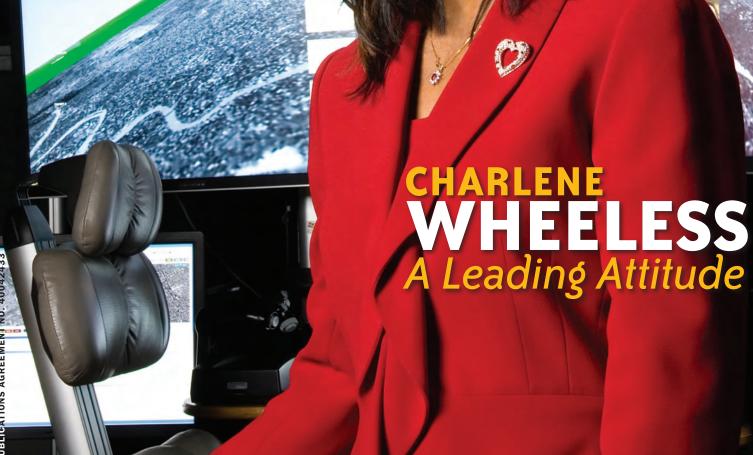
2008 CONFERENCE WRAP-UP INSIDE

Aviation or Women

Jeanne Rau Accidental Aviation

LOIS DeFLEUR
Flying to the
President's Position





That hasn't stopped Patty Wagstaff. Three-time U.S. National Aerobatic Champion. Soon to be inducted into the International Aerospace Hall of Fame. Professional athlete. Inspiration for all women.

Cirrus salutes Patty Wagstaff and today's women of aviation. At Cirrus ... WE KNOW YOU CAN!

Women in Aviation, International member



888.774.7319 | visit cirrusdesign.com

Aviation for Women

Peggy Chabrian, Ed.D. *Publisher*

Amy Laboda *Editor in Chief*

Nancy Bink Art Director

Editorial Staff
Rachel Krubsack

Columnists
Jacque Boyd
Paul Hamilton
Patricia Luebke
Dr. Philip Parker

Contributors
Jenny T. Beatty
Gailen David
Rose Dorcey
Meg Godlewski
Corrine Zappia Gormont
Pam Hathaway
Bobbi Harwood Losee
Denise Waters
Lee Wedlake

Advertising Account Executive

Annette Calicoat
(937) 669-4741

Visit the WAI web site at WWW.WAI.ORG

Aviation for Women, (ISSN 1525-7762), Volume 11, Number 3, is published bimonthly by Women in Aviation, International, 3647
S.R. 503 South, West Alexandria, OH 45381;
Tel. (937) 839-4647; Fax (937) 839-4645. Reproduction by any means in whole or in part
of any copy, photograph, or illustration without written permission from the publisher is
prohibited. Periodicals postage paid at West
Alexandria, OH, and additional mailing office. Postmaster: Send address changes to
Women in Aviation, International, 3647 S.R.
503 South, West Alexandria, OH 45381.

Canadian Publications Agreement No. 400-42-433; Canadian return address: Station A, PO Box 54, Windsor, ON, N9A 6JS; E-mail: cpcreturns@wdsmail.com

Membership dues include Aviation for Women subscription valued at \$30/year. Non-member subscription rates: Domestic-\$30/year; Foreign-\$40/year

Single copies-\$5.00
PRINTED IN U.S.A.



FEATURES

- **20** LOIS B. DEFLEUR LEADS BINGHAMTON U. by Amy Laboda
- 24 RAYTHEON'S CHARLENE WHEELESS by Corrine Zappia Gormont
- **28** ACCIDENTALLY AVIONICS: JEANNE RAU-FLATTERY by Jenny T. Beatty
- 32 19TH ANNUAL INTERNATIONAL WAI CONFERENCE WRAP-UP

DEPARTMENTS

- **2** President's Message
- 4 Airmail
- **6** WAI News
- **11** *Where Are They Now?*
- **13** Tech Tips
- **14** Professional Development
- 16 Corporate Member Profile
- **17** *CFI Flying Tips*
- **18** Sources & Resources
- **46** Careers
- **46** Classifieds
- **47** Calendar
- **47** Advertisers Index
- **48** In Our Own Words

COLUMNS

- 12 FLYING FAMILY by Amy Laboda
- **40** MEDICAL Q&A by Dr. Phil Parker
- **42** THE VIEW FROM HERE by Jenny T. Beatty
- **44** PERSONAL DEVELOPMENT by Patricia Luebke

COVER PHOTO

Charlene Wheeless leads a team of engineers at Raytheon. Here she stands by a UAV operator's station. Photo courtesy of Raytheon.

Aviation for Women is the official publication of Women in Aviation, International. Women in Aviation, International* is a registered trademark of Women in Aviation, International

MAY/JUNE 2008 Aviation for Women 1



Dear Members:

I am writing this just a few days after our successful 19th Annual International Conference in San Diego, California. There were a record 3,320 participants, including a group from Russia, who represented Aviatrissa and female pilots from WWII. The exhibit hall broke a record, too, with 151 companies showing attendees their products and promoting careers.

I want to offer a special thanks to the U.S. Navy for the tours of North Island, for the U.S. Naval Academy's Women's Glee Club performance, and for the special outside display they exhibited. Of course, our thanks to King Schools for providing tours of their facilities and for the free on-line course they offered to everyone attending the Conference.

Thank you, finally, to all of our volunteers! You know that if it were not for WAI volunteers, both before and at the event, the Conference would not happen at all.

A little recognition is a good thing, and WAI got its share at this Conference. The U.S. Air Force recognized WAI for its long-term partnership and participation in the 60th anniversary of the Air Force. We look forward to tours at Dobbins Air Force Base next year in Atlanta. Also, the President of the

Ninety-Nines, Pat Prentiss, presented its Ninety-Nines' Spirit of Inspiration award to WAI for the work we have done to promote aviation to women in all areas of the industry, for our scholarships, and for our efforts to promote women's contributions to aviation.

Finally, in anticipation of this summer's fun, Elissa Lines, Vice President of Development for the Experimental Aircraft Association, made a joint announcement with me about a new program called *WomenVenture*. We hope to turn it into the world's largest gathering of women pilots, with lots of fun and educational activities, during EAA's AirVenture this July 28-August 3 in Oshkosh, Wisconsin. Can you come?

We told you about the 10th anniversary celebration of *Aviation for Women* last issue. But did you know about the new digital version of *Aviation for Women*, now available on the members only section of our web site? Log on and see! And remember our new legal services benefit? Have you given it a try?

What a terrific spring WAI has had! I encourage you to become an active member, through a local chapter or by participating in one of the many aviation shows where we exhibit. And make plans to attend our 2009 Conference, February 26-28 in Atlanta, Georgia. See you there!

Sincerely,

Dr. Peggy Chabrian
President/Founder

INSIDE THIS ISSUE



Where can WAI membership take you? How about into the simulator of an A320, earning your type rating? Page 11



Jeanne Rau didn't mean to end up owning a business in the aviation industry.
But it's a happy accident. Page 28



Ann Cooper holds a poster of her new book cover, while Pat Wagner, one of the subjects in the book, helps. **Page 35**

2 Aviation for Women

Surcharge It's a free country.



Over 55,000 ATMs.
One card.

Why pay fees to access your own accounts? Choose the Wings Financial Visa Check Card to enjoy the flexibility and convenience of the nation's largest surcharge-free ATM network. With over 55,000 ATMs nationwide in convenient locations like these, there's no reason to pay ATM fees:*

Airports • Target • Costco • Walgreens • CVS • Duane Reade •

Make your money go farther. Get the Wings Visa® Check Card. Of course, you must be a Wings member first. Join now! Call 1 800 881-6801, or apply at www.wingsfinancial.com.

This credit union is federally insured by the National Credit Union Administration (NCUA).



^{*} Make up to 10 ATM withdrawals per statement cycle at no charge from non-Wings-owned ATMs. For each transaction over 10 in a statement cycle, \$1.00 will be charged.

[†] Available at most locations. To confirm availability, use our online ATM Locator.

Twice, in pictures on page 1 and page 45 of the March/April 2008 issue of my wife's *Aviation for Women*, the text identifies Nicole Malachowski as a USAF Captain. The photos clearly show her wearing the gold leaves of the rank of Major, which she has been for some time. You do call her Major in the article on page 45.

Bernd Klopfer (TWA, retired), husband of the first female airline pilot, **Joy Klopfer**, to fly with her child, our son **Glenn**, as her copilot.

Thank you for your help. My 14-year-old daughter was able to attend the Women in Aviation Conference on Saturday and the banquet. She is very excited about the opportunities ahead of her and anxious to go to one of the colleges she found at the Conference. Now she has a renewed enthusiasm for aviation. A pleasant side effect is a new motivation for doing well in high school.

When I returned home from work she showed me all the information she picked up from the Conference. We talked about the different universities she spoke with and the people she met there. This is exactly what I was hoping for.

Thank you for taking time to answer my emails. It was enough to get her to the Conference.

R. G. Neilson NetJets XLS Captain

The Conference last week was excellent and I want to congratulate you on its success and your accomplishments. If I start listing things one by one, I know I will miss something, so please know that EVERYTHING seemed perfect from my perspective. I enjoyed it all.

I will say that the General Session and Keynote speakers were outstanding this year. I enjoyed them all. Regretfully, I did not attend any of the educational sessions but I heard good things about many of them. And of course \$700,000 in scholarships is AWESOME!

The other thing I thought was excel-



Angelita Thayer (left) and Linda Russell were both recipients of the Bruce Baty Volunteer of the Year award for their contributions to WAI at the Conference and during the preceding year.

lent this year was *The Daily* publications. Amy, Pat and the press team did an outstanding job. I sat beside Pat at the media breakfast and told her *The Daily* reminded me of the HAI daily at their conference. We all know how big HAI is and the WAI *Daily* is equally as good.

The attendance was great and it is hard to imagine how much more the Conference can grow. We love the camaraderie and the exhibits are always a hit. Each year there is a buzz from attending that is with us for weeks after we return to our normal lives.

I look forward to Atlanta. I know you will make next year's Conference bigger and better and I can hardly wait. Congratulations to you and the best always.

P.S. Please pass this on to the WAI staff and volunteers. They are the key to everyone's success.

