

# The Crab Pot



## September Crab Pot Features

Chapter Newsletter Input	1
Chapter and Regional Events	
99s - First Wednesday Webinar	
Publications	2
Monthly Feature – Preflight after Maintenance	
A Tribute to Ginny Vogel Carlin, My Sister 99 <i>Submitted by Donna Suwall</i>	3 - 6
Chapter News	7

## Upcoming Regional Events

Check the 99s Calendar Website for Upcoming Events:

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

**FIRST WEDNESDAY WEBINAR –  
October 7<sup>th</sup> 6:00 P.M. CST**



**“Pathway to Wings Career Brief”**

Are you interested in U.S. Air Force Aviation careers? Do you want to speak to Air Force aviators and ask your questions? Do you want to learn to fly for free? Check out the U.S. Air Force *Pathway to Wings Career Brief*. Air Force Recruiting Service Detachment 1 will discuss everything you need to know to start on your pathway to wings.

Also, if you are looking to find flight opportunities, this month we will focus on flight academies, scholarships, and other opportunities. We will talk to experts from the USAF AIM HIGH Flight Academy, Civil Air Patrol Flight Academy, Junior Reserve Officer Training Corps Flight Academy, and the Reserve Officer Training Corps You Can Fly program. Our civilian partner organization The 99s will also be there to talk about scholarship opportunities.

Sign up at: <http://bit.ly/pathwaytowingsOct2020>

For more Webinars, please visit:

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

## 2020-2021 Chapter Officers

**Chair:** Jane Toskes

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**Secretary:** Meaghan Cohen

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**Treasurer:** Alice Li

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**Member Chair:** Donna Suwall

✂ [dsuwall@aol.com](mailto:dsuwall@aol.com) (410-608-7542)

**AEMSF Chair:** Carol Christian

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**Webmaster Chair:** Sophia Dengo

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## Chapter Newsletter Input

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

## Welcome New Members

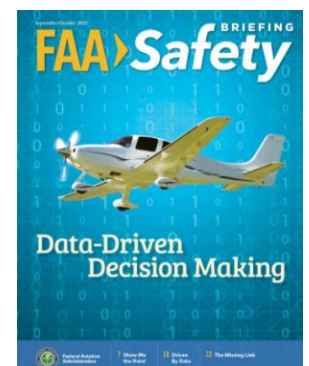
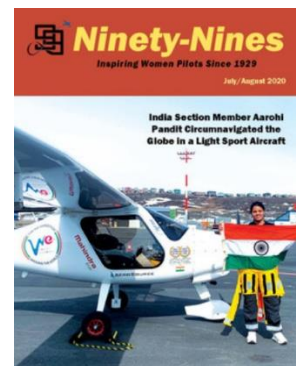
- Anita Ammon
- Vivi Maddox
- Joanna Williams

## Upcoming Chapter Events

✂ Next Meeting Planned for 10:00 A.M. October 10th

Details will be sent prior to the meeting via email.

## Publications



<https://www.ninety-nines.org/pdf/newsmagazine/20200708.pdf>  
[https://www.faa.gov/news/safety\\_briefing/2020/media/SepOct2020.pdf](https://www.faa.gov/news/safety_briefing/2020/media/SepOct2020.pdf)

## Monthly Feature – Preflight after Maintenance

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

### Preflight after Maintenance

- ✘ In-flight emergencies, accidents, & deaths have occurred after pilots flew aircraft with incorrectly rigged flight control or trim systems. Four such mishaps within a 2-year span share common safety issues: Maintenance personnel who serviced or checked the systems didn't recognize that the control or trim surfaces were moving in the wrong direction. Pilots who flew the airplanes didn't detect the control anomalies during their preflight checks. Although maintenance personnel made mistakes, the pilots could have prevented the accidents by performing thorough or advanced preflight checks.
- ✘ Pilots should become familiar with normal directional movement of the flight controls and trim surfaces of the aircraft you fly before it undergoes maintenance. It is easier to recognize "abnormal" if you are already very familiar with what normal looks like.
- ✘ Pay particular attention to aircraft components that may have been affected by recent maintenance. After maintenance check systems **more thoroughly** than the normal preflight checklist implies.
  - For example, if preflight checklist states, "Trim-Set Takeoff", verify not only the trim setting but also proper directional travel.
- ✘ After an oil change, consider conducting an engine run, then checking for oil leaks and loose lines or cowlings. Other items that you may want to take a closer look at after an annual inspection: propellers, spinner and hardware, inspection covers, tire inflation (especially after a new installation) and fuel caps.
- ✘ Always be prepared to abort the takeoff if something does not seem right.

