



Northern Flights

Official newsletter of the Minnesota Ninety Nines Women Pilots

October 2022

A Changing Season: Girls in Aviation

It's fall, and things are changing every day. The colors are popping and everything is looking beautiful across the state. There's a refreshing change in the air, and every day the sights from the air and on the ground are spectacular. One must just enjoy the moment, and drink in the beauty.

On a beautiful fall day in September, over 1000 young ladies attended Girls in Aviation Day at Flying Cloud Airport. Judging by the excitement in their faces, I don't think they were necessarily thinking about fall colors and changing seasons. This year's GIAD featured some pretty fun things for the attendees to see. The AF Guard brought a C-130, which was wide open and available to walk through. The line to get in was long for most of the day. Not far away was an Air Tractor firefighting airplane. I saw lots of people sporting "Fire Boss" hats, which were the swag given away there. Lynn Ojala carefully guarded her Christian Eagle and happily talked to people about doing aerobatic flight. There was a lot of interest in the giant parachute that the National Guard had spread out on the ground. The State Patrol, Life Link, and North Memorial had their helicopters on display. Civil Air Patrol and EAA were also represented. And Endeavor Air brought a CRJ 700 jet which was open to walk through. The annual "paint the snowplow blade" was a hit, as always!

Information on aviation careers was disseminated by several aviation colleges, air traffic control, flight service, maintenance schools, several airlines, Minnesota Department of Transportation, and several other organizations.

The girls enjoyed different aviation activities, such as the mapping station at our 99s booth, virtual reality activities, designing an airport, learning about stalls and Bernoulli's Principle. And of course, most booths gave away swag. I think many of the attendees were grateful for the 99s swag bags that Elaine so generously donated to the event. Kudos to the Women in Aviation (Stars of the North Chapter) for organizing and hosting this outstanding event.

I was pleasantly surprised at the number of high school students who were seriously interested in aviation careers. Several came to the 99s booth asking about learning to fly and about the 99s role in mentoring women in aviation. They asked great questions and got lots of good information from so many different sources. The event definitely did its job in raising awareness and generating excitement in girls of all ages.

Although women are still a minority in the aviation world, we are seeing a definite change in female interest and involvement. Just like our beautiful fall season, there's a refreshing change in the air (pun intended). We must enjoy the moment and work towards getting more young ladies interested and educated about the wonderful opportunities to be had in aviation. We can do our part by introducing a girl to flying. Whether you are just getting started or even if you no longer fly, your love of aviation can be passed down by sharing your knowledge, experiences and passion for flight. Let it be known that GIRLS FLY!

*Cheers,
Cheryl*

Minnesota 99s Women Pilots Our Chapter's Labor of Love

By: Cheryl Daml



The University of Minnesota operated a flight school from the 1950s to the 1980s at their own airfield in Blaine, MN. That property was sold for development and the school moved to the Anoka County Airport, where they operated until the late 1980s. It was a very busy flight school, training all levels of aviation students, including ROTC students, students who got college credit for taking some flying lessons, those whose goal was commercial aviation, and many who took a demonstration flight and never went any farther. The school produced many commercial pilots who went on to successful careers in the military and at the major airlines.

Several years ago, Cheryl Daml, MN 99s Chapter Chair, was the volunteer coordinator for the Anoka County Airport Discover Aviation Days (DAD). While in the basement of the old University of Minnesota flight school building, which now contains all the DAD signage, etc., she discovered a shelf full of old logbooks. What a find! Apparently, when the U of M flight school closed, all those logbooks

were left behind. Greg Herrick, of the former Golden Wings Museum, took ownership of the U of M building and was entrusted with U of M flight school artifacts, including the logbooks, with the promise that he would care for them.

After looking through a few of them, Cheryl found one that belonged to a fellow flying club member, Gary Garner, and secretly returned it to him. He was of course thrilled to receive it, having recently finished his private pilot training. Now he has his first logbook from 43 years ago!

Cheryl thought about all those other pilots who would be happy to have their first logbook. After several inquiries about returning the logbooks, this spring Cheryl proposed a plan to Herrick: the Minnesota 99s Women Pilots would catalogue the books, search for the owners and, after positive identification, return the logbooks to them. The owner agreed to let them do that.

The 99s could see that this project was going to be time consuming. Postage for inquiry letters and mailing logbooks was going to be expensive. Cheryl remembered Gary Garner, whose logbook she had returned. Gary agreed to have his company, ENPOINTE (<https://alwayспенpointe.com>), generously sponsor the project! Soon the father of one of her flight students agreed to have his company sponsor too--David Canfield with Interlog USA was happy to help. They were set!