Nelda Lee (WAI #15) Ballwin, Missouri

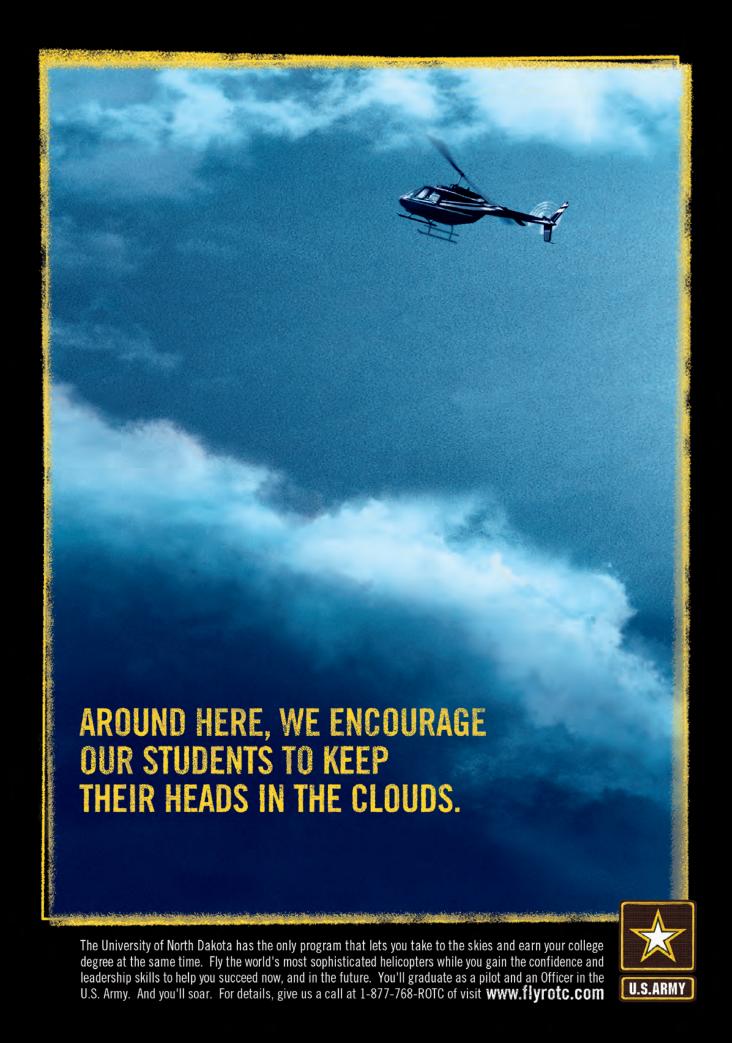
The members of the Saint Louis University Parks College WAI Chapter would like to thank all the people that purchased and helped with the "What's cooler than an airplane?" T-shirt sales.

The money raised will help send the chapter to the Conference next year. Thank you again for your support and see you next year in Atlanta, Georgia.

P.S. I personally had an excellent time at the Conference this year and I just wanted to let all of you know that you are doing a GREAT job! It gets better every year and I can not wait to see what you guys have for us next year. My only request is for more engineering and science-based companies since most are geared towards pilots. But I know you guys are working on it. One thing I was really impressed with this year was the amount of space-oriented speakers. It was truly amazing. Thank you!

Allison Cook (WAI #14709) Chapter President Parks College Chapter St. Louis, Missouri

We encourage you to submit letters to the editor. Letters may be edited for length and clarity. Mail should be addressed to Aviation for Women, 18735 Baseleg Avenue, North Fort Myers, FL 33917. You can fax your letter to (239) 567-2271, or send via E-mail: alaboda@wai.org.



Women in Aviation, International Partners with EAA to Host WomenVenture 2008

This year's EAA AirVenture will include a special initiative to promote the role that women have played in aviation and to encourage more women to become active in aviation. A host of activities, weeklong, will highlight women's role in aviation while inspiring other women to join the pilot ranks and "Elevate Your Life." Dubbed *WomenVenture*, the partnership was announced by Women in Aviation, International President Peggy Chabrian and EAA Vice President Elissa Lines at Women in Aviation's Annual International Conference in San Diego, California.

Lines said, "It is important to recognize the achievements of women in ways that challenge and motivate others and support the dreams of tomorrow."

"It's exciting to have the opportunity to work with EAA to give visibility to the thousands of women who share a passion for aviation with hundreds of thousands of men," said Dr. Chabrian. "Women work in all aspects of aviation and at every level. The growth potential for women in aviation is astounding; just look at the numbers."

WomenVenture will culminate on Friday, August 1, 2008, kicking off with WAI Celebrity Breakfast at the Nature Center, followed later that day with a massive gathering of women pilots in AeroShell Square—sure to be the largest assemblage of women pilots in history. "Eighty percent of our members are pilots, so we are counting on WAI members to help make this aspect of WomenVenture a record-setting event." Added Lines, "Women are remarkable mentors and advocates. Our hope is that by bringing attention to the numbers of women already in aviation—pilots, mechanics, controllers, engineers, we can not only inspire many more to pursue what may be a dream for them, but also help identify a support network for those pursuing this path."



MAXWELL AIR FORCE BASE, ALABAMA — Twenty-four of Civil Air Patrol's top cadets from across the nation participated in one of the nation's leading civic education activities, the Civic Leadership Academy, from February 23 to March 1 in Washington, D.C.

The CLA, an academically intense, interactive study of U.S. government in action, provides participants the opportunity to grow as citizens and young leaders through lessons in persuasive leadership, federal government, public service careers and American heritage.

"Civic Leadership Academy provides cadets an unparalleled opportunity to gain a detailed understanding of the principles that guided our nation and how to apply those principles in their own lives," said Interim CAP National Commander Brig. Gen. Amy Courter, CLA's founding director.

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a non-profit organization with more than 56,000 members nationwide. CAP performs continental U.S. inland search and rescue missions and was credited with saving 103 lives in fiscal year 2007. The members play a leading role in aerospace education and serve as mentors to the nearly 22,000 young people currently participating in CAP cadet programs. CAP has been performing missions for America for more than 65 years.



Dale North Wins King Schools Sweepstakes Airplane

Dale North of Madison, Tennessee, is the lucky winner of a Cessna 172S Skyhawk with a G1000 panel in the King Schools' The Future Is Now airplane sweepstakes.

"Wow ... I bought a King Schools' Commercial Pilot Knowledge Test Course for my husband, Phillip, as a birthday present and won an airplane! Now, I'm going to learn to fly," exclaimed North as she and husband picked up the Skyhawk at Montgomery Field in San Diego, California. Phillip North, who currently owns and flies a Piper Navajo, stated that he plans to use the airplane to travel in conjunction with his business. He is encouraging Dale to buy more King courses for him. "After all," he says, "we know we're lucky—maybe we could win the next King School's sweepstakes too!"

Martha King commented, "It gets more fun every time we give away a Cessna Skyhawk." John King continued, smiling, "We are looking forward to giving away our next sweep-

stake prize, a G1000 172S with the fantastic Garmin GFC-700 autopilot." To view a fun two-minute video that shows the Norths picking up their new airplane at Montgomery Field in San Diego, visit **www.kingschools.com/winner**.

WAI on the Road

n the weeks after a Women in Aviation International Conference it is easy to hear the collective sigh of relief from WAI staff members as they sink back into their beds at home for the first time in a couple weeks.

Too bad the planning for next year's 20th Anniversary Conference starts so soon! Do you have a special topic you want to talk about, a scholarship you'd like to give, a silent auction item you know will raise money for us, or a pioneer you think should be enshrined in our Hall of Fame? Let us know now. February 26, 2009, and our **20th Annual International Con-**

ference will be here before you know it!

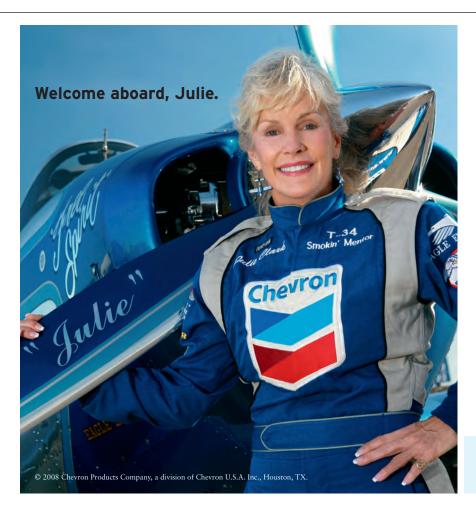
WAI Annual Oshkosh Celebrity Breakfast just before the Gathering of Women Pilots at the Nature Center near the EAA Museum (new locale). \$15 for members \$20 for non-members RSVP to WAI by Friday, July 25 (937) 839-4647

Meanwhile, the staff at WAI headquarters didn't rest on its collective laurels for long. Chapters Manager Betty Huck, President Peggy Chabrian, Merchandise Manager Sue Coon and Aviation for Women Editor in Chief Amy Laboda all helped staff the booth at the Sun 'n' Fun Fly-In this past

April in Lakeland, Florida. Thanks to a few key volunteers we got the job done. Amy Laboda also represented WAI at the Aircraft Electronics Association meeting in Washington, D.C., looking for story ideas. →

OSHKOSH, Wisconsin—The Wisconsin Aviation Hall of Fame will induct Jean Hauser, Robert Stuckey, Richard and Bobbie Wagner, Orland Corben, and John L. Wood at its 23rd annual investiture ceremony. They will be honored for their achievements and contributions to aviation in Wisconsin. The inductees will be enshrined at a ceremony to be held in the Eagle Hangar at the EAA AirVenture Museum in Oshkosh, Wisconsin, this fall. The public is invited. Tickets will be available later this year by calling Keith Glasshof at (715) 832-6379.

Jean Hauser was born and raised in Hartford, Wisconsin. She began flying in 1963, earned her pilot private certificate in 1965, and purchased a Cessna 172 in 1967. She flew ferrying service flights for Hartford airport management, accumulating nearly 1,400 hours. What's more remarkable is that Jean became the first pilot in Wisconsin who is deaf. Jean sold her Cessna in 1985, but remains active in aviation today. She is a member of the Deaf Pilots Association who travels throughout the country to volunteer at its annual membership flyin. She inspires adults and children by visiting schools for the deaf and describing her flight experiences. **





Global Aviation



Chevron Global Aviation is now a proud sponsor

of Captain Julie Clark.

Chevron Global Aviation proudly welcomes aviation icon Julie Clark of American Aerobatics to the family. Look for Julie, flying in her Chevron Mentor T-34, at air shows all over the United States. To learn more about Chevron Global Aviation and where you can see Julie Clark performing in the Chevron Mentor T-34, visit www.totalga.com

NEW OFFICIAL WAI CHAPTER

Women in Aviation, University of **Dubuque Chapter #60** Dubuque, Iowa

Lauren Smalkoski, President Tami Gibbs, Vice President Caitlin Critchfield, Secretary Amber Sulzner, Treasurer Allison Schnaedter. Membership Chair Ashlee Quackenbush, Outreach Chair Polly Kadolph, Advisor

WELCOME TWO NEW PROVISIONAL WAI CHAPTERS

Women in Aviation. MTSU Air Raiders #78P

Bailey Ryan, President Janice Winter, Vice President Michelle Brillaud, Secretary Jennifer Toomey, Treasurer Sarah Janson, Membership Chair Laura Maxey, Outreach Chair Gail Zlotky, Advisor

Women in Aviation, **UAE Chapter #79P**

Outreach Chair

Dubai, United Arab Emirates

Aisha Al-Kharusi, President Samar Al Mansouri, Vice President Sara Krikorian, Secretary Helene Garcia, Treasurer **Suaad Al Shamsi.** Membership Chair Wasan Al Hussaini,

The scouts were divided into flights (groups) of five to spend 25 minutes at each of the workstations to learn about Weather, Forces of Flight, Communication, Aviation Careers, Navigation, and Flight Controls. They completed their service project during lunch to earn a one-of-a-kind badge. Parks College (St. Louis University) Chapter of WAI and the American Institute of Aeronautics and Astronautics (AIAA) local chapter greatly assisted, along with Skyline Aeronautics donating their warm hangar for the event.

