

The Crab Pot



May Crab Pot Features

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Congratulations New Chapter Officers

Many thanks to the 6 wonderful ladies who have volunteered to serve our Chapter for the 2021-2023 term!

Jane Toskes, Sophia Dengo, Maria Esparraguera, Alice Li, Donna Suwall, and Carol Christian

Upcoming Chapter Events

✈️ Next Chapter Meeting **June 12th 10:00 A.M.**

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

Meeting ID: 973 992 5140
Passcode: Cessna150

OR join us in person at Essex Skypark!

Upcoming Regional Events

The Mid Atlantic Fall Section Meeting will be hosted by the Maryland 99s.

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

Publications

<https://www.ninety-nines.org/pdf/newsmagazine/20210102.pdf>

https://www.faa.gov/news/safety_briefing/2021/media/MarApr2021.pdf



NEW 2021-2023 Chapter Officers

- **Chair:** Jane Toskes
Planejane49@gmail.com (443-756-7890)
- **Vice Chair / Webmaster:** Sophia Dengo
sdengo@gmail.com (832-566-3655)
- **Secretary:** Maria Esparraguera
mdesgirt@comcast.net (443-799-5770)
- **Treasurer:** Alice Li
lizhengzju@gmail.com (404-984-0617)
- **Membership:** Donna Suwall
dsuwall@aol.com (410-608-7542)
- **AE Scholarship:** Carol Christian
carolc91@gmail.com (410-929-2359)

Chapter Newsletter Input

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

Monthly Feature – Pilot/Aircraft Owner and Mechanic Relations

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

Aircraft owners and pilots rely on certificated aircraft mechanics and inspectors for continued airworthiness of their aircraft. Many owners are unaware of their own airworthiness responsibilities. This outreach introduces the Owner/Pilot/Mechanic to responsibilities and authorities with respect to continued airworthiness and it offers suggestions for evaluating maintenance facilities and personnel.

Pilot / Aircraft Owner and Mechanic Relations

→ Although owners and pilots rely on mechanics to maintain and inspect their aircraft, the owner or operator is responsible for the airworthiness of the aircraft. **14 CFR Part 91.403(a)** says the owner/operator is primarily responsible for maintaining the aircraft in an airworthy condition to include AD compliance.

→ Technical data is very important and could be critical. There can be severe consequences of not having current repair data. Make sure the data being used on your aircraft is current for your aircraft and talk to your mechanic about the data they plan to use.

→ §91.405 Maintenance required. Each owner or operator of an aircraft-(b) Shall ensure that maintenance personnel make appropriate entries in the aircraft maintenance records indicating the aircraft has been approved for return to service;

→ §91.407 Operation after maintenance, preventive maintenance, rebuilding, or alteration.
 a) No person may operate any aircraft that has undergone maintenance, preventive maintenance, rebuilding, or alteration unless-(2) The maintenance record entry required by §43.9 or §43.11, as applicable, of this chapter has been made.

→ Required maintenance documentation and logbook entries as required per 14 CFR Section 43.9(a) and 14 CFR Section 43.11(a) is an important source of airworthiness information.

- Your logbook entry should contain the following:
 - Part & serial numbers for both parts removed & installed
 - Specific reference to approved data used to perform a task
 - Reference to approval documents for parts installed (FAA Form 813-3 or RTS tags)
 - Aircraft make/model AD's, whether applicable or not
 - Any other comments deemed important by the mechanic (never too much information)

→ Owners and operators should carefully evaluate the maintenance facilities, personnel, and equipment used for maintenance and inspection of their aircraft. Regulations are a MINIMUM standard and may not reflect all the best practices that a professional mechanic should follow. Yes, they should follow the rule, but a true professional will go above the minimum standard as a standard practice of their routine.

Additional Resources:

NTSB Safety Alert – Advanced Preflight after Maintenance: https://www.ntsb.gov/safety/safety-alerts/Documents/SA_041.pdf

What your mechanic must write

What your Logbook Entry must contain

14 CFR Section 43.9(a) says for maintenance other than inspections:

- (1) Description
- (2) Date
- (3) Name Signature, Certificate, and Type

14 CFR Section 43.11(a) says for inspections:

- (1) The type of Inspection
- (2) The date of the inspection and aircraft total time in service (not necessarily tach time)
- (3) The signature, certificate number, kind of certificate held by the person approving or **disapproving** for return to service

For Inspections, your Logbook Entry must contain

- (4) If approved for return to service...similarly worded statement- "I certify that this aircraft has been inspected in accordance with a (insert type) inspection and was determined to be in airworthy condition"
- (5) If not approved for return to service...similarly worded statement- "I certify that this aircraft has been inspected in accordance with (insert type) inspection and a list of **discrepancies** and **unairworthy items** dated (date) has been provided to the aircraft owner or operator

May Chapter Meeting Recap / Chapter News

Announcements:

