

# The Crab Pot



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## Chapter Newsletter Input

- ✈ Send us your latest flying destinations, restaurant recommendations, or any new ratings/endorsements!

## Welcome New Members

- ➔ Shannon O'Brien

## Chapter Elections

It's that time again! If ANYONE is interested in serving our Chapter, PLEASE reach out to Maria & Cathy.

Maria Esparraguera: [mdesgirt@comcast.net](mailto:mdesgirt@comcast.net)

Cathy Steele: [moira46@gmail.com](mailto:moira46@gmail.com)

We are in need of a **\*NEW\*** Secretary for the upcoming 2021-2023 term.

The ladies serving in the other Officer positions are willing to serve again, but if anyone else is interested please let us know so we can add your name to the ballot!

## Upcoming Chapter Events

- ✈ Next Chapter Meeting February 13th 10:00 A.M.  
**Featuring Dr. Bill Barry** – see details on page 4

<https://us02web.zoom.us/j/9739925140?pwd=NDIEekNXVXIncjJCcHROZDNPNS2UxUT09>

Meeting ID: 973 992 5140  
Passcode: Cessna150

## Upcoming Regional Events

Check the 99s Calendar Website for Upcoming Events:  
<https://www.ninety-nines.org/calendar.htm>

## Publications

<https://www.ninety-nines.org/pdf/newsmagazine/20201112.pdf>

[https://www.faa.gov/news/safety\\_briefing/2020/media/NovDec2020.pdf](https://www.faa.gov/news/safety_briefing/2020/media/NovDec2020.pdf)



## Monthly Feature – Aeronautical Decision Making

*Submitted by General Aviation Joint Steering Committee (GAJSC) Loss of Control (LOC) Work Group*

The General Aviation Steering Committee (GAJSC) Loss of Control work groups contend that many GA accidents stem from inadequate ADM and safety resource management. The GAJSC also feel that promoting and teaching sound decision making and resource management processes will result in safer General Aviation operations.

### ADM Recommendations

✈️ Aeronautical Decision Making – A process used by pilots to determine the best course of action in response to a given set of circumstances, on a consistent basis. The ADM process begins during preflight planning, continues throughout the flight and ends with a post flight analysis. It should be a continuous process from preflight to tie down.

✈️ In its simplest form, ADM is a 3-step process (3 P Model) beginning with perception. The pilot gathers all relevant information from different sources, in order to perceive the mission and the environment in which it is to be flown. Pilots must accurately assess the risk associated with each flight and plan accordingly. They must also continuously reassess risk en route and commit to alternate plans before they are in a state of emergency.



✈️ Also incorporating single-pilot resource management (SRM) into GA pilot training is an important step forward in aviation safety. A structured approach to SRM helps pilots learn to gather information, analyze it, and make sound decisions on the conduct of the flight.

✈️ There are a number of Flight Risk Assessment Tools (FRATS), available to you that can take your ADM and risk management easier. FRATs can be as simple as a printed checklist or more complex with numerical values assigned to common hazards, risks and mitigations.

✈️ You can find FRAT Apps available on your Mobile Device's App Store (Google PlayStore or Apple AppStore)

✈️ The following List contains essential components of ADM:

Crew Resource management (CRM) ♦ ATC, Flight Dispatch, & Flight Following ♦ Automation Resources ♦ Preflight Resources ♦ Passengers ( Preflight brief → Safety items, Sterile cockpit ♦ Give them jobs to do: Traffic lookout, Chart holder, Checklist reader, Zoo keeper ) ♦ In Flight Resources ♦ Tablet Apps ♦ Autopilot Systems

### References:

Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25B) – Chapter 2 – ADM

[https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/phak/media/04\\_phak\\_ch2.pdf](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/04_phak_ch2.pdf)

Aviation Risk Management Handbook (FAA-H-8083-2) – Chapters 5 and 6

[https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/media/risk\\_management\\_hb\\_change\\_1.pdf](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/risk_management_hb_change_1.pdf)