### **Before Your First Flight After Maintenance:**

- ➔ Learn all you can about the maintenance that was performed. Discuss all work that was done with the mechanic. Ask what to look out and watch for during the first flight. Do not just accept that the work was done. Ask: What was touched, repaired, or replaced, and what was accomplished?
- ➔ Don't assume the part(s) replaced are the only parts removed. Ask what was removed and/or disconnected to facilitate the work performed. Often disassembly needs to be done to get to the inoperative part. For example:
  - ◆ Upholstery / seats, tracks, floors / emergency exits ◆ Interior and exterior access panels especially in hard-to-see places of the aircraft ◆ Yokes / control cables, linkages, and surfaces ◆ Equipment and appliances / wires and connectors ◆ Hydraulic / vacuum / brake / pitot and static / fuel lines



### **Tips from Mike Busch of Savvy Aviation:**

- ➔ Make a few circuits of the airport before departing the pattern to ensure you can put the airplane back on the ground quickly if anything goes wrong.
- ➔ During the first (test) flight) test the following:
  - ◆ Oil pressure and temperature ◆ CHT (and TIT if applicable) ◆ Electrical (amps and volts)
  - ◆ Does airplane fly straight (in cruise) with hands and feet off controls (rigging is proper)?
  - ◆ Do avionics all work (especially auto pilot)?
- ➔ If any significant anomaly is encountered, execute a 180 & fly back to the shop so mechanic can investigate.
- ➔ Always pickup airplane during normal business hours (never at night or weekends/holiday when shop is closed).
  - ◆ Pick up in the morning or early afternoon (if anything is discovered, mechanic will be there to fix).
  - ◆ Try to avoid Friday pickups as there tend to be more rush/distractions for the shop due to .....
- ➔ **NEVER** accept an IOU for logbook entries. You must have a signed logbook entry approving the aircraft's return to service. In the case of an annual inspection, FAR 91.407 **requires** a logbook entry certifying that the aircraft was determined to be in airworthy condition.

### **References:**

[https://www.nts.gov/safety/safety-alerts/Documents/SA\\_041.pdf](https://www.nts.gov/safety/safety-alerts/Documents/SA_041.pdf)

[https://www.faa.gov/news/safety\\_briefing/2019/media/SE\\_Topic\\_19-09.pdf](https://www.faa.gov/news/safety_briefing/2019/media/SE_Topic_19-09.pdf)

[https://www.faasafety.gov/files/qsllac/library/documents/2012/Apr/63083/FAA\\_M\\_PamphletFinal.pdf](https://www.faasafety.gov/files/qsllac/library/documents/2012/Apr/63083/FAA_M_PamphletFinal.pdf)

**A Tribute to Ginny Vogel Carlin, My Sister 99** *Submitted by Donna Suwall*

Ginny Vogel Carlin came into my life in 1973 when I walked into my first 99s meeting. Little did I know that day that she had joined the 99s herself just one year ago. Little did I know that day what an important part of my life she'd become. And little did I know that day that I was face to face with a "Quiet Dynamo" or in today's parlance, The Energizer Bunny. This perky, smiling, and warm-welcoming lady named Ginny would, through the next 47 years of my life, transition from mere acquaintance to good friend who shared a love of aviation to soul-sister. I left that 99s meeting remembering only Ginny's name, but totally awed by the cohesive group of vibrant women that formed the Maryland Chapter of the 99s.



Ginny's bubbly personality and enthusiasm accompanied by her deep sense of commitment to the mission of the 99s not only made her a very active member of the MD Chapter, but also made her an inspiration to all other new members to join right in and take an active role in the Chapter. Through the years I was to learn what a good leader she was, leading by example and encouragement.



The contributions Ginny made to the 99s at Chapter, Section, and International levels are beyond measure. It would take many pages to list all she did to serve this Organization of Women Pilots and to share her love of aviation with others. Here are just some of them:



Upon joining the 99s in 1972 Ginny jumped right in to participate in Chapter activities. She could be found at Air Marking events at local airports wielding a paint roller or paint brush as well as planting flowers and shrubs to help beautify the grounds. Ginny served on the Chapter's Speakers' Bureau going out into the community to talk with both adults and youngsters about the world of aviation. Two of her specialties were organizing Pilot Safety Seminars and Fear of Flying classes at which she used her tabletop ATC Flight Simulator for hands on experience.