UPPER CANADA CHAPTER

In February the members of the Toronto Chapter had the opportunity to tour Porter Airlines. The tour of the facilities included viewing their ground school classroom, booking centre and hangar while learning about their operation. Porter Airlines is based at Toronto's City Centre airport and flies to five destinations: Ottawa, Montreal, Halifax, Newark and Mt. Tremblant ski area. They currently operate six Bombardier Q400 aircraft configured with 70 business class seats.

WOMEN WITH WINGS CHAPTER

The St. Louis Women With Wings (WWW) Chapter supported the 2008 Midwest Aviation Conference & Trade Show (MACTS). MACTS brings together many aspects of avia-

tion for seminars, displays, and clinics presented by professional educators and aviation industry service providers. As part of the Trade Show, the WWW manned their booth displaying photos of members supporting their love for aviation.

The Chapter hosted the Annual Midwest Aviation Awards Banquet where St. Louis aviators were acknowledged for their contributions and accomplishments in aviation. WWW President **Karan Hofmann** (WAI #18287) proudly presented two awards: **Gloria** Bahn (WAI #1434) as the Outstanding Woman in Aviation for her tremendous continued contributions to the St. Louis General Aviation community, in particular leading the charge in starting the WWW Chapter; and Jennifer Gritton (WAI #23333) received the Aviation Award Scholarship to further her pursuits in aviation (design cockpits,

make aviation safer, obtain a pilot's certificate, and help children become involved in aviation).

The Chapter's Annual Flying Girl Scout Outreach Merit Badge Program took place in February.



Flying Girl Scout Outreach

Women in Aviation International Washington State Chapte

WASHINGTON STATE CHAPTER

The Washington State Chapter had their biggest membership drive and a fundraiser at the Northwest Aviation Trade Show February 23 and 24. There were approximately 800 booths and many wonderful seminars and speakers. The Chapter had a great time and met lots of interesting, educational people. Linda Russell (WAI #52), Yukiko Howell (WAI #10141), Sheree VanBerg (WAI #17867), and Mary Ann Valdez are those shown in the photo, left to right.

WOMEN WITH WINGS CHAPTEF

VASHINGTON STATE CHAPTER

Aviation for Women



First row, left to right: Shawna Brownhill (WAI #17626), Heather Brownhill, Michelle Norris (WAI #18259), and Bertha Maria Cadena (WAI #18262). Second row, left to right: Angela Augustine (WAI #5604), Robert McCorvey, Michael Overbey (WAI #17944), Yasmina Soria (WAI #15849), and Daniel Cadena. Third row, left to right: Steve Hadley, Jared Platt, Eric Wayte, Victor Alvarez, Juan Carlos Hernandez, and Hugo Eisnaurrisar.

SPACE CITY CHAPTER

Ever been on a commercial flight waiting to push back from the gate and wondered about the vehicles zipping up and down the ramp area, the array of lights and towers, and the open hangars housing jets maintained by a team of IA/A&Ps?

Charles Hollins from the Houston Airport System led the Space City Chapter on a nighttime tour of Hobby Airport (HOU), Houston's second largest airport. From the historic 1940's Air Terminal utilized by Howard Hughes to the bomb containment area and the onsite security dogs facility, WAISCC was treated to the opportunity of seeing HOU from a pilot's, A&P's, and airport operations perspective.

A special thank you to **Angela Augustine**, ATP B737, B757, and B767; **Steve Hadley** with NBAA; **Robert McCorvey**, owner of Flying Tigers flight school at HOU; CRJ700 First Officer **Jared Platt**; and ERJ145 pilot **Eric Wayte** who joined WAISCC for this tour and provided their insights.

Thank you also to new Space City Chapter member, **Bertha Maria Cadena** (WAI #18262), and husband **Daniel Cadena**, flight instructor, for inviting their pilot friends **Juan Carlos Hernandez** and **Hugo Eisnaurrisar**. WAISCC was also pleased to welcome **Victor Alvarez**, advocate of entrepreneurship development for the Houston Hispanic community.

WESTERN MICHIGAN UNIVERSITY COLLEGE OF AVIATION CHAPTER JOINS IN RESEARCH

Women in Aviation members have joined the WMU, College of Aviation, Cabin Security Research Team. WAI members are pursuing research aimed at increasing safety and security for passengers and crew. The WAI members are participating in literature reviews for the team and learning about NASA Diversity and scholarship research programs. The first project will look at safety of "low time" airline pilots.

Many U.S. Regional Carriers are hiring "low time" pilots at an escalating rate. Most airlines have lowered their minimums drastically. Within the last year, minimums have plunged, and some regional airlines are hiring pilots with as little as 250 hours total time, or no minimum flight time requirement, and a high school diploma. WMU's, College of Aviation, WAI Chapter is investigating "the training needs for 'new hire' regional airline pilots, in a changing environment." Although many regional pilots have more flight hours than some major airline pilots, they are only looking at new hire pilots with flight time under 500 hours. The ultimate goal of the research will be to prepare pilots for success in the regional airline industry, aimed at investing fundamental flight attendant/pilot communications, safety and security considerations, as they relate to the new hire pilot. Although the research is in its preliminary phase, it could ultimately be used to improve success, safety and crew communications, during the career of a regional airline pilot, as well as enhance current curriculum for similar undergraduate aviation programs. All of these issues are important and they can not be resolved in the short term. WMU hopes to increase awareness and enhance their current curriculum.



OSHKOSH CHAPTER

The Women in Aviation, Oshkosh Chapter participated in the Sonex Builder's Workshop on February 2. Chapter member **Betty Monnett** (*WAI #27694*) of Sonex Aircraft, LLC invited the Chapter to participate in the hands-on portion of the weekend workshop and learn the skills needed to scratch-build an aircraft out of sheet metal. **Kelly Nelson** (*WAI #18201*), **Rose Dorcey** (*WAI #12645*), **Kathleen Witman** (*WAI #27328*), **Laurie Probst** (*WAI #14585*), and **Patty De-Pas** (*WAI #39246*) participated in the afternoon workshop, each building a part of a Sonex wing.

MAY/JUNE 2008 Aviation for Women

Chapters at the Conference









WAI CHAPTERS AT THE 19TH ANNUAL CONFERENCE

Chapter members took advantage of the special opportunities for chapters at the WAI Conference in San Diego. Chapters work hard throughout the year with their Outreach and Membership projects and these Conference events are planned to give special recognition to Chapters and their members.

Wednesday afternoon's **LEADERSHIP WORKSHOP SESSION** was well attended by approximately 70 members from the chapters. **Sheila Bauer**, National Aviation and Space Education Program Manager at the Federal Aviation Administration, shared some excellent educational ideas for chapters to use in their Outreach projects. **Lenore Lowe**, Director of Management Consulting Services at Nonprofit Management Solutions in San Diego, shared with the attendees information on non-profits. And Oshkosh Chapter Members **Kelly Nelson**, Associate Editor for EAA Publications, and **Rose Dorcey**, assistant editor at EAA publications, gave an excellent presentation on Chapter Newsletters—so we expect every chapter present at that session to have dynamic newsletters. It is not too early to be thinking about topics for the Conference in Atlanta next year. If you have a suggestion for a topic or a speaker let WAI know.

Wednesday evening's **CHAPTER SOCIAL** for Chapter Members Only was a great event to meet other chapters' members, the WAI Staff and Board Members, and our special guests—the WASP. We again thank our sponsors ExpressJet Airlines, Utah Valley State College, Spirit AeroSystems, and Mach 2 Management for their generous sponsorship of the event. We hope they will join us again at the Chapter Social event in Atlanta, Georgia, as sponsors and perhaps also as new Chapters.

In the **CHAPTER SHOWCASE** during Exhibit Hall hours on Thursday, Friday and Saturday, 10 chapters took advantage of the opportunity to showcase their chapter and members in the Membership Booth right outside of the Exhibit Hall. They displayed scrapbooks; ran PowerPoint presentations; sold T-shirts; gave away candy, brochures and airplanes; and got to meet potential new chapter members. We look forward to seeing many more chapters showcasing their chapters next year in Atlanta.

On Saturday afternoon 11 excited women met to learn about starting WAI Chapters in their areas. Some came with that decision already made and just needed to pick up the tools to make it happen. So you can look forward to seeing perhaps nine chapters springing up around the world as a result of this "HOW TO START A CHAPTER" session. Yes, we had one member from Turkey attend the session! If you were unable to attend that session and would like to find out about starting a chapter in your area, contact Betty Huck, the Chapter Relations Manager, at bhuck@wai.org. You do not have to wait for next year's "How to Start a Chapter" session to get started.

If you are not currently a member of a chapter and want to join in the excitement of a Chapter, check the listing of chapters on the **www.wai.org** web site under Chapters for a chapter near you. WAI members are not automatically placed in a chapter—you need to actually take the initiative to contact the Chapter, find out when they meet, pay their Chapter dues, and become an active member. If you do not find a chapter near you and you would like to get a chapter started in your area, contact the Chapter Relations Manager at bhuck@wai.org.

Airbus A320 Type Rating Scholarship

6650-

40-30-20-RETARD-RETARD!" and the giggling began. Our first few landings in the A320 simu-

lator were surreal. The graphics were very realistic and the airplane callouts were downright funny. Last year, at about this

time of year, I was the proud recipient of the Women in Aviation Airbus A320 Type Rating Scholarship. In October of 2007, after five weeks of training, my simulator partner and fellow scholarship award winner, Audrey Cole, and I both earned our A320 type rating from Airbus North America in Miami, Florida. While the type ride was certainly the highlight of the scholarship, I also want to talk about some of the other ways the scholarship opportunity has boosted my career.

I am currently a captain at a large regional airline. I've been in my left seat for awhile now and life is pretty comfortable here. When I decided to apply for the WAI scholarship I knew this would force me to get into "interview mode." Although I try to keep tidy logbooks and an up-to-date résumé, applying for the scholarship involved much more. Organizing my work, address, and school histories was the beginning. I then began my least favorite task of soliciting for the necessary letters of recommendations. Next was the required essay, a 500-word document that touched on a number of required topics. Finally I began the undertaking of getting myself ready for an interview.

As an airline captain I am required to fly the simulator and pass an oral exam every six months in a proficiency check. My interview preparation began the same way I'd get ready for this event. I studied my airplane systems, airline Standard Operating Procedures (SOPs), memory and emergency items, and regulations (FAR Part 91 and 121). Then I dove in a little deeper. I practiced talk-

weeks were spent learning aircraft systems via computer in the morning and running through checklists and procedures on a touch-screen flight deck mock-up in the afternoon with our instructor. After we completed systems and procedures training we went on to flying the simulator. The Airbus A320 is an incredible plane to fly. Highly auto-

mated, very capable, and unbelievably

Audrey Cole in the left seat, and Bobbi Losee in the right, of an A320 simulator.

ing, which sounds absurd if you've ever met me, but talking about yourself is a lot tougher than you might think. My

family and co-workers heard many of my flying stories and critiqued my presentation

and asked follow-up questions. By the time I was called to set up my interview for the scholarship I felt well prepared, but still nervous.

