

The Crab Pot



2021-2022 Chapter Officers

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Upcoming Chapter Events

Maryland 99s March meeting –

Time: March 11, 2023, 930 AM

THIS IS AN IN-PERSON MEETING ONLY AT KMTN AS WE WILL BE SUPPORTING A GIRL SCOUT EVENT. ALL ARE WELCOME!

YOU MAY CONTACT JANE TOSKES IF YOU'D LIKE TO KNOW MORE SPECIFICS AS TO HOW TO HELP.



Our Instructors

Instructors for Primary Students who teach at a flight school (aircraft available)

Lauren Brenneman: Middle River Aviation, KMTN—CFII. Contact Middle River or (717-891-8200)

Meaghan Cohen: Brett Aviation at KMTN; CFI and is working on finishing up CFI-I. Please reach out for availability (443-799-5770).

Secondary Students/Student Owned Aircraft

Cathy Steele: CFI-I and Cirrus Certified Instructor out of KBWI, KMTN, KFME. Concentration is instrument students.

Jane Toskes: CFI-I, available for advice, consultation, and ground school (Part 107 signoff when you've successfully completed the testing)

Carol Christian: CFI-I (and astrophysicist) out of KMTN and surroundings. Concentration is tailwheel transition, Flight Review, intro instrument training. Also available for general advice, and consultation.

We need a nomination for Vice Chair as soon as possible and also a person to manage the election/committee

Please provide either/both directly to Jane Toskes!

Private Pilot Study Group – weekly on Sunday evenings: Contact Maria Esparraguera for information - 7326938595

February 11, 2023 MD 99s Chapter meeting minutes

Attendees: Jane Toskes, Monica Halliday, Joy Halcott, Donna Suwall, Christine Pulliam, Stephanie Baynes, Victoria Waller, Alaya Dyson, Leslie Hoffmeister, Anita Ammons, Sophia Dengo

Membership report (Donna Suwall): 52 members; had one that did not renew. Joy Halcott and Maria Esparraguera are Life members, have 14 student pilots, have had 11 members join in '22.

Jane Toskes noted that we are doing extremely well for membership. International held a Zoom meeting recently for chapter chairs—most chapters are having problems getting members.

Sophia Dengo noted that we do make everyone feel welcome; we all work together to do this. She has never seen a group that work as well together. An example is that Joanna Williams runs the website and Instagram from SPAIN!!! We should be posting more of our stories on Instagram. The 99s should be reinvigorated—trying to attract younger people—SEND STORIES (for Instagram posting) TO SOPHIA

A question was raised about the Chapter's website. It does not yet have a "members only" site. Developing a "members only" part of the site would require—managing members and their ways to get in. This takes ongoing time, managing people coming in and out, which is quite a bit of work that will have to be maintained. The question posed to the chapter is whether we want our stories, bios to be public or not?

The only thing that the 99s have as private on the international website is the member list and some documents. Donna Suwall noted that she didn't think we should have a private site. If we want to encourage members, it needs to be public. Our calendar is open. Our events are public. No other suggestions were made as to putting other items behind the log-in, and so the consensus is that we should not have a private section of our MD 99s website. It was recognized that some items, like historical documents—we may not want those to be posted. Just be aware that all parts of the MD 99s website are public and that if we want something to remain private, we should not post it.

The request was made for an official historian for the chapter. We do need a person to track historical documents.

The Treasurer's report was deferred until next month.

The Spring Section meeting is April 29, Hampton Roads VA. No more details are available at this time.

Our next meeting, March 11, is a Girl Scout supporting event at KMTN. More details herein.

On April 8, we will have a speaker, Nikolaus Wagenfeller, the Air Traffic Manager at KMTN. The meeting will be at KMTN.

On May 13 we will complete the compass rose at MTN. All it needs is the date of the survey and the rate of change—small letters in a corner of the compass. KMTN has all the stencils and it should not take too long. Sophia volunteered drone pics.

We must have elections this spring; ballots must be sent by the first of April. Currently, the following have offered to run for these positions:

Chair: Sophia Dengo (nominated by Stephanie Baynes)

Vice Chair: _____ (nominee needed)

Secretary: Maria Esparraguera

Treasurer: Alice Li

Member Chair: Donna Suwall

AEMSF Chair: Carol Christian

We need a nomination of at least one name for each office, so we do need a nominee for Vice Chair. We also need election committee Chair for ballots to be issued NLT 1 April and done by 15 Apr. The balloting will consist of issuing a Google Form and there are only 2 mailed ballots. While Sophia can assist with the drafting of the form (it is easy), she cannot do the forms herself. We will announce results at the May meeting.

