

SHORE

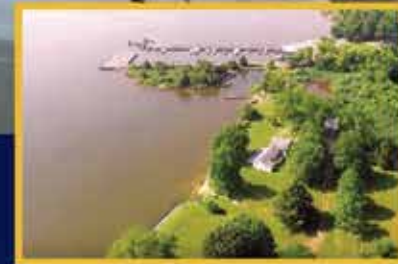
May/June 2022

MAGAZINE

TAKING FLIGHT

EASTON AIRPORT MANAGER MICAH RISHER TALKS THE SKIES AROUND THE SHORE

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Tackling heart disease on the Eastern Shore.

A Talbot County native, Dr. Jeffrey Etherton knows the creeks and tributaries of the Chesapeake Bay like he knows the arteries and vessels of the heart. As a cardiologist with UM Shore Regional Health, he works in the very place where his mother was a nurse, and he is fighting the very disease that took his father's life. You better believe this is personal. He's out to catch heart disease in this community. Because ultimately, it's all about saving the lives of his neighbors.

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EDITORS' NOTE

In our most recent edition of SHORE, we were excited to announce that we were back. Well now we are back... again! In our second edition of SHORE 2.0, we are literally taking flight.

You undoubtedly are aware that in order to put together a magazine, you have to plan ahead. Our first edition back was a fun exercise in nostalgia. However, what better way to welcome back the return of this magazine is to soar with the good people of the Eastern Shore.

Thanks to some great ideas from Amy Steward and our creative director Greg Mueller, our editorial calendar has taken shape (and our lives as editors got a lot easier, too). So when we began building our plan for this edition, an idea was borne out of the idea of flight around the shore.

What does it mean to 'take flight'? You may first think about airplanes, helicopters, blimps or hot air balloons, but you may also think of it as an idiom for when someone jumps really far, perhaps to dunk a basketball.

We thought about it from another angle, because we recognize there are some amazing people in our region who are doing incredible things. While their feet may be on the ground, their ideas and influence are taking flight, not just here at home but across the state and across the world.

With every issue we celebrate the good people of Talbot, Queen Anne's, Kent, Caroline and Dorchester counties. However, this time we are recognizing those who are "taking flight" and are representing the Eastern Shore with class, dignity and prestige.

We truly hope you enjoy this edition of your magazine, and we welcome your ideas and comments. Spring is here and summer is just around the corner, which means there is no better time to be here.

— Eli and Jonathan



Eli Wohlenhaus



Jonathan Carter

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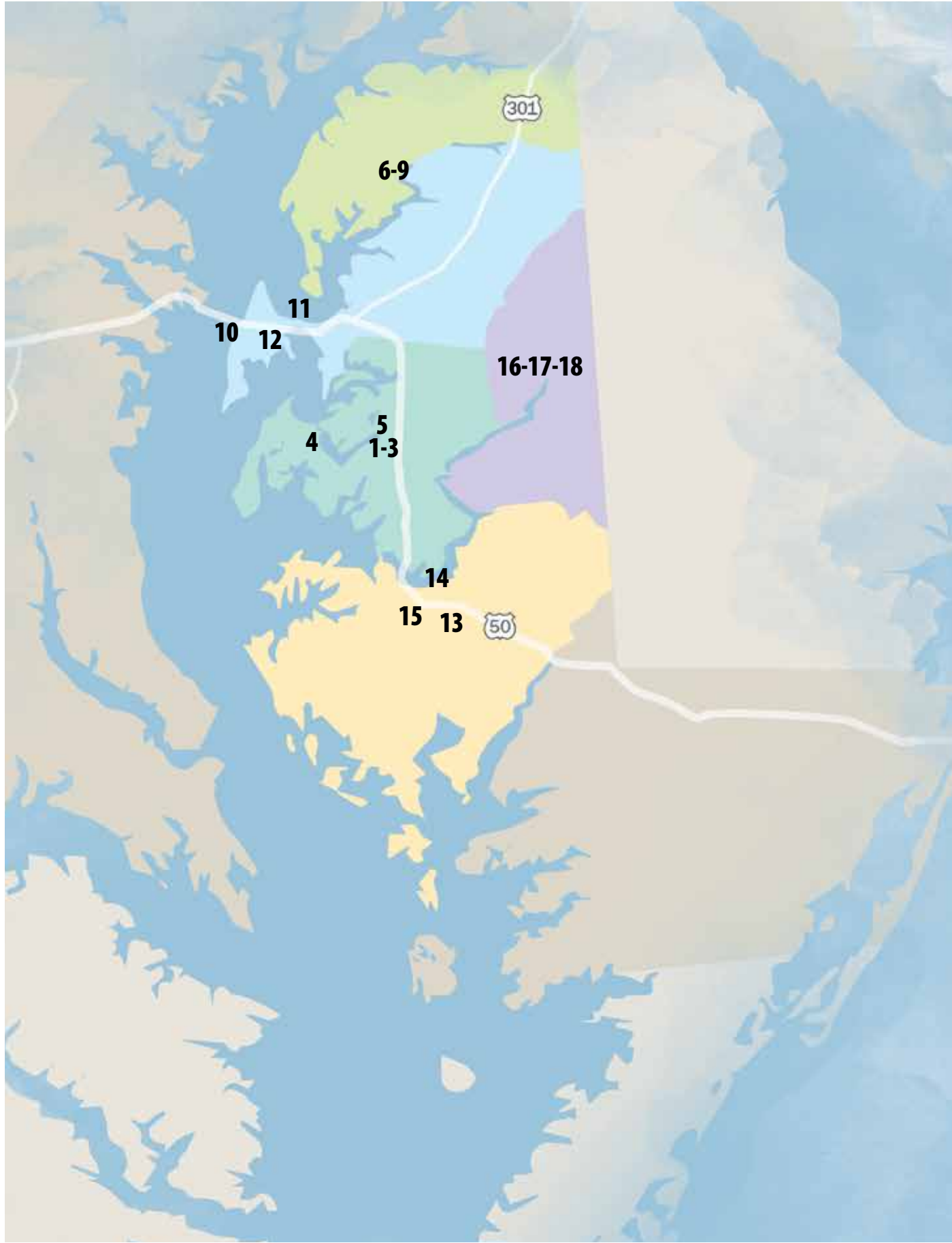


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Household Subscribers: Looking for the next issue of Shore? It inserts in The Star Democrat and The Bay Times/Record Observer on Friday June, 24, and the Kent County News on Thursday June, 30.

VIEWS THAT *Thrill*

Story By Niambi Davis

Submitted Photos

“

Nothing else matters once you take off until you're back on the ground.



Imagine the view from 2 ½ miles up into the atmosphere with a literal birds-eye view of Baltimore, the Chesapeake Bay, even of Cape May Jersey, and out over the Atlantic. For the experienced skydiver, it never gets old. For the first-timer, it's a thrill that begs the question - "why did I wait so long?" For Ben Harris of Skydive Chesapeake, "there's nothing to compare to skydiving. The best way to describe it is freedom."

Skydive Chesapeake, located in Ridgely, is owned by Chris Derbak, Max

Sivohin, and Ben Harris. Derbak is both an Air Force and Coast Guard veteran, Sivohin a veteran of the Coast Guard, and Harris an experienced parachute rigger who has worked with Cerbak for more than five years.