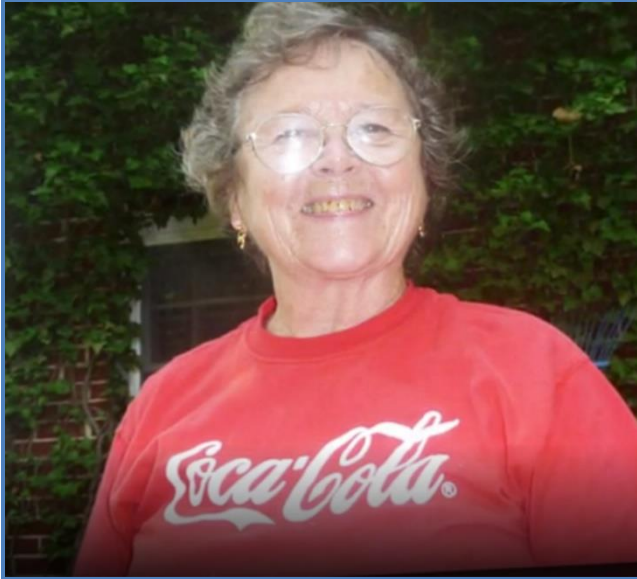
This petite “Quiet Dynamo” could many many times be found lugging that Simulator into schools and libraries for educational programs for students or adults. Some of my favorite memories of Gin, as I lovingly called her sometimes, were when we worked together with youngsters in schools and with Scouts on aviation programs. Ginny manned the Simulator and made sure each person got a mini first flying lesson while I did the classroom instruction. I especially loved watching the faces of the youngsters sitting in the pilot’s seat at the Simulator getting their first flying lesson from Ginny. Their intense focus on the instrument panel and handling the controls morphed into big grins of pride as they finished their “first flight” and walked back to their seats.



It was at one of these educational events—A Career Day at a Middle School near Martin Airport—that Ginny got a nickname that we used thereafter to introduce her at similar events. Several of the students after their flight lesson on that Career Day, when talking with her at the end of the program, called her *Captain Ginny*. They couldn’t have been more impressed with her had she been dressed in a pilot’s uniform with four strips on her shoulders. And rightly so, because Capt. Ginny had the talent to teach a successful short mini first flight lesson to each person, youngster or

adult, that left them feeling like they’d made a major accomplishment. Although Ginny held a Private Pilot License with both Land and Sea Ratings, she didn’t hold a Flight Instructor Certificate, but she was a *natural Instructor* at the Simulator and in the classroom. I’d give anything to know how many folks she inspired to pursue flying in their lives either for personal enjoyment or for a career. Besides being comfortable sitting at the Simulator Ginny was equally comfortable sitting for hours in a 99s booth at aviation events, always eager to share information about the 99s and aviation in general. Her participation at 99s Section meetings could find her serving as a delegate or helping to host the Hospitality Room or being on the Clean-up Committee or anywhere else she was needed.





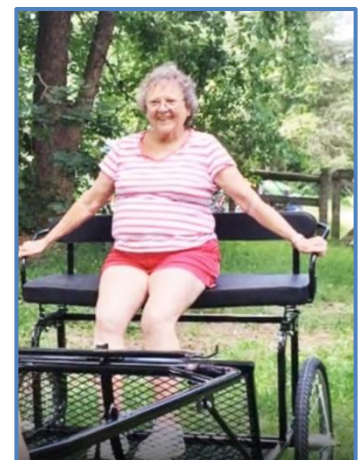
Through the years while doing all these 99 activities, and more, Ginny also served as Chapter Chairman, Vice Chairman, Secretary, and Membership Chairman at various times and multiple times. BUT THEN came a time that made all she'd done before seem effortless and forced her to make a tough decision. For various reasons active membership in the Chapter dwindled down and there were only a few members who were able to get to meetings. Several of these women, Betty Mc Sorley, Joan Niles, and Madeline Burriss, who like Ginny, had always been on board to serve and accept responsibility for organizing and conducting activities were now older and less able to keep up with the activities or take on the duties of officers. Betty McSorley was able to continue to serve as Treasurer. I can't speak for the other younger members like myself at that time who drifted away, but I left the 99s because I was Flight Instructing full time and weekends were the busiest leaving me no time to participate in the Chapter. Ginny found herself 15 years into this organization facing her Chapter on

the edge of collapse. What to do? Walk away or take on the full responsibility for the MD Chapter???

She decided to pick up the gauntlet and go forward. So for many years she took on all the duties of the Chairman, Vice Chairman, Secretary, Membership Chairman and sometimes filled in for our super dedicated Treasurer, Betty McSorley, who also has served the Chapter for forty plus years. During these difficult years Ginny also wrote our monthly newsletter, The Crabpot, and showed up every second Sat. of the month for Chapter meetings. I know for a fact there were several times when Ginny was the only 99 present. Yet she never gave up. It is solely Ginny's loyalty and dedication to the 99s and the Chapter that there is still a MD Chapter today. How do you say enough Thank You's to someone who has saved you from drowning? Several years down the road we did find a way.



