

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

- ➔ Christine Slywczuk

NEW Mid Atlantic Section Historian

- ✂ Marybeth Anderson has volunteered to be the new Mid Atlantic Section Historian! Thank you Marybeth!!!

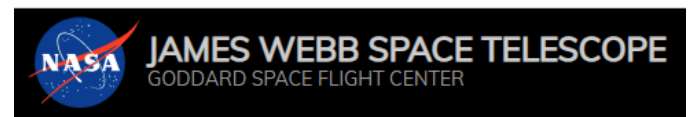
Upcoming Chapter Events

- ✂ Next Chapter Meeting December 12th 10:00 A.M.

<https://us02web.zoom.us/j/9739925140?pwd=NDIEekNXVXIncjJCcHROZDNPS2UxUT09>

Meeting ID: 973 992 5140
Passcode: Cessna150

Christine Pulliam of NASA will speak to us about the James Webb Space Telescope!



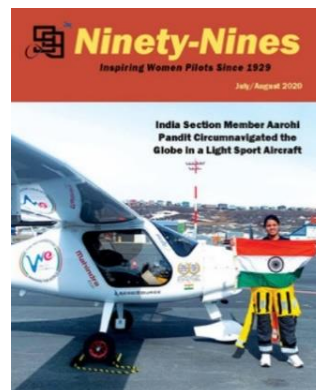
Upcoming Regional Events

Check the 99s Calendar Website for Upcoming Events:

- ✂ <https://www.ninety-nines.org/calendar.htm>

Publications

<https://www.ninety-nines.org/pdf/newsmagazine/20200708.pdf>
https://www.faa.gov/news/safety_briefing/2020/media/NovDec2020.pdf



Monthly Feature – Avoiding Controlled Flight into Terrain (CFIT) Accidents

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

Reducing CFIT Risk

- ✘ Pilots of all certificate levels are prone to CFIT accidents.
- ✘ Most General Aviation CFIT accidents occur during the day and half occur in VMC.
- ✘ 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.
- ✘ IFR procedural mistakes account for a significant portion of CFIT accidents each year. Instrument pilots must be sure they are complying with all aspects of the clearances they accept and the procedures they fly.
- ✘ Wire Strikes are often cited in CFIT accident reports and they are common in Agricultural Operations but more than half of them are not associated with Agricultural flying.
- ✘ Unrealistic aircraft performance expectations also contribute to CFIT. Always keep the following factors in mind: Density Altitude ♦ Short and/or obstructed runways ♦ Weight & Balance ♦ Carb ice ♦ Tailwinds

Safety Risk Management (SRM) Solutions:

- ➔ Preflight Risk Assessments
 - PAVE Checklist
 - Flight Risk Assessment Tools (FRATS)
- ➔ Maintain Situational Awareness
- ➔ Plan Continuation Bias (Get-there-itus)
 - Have a **Plan B** & resort to it before an emergency.
- ➔ Fly the aircraft first!
- ➔ Be an expert at dealing with distractions

Technological Solutions:

- ➔ Moving Maps
- ➔ Weather graphics
- ➔ Enhanced & Synthetic Vision
- ➔ FRAT Applications
- ➔ Performance monitors

Tips & Tricks:

- ➔ Get regular proficiency training.
 - Good coaching keeps you at the top of your game.
- ➔ Participate in Scenario-based training.
 - Holistic approach to training and proficiency
- ➔ Preview trips with simulation.
 - Great for new destinations and procedures.
 - Good to stay sharp on local procedures.
- ➔ Works well as a solo activity
 - Works even better with a Flight Instructor
- ➔ Make use of moving map technology
 - Make sure databases are up to date
 - Make sure you're looking at the current weather.
- ➔ Give yourself some room!
 - Leave some distance between you and the terrain, weather, or airspace you're trying to avoid.



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

NTSB CFIT Safety Alert: https://www.nts.gov/safety/safety-alerts/Documents/SA_013.pdf

AC 61-134 General Aviation Controlled Flight Into Terrain Awareness:

https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22907

FAA Nov/Dec Safety Briefing: https://www.faa.gov/news/safety_briefing/2020/media/NovDec2020.pdf

The Great Pumpkin Fly-In at Grimes Airfield *Submitted by Lauren Brenneman*

On October 24th, Lauren Daffin and I decided to take a road trip to the quaint town of Bethel, Pennsylvania. Naturally, we ended up at a beautiful grass strip by the name of Grimes Airfield (8N1), which was charmingly nestled amongst the colorful fall foliage of the mountains.