The day of my interview came quickly. I interviewed during the WAI Conference in Orlando, Florida, with two very nice representatives from Airbus North America. No matter what the outcome, I knew this was great practice and during any future interviews I would feel even more comfortable and confident. The following day at the Conference luncheon I was awarded the scholarship.

The training with Airbus was world class and unlike anything I'd done before. Audrey and I were assigned to one of the best instructors I've ever had the pleasure of working with. The first few

comfortable, the A320 is pilot-friendly and so much fun to fly. The entire type rating and the FAA check ride were done

by Bobbi Harwood Losee

in the simulator. I only hope one day soon to be able to fly the real aircraft!

Since completing training in October, I've come across several new opportunities. I cannot stress how important the paperwork and interview preparation I had done for the scholarship along with the type rating have helped me in the job search this year. My applications and résumé certainly have garnered some interest with the new A320 type rating. I've been invited to two interviews with major airlines. Currently, I am awaiting a class date with the major airline I've always wanted to work for. I know the excellent training I received from Airbus will help me in my new job, no matter what airplane I will

MAY/JUNE 2008 Aviation for Women 11

Riding the Wave

he one thing that everyone always tells me about our annual International Women in Aviation Conference, held last March in San Diego, California, is that it is a chance for them to immerse themselves in the good karma of other women in aviation and aerospace. This

past Conference was three solid days of warm and wonderful vibes, beginning with local tours sponsored by the Navy and the venerable King Schools, and wind-

You tell me about your new families, children, career changes, companies, and I take copious notes, beg for pictures, and always encourage you to go for your dreams.

ing up with a birthday bash for a legend (Chuck Yeager) and a Friday night Gala for a few more (Julie Clark, Connie Tobias, Air Racers Denise Waters and Ruth Maestre and a host of others). The three days culminated with a Pioneer Hall of Fame induction and scholarship awards bonanza that honored those who forged paths, and is right this moment aiding more than 50 WAI members who want to follow those roads to their dreams.

Through this incredible immersion in the good vibes that come from giving, Conference attendees tell me they get the energy jolt they need to propel them forward into a new year-a good yearat work. Sometimes I think it would be better if we just moved New Year's Day to WAI Conference opening day, because so many WAI members feel that way about the annual Conference.

I won't lie to you, I'm one of them. Here's why. For the bulk of the year I toil in a virtual office here in south Florida. away from the bustle of the main WAI headquarters in West Alexandria, Ohio. My computer screen is my window into the WAI world on most days, with the telephone occasionally ringing and the postman or, more often these days, my email program, occasionally bringing member requests or bequests my way. I create the magazine and the email newsletter by reaching out to WAI members

and to women whose chosen career paths jibe with those of WAI members, and I work hard to bring their voices and their stories to you. The goal, of course, is to inform and inspire you. Most of the time I get that right.

Though I do go to three or four shows and events a year with the WAI outreach team from headquarters, it is primarily at the annual Conference, in the press room, where I get to interact with the bulk of our members. It is a blast putting out

the WAI Show Daily with WAI membervolunteers. And then there are all those members who stop by just to tell me how I'm doing. I appreciate that. But what I dearly love is that members come to me there and tell me what they are doing. where they want to be with their lives next year, and even farther out. They tell me about their new families, children, career changes, companies, ideas, and I take copious notes, beg for pictures, and always, always try to encourage them to go for their dreams.

Because, you see, their dreams are my dreams. I see where WAI members are going as where I need to head with this magazine. And when I get to sit with them, the members of Women in Aviation, International, for a couple of days, I get energized with ideas for where to go next with Aviation for Women magazine.

So, thank you for the time you took to stop by the press room, for the threeminute email with a story idea, for the note about your new job, and for the letter to the editor letting me know where I got it wrong, or right.

Keep that stream of information coming at me, because I could not do this, make this magazine, without it.



by Amy Laboda

Aviation for Women



by Denise Waters, A&P Mechanic

What types of online training are available for AMT's?

Recent WAI 2008 Technical Seminars, San Diego, California, introduced Conference attendees to the latest online training. Your first visit should be http://www.faasafety.gov/AMT/amtinfo/default.aspx. Their initial course, "Failure to Follow Procedures – Inspections" was designed specifically for the AMT/IA. It employs an actual aircraft incident scenario presented as an interactive Flash video with voice narration. It's an easy start. Create your FAASafety.gov account and you're ready to go. Proceed at your own pace and

practice questions. Stop and return any time to finish. Take the "course exam," receive credit. Aircraft technology and training continue to evolve. Keep up to date. Plan to attend WAI 2009 in Atlanta, Georgia, to refresh your training and get the latest information on what's happening in our industry.

Our chapter was spring cleaning a hangar and found some spare, unclaimed aircraft parts that look like new. Selling them to raise funds was suggested. Is this a good idea?

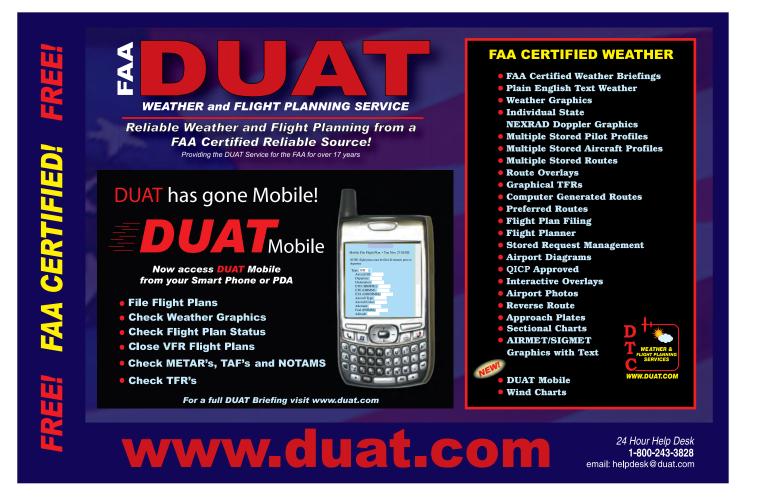
Spring cleaning uncovers interesting artifacts. Chances are they were left behind for a reason. See your FAA certified AMT for inspection and guidance. All parts are not created equal. Without the proper paperwork, a unique lamp stand or static "art" display may be the future. Laws and regulations govern parts from design through sales, installation and inspection. No part may be sold for installation on aircraft flying in the U.S. unless it follows regulations. AMT guidance also helps avoid Suspected Unapproved Parts (SUPs). They are trained

on "Detecting and Reporting SUPs" (AC 21-29C). Unapproved parts can potentially invalidate airworthiness certificates, void insurance and compromise safety. Always use FAA-approved parts. Try selling airplane washes or other activities as chapter fundraisers.

Note: The March/April issue on the question of a student "dreaming" during class generated additional suggestions from A. Robert Spitzer, MD, Clinical Associate Professor of Neurology, Wayne State University. His general advice included verifying that the student did not have a medical condition which prevented focusing on the work, i.e. Narcolepsy or some type of sleep disorder. Consulting the proper medical expert was recommended as many times these conditions are treatable.

Excellent advice, as an AMT should always be in the best of health when working on aircraft.

Denise Waters (WAI #221) is an FAA certified A&P mechanic and pilot. She enjoys air racing as a passion.



Polishing the Professional

magine yourself entering a formal cocktail party at your company's conference at an international destination. You feel extremely confident and you look absolutely marvelous. You immediately begin working the room, introducing yourself to one group of distinguished

guests after another, making valuable contacts. As you make small talk you are able to easily recall the names of the people you have just met and use their names often in conversation. You know what hand to use to hold your cocktail in order to allow you to properly introduce the President of your company to the Mayor of the host city. Then, without notice, you are asked to give a speech at the conference the next morning. You gladly accept because you realize your public speaking skills are one of your key strengths. Does all this sound like a fantasy? This can easily be vour reality with the right teacher.

Around the world, business has become more competitive and it is increasingly important to create our own individual "brand" to stand out. Just as a home must be staged in order to have it show well in today's depressed real estate market, we must improve our own "curb appeal" if we want to be given the level of respect and recognition we deserve in the corporate world.

Whether you are a unionized employee, in business for yourself, or climbing the corporate ladder, there are countless benefits to maintaining a professional business image. It seems that once the excitement of a career wears off or the glimmer of a new business fades, we take less care to project our best possible selves. The truth is that it is not that easy to always be "ready" to make an outstanding impression. It takes a lot of work and a commitment and it has to become a way of life. It is not always about getting a promotion or making more money, but about leaving a lasting positive impression on

all those we come into contact with. In many cases, we inspire others when we project ourselves correctly, creating magnetism that draws people to us.

Presentation

Sometimes we don't want to admit it, but we are judged on how we look. That does not mean that we all have to be runway models, but it does mean that we have to make an effort to look our best if we want to be successful in anything. The fact is that people normally do a quick assessment on everyone they meet within 10 seconds and that initial judgment is extremely hard to change. In fact, as they get to know us more, they are usually looking for additional information to substantiate the opinion they have already formed of us from that first impression.

When I think about the issue of appearance, I often think of Mrs. Cleaver on the 50's sitcom "Leave it to Beaver." She's impeccably dressed, perfectly coifed, and extremely well mannered, and made being a housewife seem glamorous. She could have just as easilv shuffled around in a house-dress all day and become the Roseanne Barr of her time, but instead chose a different path, and she stands as an icon today of the perfect stay-at-home mom. You'd certainly agree that if you met Mrs. Cleaver on the street, you would most likely judge her as an intelligent, capable, and qualified person. Would you get the same first impression if you bumped shopping carts with Roseanne?

When it comes to our careers, our appearance has a lot to do with how se-

riously we are taken and how quickly we are noticed. Even if you don't plan on leaving your position at a company, your opportunities are influenced by the quality of how you present yourself. What messages are you sending with your clothes, the type of hair style you have, the choices you make in jewelry and accessories?

To keep it simple and easy to follow, stay on the conservative side when choosing hairstyles, makeup, nail colors, and jewelry. Hairstyles that require constant fiddling communicate a lack of seriousness about business. When deciding on the right clothing, stay with classic jackets and suits in order to have the most versatile, long-lasting wardrobe and update it with new blouses and accessories. Keeping everything from clothing to shoes in impeccable condition speaks volumes about how seriously you take your work and therefore how seriously people take you.

Etiquette and Protocol Intelligence

Have you ever been in the unfortunate situation of having to watch a respected person display horrendous table manners? News of disasters such as this travels quickly and before you know it everyone is watching this person to see just how bad he or she is. Fortunately, the opposite is also true. When we dem-



by Gailen David

onstrate impeccable table manners we are noticed as well and judged, raising opinions about our abilities and level of class. It has an amazing effect!

Etiquette and protocol are so much more than which fork or spoon to use. There are other skills, such as social introductions, handshaking, remembering names, eye contact, and making small talk that allow you to graciously interact at any social engagement.

Public Speaking Skills

Part of a professional business image is being able to effectively communicate your information and ideas in a persuasive, motivational, and entertaining way. Think of some of the qualities that determine whether you instantly find someone fun to be around and listen to. It works the same way with an audience. Although the actual information introduced during a presentation or speech is extremely important, you may be surprised to learn that audiences attribute 85% of a presenter's effectiveness to enthusiasm and humor. Some people are naturally humorous and have no prob-

lem turning on the energy when presenting, while others must work at it.