When Skydive Delmarva closed, the men decided to "open up a place in our area near our friends, doing what we love to do."

What they do is create a safe experience that is both euphoric, thrilling, and often spiritual, according



a logbook, ratings, and proof of membership in the US Parachute Association.

The process of getting up in the air and out into the sky is simple but thorough. Prospective students fill out a form, watch a short video and complete a brief ground training session. Then it's time to board the plane and enjoy the view as it ascends between two and two and a half miles into the atmosphere. Their Cessna travels to 10,500 and the larger Caravan to 13,500 feet. For the first-timer, Harris equates the experience to swimming.

"You're learning to control yourself in a different element, one that is a way thinner fluid than water where everything is happening much faster. It does take practice, but in the end, you've got to love it." For the hesitant novice Harris offers the experience of anyone



who has ever jumped: instead of a roller coaster, stomach-dropping jolt, what skydivers actually experience is a feeling of gliding and floating.

For many who partake in the sport, a memory of each experience is equally as important as the jump itself. To capture every minute, from the first seconds out of the



plane to the wide-eyed, open-mouthed joy of gliding through the sky, there is somebody up there, either flying around or equipped with a glove-mounted camera. According to Harris, flying around the students and seeing their faces is one of his favorite aspects of the sport.

Both experienced and first-timers describe skydiving as an endorphin rush, a thrill ride, and simply indescribable. Harris defines it as air therapy.

"Nothing else matters once you take off until you're back on the ground. It doesn't


matter if you're late on your rent, if there's relationship drama, or if something goes wrong at work. You don't need to worry about any of it for a glorious 20 or 25 minutes until you touch the ground."

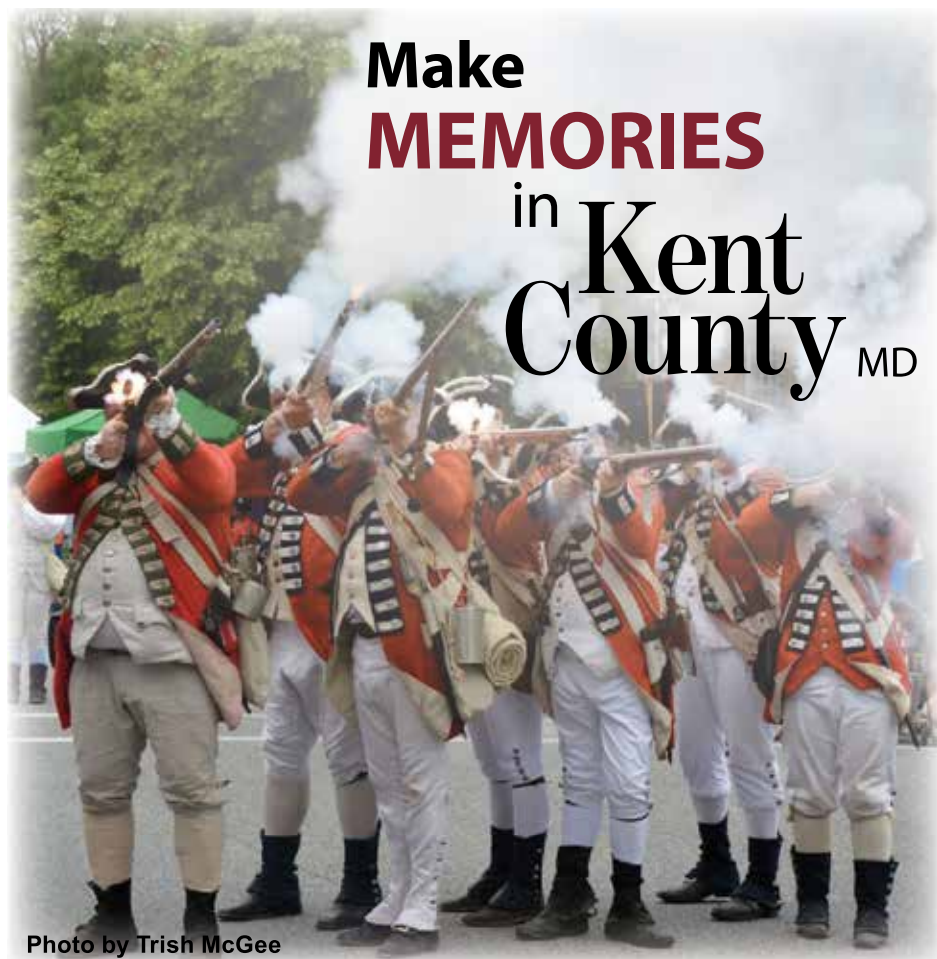
If the joy of that first tandem jump leads to the desire for a solo experience, Skydive Chesapeake offers instruction in its First Jump program.

For more detailed information on Skydive Chesapeake and how to sign up for an unforgettable

experience, visit the only Maryland dropzone offering both solo and tandem jumps at www.skydivechesapeake.com

In addition to Skydive Chesapeake, Chris Derbak and Max Sivohin are also Founder and CFO of Jump for Valor, a charitable organization founded in 2019 to better the lives of veterans through participation in skydiving and aerial sports.

For more information on the organization, including its upcoming events visit www.jump4valor.org 



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Photo by Trish McGee

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WILDLY NATIVE

flower farm

STORY BY

DEBRA R. MESSICK

SUBMITTED PHOTOS

Gazing out across four quadrants of lovingly planted native flowers, Liza Goetz is anchored by deep roots to the historic landscape and buoyed with boundless vision.

Founder and self-described “CFG” (Chief Flower Grower) of Wildly Native Flower Farm outside Chestertown, she represents the fifth consecutive generation of her family at the site, a Lord of the Manor property dating back to at least the 1700s.

Goetz warmly recalls an enchanted childhood there, playing among her grandfather’s Christmas tree crop (he also raised cows and pigs), often covered in mud from helping her mother garden.

“I always knew I’d end up back here, growing something, I just wasn’t sure what,” Goetz recalled.

Along the way, earning an agriculture degree from Delaware Valley College and Professional Horticulturist Certification, she enjoyed 12 years teaching at Kent County High School.

In 2017, she planted her first small patch of native flowers at the family homestead. The following year she sowed the shoulders on either side of the original plot,



covering more ground each season, and expanding the seasons by adding a heated greenhouse, two hoop houses and Agribon fabric row covers which provide some frost protection.

To help provide for daughter Lizzie’s eventual college expenses, Goetz began offering landscape gardening services to local homeowners seeking an approach which was environmentally sustainable as well as decorative.

Demand for her services has continued and grown, even as Lizzie stands ready to graduate from her mother’s alma mater with her own degree in Landscape Design.

Initially planning to offer simple arrangements, Goetz soon fielded a request from “my very first bride,” Becca Machen, a former student who participated in a native planting stream restoration project she led.



The next year, “3 or 5” weddings were booked, the following year, 20, and after that, 35, with more currently scheduled. Also asked to provide florals for 2 elopements, Goetz appreciates the positive response her nontraditional approach has received.

“It’s a blessing to be appreciated and understood,” she said.

Clients are invited to stroll the rows, smelling and touching, to curate a personalized palate of native flowers fresh from her field for ceremony and reception. The flora also provides an ambient backdrop to the tent or open-air platform hosted celebration at the site. Starting last spring, the space has also accommodated well received events including: Floral arranging classes, festive meals, teas



and goat yoga sessions.

