



# NORTHERN FLIGHTS

Official newsletter of the Minnesota Ninety Nines Women Pilots

December 2021

## Not Just an Ordinary Flight



One thing I have enjoyed about our chapter is the interaction between the generations. Our recent holiday party was a fun and special event with a nice mix of long-time members and newer members. Long-time member, Marcy Drescher brought a t-shirt to the meeting which was signed by Elizabeth Betty Wall Strofus, a WASP, and also a long time member of the Minnesota 99s. It was a good reminder of her and brought back lots of wonderful memories. Liz passed away in 2016 at the age of 96.

Liz was a spunky, spirited woman who loved to fly and loved to share her WASP story to inspire women to follow their dreams. She firmly believed that you can accomplish anything you set your mind to. She learned to fly in a time when society said "Girls don't fly." I can still hear her say "Oh yes they do!" What these women pioneers went through to become pilots was more than challenging, and we can thank them for paving the way for us.

Many of you were fortunate to know Liz for a long time. A friend of mine who flies for the Commemorative Air Force introduced me to Liz a couple years before I became a 99. She encouraged me to become a 99, which I did a year or two later. Over the next few years, I learned her story by hearing her speak at different events. She spent the last years of her life touring the country, talking about how she learned to fly and her experiences as a WASP. Liz's stories were entertaining, touching, and always delivered with enthusiasm and Liz's special sense of humor. She was passionate about aviation and proud to serve her country.

When our Chapter hosted the NCS Section Meeting in 2015, Liz was our keynote speaker. At the same time the American Aviation Heritage Foundation was restoring a BT-13 in Liz's honor, for donation to the WASP Museum in Sweetwater, TX. The AAHF graciously put the plane on display for our banquet at the Golden Wings Museum. The BT-13 was a World War II trainer (BT stands for Basic

Trainer), and pilots learned to fly in them before moving on to the other WWII planes such as the T-6, P-51, and the bombers. The BT-13 was one of the airplanes Liz flew as a WASP. It was finished after she passed away and delivered to the museum in 2017.

This summer the same Commemorative Air Force (CAF) friend who introduced me to Liz flew a newly restored CAF BT-13 to Oshkosh, where it won Reserve Grand Champion for its restoration. CAF was selling rides in it and several of us, including Patti Sandusky and I decided to each buy a ride. The weather turned bad at Oshkosh on the day Patti was going to take her ride, so she and I flew on August 22. Evelyn Canfield and her dad also bought rides and took them this fall. Heather McNevin joined the CAF and took a ride in the BT, as well. She is looking to start training in it this spring! That's a lot of 99s in one of Liz's favorite airplanes!

Before the flights, we donned flight suits, got a preflight briefing and then climbed into the back seat, all excited to fly in a beautifully restored vintage aircraft. Our friend and pilot, Bill, did the takeoff, and then shortly afterwards he turned over the stick to each of us on our ride.

The BT is a sweet airplane to fly. Its controls are easy and responsive, and it is very stable. It has a canopy and can be flown with the canopy open or closed. Patti and I flew on a warm day and we got the thrill of flying in an open cockpit. It was a blue-sky day and the flight took us east from Fleming Field to the St. Croix, then north and back west to Fleming. The scenery was gorgeous and the plane was a dream to fly! What a thrill and a privilege to be able to fly a WWII warbird!

Now I am left thinking of how Liz and the other WASPs felt as they were flying the BT and all the other planes they flew. Their dedication to our country and to aviation allow us to do what we love to do today. The CAF is dedicated to keeping the warbirds flying and keeping the story of the Greatest Generation alive. If you get a chance to purchase a ride in a CAF airplane, go for it! It's a memorable experience and a tribute to those who sacrificed so much for our freedom and the privilege of flight.

I know that Liz was smiling down on us during our flights, as she was at our holiday party. Thank you, Liz!