In 1999 I was able to re-join the 99s as an active member again, and in the following years a few others re-joined and new members came into the Chapter making it possible to offer some relief to Ginny and once again get involved in 99 activities, though on a smaller scale, *but always with Ginny participating*. By early 2016 the MD Chapter was once again down to a few members, all of whom wanted to find a way to let Ginny know how much we valued her. Our idea was to surprise her with our tribute. A long time loyal member and good friend, Joan Niles, hosted a luncheon in her home and we presented a surprised Ginny with a Plaque of Appreciation. As grateful as she was, I was a bit sad because it seemed like such a small thing for all Ginny had given to the 99s. However, soon my spirits were lifted by the great look of awe and joy on Ginny's face when she opened a present that had been sent by a former MD Chapter member and long-time family friend. Kay Hanson knew the Chapter couldn't afford to honor Ginny in this special way and had gifted her with a Lifetime Membership in the 99s!!! God Bless you Kay.





Not long after that in 2016 the *dark clouds of membership* seemed to part for the MD Chapter. We began getting new members who were willing to take an active part in Chapter activities. Cathy Steele came up with plans for a recruiting project and the rest of us got on board to help make that a success. Such enthusiasm we hadn't seen in years and Ginny was thrilled. Some of the new members were willing to accept the responsibility of serving as officers although they were quite new to the organization and were just getting their feet wet and trying to figure out just what the 99s was all about. Ginny was quite good at persuading them to jump in and promised that they'd have lots of guidance. Those that didn't or couldn't serve as officers but who participated in our monthly meetings dove right in to contribute their talents in other ways.



Once again, the Chapter was able to plan and carry out educational activities for Scouts and other youngsters, to accept invitations to speak to adult groups, and to work with the Glenn L. Martin MD Aviation Museum on some of their aviation educational activities. Chapter members and guests were even able to enjoy a program for themselves at the MD Air National Guard learning all about the A-10 Aircraft which was arranged by one of our newest members. Ginny and I would frequently say to each other that it was like being showered with miracles since all these vibrant and awesome women had come onboard. Ginny was thrilled that the MD Chapter was once again an enthusiastic group of women who want to share their love of aviation with each other, help and support other women who wish to pursue their personal aviation goals, and help educate and share with the community what aviation has to offer. In other words, continue to carry on the mission of the 99s. This, I believe, is the greatest tribute we can give Ginny Carlin.

#### The Ninety-Nines Mission Statement

The Ninety-Nines® International Organization of Women Pilots promotes advancement of aviation through education, scholarships and mutual support while honoring our unique history and sharing our passion of flight.



On behalf of Ginny I want to give great thanks to each of you that came into her life these past four years and not only joined, but joined in, the MD Chapter 99s with your willingness to share your skills and talents and enthusiasm. What a fantastic group of women you are!

~Donna Suwall



## August Chapter Meeting

Virtual Attendees: Marybeth Anderson, Anita Ammon, Carol Christian, Meaghan Cohen, Sophia Dengo, Alice Li, Cathy Steele, Jane Toskes

- ✘ **Discussion** No formal agenda was set and the group chatted and caught-up with one another and introductions were made for our newest member, Anita!
- ✘ **Training** Jane has twice now suggested having something more formal (training, etc.) during the meetings. If anyone has any ideas, please reach out to Jane or one of the Chapter Officers. 😊
- ✘ **Archiving Data / Backups** With the passing of our Vice Chair, Ginny, we again discussed the best way to preserve our Chapter's special history (pictures, documents, etc.). Sophia has offered to investigate options and report back.

Our next meeting (virtual) will be October 10<sup>th</sup> at 10:00 A.M. Details will be sent via email prior to the meeting.

## Seeking New Chapter Vice Chairman

With the loss of our wonderful Vice Chair, Ginny, we are seeking a new Vice Chair for the remainder of the 2020-2021 term. Please reach out to Jane Toskes or one of the Chapter Officers if interested or for additional details.

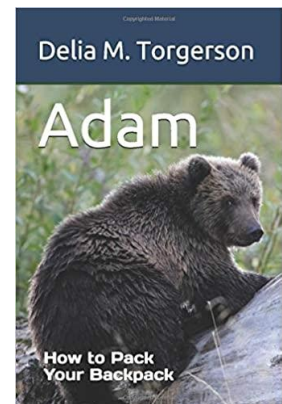
### Duties of the Vice-Chairman

- ✘ Assist the Chairman
- ✘ Assist all the Chapter Officers and Committee Chairman
- ✘ Stand-in or take over for the Chairman if and when needed

## Former Chapter Member Publishes Book

A former member of the Maryland Chapter, Dee Torgerson (Watson), recently contacted Jane Toskes regarding a book she has published. Dee has shared a copy with Jane, who will be happy to share with anyone else who is interested.

If anyone is interested in touching base with Dee, she would **love** the correspondence, as she says she literally lives in the middle of nowhere in Montana (as proclaimed by Oxford University in England!). Dee's phone number is 240-461-5927.



## Ginny Carlin's Tribute Wall

Anyone interested in a beautiful Tribute Wall put together for Ginny can access it below:



<https://www.tributeslides.com/tributes/show/GFSM2PBJZML7G8C4>