This summer, I will be offering a multi-city, two-day workshop series titled, "The Polished Professional...a Civilized Boot Camp," which covers points such as creating a successful business image, understanding color and what it says in business, correct hairstyles and clothing for individual face and body shapes, situation appropriate clothing choices, etiquette and protocol, public speaking and presentation skills, and more. During the Speaker's Training Camp portion of the workshop, attendees learn how to effortlessly put together a speech that encompasses all of the elements of successful presentations. Attendees are filmed several times in order to allow for quick improvement and to allow us to make the most out of your personal style and quite frankly, to make you one of the best presenters you've ever seen or heard.

How would you like to be able to effortlessly answer tough questions with ease, handle sticky situations, use notes inconspicuously, and turn on the cha-

risma? What would it do for your career if you could become as extraordinary as the top five percent of presenters?

Putting it All Together

I enjoy helping people master the art of business image, corporate protocol, and public speaking. Together, these skills magnify the many other unique talents that each person possesses, and it's exciting for me to help them communicate their ideas to more people.

If you've got some bright ideas and a yearn to communicate them to a wider audience, a course such as this one might be the next step on your journey to success.

Gailen David is a Purser for American Airlines. He is also a motivational speaker, a presentations skills trainer, and a member of the National Speakers Association. David offers his Jetiquette program to companies worldwide designed to improve the customer experience. He is a faculty member of The Protocol School of Washington. For more information, visit www.skysteward.com





ASTAR Air Cargo

STAR Air Cargo has been a certified air carrier in the United States since 1972. The company operates a fleet of more than 40 aircraft from its hub at the DHL Airpark in Wilmington, Ohio. The airline provides all-cargo scheduled and charter services on a contract basis for the DHL

Worldwide Express network and charter services on a contract basis for other customers including the U.S. Military and the United States Postal Service. ASTAR Air Cargo is a participant in the United States Civil Reserve Air Fleet program supporting the U.S. national defense. The company's corporate head-quarters is in Miami, Florida, and its main freight base is located in Wilmington, Ohio.

ASTAR Air Cargo currently provides regularly scheduled commercial cargo charter service to more than 34 U.S. airports and five international airports. In addition, it provides air freight service to numerous locations at home and abroad for the Department of Defense. Beyond the company's scheduled operations, it can provide charter freight service to virtually any commercial airport location a business demands.

As a Department of Defense certified shipper with experience shipping materials to both wartime Iraq and the tur-

Women in Aviation, International Welcomes New Corporate Members

Abingdon Watches

Alaska Aerofuel

Elliott Aviation, Inc.

General Dynamics Aviation Services

Transportation Security
Administration

bulent Middle East, ASTAR has demonstrated its ability to handle unusual cargo requests under strict security.



The company's aircraft consist of a mix of Boeing 727-200s, McDonnell Douglas DC-8s, Airbus A300B4-200Fs and Bell Helicopter 206L series. All flight operations are directed out of ASTAR's Wilmington, Ohio, hub, with gateways in Los Angeles, California, Miami, Florida, and New York, New York.

ASTAR's executive team is made up of all-star players. John Dasburg, Chairman, CEO and President, comes from that same position at Burger King Corporation, and is the former CEO of Northwest Airlines. Steven Rossum, executive vice president, general counsel and CFO, is an industry leader in aviation transactions. He serves as corporate secretary, treasurer and head of business transactions for ASTAR. Major General Theodore "Ted" Mallory (WAI board member), senior vice president of Flight Operations and chief safety and

munity. This year ASTAR delivered all of the WAI Conference materials from Ohio to San Diego, and then back to Ohio, as part of their sponsorship of the 19th Annual International Women in Aviation Conference. The company is currently hiring Second Officers (flight engineers), as well as maintenance personnel at all of its gateways.

security officer, was an FAA Aviation Safety Inspector, and a Chief Pilot for Northwest Airlines, as well as having

a distinguished military background. Gary L. Hammes, Senior Vice President

and Chief Operating Officer, held numerous management positions at North-

west Airlines, United Airlines and Ever-

In 2005 ASTAR received the FAA's Di-

amond Award of Excellence, the highest

award it offers, for exemplifying honor

and diligence within the aviation com-

green International Aviation.

Headquarters:

2 South Biscayne Boulevard, Suite 3663 Miami, FL 33131 (305) 982-0500

Hub:

3336 SR 73, Building 11 Suite 100 MS 230 Wilmington, OH 45177 (937) 302-5500 For more information go to www.astaraircargo.com.



by Meg Godlewski, NAFI Master CFI

How do I teach the commercial maneuver eights on pylons? I don't even remember learning them.

Eights on pylons is a maneuver that is very much just a modification of turns around a point. To teach it, first you should make a diagram of the pylons and the maneuver on the whiteboard, and then explain to the student the importance of determining a pivotal altitude (the altitude at which the wing appears to be resting on the pylon) and that the airplane's wing should remain on the pylon as if attached there by wire if you do the maneuver right. The pivotal altitude is dependent on ground

speed and will vary between 600 feet AGL to approximately 1,000 feet AGL. A rule of thumb to gauge this is 90 knots x 6 = 540 feet AGL, 100 knots x 7 = 700 feet AGL, 110 x 8 knots = 880 feet AGL.

Pick something to use as the pylons. They should be 90° into the wind. Good things to use include barns, intersections of roads, and powerline poles that are approximately one half mile apart. After you have done clearing turns, enter the maneuver on the downwind at cruising speed at pivotal altitude. As you make the first turn you should be at your fastest ground speed and steepest bank, roughly 30°-40°. The slower the ground speed the shallower the bank.

As you pass over the centerline between the two pylons you should be at level flight for about three seconds, then turn so that a wing is "on" the pylon. Do not use the airplane's rudder to attempt to hold the point. Divide your attention between your ground track and coordinating the airplane and looking for any other traffic.

Maintain a specific altitude plus or

minus 100 feet and your airspeed plus or minus 10 knots. Anticipate crabbing the aircraft for a wind correction angle.

If the pylon moves forward you are too high and too slow. If it goes behind the wing you are too low and your ground speed too fast. Sometimes it helps to put a large piece of blue painter's masking tape under the wing (on a high wing) and have the student keep that piece of tape on the pylon.

I recommend having the instructor demonstrate one circuit around the pylons, then leaving the pylons and having the student demonstrate the entry and the pattern, while the instructor offers a critique on the fly. When you are done with the maneuver exit on the downwind.

Ask A CFI — Are you a flight instructor or a student pilot? Do you have a question a WAI flight instructor could answer? You can email editor@wai.org.

Meg Godlewski (WAI #8165) writes for General Aviation News and is a frequent contributor to Aviation for Women.

Canada's second largest airline, Air Canada Jazz, currently serves 85 destinations in Canada and the United States with a fleet of regional jet and turboprop aircraft. We operate over 848 flights a day and carry approximately 9 million passengers each year. Headquartered in Halifax with an employee base of close to 5,000 people, Jazz offers a professional working environment and opportunities for individual career growth.

Air Canada Jazz is an Employment Equity employer. All qualified candidates are encouraged to apply.

We are currently hiring for the following positions:

- Pilots
- Customer Service Agents
- Flight Attendants
- Maintenance Engineers
- Ramp and Maintenance crews

Jazz offers excellent health and dental coverage, employee ownership programs, and many other benefits. Travel benefits are effective from

Travel benefits are effective from first day of employment. Interested candidates may apply for positions on online at

www.flyjazz.ca/careers.



We would like to thank in advance everyone who applies, as only candidates to be interviewed will be contacted. No telephone inquiries please.

ASA and NAFI Join Forces to Debut Master Instructor FIRC at Women in Aviation Conference

ASA's new FIRC-in-a-Box toolkit offers quality content and convenience for Master Instructors who want to host and present a Flight Instructor Refresher Clinic (FIRC) in their own region.

ASA's new Live FIRC debuted at the 19th Annual International Women in Aviation Conference in San Diego, March 12–13, 2008. John A. Teipen, Master CFI/MGI and 2008 National FAASTeam Representative of the Year hosted the event. The inaugural FIRC had 16 presentations delivered by 16 different Master Instructors. Sporty's Pilot Shop also contributed to the event.

In the ASA Live FIRC, two separate components form a complete system that is used by NAFI Master Instructors for live FIRC presentations. This complete "FIRC-ina-Box" solution includes all the materials needed for presenters and attendees respectively. The FIRC Master Instructor Presenter's Kit contains the ASA FIRC package (including over 10 hours of DVD presentations, syllabus, and online supplemental reading and quizzes), PowerPoint slides, lesson plans, ACR/paperwork checklist (for the issuance of temporary airman certificates to attendees), graduation certificates, Stage Exams, and a cover letter that can be used to introduce the host MCFI to his/her attendees. The FIRC Attendee Package contains a FIRC workbook, pen, paper, sticky notes and other useful tools. These components combine with the Master Instructors' expertise to provide a refreshing and powerful exchange of knowledge during the two-day clinic. Attendees will be renewing their flight instructor certificate for another two years while truly learning from the masters.

The Master Instructor designation is the only professional accreditation recognized by the FAA. The accreditation is a means by which to identify those outstanding aviation educators who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

The kit is available from www.asa2fly.com or by calling (800) 272-2359.

FIRC Master Instructor Presenter's Kit FIRC Attendee Package

ASA-FIRC-MCFI-KIT ASA-FIRC-KIT \$200.00 \$35.00



The Airmen and the Headhunters by Judith M. Heimann Review by Lee Wedlake

about downed airmen in Borneo at the end of World War II. She was a career diplomat and lived in Borneo, where she first heard the story and decided to follow up on it. This book is the result. While there is not a lot about aviation in it, the stories of survival are worth the read.

Two groups of American aircrews spent many months on the ground there just before the Allies took the area, hidden and protected by tribes that had been headhunters up until about 10 years prior to their appearance. If you like a mix of aviation, war story, history and cultural anthropology, this book will keep you interested.

ISBN 978-0-15-101434-7 Published by Harcourt, Inc. 2007 289 pages; \$26.00

Sporty's Flight Gear Collection Updated

One of my favorite flight bags is my red Sporty's flight gear bag, because it has a great wide-mouth opening, tough self-healing zippers and plenty of pockets. But I must

say it's been looking a little worn. But now the company has released an update to the line. The new collection is completely redesigned and more durable than ever. The gray and black fabric bags are elegant, and there are even more pockets and adjustable padding than before (for a computer or charts), including a handy mesh pocket right in the top flap. The thick wrap around handles make even the heaviest loads easy to grip (the largest bag is tested to 200 lbs) and the wide-mouth double zipper opening has stayed. The bags, which start at \$49.95, include a backpack version as well as all-leather incarnations. Get them at www.sportys.com. —A.L.





High-wing or low, twin or single,

AvShop's line of aviation jewelry lets you
wear your aviation preferences in style.

The 14-karat gold and sterling silver earrings and necklaces range in cost from

\$23.95 up, and the designs are classic. For
more information go to www.avshop.com
or call (866) 928-7467, Toll Free.