*Cheryl*



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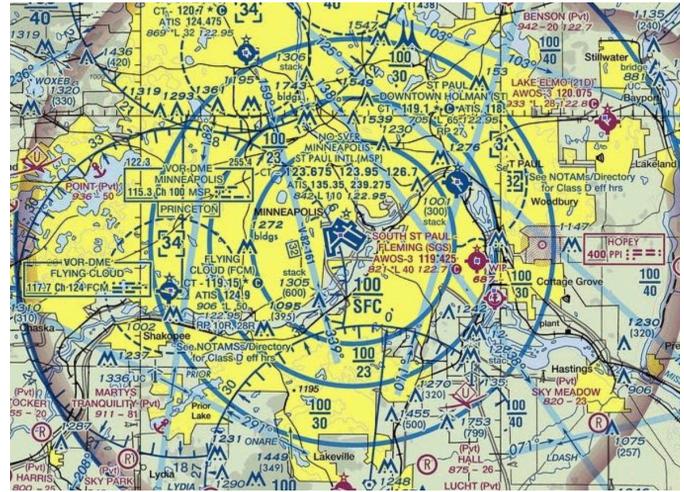
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## 2022 Activities

**January 9**, Laura Herrmann will present her seminar on "Busting Class Bravo." details to come in an email.



## Accomplishments

**Congratulations to our following members:**

**Carmen Kivisto** earned her CFI on December 9,

**Becky Juarez** completed her first dual cross country.

**Melissa Aho** took her PHD graduation walk (awesome accomplishment, Melissa).

**Laura Herrmann** passed her CFI written.

**Zoe Finn** for passing her Instrument written test.

**Brenda Hanson** for passing her Instrument Ground Instructor written test.

**Deborah Kaeder-Carpenter** received 2 new ratings in the last 5 months. In July, she passed her Boeing 787 type rating. She's a 787 captain for United Airlines flying out of ORD. And in November she passed her King Air 300 type rating.

**Chris Larson** defended her PHD dissertation in July and is now an assistant professor in veterinary anatomy & physiology. She bought a share in a two-seat glider that is based in Brookings SD. Glider rides or instruction are available there!

**Cheryl Daml** and 2 partners bought a hangar at KANE and have spent October-December working on it to get it ready to move their Beech Sundowner into (which happened on December 29!) Not done yet, but the plane is in!

# A Priceless Day

By Trudi Amundson



I was visiting a longtime friend who has lived on Prior Lake for the last 10 years. She stated that her neighbor, a 15-year-old girl was very interested in aviation and would like to talk to me. Kalia came over and sat down and just looked at me and smiled. I asked if she had any questions and she asked how to become a pilot. After telling her the process I asked if she would like a ride. If smiles could get any bigger, I would be amazed. I took Kalia up for her first ever small airplane ride on Sunday, September 18, 2021 in N65045, A Cessna Skyhawk.



Left to right: Trudi Amundson and Kalia

We headed over to Prior Lake where her mom and my friend were waiting on a dock to wave and cheer Kalia on. After wing wagging goodbye, we left the area and proceeded southwest. I had explained to Kalia during the preflight that she should concentrate on three instruments (AI, Altimeter, and Directional Gyro) when it was her turn to fly.

After completing clearing turns, I turned the controls over to Kalia. She performed basic maneuvers such as climbs, descents, turns to the right and left like she had been flying forever. I took my former neighbor up when he was 17 and I let him fly. He was the most natural non licensed pilot I have ever had the pleasure of flying with. He is now 28 and flies for Sun Country. Kalia was the same....just a natural. I had her do a 360 and she did it perfect (I did control rudders on this flight and there was almost no wind that day) but still.....I praised her ability to fly so well the first time and she could not stop grinning. When we taxied back, her parents were waiting and all three of them talking at once and all wanting to take lessons. John O'Shaughnessy, President of the flying club I am in, was at the hangar that day and talked to them about getting on the waiting list to join our club. In the interim, I sent them recommendations of where to take flight lessons.

When you find someone who shares the love and passion for aviation as you do, well.....that is truly priceless!! I am confident she will get her license on her 17th birthday!!

It was a GREAT day of flying!!

# Pilot's tip of the week: Ramp Check

Featuring: Mark Kolber, By: Pilotworkshop.com

## Subscriber question:

"I have this fear that I'll be ramp checked by the FAA and they'll ask for things I don't have because I fly rented aircraft. Am I worrying about nothing?" — Tom P.