For Goetz, the 12-to-16-hour days nurturing seeds into blooms are labors of love, relentlessly challenging but filled with wonder. From mid-winter nights waking up to shake snow off the hoop house roof, to trimming in the mint, which she considers “such good therapy,” she’s grateful for it all.

Goetz is also quick to share credit for her success with the talented, dedicated team she’s gathered, including daughter Lizzie, son Will, niece Kenly Brice, and several others she’s come to consider family, and whose input she values enormously.



“It might be the teacher in me, but I love to hear their ideas, listen to what they have to say.”

Her father, a business professor at Washington College, guided her in creating a business plan, and her husband, a salesman for a cheese company, provides insights into marketing and merchandising.

While eager to cultivate increasing varieties of annuals, perennials and herbs, Goetz holds fast to guiding principles of treading lightly and responsibly on the land. Instead of controlling



“ I always knew I’d end up back here, growing something, I just wasn’t sure what.


weeds with dark plastic sheeting, she uses a cornstarch-based fabric which biodegrades into the soil.

Praying mantis and other insects provide pest control instead of heavy pesticides. Rather than a thorough field clean up, some areas are left untouched over the winter, leaving habitat and nourishment for wildlife. She’s learned to coexist

with the prevalent and pesky foxes and the deer who’ve somehow come to respect the simple fences demarking each growing area.

Goetz’s passion for growing flows into each tenderly transplanted tulip and every soaring sunflower. She gets excited thinking about the 500 irises and 1500 peonies planted but is equally exuberant

contemplating her silvery Mountain Mint foliage, muted Colorado Yarrow and stunning smokey blue Sea Holly. But sharing with others on the Shore and filling a growing niche celebrating the area’s natural beauty, gives her the greatest joy.

For more information, visit wildlynativeflowerfarm.com or call 443-457-8475. 



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UNDER CONTRACT IN 1 DAY



25214 Wymont Park Rd. Worton, MD

This 3 bedroom home was custom built with all top-quality materials. Super insulated, on demand water heater, radiant and hot water baseboard heat. Beautiful wrap around porch, sliders to a gazebo inspired screened porch. This home has many amenities including cathedral ceilings, gas fireplace, custom built-ins, granite countertops, stainless steel appliances and much more. This home comes with deeded water access to still Pond Creek and a shared floating dock. **\$625,000 MDKE2001250**

PENDING



211 Mount Vernon Ave. Chestertown, MD

Good bones on this Dutch Style colonial located on one of the nicest streets in Chestertown! Half a block from Washington College and walking distance to downtown. Home has been lovingly maintained but still retains all the great character and charm. Featuring 3 bedrooms, 1 with access to the attic that has completely finished room/office space. Hardwood floors throughout, detached garage with walk up storage...or potential workshop or studio, large backyard with patio, paved driveway with plenty of parking. Separate laundry downstairs and space to add a 2nd bathroom. So much potential. **\$300,000 MDKE2001244**

UNDER CONTRACT



32287 Quinn Rd. Massey, MD

First time this home has ever been on the market. This well cared for home is located near route 301 for easy commutes north or south. Offering 4 bedrooms, 2 baths, a full basement and an oversized 4-car garage, and a huge full floored attic. Some wood floors plus Corian kitchen counters with center island. Be ready to enjoy the in-ground swimming pool with concrete patio that surrounds the pool. The largest bedroom has skylights for plenty of natural light. The garage is large enough to easily be part garage and part shop. 2-200 amp panels and a 50 amp RV hookup provides all the electricity you will ever need. You will enjoy the extensive landscaping in the warm weather months. **\$439,900 MDKE2000926**

22911 Bay Shore Rd. Chestertown, MD

This Cape Cod style home is a private oasis with a gorgeous pond and rolling terrain. The living room has a gas fireplace and is open to the kitchen with plenty of cabinetry space. You are very close to a public landing on Fairlee Creek for the serious boaters. Walk out basement is clean, dry with a pellet stove heating system that complements the existing HVAC system. Plenty of room for a workshop. Upstairs are two large bedrooms and a full bath. This is a beautiful country setting. The location is awesome, and there are many possibilities! With Zoning approval, it's possible the property could be subdivided, at the current time the zoning is V (Village). **\$575,000 MDKE2000934**

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KENTMORR AIRPARK:

Kent Island's Most Iconic Community

Story By
Reen Waterman

Photos by
Tom McCall



SHORE TRADITIONS

Whether you arrive by air, sea, or car, Kentmorr

Airpark (a.k.a. Kentmorr), is a jewel in Kent Island's crown and one of only three hundred airparks still surviving. In 1945, seeking a vacation home with a small airstrip, Nathan "Bill" Morris circled the Chesapeake Bay with his Stinson 108 single-engine plane. Flying overhead, he fell in love with Kent Island with its fertile farm fields kissing the ragged shores of the Chesapeake Bay.

Returning to Kent Island by ferry in 1946, he and his family purchased a 140-acre waterfront farm there. To this day, Kentmorr's unique community caters to aviation enthusiasts.

In the days before zoning, Bill plowed a 2,000-foot runway through his potato farm and planted Kentucky bluegrass. Morris then built a small home atop his hangar — constructing one of America's first "hangar-homes." Word spread about the airfield and his buddies began flying in to visit him. So, he began building guest houses and selling lots.

Housing in Kentmorr ranges from modest inland cottages to dramatic waterfront homes. With access to the community by a single road, life tends to take a slower pace there. Residents enjoy riding bicycles or taking leisurely strolls. Rounding out the community are the Kentmorr Marina and the Kentmorr Restaurant and Crab

House, also built by Bill Morris. You can rent slips, get engine repairs, buy gas/diesel and bait, or pursue monster rockfish on one of twenty fishing charter boats leasing slips here.

Owned and operated by Dave and Tammy Harper since 1993, the Kentmorr Restaurant and Crab House's favorite entrees include steamed crabs, crab cakes, brick fired pizzas and numerous tantalizing taste treats.

Kentmorr Airpark is a privately owned facility for public use. It is a corporation and homes on the strip receive shares according to their lot size. Each pays \$1,000 in annual maintenance dues that cover grass cutting and insurance. Airpark Volunteer Manager Peter Meyer and his wife, Kristin, have lived there since 2019.

"There are only fourteen homes that front on the




2,400-foot airstrip,” Peter said. “It is next to impossible to find one ever on the open market. My search took me 12 years of patient waiting—but we love flying out of our back yard!”

With a satisfying smile, Kristin (who is also working to earn her pilot’s wings) shared, “We love just watching the scenic beauty of the bay as well as the peaceful grazing of cows feeding across the strip from us.”

When asked about the changes in aviation that have affected Kentmorr Airpark, Peter pensively responded, “The heyday for Kentmorr was in the 1980’s when a bunch of airline pilots retired here. Most owners of homes along the strip have been here forty to fifty years, and only two of us still fly regularly.”

Going on, he added, “Following 9/11, much of the airspace over the Bay became restricted and new electronics were required to identify pilots, adding to the already climbing cost of being a pilot.”

“We try to be very respectful of the community. Before Covid hit, annually we hosted a community-wide open house and picnic. We love sharing our passion with the next generations and letting children sit in the cockpit. We would give children free rides. Once, I flew a gender reveal for a family gathered on the Romancoke pier and released blue smoke — all for free.”

