.

This year we are hoping to get a jump start on the project with a **Christmas in August fly out project**. Pilots and the general public can drop off toys to any of the following airports between **August 6-31, 2021**.

Age groups for Donations: Infant,* Toddler, Preschool, Grade School, Pre-Teen and Teens*

***Toys for all age groups are accepted, however we have the biggest need for infants and teenagers!**

- KANE Anoka County Blaine-Janes Field (Lynx FBO) (Fuel discount offered for donation)
- K21D Lake Elmo (Lake Elmo Aero)
- KSTC St. Cloud Regional (FBO)
- KAXN Alexandria-Chandler Field (FBO)(Fuel discount offered for donation)
- KFBL Faribault Municipal-Liz Wall Strohfus Field (FBO)
- KBRD Brainerd Lakes Regional (NorthPoint Aviation)
- KROS Rush City Regional (Hawk Aviation)

Plan your summer cross country flights to include a flight to one of more of these airports. Drop a toy or two, borrow the courtesy car, visit a local restaurant, and help make your day, and a child's Christmas a happy one!

WE ARE HOPING FOR AN IN-PERSON TREE OF HOPE DECEMBER 4, 2021.

Monetary contributions can be made on our donation site by scanning the code below.



AUGUST 6-31, 2021

TREE OF HOPE TOY DONATION FLY OUT!!

HolidayTreeOfHope.org



SCAN ME

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>
Click on Aeronautical chart

<http://www.eaa.org>

http://www.nxtbook.com/nxtbooks/aopa/flashcards_201310/