

The Crab Pot



Our Instructors

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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.

2023 International Conference Oct 27-Nov 2, 2023

(Dead Sea Marriot Resort & Spa, Sweimeh, Jordan)
Registration is OPEN on the 99s International web page

Early Registration begins now...[CLICK HERE.](#)

For details, check out the 2023 99s Conference web page at <https://www.ninety-nines.org/conference.htm>
For questions, contact Vice President [Minnetta Gardinier.](#)

We look forward to seeing you in Jordan!

2021-2022 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 (732)693-8595

Treasurer: Alice Li

✂ lizhengzju@gmail.com (404-984-0617)

Member Chair: Donna Suwall

✂ dsuwall@aol.com (410-608-7542)

AEMSF Chair: Carol Christian

✂ carolc91@gmail.com (410-929-2359)

Co-Webmaster: Joanna Williams

✂ JFW1103@gmail.com (240-587-0278)

Upcoming Chapter Events

Maryland 99s April meeting – Saturday, 8 Apr

Guest is Nik Wagenfeller, tower chief at KMTN

Time: 1000 AM Eastern Time.

At Martin State Airport, Room 412, Hangar 4.

Join Zoom Meeting:

<https://us02web.zoom.us/j/9739925140?pwd=NDIEekNlVXhlcjJlCChROZDNPS2UxUT09>

Meeting ID: 973 992 5140, Passcode: Cessna150

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The Ninety Nines International are holding elections this spring; electronic ballots were sent March 15 to those who opted for electronic balloting—others will receive ballots by mail. There are descriptions of the nominees in the Ninety Nines Magazine—which can be accessed at the link: https://issuu.com/ninety-nines/docs/99s_2023_mar-apr_online

This year, the Ninety Nines will be electing 2 directors, 2 members of the nominating committee and other trust members as required. Elections will close on May 1. Don't forget to vote!

The Air Race Classic is being held from June 20-23—Contact Carol Christian if you're interested in flying with her—

The Hampton Roads Chapter is hosting the 2023 **Spring Mid-Atlantic Section Meeting** on 5-6 May during the Air Power over Hampton Roads Airshow; see attached .pdf

MD CHAPTER ELECTIONS

The following are the nominees for MD Chapter--

Chair: Sophia Dengo

Vice Chair: Naomi Koehler

Secretary: Maria Esparraguera

Treasurer: Alice Li

Member Chair: Donna Suwall

AEMSF Chair: Carol Christian

Ballots were issued and will close by 15 Apr. We will announce results at the May meeting.

Hangar Ball

Just another reminder, **if you have not filled it out, that we need responses to our questionnaire on the Hangar Ball!** We have a lovely opportunity to celebrate our Chapter's 60th birthday and need your help to make some decisions!

We'll be selling tix to our party in order to: cover costs and fundraise for the chapter. We already have a large 100' by 100' hangar space, for free, at OW3. The date is **11/11/23 from 7-11 PM.**

Here are the questions we need your help with: <https://forms.gle/bnRkzd7RBcYe1UJY9>

March 11 Girl Scout Day at Martin State Airport

Earning Aviation Badges

Attendees: Sophia Dengo, Jane Toskes, Stephanie Baynes, Naomi Koehler, Cathy Steele, Cheryl Phillips, Lauren Brenneman, Donna Suwall, Lauren Daffin, Tiffany Gutowski (friend of the 99s)

Although it was a cold and windy day, about 20 Brownies and Girl Scouts attended an Aerospace session about the principles of flight, airports and aviation careers. Ninety Nines pilots and CFIs talked about flying and what goes on at airports, with exercises and much laughter.



The thank you from the Girl Scout leader:

I just wanted to say thank you SO SO much for you and the other 99's time this weekend. Your presentation was thoughtful, interesting and engaging. It was amazing to see you share your passion for aviation with the girls. As a parent I wish I would have had opportunities like this as a child to learn about careers and interests that I didn't even know existed. Every one of the 99s was so kind and willing to answer any question. Your snacks and handmade treats were delicious and so thoughtful. You truly went above and beyond.