So, if you are seeking an excellent place for lunch or dinner, chart a course for Kentmorr Airpark, a wonderfully unique community just five miles south of the Bay Bridge. 



“ The heyday for Kentmorr was in the 1980’s when a bunch of airline pilots retired here.



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PROFILES

Take Flight

EASTON AIRPORT TAKES FLIGHT TOWARDS THE FUTURE

STORY BY TRACEY F. JOHNS
PHOTOS BY JENNIFER QUINN

The whirl of a small plane's propeller can be heard in the distance, while a nearby jet takes off to add to the buzz of airplanes heard overhead on a recent bluebird day at Easton Airport/Newnam Field (ESN).

The airport's bustle is apparent by the number of mechanics, pilots and flight school students moving about on the field and throughout the campus, while a light breeze picks up the earthy aromas of nearby farm fields and creeks feeding the Miles River's brackish waters. Expanding and impressive business parks are nearby, along with an onsite

restaurant, an Air Traffic Control tower, two runways and a maze of seemingly endless hangars that come with a long waiting list.

The airport celebrated its 75th anniversary in 2018 with much fanfare and conducted an economic impact study that same year with the Maryland Aviation Administration. Airport activity at the time was connected to \$48.5M million in business revenue, 494 jobs, \$25.9 million in personal income, and \$6.7 million in state and local taxes. No small change for a county of 37.6 thousand people. An ambitious, multi-year Runway

Improvement Project was also approved and launched that year.

I recently sat down with Maryland Airport Manager Association President and Easton Airport Manager Micah Risher to discover what's in the planning for the next 75 years at one of Talbot County's and Maryland's most significant economic drivers.

"Some years we're the second busiest airport in the state of Maryland," says Risher, noting that the Frederick airport is a contender. "And we have days where we are busier than BWI."

More than 200 aircraft are currently based at Easton Airport with an equal number of operations each day. Pilots can make an appointment with an onsite medical examiner to conveniently keep up to date on requirements, with fuel services and navigation aids making Easton a great place to plan a stop.

Overnight tie-downs and transport services are available for those pilots and their crew wishing to experience Talbot County by land.

There are four fixed-based operators (FBO) at Easton Airport, with first-class concierge services including hotel and restaurant recommendations, along with full-service fuel, hangar space management, ground power units and comfort services for aircraft.

Two flight schools are on



campus — Trident and Easton Aviation — along with the local chapter of the Aviation Career Education (ACE) Program, now housed in a dedicated, repurposed helicopter hangar, complete with a lending library of aviation books and an X-Plane 11 flight simulator.

Risher says the airport is an enterprise of Talbot County Administration and has been financially self-sustaining for the last 29 years.

"It's challenging for general aviation airports to become financially self-sufficient, but ESN has become a model of efficiency," says Risher. "In fact, we're located at the epicenter of economic development, with business and technology parks surrounding us, supporting our local economy. That's something we can all feel good about."

The airport is currently working through the early phases of a multi-year, safety-related Runway



“Some years we’re the second busiest airport in the state of Maryland, and we have days where we are busier than BWI.”

Improvement Project that includes a shift and added length to its primary runway.

“The programs we have in place now are preparing the airport for the next 100 years,” Risher says. “We are essentially building an entirely new, state-of-the-art airfield over the next seven years which includes shifting the runway away from Ocean Gateway.”

Risher says several enabling projects are already underway as part of the safety-related Runway Improvement Project, including the removal of obstructions — primarily trees — that penetrate the approach surfaces into the airport.

More than 20 acres of tree obstructions have been cleared to keep the Airport in compliance with aviation safety standards and must be completed before infrastructure changes can begin.

“By 2030, Easton Airport’s airfield will be completely modernized. This will include a new Runway and parallel taxiway, LED airfield lighting, a new Instrument Landing System (ILS) and Approach Lighting. The new runway will be in compliance with the FAA’s modern design standards, which we are currently operating under a waiver to maintain operational compliance.”

A TRIDENT PLAN FOR THE FUTURE

Risher says the future of Easton Airport is rooted in three primary areas, which all support its mission to create an environment that fosters and promotes aviation enterprise by providing safe operating principles, affordable quality facilities, leading-edge technology and a commitment to the future of aviation in Talbot County.

EDUCATION

Easton Airport is invested in developing an interest in aviation careers with area youth with its on-site ACE facilities and program. The donor-supported program introduces students to a variety of aviation-related career paths while providing resources and support to help navigate opportunities in the aerospace industry.

“We’re grateful for our partnership with the Mid-Shore Community Foundation to make the ACE program a part of our campus and community,” said Risher. “The ACE program is a great way to connect students with resources, while ultimately working to replenish the nation’s need for aviation professionals.”

Risher says the aviation industry experienced a boom in the 1980s when the GI Bill covered flight training expenses, a resource no longer available for aspiring pilots.

“We want to light the spark that develops an interest in becoming an air traffic controller, for example,” says Risher. “We help connect students with a community that supports learning in an inspiring space where they can immerse themselves in learning about aviation.”

INFRASTRUCTURE

Risher says the Runway Safety Program is an essential infrastructure improvement necessary to position Easton Airport where it needs to be to continue to operate as a successful enterprise. It is the last major growth opportunity the Airport will see over the next 100 years.

“Easton Airport has always been a leader and when this project is complete, we will have a modern, efficient airfield that will meet the needs of the aviation community around the state,” he said.

Airport infrastructure already includes environmental measures to keep the surrounding streams, creeks, and farms protected from pollution. Already in place include two spill-containment fuel truck parking areas, a double spill-containment fuel farm, and a south apron stormwater system which

includes a 20,000-gallon oil-water separator, among other layers of environmental protection.


COMMUNITY

Risher's face lights up when we talk about Easton Airport's commitment to the community, especially when he shared that the Airport is sponsoring a little league softball team this year.

"I want people to know this is our community airport. We have been here for nearly 80 years and are central in the fabric of Eastern Shore life for people to visit and enjoy," Risher said. "We're constantly thinking about how we can include the community in every aspect of our future planning. Ideas such as park-like accommodations and welcoming public meeting spaces when we build the new terminal as the last phase of our improvement plan."

The plan already seems to be working.

Easton Airport is hosting the 2nd Annual Easton Airport Cruise-In for automobile enthusiasts on Sunday, May 15 from 12-4 p.m. The event is free and open to the public and features unique and classic cars, plus food, raffles, activities and awards.

Easton's Airport Day is also a continually growing event and is set to return on October 8, 2022, drawing thousands of individuals and families to explore the Airport, careers in aviation, and maybe even the thrill of flight, with more at www.eastonairport.com. 