The airfield was hosting their annual Great Pumpkin Fly-In. Overwhelmed with excitement, we just had to participate in the pumpkin dropping festivities! For a minimal price of \$25, we were able to spread our wings and drop our pumpkins from the aircraft towards a jack-o-lantern target below! The money raised went to support the Golden Age Air Museum, located on the airfield. Cool, right? We got to support a great cause, fly in the “1970s Breezy experimental death trap”, and drop pumpkins from the air. We were even able to test the limits of FAR 91.15, Dropping Objects!



§ 91.15 Dropping objects.



No [pilot in command](#) of a [civil aircraft](#) may allow any object to be dropped from that [aircraft](#) in flight that creates a hazard to [persons](#) or property. However, this section does not prohibit the dropping of any object if reasonable precautions are taken to avoid injury or damage to [persons](#) or property.



But those things were nothing compared to what I am about to tell you...

My best friend and fellow MD 99 member, Lauren Daffin, is a breast cancer survivor. We met at the Community College of Baltimore County in the spring of 2018. We were both cruising through the program, when her life suddenly changed with her diagnosis of breast cancer. She has been able to kick butt through her treatments and is thriving and healthy ever since she originally received the bad news. The thing is, she has not been back in the skies since receiving her diagnosis. It has been an emotional battle, but this weekend we were able to that!

The Great Pumpkin Fly-In was Lauren's first time back in the skies! She wasted no time and took advantage flying in three different aircraft. She had her first flight in a tail dragger, a biplane, and in an experimental aircraft known as 'The Breezy'. We took the pleasure of renaming it The Death Trap, but it was one of the coolest experiences there! Pictured below you can see a few shots from our adventure to 8N1.

The experience was amazing and one I recommend to anyone. The museum is great, the people are down to earth, and the grass strip is well kept. They host a great deal of events from May to November. You can check their information out at www.goldenageair.org. Please check them out in 2021! If you have any questions, please feel free to reach out to me. I know we will be there next year for the Great Pumpkin Fly-In!



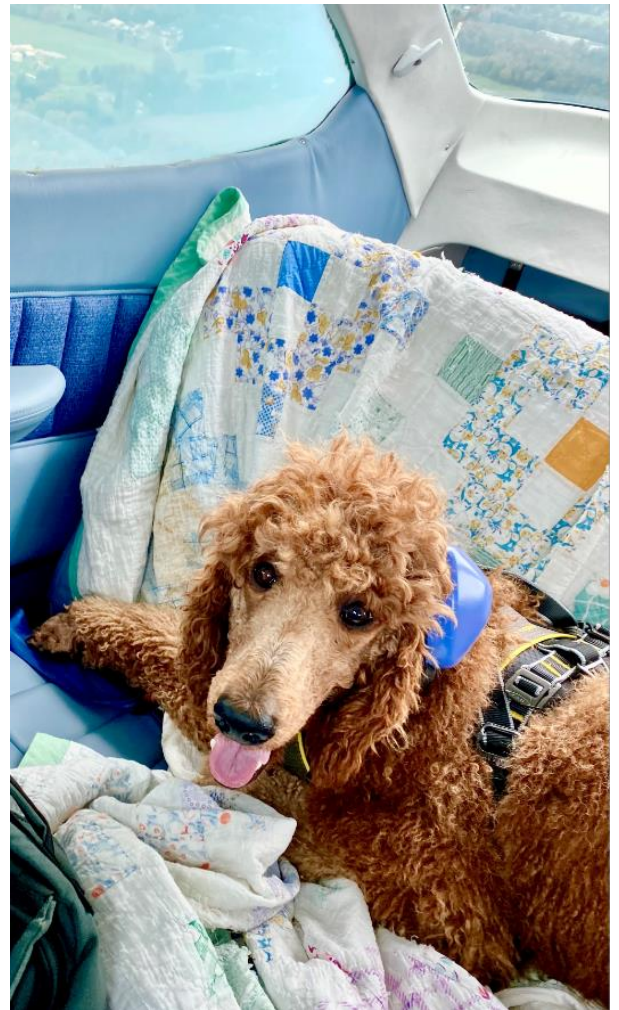
Flying Poodle *Submitted by Maria Esparraguera*

Some pilots honor their dogs by naming them "Tailwheel." Others happily fly with them.