America's Team: Being a U.S. Air Force Thunderbird

n this DVD, there is an excellent chapter about Maj. Nicole Malachowski's coming on the team. The section is biographical and also includes information and some wonderful footage of the WASP in training and in action during WWII.

Besides the "women" feature and an excellent chronological look at the team from its origins, the video is a great view of the day in the life of the 132 men and women who make up the entire Thunderbirds team. Bonus materials include an F-16 cockpit tour and walk-around.

The DVD can be ordered at Amazon.com for \$19.99.



Aviation Week Member Benefit: Great news! The three-year subscription rate for Aviation

Week magazine is now less for all WAI members! There is also a new two-year rate. Just \$69 for a one-year subscription, \$99 for two years or \$139 for three years. Your secure link also includes the World Aviation Directory (WAD). The special WAD rate this year is the same as last, just \$199. https://www.mcgraw-hill-sales.com/wiai.htm

Flyabout DVD Written, directed and produced by Monika Petrillo Review by Amy Laboda

started out ready to give this film a perfunctory glance because I was so busy after the Conference, fast-forwarding through and trying to catch the highlights for a quick review. Except the music was really nice, and the scenery, Australia's wild coastlines caught from above, was entrancing. And so instead of finishing the build-up of a whole section of the magazine as I intended that day, I was lulled into blowing it all off and watching this documentary through and through.

In the film Patrillo is the youngest pilot, and the only female pilot of a 30-day group flying tour. She also has the least experience, except for one person, her father, who is an even newer pilot. Yet she follows the IFR-rated crowd in her leased Cessna 172 and learns formation flying (which she likes) and pushing into marginal weather (which she detests, and for good reason), all while

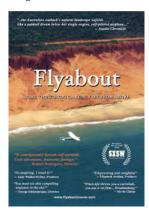
testing her flying skills for 70 hours, testing her relationship with her copilot, her father, and testing her wings as a responsible adult and not a child who must do as she is told.

But that's not the plot. It is Patrillo's fascination with the Australian Aborigines' traditional "walkabout" that becomes the thread that ties this documentary together. I realize I've killed near-



ly an hour and a half when I look up at the clock as the credits roll. Tomorrow's day will be more challenging, but I don't care. I feel like I've been on a "walkabout" myself, and I'm quite refreshed from it. I suddenly want to go fly my own bird and watch the tropical sunset from 1,000 feet up, for no special reason whatsoever. That is the magic of this little gem of a film.

Flyabout is available from Mighty Ity Films for \$19.95 from **www.flyaboutmovie.com**.



MAY/JUNE 2008 Aviation for Women 19

Binghamton University's President

Lois B. De Fleur Flying into the Top Spot



The love of Lois B. DeFleur's life, the catalyst for many of her successes she admits, is a black-and-gold-striped single-engine Piper Comanche 260C that came off the assembly line in Lockhaven, Pennsylvania, in 1972.

Sheepskin seat covers, wood side paneling and plastic-ensconced light-brown carpets keep the interior pristine. Updated avionics keep its pilot and passengers safely on course, even in marginal weather. That's how this impeccably dressed, six-foot tall, striking 70-year-old president of one of the Northeast's prime public universities insists things be. And when the president insists....

"Triple Seven Delta Foxtrot (her airplane) has been a key tool," explains DeFleur. "Flying fit into my life in different ways when I was teaching and doing

research. I had a big project in the state of Washington interviewing young people about how they learned about occupations. I had grants and grad students and we flew around all over so that we could go to rural areas and mountainous areas. We covered a lot of distance doing interviews with students, parents and school administrators."

"When I became an administrator, and encountered the pressures to manage many diverse projects, I always flew myself to meetings and made it back for a business dinner. Then I used it to be more efficient and effective as an administrator. Being able to fly there myself gave me an edge."

That "edge" was something

she had to wait for, though. She'd read about Ruth Nichols 불 and Catherine Stinson growing up in the 1950s, but when she put the idea of flying for a living to her parents, DeFleur's father, a pragmatist, told her she wouldn't be able to make a living as a pilot. He suggested she become a teacher or a social worker. She went on to graduate from Blackburn College in Illinois, and then earned a Master's degree from Indiana University and a PhD from the University of Illinois, all in the disciplines

her father suggested.

"Then I marched right out and borrowed money and start-

ed flying lessons," she smiles. It was the 1960s and you didn't see so many women doing that. "Women who flew then had to be quite determined."

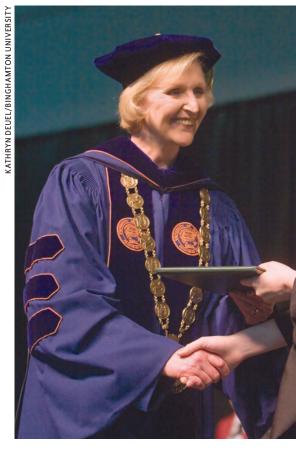
DeFleur's Piper Comanche was one of the last off the production line. "It was not good weather when I went to pick it up. I had some instruction, but then I left in the rain." She says it wasn't 10 hours lat-

er before **by Amy Laboda** she earned

her instrument rating in the airplane. She went on to a commercial rating, because it made a strong foundation for her. Some 35 years later she still relies on that foundation, as well as continuous recurrent training, to keep her a safe pilot.

Even though Binghamton University does not have an aviation program, De-Fleur still finds that her aviation bent can be much more than a useful tool to get her to meetings. After all, she fully concedes that her piloting skills were part of what got her to the President's office.

"The reason I got to work at the Air Force Academy as a Distinguished Vis-



Aviation for Women

iting Professor, I'm sure, is not just because they used a text book that I'd worked on," she says. "It was also because in my biography it said I was a pilot." Aviation opened up unexpected doors, for DeFleur. "My colleagues asked me, why do you want to go work for the Air Force? But I was thinking, what a terrific way to combine what they wanted with what I was trying to do academically. It was very early in the time when women were first making inroads in the military, and I thought I could make a difference in that." And she did. While she was there, she also got to fly a few jet fighters and satisfy some of those dreams, too.

From the Air Force Academy DeFleur

moved up, with stints as Dean of the College of Liberal Arts at Washington State University and Provost at the University of Missouri-Columbia, before being hired as President at Binghamton University in 1990. DeFleur has significantly enhanced the school's relationships with external groups. Since her arrival at Binghamton, the University's endowment has risen from approximately \$8 million to \$70 million and faculty research awards have increased 60 percent. The University has constructed two academic buildings and added several residence halls. Under DeFleur's leadership new doctoral programs have come online for nursing, education, management and several engineering fields, and an innovative general education program for all undergraduates was implemented that includes opportunities for studying other cultures. Bing-



hamton serves as a model in providing global experiences for students and has been recognized with several awards, including the inaugural Senator Paul Simon Award for Campus Internationalization from NAFSA: The Association of International Educators.

These days DeFleur finds that her aviation experience, and the metaphors it helps to generate for her, can be inspiring to others, even if they aren't pursuing aviation careers or flying aspirations. In her talks to high school valedictorians and to female educational administrators who look to her job as a pinnacle, DeFleur tells them how flying airplanes has contributed to her own leadership abilities. "Flying requires you to access a huge amount of information, and lots of it is ambiguous and contradictory. When you are a leader you are frequently dealing with infor-

mation from many different places, and often ambiguous information, at that. You have to make a judgment about what to focus on, and then manage risk and decide: go or no go. You have to make that decision and take risk. And there are times when you take risk and it does not always work out the way you think it would. And then vou have to say, okay, things have changed, what am I going to do now? I talk about decisive and courageous leadership. Flying forces you to make decisions, just like a good leader has to do," she savs.

Her advice to the thousands of students that she shepherds is straightforward, "Whatever profession you are headed for—you have to get the basic qualifications. I got the PhD. I worked hard.

published a lot," she says. But that's not entirely what made her successful, she concedes. "When surprise twists and turns in life occur, and opportunities arise, don't be afraid to take the twist or turn, or even to step off the path you are on to check out a different opportunity. Take that risk—it could work out for you in some unexpected ways," she says. This is especially true for women. "The research I've done shows that men seem to take a straight trajectory up their work path, where women who are successful typically take a much crookeder path."

DeFleur acknowledges that most nonpilots don't understand the passion that pilots often have for the sport. "I know they won't all go out there and learn to fly. But even still, I try to show them." Passion, for whatever you do, she readily agrees, is key.



for only \$...visit www.wai.org

for full details

Lane Wallace will be the first to tell you that being a woman doesn't necessarily make you a better pilot or an aviation professional, but your aviation accomplishments will certainly give you a tremendous feeling of satisfaction, knowing that you've taken control of your life and changed it forever. Where can you enjoy reading about the magic, joy and passion that aviation brings to your life? Nowhere better than in Flying. Subscribe today and enjoy Lane's monthly "Flying Lessons".

Subscribe at www.flyingmag.com or call 800/678-0797



THE FIXER: Charlene Wheeless



n the 16 years she's been steadily ascending the corporate ladder, Charlene Wheeless has learned many important lessons from her experiences as a woman in the aviation industry. As a site executive and Vice President of Communications for Raytheon Company's Intelligence and information Systems (IIS) business unit, she has earned a formidable reputation as a "fixer"—someone who can come into a bad situation and help turn it into a good one.

But Wheeless, who has won more than 40 awards for communications excellence over the course of her career and has

been a speaker at international conferences, perfected the art of making a bad situation good long before she ever entered the business world. The youngest of four children, she grew up in an Oakland, California, neighborhood where crime and violence were rampant. When she was eight, her parents divorced and

she went to live with

by Corrine Zappia Gormont

her mother, who made ends meet by holding down two jobs—as a supply clerk during the day and working the graveyard

shift at the postal service.

Wheeless quickly acknowledges that life was tough and that she had a limited view of the world. "I came to think that you were either black and lived like me, or you were white and lived like the Brady Bunch," she laughs. Like many of her friends, she dreamed of becoming a cheerleader, so in seventh grade she tried out for the school's "song girl" squad, from which eighthgrade cheerleaders were chosen. Knowing she was better than most of the others trying out, Wheeless was crushed when she only made fourth alternate, and stunned when she learned the reason. "After she got to know me, the coach (who was white) told me she hadn't wanted me on the team because she thought I'd be a troublemaker, just because I was black," Wheeless says.

Eventually she and her mother moved to New Mexico, where Wheeless, an avid reader and good student, blossomed. She continued her pursuit of cheerleading and, as a high-school senior, became one of the top two in the state. But her seventh-grade coach's prejudice helped prepare her for attitudes she would continue to encounter, and served as a lesson Wheeless never forgot. "Early in my life, I learned that being a minority was often an issue, and that it would close doors for me unless I forced them back open again," she says matter-of-factly. In that sense, opening doors became her mission.

Charlene Wheeless stands in a room surrounded by video screens depicting satellite and realtime imagery from unmanned aerial vehicles operating as part of a U.S. Defense Department scenario somewhere in the world. This is just one of the technologies that the engineers who work with Wheeless perfect on a regular basis.