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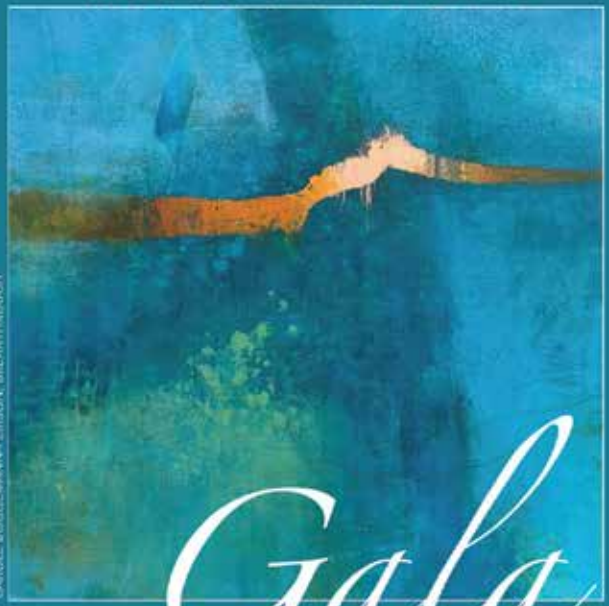
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Serenity Palmer, Ja'Shiya Copper, Allegra West, 2021-2022 scholars with the Needle's Eye Academy. Photo by James Redman

PROFILES

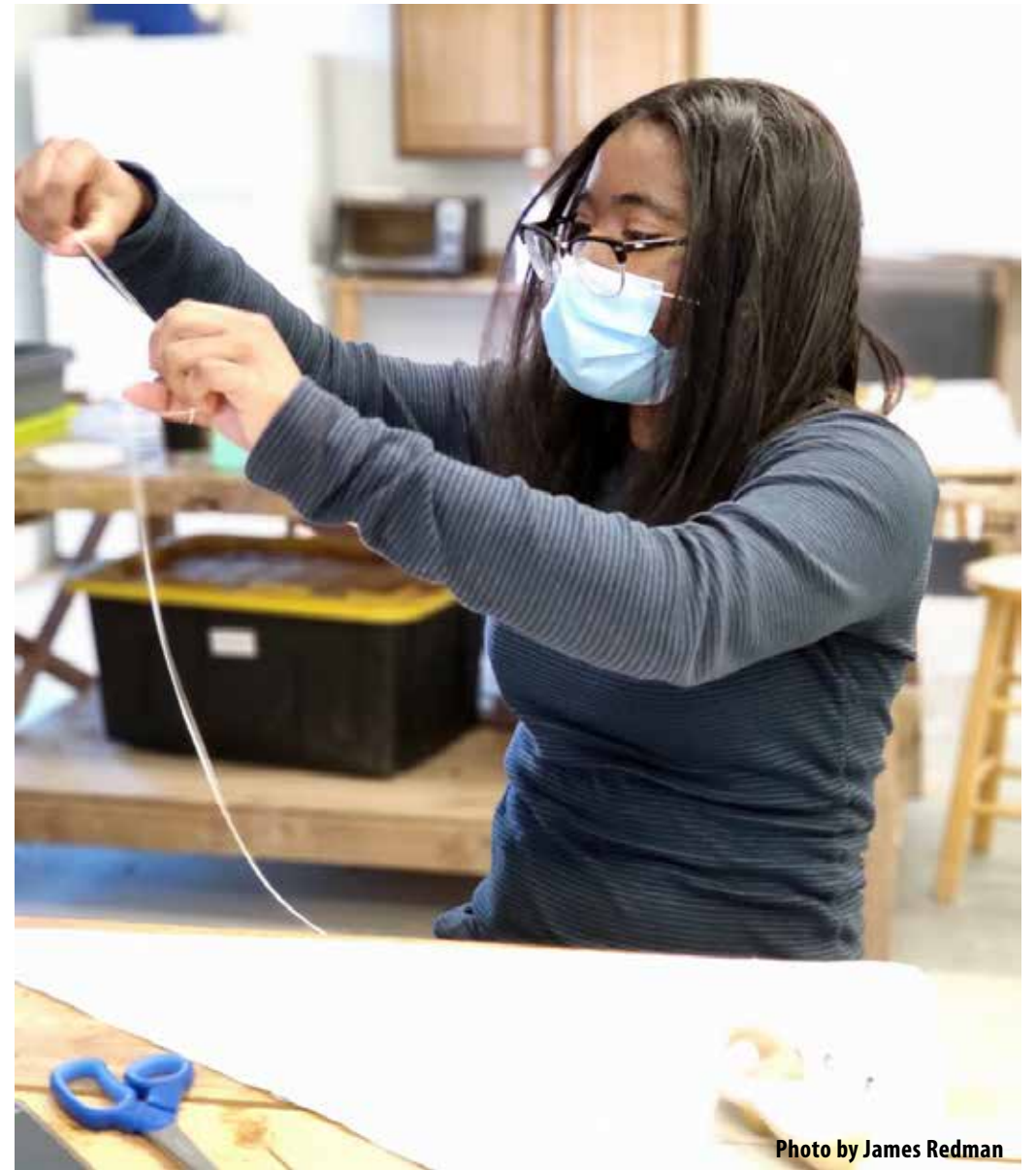


Photo by James Redman

*Needle's Eye Academy
soars in advancing
literacy among
Talbot County youth*

Story By
Amelia Blades Steward

THREADING THE NEEDLE

When Jaelon Moaney, a 10th generation Talbot Countian and a 2015 graduate of Talbot County Public Schools, went off to Williams College, a prestigious private liberal arts college in Massachusetts, he knew he wanted to have an impact on literacy among scholars of color. He had served on the Talbot County Board

of Education during his high school years, which increased his understanding of the inequities in literacy among the diverse student populations in Talbot County and throughout Maryland's public schools.

While at Williams College, in 2016, when racial issues were at an all-time high in rural areas, Moaney implemented #DIGDEEP, which increased literacy among

four successive classes of young men of color at Taconic High School in Pittsfield, Mass. This U.S. House Adult Literacy Caucus-recognized program planted a seed for Moaney as he returned to work in Maryland to work for U.S. Senator Chris Van Hollen (D). He would use his passion and the success of #DIGDEEP to found a literacy program, with Nicolle Vittini Cabral, his fiancé and a

Williams College alum, on his beloved Eastern Shore that the pair would call Needle's Eye Academy.

"Literacy is both foundational and a pre-requisite to civic duty. People of color in our country must be literate in a variety of ways at any given moment, in order for our democracy to come to fruition as intended," Moaney said.

He got the name Needle's Eye Academy from Gil Scott-Heron's 1971 album "Pieces of a Man" and embedded within the academy's logo is the Latin word that means "to sew." He felt it was appropriate because many American populations, and their heritage, inherited ways of knowing

that don't fit through the needle's eye.

"I can empathize with the adversity posed by predominantly white instruction and its adverse aspects on our local students of color," Moaney explained. "Ultimately, the lack of opportunities to fully showcase their capabilities and their subsequent rejection of such an instruction is often misconstrued as apathy and disinterest. Now, more than ever, students of color need educators of color who understand their local context and embrace their heritage."

According to Moaney, the core of his revolutionary educational model is a question that resonated deeply with

the successors of W.E.B DuBois throughout western Massachusetts — how did their uses of literacy enhance, constrain and shape their sense of who they were?

Moaney decided to start with a three-week summer virtual experience for scholars of color transitioning from 8th grade to 9th grade who were selected by principals and vice-principals at Easton High School and St. Michaels High School. He chose this age group because it is a critical time for students to decide their paths to the future. Scholars engaged in daily reading assignments and participated in online discussions, relating their own experiences to what they are reading.

There are four basic underpinnings or principles to Needle's Eye Academy's curriculum, and they are unique to the Shore. The first principle is that the

curriculum is place-based, focusing on the legacy of the Shore and specifically Talbot County's founding free Black community. The second principle focuses on the cost of being quiet or complicit. The third principle is that moral issues are not impractical. Scholars are encouraged to follow their hearts, to be catalysts for civic engagement. The fourth principle is fluid intelligence, helping scholars to see that they are more than the trauma that often overshadows their histories.