Minnesota 99s Women Pilots Our Chapter's Labor of Love

(continued)



Several of the 99s, including Jan Moll, Becky Jaurez, Ellen Quist, Sheri Williams, Chris Kocinski, and Cheryl, have spent countless hours cataloguing and entering the information from the logbooks into a spreadsheet. They have catalogued about 930 so far. There are probably some 1500 more to go through. With limited access to the building, it will take a long time to get through them all, but the time is certainly worthwhile.

After a logbook is catalogued, the next step is to search the internet for the pilot's name and current address. The lion's share of this work has been done by Jan and Cheryl. This part is very time consuming and not as easy as it sounds. Many have very common names, many have since changed their name, or are deceased. But once a possible match is identified, the 99s send a letter of inquiry. The letter explains the project, states that the 99s have found a logbook belonging to the pilot by name and that they would like to send it back. Then they wait to hear from him/her.

Sometimes the letters come back as undeliverable, unable to forward, no longer at this address, etc. While disappointing, the 99s get back to again searching the internet. Some pilots are deceased and so the group attempts to find survivors.

The biggest reward comes when the group receives an email, phone call, or text saying that they have found the right person, and yes, the pilot (or their descendants) would LOVE to have the logbook back. As of September 29, 2022, they have returned 68 logbooks to their owners! The stories they have heard are very heartwarming. Several of the owners went on to fly for the military, followed by a career in the airlines. Some never finished their training but say that they are so happy to have a record of their first aviation accomplishments. For them it is a lovely reminder of the happy times they had learning to fly.

The group even found a former 99! Cheryl had a lovely conversation with her. The letter was sent to her and then the 99s didn't hear from her for almost a month. Turns out she had recently had a heart attack and as soon as she got home from the hospital, she replied to the letter!

The project will continue for many months to come, perhaps even years. The group wishes they had known of these logbooks years ago, so that they could have returned them sooner. So many of the pilots are no longer with us. But the 99s are rewarded by the those who they do find and are able to give the gift of a cherished memory. It truly is a labor of love.

If you think you or your relative may have a logbook on the shelf, please contact the 99s at 99logbookproject@gmail.com

Cheryl Daml and Minnesota 99s Women Pilots

AOPA Magazine

HUMAN FACTORS: THINK YOU'RE AIRWORTHY? HOW'S YOUR MENTAL HEALTH?

By: Terrie Mead

Every pilot learns that meticulous preparation before boarding the aircraft is the most effective method for avoiding in-flight mistakes. But do all pilots give equal weight to each of the three facets of thorough preflight planning?

A comprehensive preflight checklist includes the aircraft, the flight environment, and the human factor. The human factor determines a pilot's airworthiness; that is, their physical and psychological fitness. Pilots often neglect or even disregard their mental health as an integral consideration of a preflight brief. Nonetheless, flight safety depends on an aviator's ability to assess honestly the state of their own mental wellness.

In a short documentary the AOPA Air Safety Institute released in 2012, a grieving father recounted the tragic events of the previous year when a gear-down misstep in his floatplane resulted in the death of his son. No Greater Burden is Russ Jeter's real pilot story, but it is more than one of an airplane accident or one of loss.

"I think pilots tend to be more confident than the average person," Jeter said in the video. "I'd like to reach those people who believe it's never going to happen to me. Well, make sure it doesn't because it's nowhere you want to go."

Since January 22, 2011, Jeter has traveled many nautical miles pondering a million whys and what-ifs with specialists in various fields, including a U.S. Navy Seal psychologist.

"The other thing we talked about was the mental impact of having lost my mother, and I was unaware of the insomnia and how much that was affecting me," Jeter said. His mother's death 12 days earlier had triggered stress-induced insomnia, which led to his chronic fatigue on that horrible day, Jeter concluded.

The human factor is a variable. In other words, a pilot's mental state is prone to fluctuation. They must, therefore, be mindful of that immutable fact to ensure safe flight, and recognize and include it in their preflight planning.

Even setting personal worries aside, the time we live in now is at a historic level of anxiety. Consequently, the need for normalcy may override the pilot's obligation to tune in to their mental state before engaging in demanding activities like flying. Pilots must recognize the effects of stress on their body and mind, and factor these into their go/no-go decision-making process.

Before your next flight ask yourself, am I airworthy? The IMSAFE checklist is the best tool for pilots to judge their physical and mental condition. The S in the acronym stands for stress. A few of its characteristic signs are memory loss, headaches, fatigue, stomach discomfort, and increased heart rate. As Jeter discovered, stress is difficult to detect in ourselves, and when it is poorly managed, the consequences can be devastating.