Single Pilot Resource Management

[https://www.faa.gov/news/safety\\_briefing/2015/media/se\\_topic\\_15\\_03.pdf](https://www.faa.gov/news/safety_briefing/2015/media/se_topic_15_03.pdf)

FAA Aviation Safety – Flight Risk Assessment Tools

[https://www.faa.gov/news/safety\\_briefing/2016/media/SE\\_Topic\\_16-12.pdf](https://www.faa.gov/news/safety_briefing/2016/media/SE_Topic_16-12.pdf)

## Getting a Tailwheel Endorsement

Submitted by Maria Esparraguera

Last year I was standing by a hangar at a local airport and I watched a big, rotary-engine Stearman land on the grass right in front of me. The Stearman touched down on its two front wheels and then kept its tailwheel off the ground for what seemed like forever. Finally that tailwheel gently lowered to the ground. It was the smoothest maneuver. I didn't realize it at the time, but that was what was called a "wheel landing"—and it looked so controlled, so graceful, that I immediately wanted to be able to do one.

That's how I decided on a tailwheel endorsement.

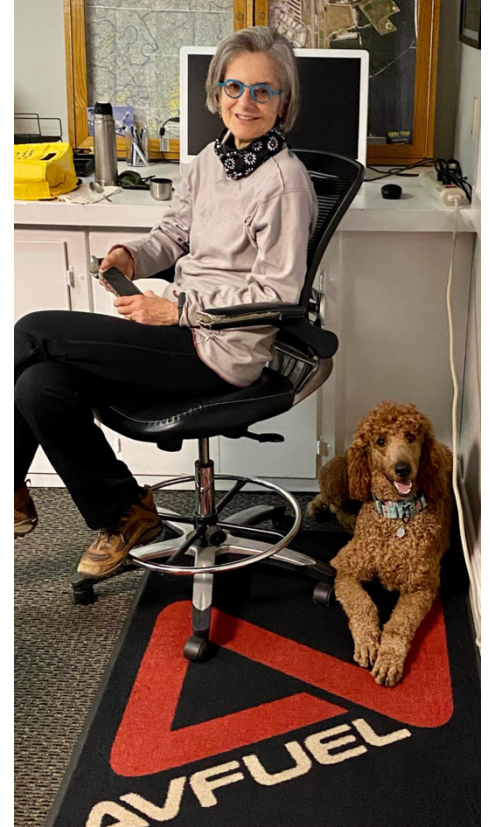
AOPA has listings for all different types of ratings—did you know that? Seaplanes, taildraggers, multi-engine, their website will give you airports where you can get your training. There are three tailwheel schools in MD; Freeway, Harford County and Frederick. But Lancaster has one too.

A tailwheel endorsement does not require a minimum number of flight hours, and can possibly be completed with a relatively smaller number of flight hours. Normal and crosswind takeoffs and landings are required for the sign-off.

Many things have been said about flying taildraggers, but one rings very true for me: I have learned to use that right rudder more. Rudder action is amplified on the ground and as you take off and land, with left turning tendencies and gyroscopic precession. Because the center of gravity is further back, you have to concentrate on keeping the plane going straight down or to the runway. "Tap dancing" on the rudder, with small inputs on either side, helps.

Small inputs on everything, like power, trim and the stick, are also really important. You gain that light hand, as the plane is so responsive to tiny inputs. And small inputs make you feel like the plane is part of you, which is always my goal.

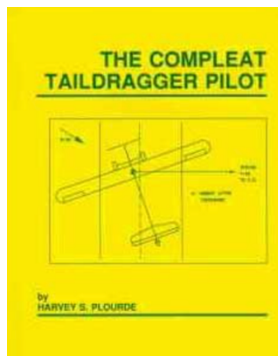
With any new rating, and any new skill, you will keep learning to be a better pilot.



Interested in more? Recommend-- ["Transition to Tailwheel Airplanes"](#) in the FAA Airplane Flying Handbook.

Another reference is "The Complete Taildragger Pilot" by Harvey Flourde.