Moaney took the results of his pilot program and worked with officials of Talbot County Public Schools to extend the summer pilot program into the school year, with the Chesapeake Bay Maritime Museum as a partnering organization. His inspiration for the museum's partnership came from the Black sailmakers of the region — specifically brothers Albert

and Downs Curtis — the focus of Moaney's composition at Mystic Seaport Museum and maritime artisans who he says, "threaded countless global vectors with the canvas they built into sails."

During the year-long after school program, once a month, scholars engaged in workshops on the Museum's campus and at its conclusion, built a large canvas sail together collectively expressing their journeys as scholars of color. Three scholars, Serenity Palmer, Allegra West, and Ja' Shiya Copper, all ninth-graders at Easton High School, graduated from the program this winter at the Chesapeake Bay Maritime Museum. The three are sharing the impact the program has had on their academic and social experiences.

"I feel like I've always liked reading, but what this program did for me was to help me be able

I definitely felt empowered being in the program, especially since women of color are overlooked in society

to break down stories because when it comes to reading comprehension, I have always struggled," reflected West. "So, I'm very appreciative of that. I feel like Needle's Eye Academy really prepared me for high school because it started during the summer, improving my time management through zoom meetings at certain times and assignments we had to do. I've been doing really well in school recently because of it."

For Palmer, the experience helped her in finding her voice.

"I definitely felt empowered being in the program, especially since women of color are overlooked in society," she said. "I also think our group bonded mostly on our identities in the group. . . I also really liked that Nicole introduced us to intersectionality because I didn't know what that was before. It is the parts that make you, you — like your race, your class, and your sexuality — all different types of things that make you."

As the group learned more about the history of the Shore, through their experience making a sail the way it was done 100 years ago, they gained an appreciation for their histories and the histories of their families.

"I liked the new experience of sewing the sail and enjoyed getting to embrace the history of all this and the history of the Shore," said Cooper. "My uncle was a fisherman. It helped me better understand how history actually was and how it's changed. — giving me a different perspective on the history of Talbot County for the people of color here."

Nikki West, Allegra West's mother, added, "The program has improved Allegra's grade point average from a 3.0 to a 4.0. It's a marked difference. And, you know, she really enjoyed it. And we were all very grateful and very proud of the opportunity. She got a chance to not only have a brush with history, but to touch it, to live it, to feel it, and that's great. It's one of those things that I



Photo by James Redman



Photo by Mika Moaney



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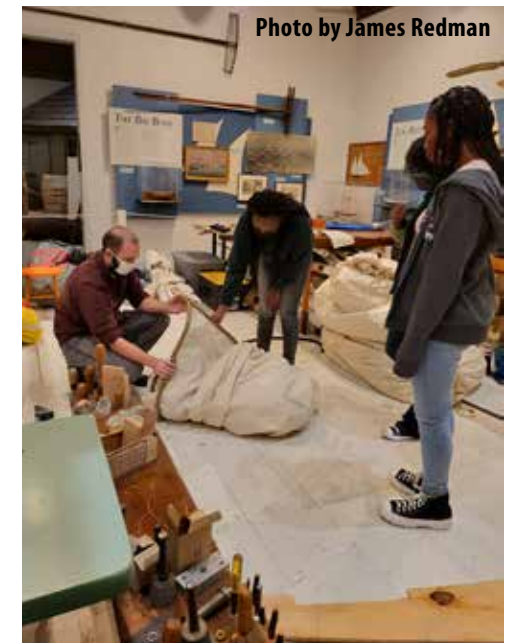


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would have definitely enjoyed when I was her age.

All three girls agreed that their role model throughout the program was Nicolle Vittini Cabral, Director of Academic Strategy for Needle's Eye Academy, who both taught them organizational and time management skills, as well as made them feel empowered.


Mika Moaney, the Academy's Director of Creative Media and Jaelon's younger sister, commented at the graduation ceremony, "It takes a village... and as family, mentors, stakeholders and bellwethers alike, we've collectively mobilized our intellectual and moral resources to build a vehicle that cultivates human beings of courage, vision and civic virtue. Last, but certainly not least, the academy recognizes that the end

and aim of equitable education amplifies an anthem we know all too well: To lift every voice — no matter the volume. Each young woman of color we've had the privilege of guiding through this academy has been entrusted with the responsibility of having found her voice, not an echo or an imitation of others."

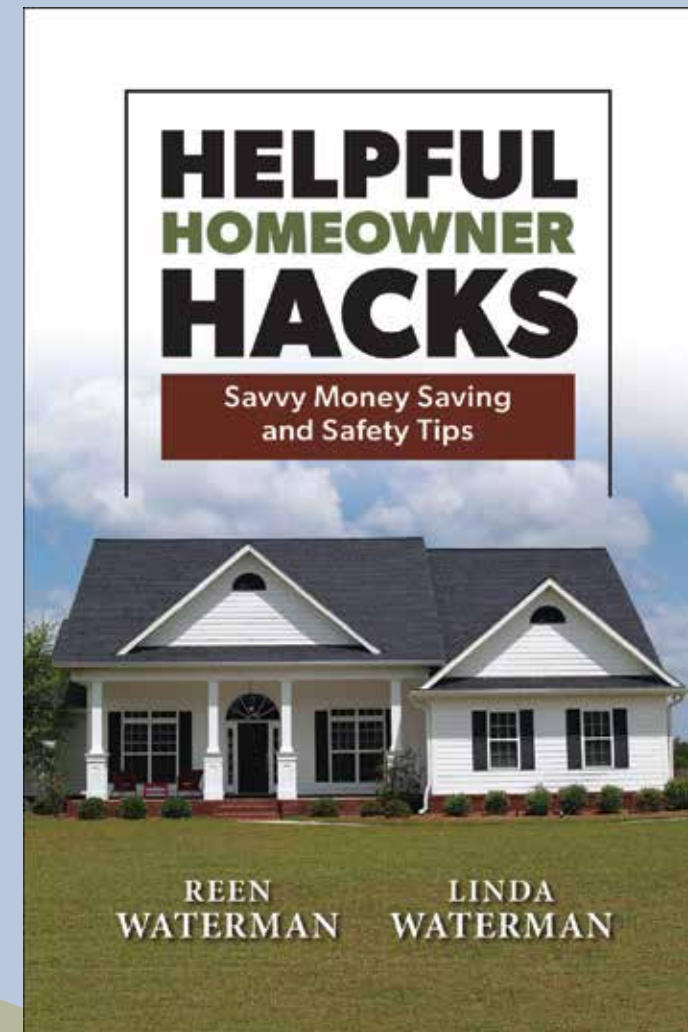
Kendall Wallace, Workshop Education Manager at Chesapeake Bay Maritime Museum, said, "The Needle's Eye Academy program is a great resource in the education of Talbot County's students of color because of the focused personal development they can provide. I was thrilled to have the opportunity to assist this program by facilitating hands-on lessons in hand stitched canvas work. We viewed sail making items in CBMM's library to

familiarize ourselves with tools and techniques, and the students built a beautiful canvas sail using the same methods as the historic sailmakers of our area. This type of experiential education can help students learn information at an accelerated rate, and builds confidence, critical thinking, and other important life skills."