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2022

TREE OF HOPE BEGAN MORE THAN 30 YEARS AGO WHEN RAY & CELESTE SHEFLAND NOTICED A PROBLEM; HOSPITALIZED CHILDREN IN NEED OF A SMILE OVER THE HOLIDAY SEASON. GATHERING THEIR AVIATION FRIENDS, THEY COLLECTED & DELIVERED TOYS TO LOCAL HOSPITALS.

SINCE THOSE EARLY YEARS, WE'VE GROWN TO SUPPORTING MORE THAN 40 HOSPITALS, SHELTERS AND CHARITIES IN MINNESOTA & WESTERN WISCONSIN WITH TOYS.

THEIR MISSION CONTINUES BUT WE NEED YOUR HELP. SHOP FOR TOYS (INFANTS THROUGH AGE 18), MAKE A FINANCIAL DONATION OR BECOME A SPONSOR. VISIT OUR WEBSITE

WWW.HOLIDAYTREEOFHOPE.ORG

OR SCAN THE QR CODE FOR MORE INFORMATION.



COLLECTION DAY

FLY OR DRIVE TOY DONATIONS TO THE

ST. CLOUD REGIONAL AIRPORT, HANGAR H

SATURDAY, DECEMBER 3RD, 8AM-12PM

TREE OF HOPE IS A REGISTERED 501(C)(3)



SANTA NEEDS OUR HELP!



For more than 30 years, Tree of Hope has been delivering gifts to hospitalized children in Minnesota and western Wisconsin. Load-up your winged (or wheeled) sleigh with goodies and help us put a smile on a child's face for another holiday season!

When:

- Saturday, December 3rd, 2022, 8AM-12PM
- St Cloud Regional Airport, Hangar H

Ways to help:

- Unwrapped toy donation, from infant to age 18 (biggest need infant & teen)
- Financial donation, used to purchase toys
- Sponsorship, which covers all administrative costs



For more information about our mission and donate, visit HolidayTreeofHope.org or scan the QR code

Tree of Hope is a registered 501(c)(3)



Girls in Aviation Day



Summer 2022



Holman Table
St. Paul



Little Falls Airmarking



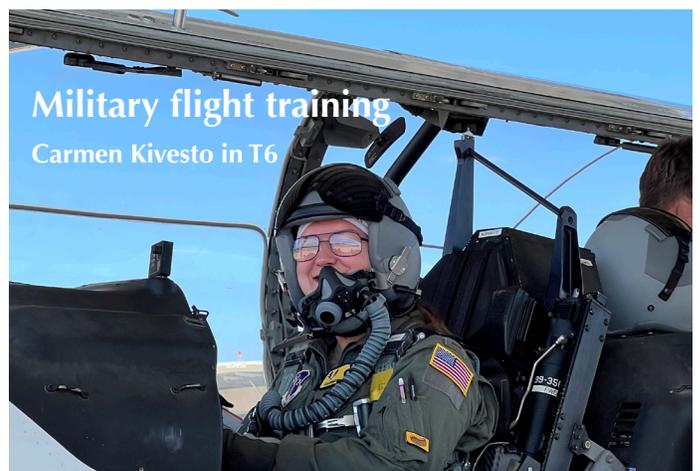
Cheryl flew
her plane to
Oshkosh



Jennifer Lewis
& Neda Kellogg



Cheryl, Ellen Quist
and Kelly Kaufman



Military flight training
Carmen Kivesto in T6



Lisa Karan and Cheryl
Dual cross country



Apple Crisp

By: allrecipes.com



Ingredients

10 cups all-purpose apples, peeled, cored and sliced

1 cup white sugar

1 tablespoon all-purpose flour

1 teaspoon ground cinnamon

½ cup water

1 cup quick-cooking oats

1 cup all-purpose flour

1 cup packed brown sugar

¼ teaspoon baking powder

¼ teaspoon baking soda

½ cup butter, melted

INSTRUCTIONS:

Preheat the oven to 350 degrees F (175 degrees C).

Place sliced apples in a 9x13-inch baking dish. Mix white sugar, 1 tablespoon flour, and cinnamon together; sprinkle over apples. Pour water evenly over apples.

Combine oats, 1 cup flour, brown sugar, baking powder, and baking soda in a large bowl. Add melted butter and mix with a fork until crumbly; sprinkle evenly over apple mixture.

Bake in the preheated oven until top is golden brown and apples are bubbling around the edges, about 45 minutes.

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

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

Cheryl Daml

CFI ratings: Private, Instrument,
Commercial, CFI, CFII
612-272-9717
cdaml@msn.com
Airport: Anoka, MN

Kjersti Kittelson

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

Ellen Quist

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

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/