"Early in my life, I learned that being a minority was often an issue, and that it would close doors for me unless I forced them back open again," she says matter-of-factly. In that sense, opening doors became her mission.

RAD



Wheeless put herself through New Mexico State University (NMSU), where she studied journalism and public relations. She also saw that the school could use a recruiting program for prospective athletes, and convinced authorities to hire her to create and run it. The idea proved enormously successful, and earned her school credits as well as a salary.

Impressed by her intelligence and entrepreneurial drive, a NMSU dean arranged an IBM internship in Washington, D.C., for Wheeless upon her graduation. After working there for a year, she took a position as communications manager with Stuart Petroleum, where she single-handedly created a brand for the company. "I wasn't altogether sure that I knew what I was doing, but I was certainly going to give it my best shot," she says. A series of other communications positions eventually brought Wheeless to DynCorp, where she became the company's first black corporate vice president and company officer. Meanwhile she earned a master's degree in communications at American University and started work on an MBA. While she was there she tried out for, and this time earned, a slot as a Washington Redskins cheerleader.

After a decade with DynCorp and two years with Ameri-

Wheeless works with a team of technicians who are learning about the company's capabilities to view and identify crop types, individual land use and building use, and potential threats to NATO and international armed forces throughout the world.

The aerial viewing capabilities of Raytheon's resources are staggering. What is even more exciting is that these pictures can be obtained without putting a human life in jeopardy.

can Management Systems, Wheeless was persuaded to come and work for Raytheon. There, she gained the attention and respect of the company's management team. Her intelligence, charisma and leadership soon convinced the president of her business unit to overlook her lack of operations experience and make her site executive of the company's Falls Church, Virginia, location, a place dominated by male engineers and, at the time, with a somewhat stifling culture.

The majority of our employees are brilliant engineers who create state-of-the-art technology solutions for our customers. I don't have their technical background, so I had to consider the value I could bring to this position as a leader.

"I've always challenged myself, but this was one of the first times in my life where I thought, 'I'm not sure I can do this,'" laughs Wheeless, 42, who is married and has two schoolaged daughters. "Our chairman, Bill Swanson, frequently says that in order to grow and learn, we have to move out of our comfort zone. This was a perfect opportunity to do just that. The majority of our employees are brilliant engineers who create state-of-the-art technology solutions for our customers. I don't have their technical background, so I really had to consider the value I could bring to this position as a leader. Throughout my career, I have learned that if you take care of people, the rest will come. And to me, that meant I needed to focus on the people aspect of the business and recognize that work is just a small piece of who they are. The reality is that Raytheon at Falls Church is a great place, and we do important work here."

Wheeless proved so effective at the Falls Church site and in communications that she received the company's coveted CEO award—the first time it's been won by a communicator. One reason for her success is her ability to think differently and bring a refreshing perspective to the job. "No one would ever accuse me of thinking like an engineer," she says. "And while that could be considered a negative at many defense companies, here at Raytheon it's actually an advantage."

As site manager of a 700,000-square-foot aerospace and defense complex housing 1,400 employees, Wheeless is accountable for everything from clogged toilets, to business continuity, to building occupancy, to company culture and employee morale. But she also wears another hat: that of vice president of communications for a \$2.6-billion business unit, where nearly three-fourths of the employees have security clearances above top-secret level and much of the work involves developing proprietary technology for classified programs.

Here, too, Wheeless's approach is atypical. "I view what I do very differently from many traditional communicators," she says. "They tend to focus only on aspects like brand management and media relations. Those are extremely important, but for me communications is about using a much broader range of tools to help to build the business. My job is to make sure that when choosing between a multitude of vendors, the customer has no doubt that Raytheon is the clear choice. Additionally, I believe that all communication has to be measurable. If it's worth doing, it's worth measuring."

Wheeless is proud of the strides the company has made in "building a culture of acceptance on a foundation of diversi-

ty," something for which it has received widespread recognition. "Diversity is not only race and gender, but also the idea that one size doesn't fit all and doesn't have to," she says. "It's all about inclusiveness—whether it has to do with religion, nationality, age or sexual orientation. Raytheon truly understands that embracing diversity in the widest sense helps it provide the best solutions for its customers."

As important as her job is to Wheeless, she refuses to let it define her. In addition to being devoted to her husband, Greg, and her children, the former Washington Redskins cheerleader enjoys creative dance, rollerblading and reading and chairs an organization called Fairfax Futures, which helps prepare young children to succeed in school. She attributes her drive to the example her mother set, and credits much of her own professional success to the passion she brings to work each day.

"I've been blessed with a strong female role model—my mother—who taught me how to build strength through adversity," Wheeless says. Because Wheeless herself has had wonderful mentors, both male and female, throughout her career, she is passionate about teaching the lessons she has learned to other women currently charting a path for their careers. The most significant principles she has tried to pass on are the importance of being passionate, building relationships while working within a team and the value of self promotion.

"Women in corporate arena have many personal challenges to overcome which may affect them professionally. These challenges include how they speak, the things they do and the way in which they build relationships," Wheeless advised. "For example, women tend to allow interruptions, apologize when it's unnecessary and are hesitant to state firm opinions. Not everyone is invested in your success so you must seize every opportunity to take on new assignments and step up to challenges in order to achieve greater visibility and credibility in a corporate setting."

But as much as she's already accomplished, Wheeless feels there is a lot more to do, both in her life and at Raytheon. "I've only touched the tip of the iceberg of what we can become," she says. "At the end of the day, change excites me. The only thing more energizing than change is being part of that change. My goal is to make wherever I am a place better than it was when I arrived."

Corrine Zappia Gormont is a freelance writer currently located in Alexandria, Virginia.

MAY/JUNE 2008 Aviation for Women 27





A finance and marketing major in college, Rau-Flattery worked at a small company that sold aircraft parts and repaired aircraft instruments and electronic equipment (known in the industry as "avionics"). But the aviation aspect was not central to her interest there, as she was primarily intent on working in a variety of positions in order to absorb as much as she could about running a business. Then one day a friend took her to an open house at the TWA maintenance facility in Kansas City, where her eyes were opened.

"Oh, wow, that's where the antenna goes! And that's where those instruments are!" she recalls her excitement by Jenny T. Beatty then at seeing how a mis-

cellany of parts on the shelves became a whole airplane. She was fascinated, but still did not suspect that her dual interests in business and aviation would coincide again one day.

Instead, after graduation Rau-Flattery first pursued a career as a financial planner. Then an opportunity to start a business appeared and her entrepreneurial spirit was awakened. "I'm somewhat conservative and yet something of a risktaker," she says, "and I think that being an entrepreneur means you take calculated risks."

Almost by coincidence, the company that Rau-Flattery launched in 1993 with her business partner and mentor, George Bunting, was in the realm of aviation. At first Aero Express focused on selling after-market aircraft parts, but like true entrepreneurs, they were always looking to enter new areas that seemed promising. When the semiconductor manufacturing industry was on the decline, they purchased electronics test equipment at auction and pursued that new opportunity. "From there, we saw the availability of all types of test equipment," she explains. "We branched over into avionics test equipment because we felt we needed to bring the aviation background into the test equipment background."

They later divided the company in two, corresponding to those two facets of their business. Rau-Flattery is President of Aero Express, which specializes in buying, selling, trading, renting, and leasing instrument and avionics test equipment for the ramp (to test avionics installed in the aircraft) and for the bench (to test avionics equipment that has been removed from the aircraft for repair or refurbishment). In addition to dealing in new and used after-market equipment, Aero Express distributes the BusMaster 2100 data bus analyzer and the Linaire product line now manufactured by AE Test Solutions, another of the companies owned by Rau-Flattery and her partners.

Rau-Flattery describes their services this way: "We're solving test equipment puzzles for our customers," which include new repair stations, FBOs, airlines, and government contractors. "We're helping determine what test equipment they need, looking at cost, how often it will be used, wear and tear, who is going to be servicing it, regulatory requirements, etc., and we can help them with manuals, accessories, and training... We help to try to put it together for them."

Meanwhile, the other side of the business became Aero Express Parts, which focuses on selling aircraft parts, pri-

Aviation for Women

marily for air transport jet engines, including expendables (parts that are replaced after use) and rotables (parts that are repaired or refurbished for re-use). At a time when both parts manufacturers and parts users, such as airlines, attempt to control costs by not storing excess parts inventory on the shelves, Aero Express Parts provides a service by buying and warehousing parts to make them available just when they are needed.

Rau-Flattery launched another business in 1997 with business partner Dan Rafferty. She is acting CEO of Millennium International, an FAA-certificated maintenance/repair/overhaul facility specializing in the repair of avionics from new generation and "classic" aircraft.

"Our tagline used to be 'instrument electronics repair'," she says, "and we changed it to 'support' because it's a better word to describe and encompass everything that we do—we support the product, support the customer. You're in business to serve your customers, and without your customers you don't have a business."

In addition to customer service, a careful strategy of specialization versus diversification has allowed Rau-Flattery's companies to thrive and grow. "We found niche markets and then we try to not be good at everything but be good at the things we specialize in," she says. "And we found the best way to diversify ourselves is to work across market segment" by providing avionics repair for general aviation, corporate, airline, and military aircraft across the globe.

This diversification of customer base became especially important after 9/11. While the airline industry was struggling and many companies had to downsize and lay off employees, Millennium actually increased its business by targeting the booming military and government contractor markets. "We had the expertise, the technical staff and technical ability," she says, "so we really used that as a launching pad to go into the newer realm of technology and find a niche in the higherend avionics."

Aero Express and Millennium together employ 30 people, with the majority at the offices and warehouse in Lee's Summit, Missouri, and a few sales representatives in the field. In addition to the day-to-day management of company operations



and staff at the office, Rau-Flattery travels once or twice a month both in North America and across the globe, to touch base with customers and have a presence at trade shows and conferences.

One of the organizations in which Rau-Flattery is most active is the Aircraft Electronics Association. At AEA's 50th Annual International Convention and Trade Show in Reno, Nevada, her companies presented their services. Not only are her companies members of AEA, but Rau-Flattery herself was elected to the AEA Board of Directors in 2005, where she participates with longrange planning, goal-setting, approving the yearly budget.

"In our industry, that is so male-dominated, it's

"The key is not to know everything but knowing how to get it, how to do the research, and hiring the right people as you move into new areas. One of your best assets as a company is the people that you have."

great to see another female on the Board," says AEA President Paula Derks. Many women are employed by the over 1300 member companies of AEA, but Derks estimates that fewer than ten of those companies are woman-owned.

"Gender issues aside, it's great to have Jeanne on the Board, because of her thought processes, always thinking ahead, always very proactive, leading a lot of our discussions around the boardroom table," says Derks.

Rau-Flattery also serves on the AEA Scholarship Committee, which screens applications for scholarships offered by the AEA Educational Foundation. The foundation awards more than \$100,000 in scholarships each year to students seeking degrees in the aviation maintenance field—avionics, airframe and powerplant mechanic certification, and engineering—and funds CD-based training for members, and recruits industry speakers for technical workshops at AEA's international conference and regional meetings held in the United States, Canada, Europe, and the South Pacific.