"Now is the time to ensure Talbot's youth of color are properly equipped with, rather than deprived of these literacies," Moaney said. "The Needle's Eye Academy stands to be the equalizer."

The summer pilot program is multicultural, multi-lingual and is not selective based on gender. For further information, visit https://linktr.ee/the_nea.md or email Academy leadership at neaest2020@gmail.com. 

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By: Ryan Helfenbein

After being trapped at home for nearly 2 summers, many of us will begin planning trips far from our places of quarantine. For some, this may mean a visit to a tropical island or a mountain resort. For others, it's finally time to take a late relative back home...that is, escorting cremated remains back to a hometown for permanent placement. With the crazy world we live in now, a maze of regulations can make traveling with cremated remains a challenge. On the chance that you are one who is taking the lead in getting Uncle Eddie to his place of rest this year, let's explore together how this can be legally achieved.

Yes, for an industry resistant to change, undertakers are scrambling to redesign their approach to coaching a family through their selections for a final farewell. As if social distancing, minimum occupancy and reduced public gatherings during the heart of the pandemic weren't challenging enough, families are now faced with a reduction in options when it comes to finding that perfect casket or urn. Take for example a colleague in Ohio that shared with me her frustration when it came time to source a particular wood casket that was being requested by a family. When the casket was requested from the manufacturer, not only did they not have that particular variety of wood, but they did not have any wood remotely resembling the original casket in stock. Furthermore, the manufacturer didn't even have a higher class of wood to exchange for the one being requested. This is not only occurring with caskets, but urns and cremation receptacles as well for many funeral homes across the country.

Fortunately for those in our community, I bring you good news. There are options available. A Green or Natural service is one alternative for those seeking casketed burial. A basic all wood or bamboo casket, or simply a shroud can be used as an alternative to a traditional casket. This is then placed into a hand dug grave, with no outer enclosure, and a river rock is used to mark the site in replacement of a traditional granite or bronze marker. For those who are leaning towards cremation and are running into supply shortages for a receptacle to house the ashes, modern undertakers are growing their network of suppliers to expand the options



Ask the Undertaker

available. Unique alternatives include compacting ashes into river stones or glass custom colored keepsakes in replacement of an outer container such as traditional urn. Specialized services, such as Atlantic Scattering, are now available to undertakers using water soluble bio containers to oversee the private placement of ashes in appropriate waterways, such as the Atlantic Ocean.

Perhaps the most valuable resource during this time is your local family owned All Inclusive death care provider. These modern undertakers not only provide the standard transportation, ceremony oversight and completion of necessary paperwork like most funeral homes have done for generations, they also have their own cemeteries, monument company, flower shop and crematory. The more progressive All Inclusive firms have also started stocking a selection of caskets and urns in advance of the shortage in an effort to meet the needs of their communities during these uncertain times. Yes, these newer style funeral homes provide an All Inclusive experience and know exactly what is available when the request is made. Better yet if a shortage is in place, they can immediately provide you a similar alternative to meet your requests without the hurdles of shipping, middle man expenses or even risks of non deliveries. With the challenges we face today, it is transformative to be able to provide complete oversight so that the burden of shortages, shipping delays and other economic woes do not fall on the shoulders of those who are already grieving.

It is understood that a dark stained oak casket is a far cry from a sausage and egg breakfast sandwich. But to a 12 year old little boy, the heartache of not having what was expected is nearly the same. As undertakers experience these challenges, we are fortunate in our communities that we have an All Inclusive option for death care needs. Perhaps when this all comes to an end we can go back to the unique styles of caskets and urns to which we are all familiar with. Most importantly, let's just hope that these options do come back, along with the Jimmy Dean Sausage and Egg biscuit. After all, my role is to provide assurance during difficult times... both as an undertaker and a dad.



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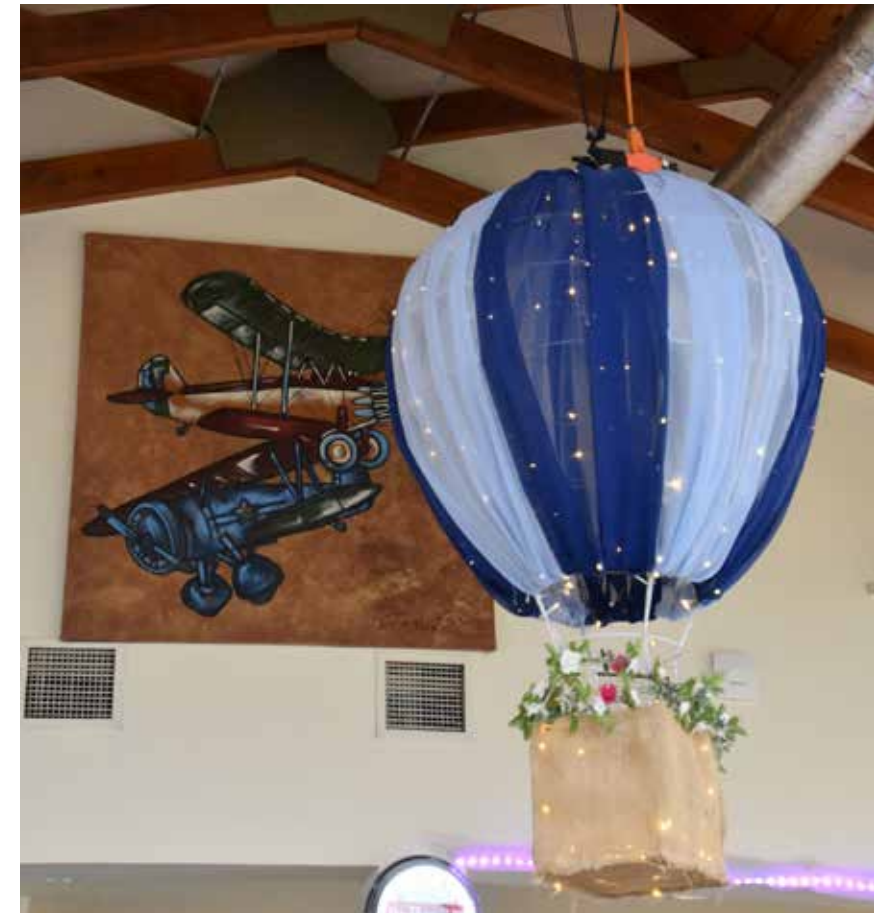
Katie Rhea grew up in Cambridge helping in her mother's restaurant, including working at the age of 13 as the dishwasher. During that time, she learned treasured Eastern Shore family recipes for everything from soul-warming soups to decadent cakes and desserts, both of which are always on a menu of home-cooked breakfast, lunch and dinner items that will have you craving to go back to Katie's at the Airport in Cambridge.

Katie's at the Airport feels more like returning home for a meal, which is exactly what you'll find at the restaurant Rhea took over from her mom, Kay, in 2019. She's kept the menu and airplane-inspired décor much the same, with dining room renovations in the planning. Katie's mom continues helping Rhea with baking and preparing soups in the back.

For the menu, think large mason jars of freshly brewed iced tea, peas or lima beans and dumplings, crab cakes with locally sourced crabmeat, Chesapeake chicken, fresh fish and seafood, homemade mashed potatoes, and at least five cakes to enjoy for the luckiest of diners or pilots to take home.