- **Membership:** Donna reports membership is now up to 40. **Treasury:** No report.
- **Public Affairs Officer,** Shannon O'Brien, indicated that she is working hard on our Instagram account. Links for Instagram and the website should come with the next newsletter. Please send photos and info to her at our new Chapter email – mdninetynines@gmail.com
- **Member Council of International 99s:** Jane discussed this new 9-member group that is interested in supporting women in many aviation fields, especially focusing on discrimination. They are also presenting First Wednesday Webinars (8pm Eastern) with topics of interest. <https://www.ninety-nines.org/webinars.htm>
- **By Laws:** The 13 By Laws that are up for vote at the July international meeting were raised. These proposed changes can be found on the International website (ninety-nines.org). The first twelve are relatively non-controversial. The thirteenth proposes a switch to one member one vote (OMOV) to replace the delegate system now in use. Everyone is encouraged to watch the informational discussion for this amendment on May 21 at 1pm or May 25 at 8pm. You may have gotten an email with this info and sign up (email dated April 9). The international meeting (and vote) is 10 July.
- **New Rating:** Congratulations to Joy Halcott on receiving her Ground Instructor rating!
- **Chapter IFR Group:** Continues to meet & support each other. Group consists of Sophia, Joanne, Anita, Shannon, and Stephanie. The ladies recommend [SocialFlight IMC Club](#) and [Girls in Flight Training](#).
- **Coming Up:** Painting the compass rose at 0W3 (Harford Co.). Sophia spoke to Ashish Solanki of MD Aviation Administration and was told that they do NOT help with the funding for paint (or anything else, but do support the effort generally). There is an ongoing effort at Potomac airfield and she is trying to find out more about that and perhaps how we can help them and get some help in return. They are having issues getting a survey done (by a surveyor who understands magnetic north), which may also prove an issue for us.
- **Upcoming Fall Section Meeting:** More discussion occurred for the Fall Section meeting to be held in October. The Residence Inn has availability either the 8-9th, the 15-16th, or Halloween weekend. There was discussion of making the meeting a partial hybrid meeting, as well as discussions as to tax implications. In the past preparations with a live event, we were toying with an early bird fee of \$48, regular \$58, with 49 ½ and teens at \$12. This would include events such as a tour of the museum and perhaps a tour of the tower or BWI. Lunch would be an extra \$10. Our prior swag gathered for that event was given to Ginny for safekeeping; we will contact her daughter, Betty, as to its location.
- **Open Forum:** An instrument question and discussion with the CFIs and those studying for their instrument rating in the group from the Jeppsen syllabus. Georgeanne provided lively discussion of her early flying days at her uncle's airport near the Proving Grounds in Aberdeen MD, which no longer exists.
- **Next Chapter Meeting:** Join us for another hybrid meeting – either in person at Essex Skypark (W48) or virtually on Zoom June 12th at 10 A.M.

Congratulations & Gratitude for Doris Jacobson Submitted by Donna Suwall

CONGRATULATIONS has gone out to **DORIS JACOBSON** from **INTERNATIONAL** for being a **50+ Years 99 !!!** Doris is also now a **LIFE MEMBER**.

We in the Maryland Chapter would also like to send her our **CONGRATULATIONS** along with **IMMENSE Gratitude** for all she's done through the years for our Chapter. Doris Jacobson became a 99 on November 1, 1963 and became the first Chairman of the Maryland Chapter. Somewhere there is a wonderful photo of her with our other Charter members sitting around a roaring fire in the stone fireplace at Essex Skypark on a cold Saturday in November of 1963. Doris and her 49 1/2 er flight instructor husband, Jake, were long time Harford Co. residents prior to their retirement move to Texas where they now reside in Weslaco.

During all the years from 1963 onward Doris was active in the 99s serving as a Chapter officer many many many times and was always an active participant in Chapter and Section activities. **Doris was a phenomenal leader**, and by the time I joined the 99s in 1973 she had earned the title--*Mother Doris*. It didn't take me long to understand why. I feel extremely fortunate to have been a MD 99 when Doris was an active member of the MD Chapter. Doris Jacobson may live in Texas now, but she *left her heart* with the MD 99s where she's been a loyal member for the last 58 years.

~Donna Suwall May 23, 2021

Our Two Laurens Submitted by Donna Suwall

Our two Laurens - Lauren Brenneman & Lauren Daffin took to the sunny skies on Easter Sunday! (No, not looking for the Easter Bunny!)

They were in great need of some pleasure flying. Both of these women are on a track to become professional pilots so most of their flying is dedicated to flight lessons towards the Licenses and all the Ratings they need to accomplish their main aviation goal. What a great day they had exploring parts of the Eastern Shore of Maryland, Delaware, and New Jersey checking out several airports along the way! After several hours of joyous relaxing flying they took one last loop around Cape May, NJ then turned westward and were homeward bound.



Our Two Laurens cont.



Lauren Daffin in the cockpit



Lauren Brenneman and Lauren Daffin 💕



Lauren Brenneman stands next to the Tail-wheel plane she's using for her Tail-wheel Endorsement