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From AOPA Pilot Magazine**SPEAK UP****IN THE COCKPIT, EVERY VIEWPOINT IS VALUABLE**

January 24, 2023 By Natalie Bingham Hoover

When I was a brand-new flight instructor, still under the 300-hour mark, a retired military pilot who had lost his medical certificate came to the flight school asking if any flight instructors would be willing to sit right seat with him in his airplane so he could still get in the air.

He said he wouldn't be paying said "safety pilot" in cash, but that they'd build valuable flight time and get to fly with a more experienced aviator. Who wouldn't jump at that chance, right?

Obviously the older, more experienced me sees many problems with that scenario, but the young, hungry (and yes, a little bit naïve) version jumped off that couch and picked up a weekly, albeit non-paying, gig. You can probably imagine how those flights went. The pilot—let's call him Ralph—would be practicing various maneuvers and having a grand old time while I sat there silently, holding onto my seat and telling myself to be grateful for the "free" flight time. He had thousands more hours than me; surely he knew what he was doing, right? He frequently flew what I thought was too close to clouds or to the ground, and I would speak up in my careful-not-to-offend way that perhaps we should make an altitude correction or remember that we needed to stay at least 500 feet below those clouds. He would make corrections, but then repeat the same behavior on the next flight, making me think he had little respect for either the rules or the pilot sitting next to him.

The final straw came on a flight into Charles Baker Airport (2M8), a quiet field, roughly 15 miles north of Memphis International (MEM). Next to Baker sits a racetrack (as in NASCAR) with a straightaway that lines up roughly parallel to Baker's 18/36 runway. When Ralph lined up on a long final for the racetrack and repeatedly brushed off my concern about the mistake until he got close enough to see for himself, making a hard bank to sidestep to the actual runway, I decided to stop flying with him. Did I slam the door when I got out and give him a piece of my mind about how my pilot certificate was on the line, and he was jeopardizing it every time he flew like a cowboy with me on board? No. I just

became suddenly too busy with flight instructing to do any outside flying. Like I said, young and people-pleasing. Not a proud moment, but I'm certainly proud of how far that girl has come.

The old model of aviation used to be that the senior pilot was the authority, no questions asked. But aviation history has taught us that two heads in the cockpit are often better than one, even if one person has less experience than the other. It's extremely unlikely that both pilots in any given cockpit will have a similar experience level. For example, in a commercial cockpit, a captain typically flies with a first officer, and in general aviation, a student flies with an instructor.

Several months ago, at our flight school, two students who were both instrument-rated pilots were out time-building together and flew closer to dangerous weather than was probably safe. The student's justification? "My friend had an instrument rating, and I thought maybe he understood something about the weather that I didn't. I wasn't sure if I should speak up." Man, did I understand that old feeling.

So what do you do if you're ever in that position, flying with someone more senior who is making you feel uncomfortable with his or her aeronautical decision making?

Two things might help: First, make sure you are at the top of your game. In other words, keep studying so that you are confident in your knowledge of what is safe and legal, and what's not. It's hard to challenge another pilot's actions when you can't quite remember what the Airplane Flying Handbook said. Was it 2 or 20 miles that we are supposed to stay away from thunderstorms? Does the pilot's operating handbook recommend flying this slow on final? Second, when you do speak up, realize that it doesn't have to feel like that all-dreaded confrontation you've been avoiding since your playground days. You can be cool about it with something like, "Hey, man, the POH says 70 knots for final. I'm not too comfortable with anything much slower than that." If the pilot with whom you're flying is competent and professional, then he or she will respond positively with respect for your personal minimums, or explain why they made that choice in a way that makes sense and is grounded in a legitimate knowledge of aviation. If, for some reason, the response you get makes you feel unsafe, then you probably don't need to fly with that individual again.

Remember, in the cockpit, every viewpoint is valuable. Even if you have less experience, know that you still have something to bring to the table.

myaviation101.com

Natalie Bingham Hoover began flying in 2004. After corporate and airline work, she now serves as an FAA designated examiner and chief instructor of a flight school in Mississinni.