"We have one regular pilot who stops in for lunch and always takes a chocolate cake back to his wife," says Rhea. "From what we understand, it's non-negotiable that he returns to Virginia without one."

Google reviewer Rickie Banning said "Katie's food is amazing! My first dinner order turned me into a regular customer. Her Lima bean soup is on-point — the turkey mashed special was delicious — and her coconut cake tastes award-winning worthy. Katie should apply to enter the Food Network cooking competition as her dishes just might win



“ We have one regular pilot who stops in for lunch and always takes a chocolate cake back to his wife, it's non-negotiable.



the prize. Katie's at the Airport is a must-try."

The bright and airy restaurant seats up to 70 people and is open from 8 a.m. to 8 p.m. on most days, with focal points including the views from the large cathedral window overlooking the Cambridge-Dorchester Regional Airport runway, a hummingbird show on cool summer days, and the luscious scents of freshly baked cakes greeting you as you enter the dining room from the airport's terminal.

"We put hummingbird feeders out by our windows each spring," says Rhea. "It's not unusual to see hundreds of hummingbirds when temperatures are in the mid-70s to 80s."

She says local and visiting diners return to see the hummingbirds each spring, including bird enthusiasts who are stopping for a meal while visiting Blackwater National Wildlife Refuge, or those on a group tour to the nearby Harriet Tubman Underground Railroad National Historical Park.



Katie's at the Airport also participates in the airport's annual Wings & Wheels event, offers off-site catering for large groups, and venue space and catering for on-site groups. Reservations are a must for special days, including Mother's Day and Father's Day weekend.


Katie's mother, Kay, had her dream come true of owning a restaurant more than 23 years ago when she opened her first restaurant, Kay's Kitchen, along Ocean Gateway. The restaurant moved to the Cambridge Inn around 2002 before Kay's at the Airport took off in 2005. Now, the restaurant continues serving Eastern Shore hospitality and the freshest ingredients from crab meat to local produce with Katie in charge.

Katie has a team of loyal staff, including her mother, father, and



Aunt Linda Seward, her father's sister. Autumn Cameron of Hoopersville is now in her 33rd year of serving scratch-made food with the Rhea family.

Equally loyal are the diners, including a group of 29th Division veterans, Tudor Farms guests arriving by jet, small plane pilots who make the restaurant a destination or planned stop on a longer flight, and a list of U.S. Presidents, including George W. Bush, Barack Obama and Joe Biden.

Katie's at the Airport also has a new, loyal diner in this writer, who will be back for more peas and dumplings soon. 

Katie's at the Airport
5263 Bucktown Road
Cambridge, Md. 21613
410-901-8844

www.facebook.com/kaysattheairport

Hours:

8 a.m. – 8 p.m., Mon., Tues., Thurs., Fri.;
8: a.m. – 11 a.m. Sun.; Closed Wed.

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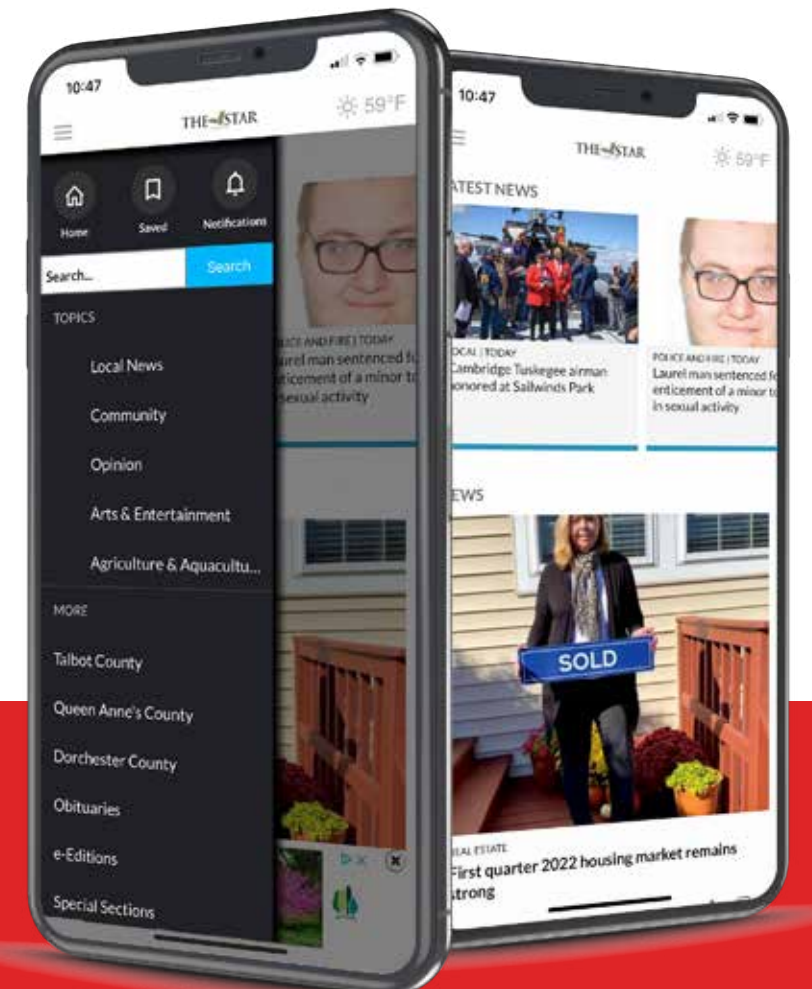
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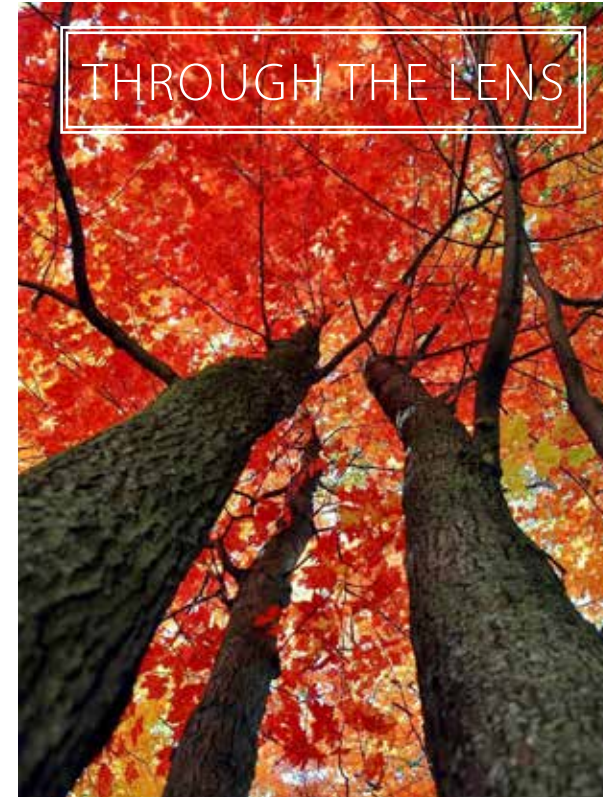
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ABOUT THE COVER

Cover photo by Jennifer Quinn

The Easton Airport is — surprisingly to many — one of the busier airports in the state. What better way to celebrate lift off around the Eastern Shore than with our neighbors on Airport Road?

Operating an airport is no small task, so we wanted to learn — and share with you — what goes into operating an airport. This story and the cover perfectly encapsulates what taking flight means for SHORE magazine.



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