In 2002, I read a story written by a pilot who had just passed her Private Pilot checkride. She was looking for companions in flight, and her large mutt seemed to be willing. It was still early for seat belt harnesses and other restraints, so she piled the dog in the back and went for a hop. What I recall is that during the flight, the dog somehow got into the front seat, and then managed to block a control surface (was it the rudder pedals? The yoke?). The pilot immediately regretted her decision not to restrain the dog and nearly had an incident. Not a great start to getting your wings.

Since then I have known many pilots who have successfully flown with their dogs, to include a lovely couple who always flew with their dog in New Jersey. They once had to land at another airport and I transported them back via car—along with their large and exceptionally well-mannered German Shepherd. I also know a pilot who routinely flies with his wife and his boxer, Stella, and now their baby boy.

Every pilot who owns a dog has a decision to make as to whether to bring it along on a flight, the logistics, as well as the possible distraction.



When I recently got a new adult dog, a 60-lb Standard Poodle named Slick, I noticed he wants to be with me everywhere. So I planned out his introduction to flying. I bought a vehicle restraint harness, a heavy-duty Kurgo. I also bought a separate attachment to loop around a seat belt and click back in, so that he could move around but not be able to leave the seat. I bought "Mutt Muffs" which fasten over his ears to block the noise. Some dogs object to "Mutt Muffs" and try to get them off. My friend with the Boxer named Stella says that she will not tolerate them except when the engine is running and Stella doesn't like the noise.

Slick was generally unimpressed with the gear, the flight, the noise and the bumps, but was VERY pleased to be with us. He kept those Mutt Muffs on and seemed to think it was a noisy car. His first flight is in my logbook. It gave me so much joy to know that he did it—I now have a flying poodle in the family.

November Chapter Meeting

Virtual Attendees: Marybeth Anderson, Lauren Brenneman, Carol Christian, Meaghan Cohen, Sophia Dengo, Alice Li, Cathy Steele, Donna Suwall, Jane Toskes, Joanna Williams, and guest/future member, 🍌 Christine Pulliam.

- ✂ **Welcome** to Christine Pulliam who joined us this month. Christine is a ~300 hour Private Pilot who was introduced to our group by coworker Carol Christian. In addition, Christine has graciously agreed to speak at our December 12th meeting about the James Webb Space Telescope, which she is a publicist for at NASA.
- ✂ **Mid Atlantic Section Scholarship** – Two members from our Chapter submitted applications; Meaghan Cohen for CFI and Joy Halcott for Commercial. Special thanks to Carol Christian for her help reviewing and providing suggestions to these applicants.
- ✂ **Update on Madeline** – Donna has been in touch and providing us updates – thank you Donna! Madeline is still at the Rehab facility (Lorien at Mays Chapel) but has been moved to Room 210B.
- ✂ **Archiving Data / Backups** As reported last month, Leslie Hoffmeister has graciously offered to help with scanning the Chapter's special history (pictures, documents, etc.) Donna will try to coordinate with Ginny's daughter to obtain some of these boxes so Leslie can get started, with Jane's help to facilitate pick-up and delivery from Ginny's house to Leslie.
- ✂ **Mid Atlantic Section Meeting** - The Spring 2021 Section Meeting will be virtual. Our Chapter will plan to host the Fall 2021 Meeting.

Our next meeting (virtual) will be December 12th at 10:00 A.M. See details on page 1.

Maryland 99s Website

Sophia Dengo is working on adding content to our Chapter website (<http://maryland99s.org/>).

- ✂ We are looking for the following:
 - ➔ Member bio
 - ➔ Recommended Maintenance Shops and/or Mechanics
 - ➔ Recommended Restaurants/Airport Destinations

Featured Website

Boldmethod, recommended by Cathy during our November meeting, is a great website for aviation content.

Check it out and subscribe for real-world flying tips and information each week!
<https://www.boldmethod.com/>