Donna Suwall noted that in December this Chapter will be 60 yrs old! We also have the list of the 12 women who were part of the founding group

Our next big event will be the hangar ball in honor of 60 years! The Harford County airport is interested in hosting--0W3—there is a huge hangar. Stephanie is in charge of the event—formal dress.

As to the Ginny Carlin scholarship—Naomi Koehler was the chair last year—Maria Esparraguera has agreed to be the new chair. Because she has been selected for training in the Air Force Reserves, Shannon O'Brien has returned her award. Although there was some discussion of disposition of the returned scholarship, the scholarship committee should be responsible for alternative actions (because they are not competing for the scholarship). Another Carlin scholarship will be given this coming year.

For the Girl Scout event, confirmed March 11 from 10-noon; please arrive at 9:30 AM. The girls attending are 8-10 yrs old. They need to learn about the Phonetic alphabet, get some ideas about aviation jobs, talk about of those jobs, get familiar with aeronautical chart, and landings (runways, etc). Jane Toskes will do the sectionals, Stephanie Baynes will do phonetic alphabet; Lauren Brennemen can talk about being an instructor; Aish Shretha works for Grandview—if they can talk about their jobs. Jane will ask the airport about a tour for the girls of the FBO, and perhaps the tower or the non-operating sim. Water? Snacks? Starbursts?

After the event, the 99s will go to lunch locally.

There was a discussion of having a meeting in Catonsville at the simulators with lunch after. In addition, Essex Skypark does have a great presentation area.

As a final note, members were encouraged to promote the website and buy the merchandise!

Anita Ammons bought her first aircraft! What a sweet bird--



Jerrie Mock's C-180, "Spirit of Columbus" is now at the Smithsonian Air and Space on the Mall, Washington DC

"**Jerrie**" **Mock** (November 22, 1925 – September 30, 2014) was an American pilot and the first woman **to fly solo around the world.** (...wait for it...) **In 1964.** She flew a single engine Cessna 180 (registered N1538C) christened the Spirit of Columbus. The trip began March 19, 1964, and took 29 days with 21 stopovers and almost 22,860 miles. The flight was part of a "race" that developed between Jerrie Mock and Joan Merriam Smith who had flown from a field near San Francisco, CA on March 17, 1964; Smith's departure date and flight path was the same as the aviator Amelia Earhart's last flight. Although they were not in direct competition with each other, media coverage soon began tracking the progress of each pilot, fascinated with who would complete the journey first. Mock was the first to finish. In 1970 she published the story of her round-the-world flight in the book **Three-Eight Charlie** (still can be obtained on the internet; an easy read and great story—she flew in a skirt and hose, which at that time, were held up by garters.) See, Wikipedia.

1. Her interest in flying began at just 7 years old when she and her father had the opportunity to fly in the cockpit of a small airplane.
2. **Jerrie always** dared to be different in search of her own path... **“I did not conform to what girls did. What the girls did was boring.”**
3. Jerrie was the only woman aeronautical engineering major at Ohio State University, but dropped out “to marry her high school sweetheart”, Russell Mock (who she later divorced).



4. **She earned her pilot’s license in 1958 and took part-ownership in a single-engine Cessna 180 airplane, named the “Spirit of Columbus” – the same plane that she took around the world.**
5. Mock described herself as “the flying housewife“. She had 3 young children at home at the time she made the record-setting flight.
6. **At the time she set out to fly solo around the world, Jerrie had been a licensed pilot for seven years, and had never flown farther than the Bahamas.**
7. **Two weeks into her history-making flight, Jerrie landed in Saudi Arabia. A crowd of men had gathered, and were confused upon seeing only a woman next to the plane. One shouted there was “no man”, which inspired a “rousing ovation.”** There was another stop where she was not initially allowed return access to her plane after an overnight because the airport officials did not believe she was the pilot.

Following her history-making flight around the world, Jerrie went on to set 12 world records, yet few people know of her and her barrier-breaking place in aviation history. Perhaps her lack of spotlight was by Jerrie’s own design... and humility. In a May 2014 interview with Air & Space, she said, “I didn’t think it was such a great thing; it was just lots of fun. It was a good, practical thing that dozens of women, both in the United States and other countries, could have done before I did. You just use your common sense, know how to fly the airplane, do what you’re supposed to do, know the routes and all the rules and regulations...There were women who told me that they flew because of me.” (From Women You Should Know (Women YSK))

When the aircraft was recently moved from the Smithsonian at Dulles (Udvar-Hazy, where it was in a less-prominent position) to the Air and Space on the mall, a Smithsonian official told us that the modified gas tanks filled the interior of the plane, leaving little room for a pilot.