If you would rather watch a video than read a book, it is hard to beat Damian DelGaizo's Tailwheel: 101 and Tailwheel: 201.



## January Chapter Meeting Recap

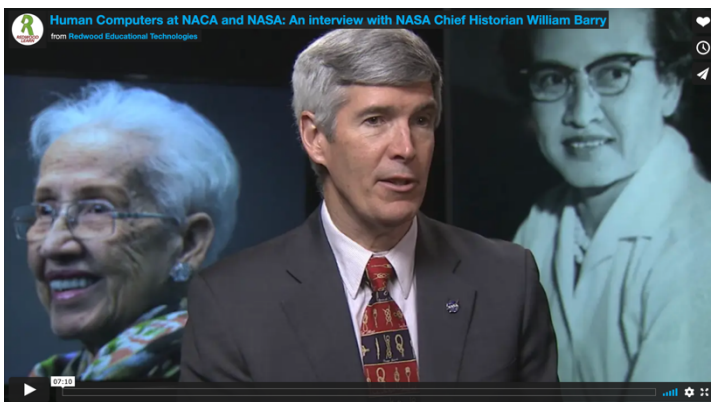
Virtual Attendees: Jane Toskes, Cathy Steele, Carol Christian, Leslie Hoffmeister, Maria Esparraguera, Sophia Dengo, Joanna Williams, and new member Shannon O'Brien! Also joining were two guests: Mary Graul (local pilot), and Dalila Hannibal (soon to be student pilot at CCBC Catonsville).

- Our Maryland Chapter Membership now totals **37** members. Our newest member, Shannon O'Brien, joined our Zoom call. Shannon is originally from Maryland but now living in Ohio. She is currently a Delta Flight Attendant as well as a Student Pilot! **Welcome Shannon!**
- Treasurer: No Report
- Future meeting ideas: Ashish from MAA with State of the State Airports → **UPDATE** Jane has coordinated with Ashish and he will be speaking at our March 13<sup>th</sup> meeting! **Thank you Jane!**
- Nominating committee: Maria and Cathy will present the slate of candidates by March 13 meeting. Please consider volunteering!
- Website committee: Sophia Dengo and Joanna Williams.
- By-Laws - we went through it all! Jane will clean up the changes and send the revision out. The Chapter voted to send this for a quorum vote of the entire membership (37). Sophia will send the electronic and Meaghan will send the snail mail (Joan Niles, Madeline Burriss, Lois Sibunek). Leslie volunteered to hand deliver to Lois. The quorum of the whole membership means that we will need at least 19 responses. Once Jane sends the revision out, the Chapter Officers will determine a date for sending and for the return of ballots.

## February Chapter Meeting Speaker – Dr. Bill Barry

"Hidden Figures: The Story Behind the Story" What is a human computer? Why did NASA have them? What did they do every day? How did NASA get involved in the blockbuster movie? What did the movie get right, and wrong, about what really happened? Former NASA Chief Historian Bill Barry, a consultant for the movie, will give you the story behind the story."

Bill's Bio: Dr. Bill Barry retired as NASA's sixth Chief Historian in July 2020 and is now an independent historian and flight instructor. Bill served in the US Air Force for 22 years, alternating between pilot duties in the KC-135 and teaching on the faculty at the US Air Force Academy. Upon retirement from the Air Force in 2001, he began work in NASA's international relations office. Later, he served as the NASA European Representative at the United States Embassy in Paris from 2007-2010, and upon returning to NASA Headquarters was appointed Chief Historian. A graduate, with honors, of the United States Air Force Academy (1979), Bill also holds a Master's Degree from Stanford University (1987) and a Doctorate from Oxford University (1996). His doctoral dissertation, "The Missile Design Bureaux and Soviet Manned Space Policy 1953–1970" won the American Institute of Aeronautics and Astronautics History Manuscript Award in 2000.



**Many, many thanks to Christine Pulliam** for this suggestion on a speaker for our February meeting!!!

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<https://studentsshareknowledge.com/core-content/hidden-figures-barry-interview/>