"Rented or owned, we're required to determine if the aircraft we fly is airworthy. That includes documents that must be onboard: airworthiness certificate and registration, radio station license if crossing the border, the aircraft flight manual (or other source of operating limitations for older aircraft), and a current weight and balance. Equipment added after leaving the factory usually has a flight manual supplement that must also be onboard. Even a simple GPS NAV/COM will come with a supplement.

We are also responsible for ensuring all the maintenance and inspection requirements are met. This can be tricky for renter pilots. The flight school or FBO dispatch sheet may be wrong. Here's a tip. Get the logbooks from the FBO or flight school some rainy day and snap photos of the latest entries to keep on your smartphone or tablet. Make sure you include the annual inspection and ELT checks, as well as pitot, static, and altimeter checks if you fly IFR. Snap any airworthiness directive compliance information you see as well. You'll learn how to find information—and those photos might preclude a follow-up with an inspector in case of a ramp check.

Don't forget your personal documents: your pilot certificate, government-issued photo ID, and FAA medical certificate if you have one. BasicMed documentation need only be kept with your logbook, and only student, recreational, and sport pilots are ever required to carry their logbooks. But like having the aircraft inspections, having a photo of your Basic Med documents is a good idea. If you have a digital logbook, store the image there. Digital logbooks also mean your flight review and other currency requirements are easy to show. Ramp checks for light GA are rare. But by having electronic copies of the required items and other important information, you paint yourself as a compliant, diligent pilot. This can predispose an inspector to be lenient on something you missed, like an inop landing light."

# Holiday party 2021



**Holiday meeting and party, December 12, ANE** Front row kneeling: Robyn Stoller, Kisha Delain, Lisa Karan. Second Row: Elaine Morrow, Marcy Drescher (and Liz Strofus via signed t-shirt), Dr. Melissa Aho, Jan Moll, Patti Sandusky, Cheryl Daml, Ellen Quist, Jan Trover. Third Row: Michelle Kaslow, Susan Bailey-Schmidt, Erin Koelling, Dr. Majel Baker, Carmen Kivisto, Neda Kellogg, Brenda Hanson, Stacia Valentine-Harkins, Kate McDonald, Dianne Thomas, Becky Juarez and Thuy Pieper. Present but not in photo as she was the photographer: Laura Herrmann.



**Brenda Hanson** awarded for attending the most 99 events in 2021.



**Erin Koelling** awarded for landing at the most airports in 2021.

# Elizabeth Betty Wall Strofus, WASP and Ninety-nine



Honoring Elizabeth Strohfus (Liz)



Elizabeth next to the BT-13 (partial restoration), 2015.



Elizabeth autographing for a young admirer, 2015.

# Commemorative Airforce BT-13 flight



Bill and Cheryl in BT-13



Patti and Bill by BT-13



Aerial view in BT-13



Evelyn in BT-13



Heather in BT-13

# Tree of Hope



# Brooks Best Bombshell Brownies

By: [allrecipes.com](http://allrecipes.com)



## Ingredients

- 1 cup butter, melted
- 3 cups white sugar
- 1 tablespoon vanilla extract
- 4 eggs
- 1 ½ cups all-purpose flour
- 1 cup unsweetened cocoa powder
- 1 teaspoon salt
- 1 cup semisweet chocolate chips

## Directions

### Step 1

Preheat oven to 350 degrees F (175 degrees C). Lightly grease a 9x13 baking dish.

### Step 2

Combine the melted butter, sugar, and vanilla in a large bowl. Beat in the eggs, one at a time, mixing well after each, until thoroughly blended.

### Step 3

Sift the flour, cocoa powder, and salt in a bowl. Gradually stir flour mixture into the egg mixture until blended. Stir in the chocolate morsels. Spread the batter evenly into the prepared baking dish.

### Step 4

Bake in preheated oven until an inserted toothpick comes out clean, 35 to 40 minutes. Remove, and cool pan on wire rack before cutting.

## 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](mailto:aviatrix99@mac.com)



## 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/)