She also joined the Board of Directors of the Air Carriers Purchasing Conference, which is a networking conference that

brings together suppliers and people involved in the purchasing and repair procurement departments of the commercial aviation world. She is beginning a three-year term which will culminate in her being chair of the 2010 annual conference.

"Jeanne exemplifies the ideal 'Woman in Aviation'," says Derks, "because she not only owns two businesses in the industry that are very well-respected, but she serves on a lot of boards and charity organizations, belongs to an executive group of CEOs, and has two small sons. She's that all-around busy working mother, and she is a smart businesswoman who knows her industry."

Rau-Flattery and her husband Gery Flattery are parents to Colin, age four-and-a-half, and Logan, age two. Gery's grown daughter Carol Ann lives nearby with her husband and three-year-old son, Kory. When asked how they manage their busy lives, including business travel, Rau-Flattery explains, "My husband and I try to trade off duties a lot. We're fortunate—his mother and my mother both live nearby, and we have great aunts and uncles who live there, too. Everyone pitches in and helps out when they can."

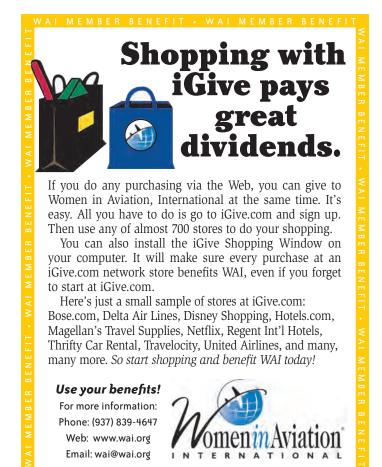
As you might expect, fostering a family-friendly atmosphere in the workplace is a natural for Rau-Flattery. "If an employee needs to take off for a soccer game that their kids are in, or if they have doctor's appointment or their kids are sick, they have the flexibility to juggle what they need to take care of," she says. "We keep a relaxed atmosphere, and every month, if we meet our goal, we try to have a luncheon or have a barbecue, and also have fun events for the families."

Derks reports that, based on AEA's Annual Rate and Labor Survey, there is an ever-increasing demand for qualified avionics technicians. But how does someone with a formal education in finance learn about the highly technical field of avionics? Learning on the job and accepting that you can't know everything, according to Rau-Flattery. "The key is not to know everything but knowing how to get it, how to do the research, and hiring the right people as you move into new areas," she says. "One of your best assets as a company is the people that you have."

The other competitive advantage that she believes she and her partners possess is the entrepreneurial mindset of constantly watching the marketplace and trying to anticipate trends. "Do you look at the past and try to predict tomorrow based on that, or do you change what you do because you know tomorrow is going to be different?" She answers her own question by saying, "In my mind, tomorrow is always going to be different, and my job is to watch what the trend might be. Because you are always having to be better or faster than your competition, constantly reinventing yourself and yet trying to maintain your core business."

With her business savvy and entrepreneurial instincts, Jeanne Rau-Flattery could go into almost any field. But, in a refrain familiar to many others in the industry, she smiles, "Aviation kind of gets in your blood."

Jenny Beatty (WAI #144) is a first officer for a major U.S. airline and a frequent contributor to Aviation for Women.







as the 19th Annual International Women in Aviation (WAI) Conference drew to a close, all the statistics pointed to the organization's biggest Conference ever. "By all accounts, this has been one successful Conference," said WAI President Dr. Peggy Chabrian.

- Attendance reached a new high with 3,320 women and men registered. More than 250 of the Conference-goers were from the military, also a new record.
- The Exhibit Hall was the biggest ever with 151 separate companies and organizations on display, representing all aspects of the aviation community.
- Nearly \$700,000 in scholarships was distributed to WAI members, female and male, and at every stage of life, from university students to members seeking a mid-life career change.
- The WAI Silent Auction raised \$28,000 for WAI's Endowment Fund, also a new record, and a donation from United Parcel Service for \$20,000 brought the total in the Endowment Fund to \$563,000. The money in the Endowment Fund is used for scholarships.

At the Conference, WAI and the Experimental Aircraft Association (EAA) announced a partnership for EAA AirVenture 2008 called *WomenVenture*, a series of seminars, speakers and networking events all week long at AirVenture 2008, in Oshkosh, Wisconsin, to highlight both women's historical and contemporary role in aviation. *WomenVenture* culminates on Friday, August 1, with WAI's Celebrity Breakfast at the Nature Center onsite, followed by the gathering of the largest number of women pilots in history assembled at the show's AeroShell Square.

"This is a dynamic time for Women in Aviation, International, as we continue in our mission to spread the word about the passion, excitement and career opportunities aviation offers to more and more women," said Dr. Chabrian. The following pages touch on just a few aspects of the biggest WAI Conference ever. If you missed it, get ready to wish you were there. And sign up for next year in Atlanta, where we are planning the Conference's 20th birthday February 26-28, 2009. Be there!

AWAM sponsors Recurrent Training Elena Kulkova, WWII Russian pilot

Many thanks to the Corporate Sponsors of the 19th Annual International Women in Aviation Conference

Diamond Eagle Sponsor

FLYING MAGAZINE KING SCHOOLS

Platinum Eagle Sponsor

AMERICAN AIRLINES / AMERICAN AIRLINES
CREDIT UNION / AMERICAN EAGLE
THE BOEING COMPANY
DELTA AIR LINES
FEDEX EXPRESS
PRATT & WHITNEY
SOUTHWEST AIRLINES
UNITED PARCEL SERVICE (UPS)
U.S. NAVY

Gold Eagle Sponsor

CHEVRON GLOBAL AVIATION
FEDERAL AVIATION ADMINISTRATION
GULFSTREAM AEROSPACE
TIMCO AVIATION SERVICES, INC.
UNITED AIRLINES
U.S. AIRWAYS

Silver Eagle Sponsor

ALASKA AIRLINES / HÖRIZON AIR
AIRCRAFT OWNERS AND PILOTS ASSOC.
CESSNA AIRCRAFT COMPANY
HAWKER BEECHCRAFT
JEPPESEN
NORTHWEST AIRLINES
WAL-MART AVIATION

Bronze Eagle Sponsor

AIRTRAN AIRWAYS

ALTRIA CORPORATE SERVICES

ASTAR AIR CARGO

JETBLUE AIRWAYS

LOCKHEED MARTIN

NATIONAL BUSINESS AVIATION ASSOC.

UTAH VALLEY STATE COLLEGE – GLOBAL

AVIATION

Affiliate Sponsor

AIRCRAFT ELECTRONICS ASSOC.

AVIATION INTERNATIONAL NEWS
BUSINESS & COMMERCIAL
AVIATION MAGAZINE
DTC DUAT
EXXON MOBIL
FAA FIRST FEDERAL CREDIT UNION
GENERAL AVIATION
MANUFACTURERS ASSOCIATION
HAMILTON SUNDSTRAND
NATIONAL ASSOCIATION OF
FLIGHT INSTRUCTORS
SPORTY'S PILOT SHOP
WINGS FINANCIAL FEDERAL CREDIT UNION

MAY/JUNE 2008 Aviation for Women 3:

Special Events 2008





MAY/JUNE 2008 Aviation for Women 35

Conference Speakers 2008



light Instructor Rod Machado got things off to a rolling start with his entertaining aviation safety seminar Thursday, March 13, holding court for more than 600 attendees.

Air show pilot Julie Clark presented the opening remarks at the Friday morning General Session, and reminded conference goers to bid for her flight, donated to the WAI Endowment Silent Auction.

John & Martha King kept the morning audience chuckling with their banter as they covered the topic that they feel is primary to aviation safety, risk management.

Col. Pamela Melroy followed the Kings with a wonderful presentation on her last visit to the International Space Station. As Mission Commander she was responsible for every facet of the program.

Sherry Avery, head of the Los Angeles, California, Air Traffic Control (TRACON) rounded out the morning by giving listeners insights into her career path. Avery has control over all nine towers in the Los Angeles basin.

A phenomenal 26-minute DVD was a precursor to General (ret.) Chuck Yeager's lunch time speech. Gen. Yeager stated that your duty when flying is paramount. Before Gen. Yeager sat down, WAI President Peggy Chabrian surprised him with a birthday cake and a serenade by the entire room. It isn't often that you get to see Gen. Chuck Yeager rendered speechless!

The next morning, Saturday, an energetic Deborah Limb, Director of the Boeing 787 Fuselage and Interiors Life Cycle Product Team, fired up the audience.

Peter H. Diamandis, Chairman and CEO of the X-Prize Foundation and founder of Zero-G Corporation kept the room jumping by showing them just how much fun the race for a private commercial space program can be.

To wrap up the morning, around-the-world solo helicopter pilot Jennifer Murray spoke about the determination it took to both learn to fly her Robinson R-44 helicopter, and then to fly it, against the advice of many experts, around the world to support her charity, SOS Children's Villages.

That Saturday evening was punctuated by a moving Pioneer Hall of Fame ceremony for inductees Nancy Harkness Love, Maj. Nicole Malachowski, Geraldine Mock, Margaret Ringenberg and the Women's Section of the Air Transport Auxiliary.

Rear Admiral Robin Braun gave the keynote address, encouraging WAI members to stay the course and to keep reaching for their dreams.

The final scholarships were announced and all were invited by Delta Air Lines to come visit them in Atlanta, Georgia, next year, February 26-28, for the 20th Anniversary International Women in Aviation Conference. You'll want to be there, too.



PORTRAIT PHOTOGRAPHY BY JOHN RIEDEL AND PAULA GRUBB

Ringenberg

Record Number of Exhibitors

hat does a Conference exhibit hall look like with 151 exhibitors and more than 3,000 attendees mixing it up in the afternoon? More excitement than you can imagine! This year's exhibit hall was the place to be to garner medical, legal and even financial advice from aviation experts. Some companies collected resumes, and a few picked their scholarship recipients from those who came by the booth. The opportunities WAI provides simply don't get any better than that!

Some Closing Thoughts

Just what is it about the International Women in Aviation Conference that makes it so special? Is it the well-known speakers, the networking opportunities, or the chance to meet mentors, aviation historical figures, and subject matter experts? Is it the above average enthusiasm that bubbles from attendees? Could it be the top-notch educational and professional development se-



minars? Maybe it's the tremendous opportunities to meet mentors and learn about careers in aviation.

Without doubt, the speakers, seminars, and workshops are a significant reason why recordsetting numbers attend the annual Conference. However, it's more perso-

nal than that. As a second time visitor coming back after a two-year Conference absence, I was concerned about my expectations being set too high. Could it possibly be as good as last time?

It was. In fact, it was better.

The 19th annual event in sunny San Diego, California, became, by its end, my personal reaffirmation of choosing aviation—as an avocation—and as a career. I found great fulfillment in knowing that my contributions to aviation, no matter how small, provide inspiration for others. My WAI membership is a statement that says, I believe in aviation, and I want others to believe in it, too.

The organization tells the world that women can—and should—pursue their dreams. The Conference is the ultimate confirmation that WAI's mission is working. It is the ultimate place to renew your aviation goals, and the ultimate place to realize that with determination, your dreams will come true.

Together we are learning that every aviation and aerospace role we serve improves and enhances aviation careers for other women. That's why this Conference stands out among aviation events. I feel good supporting that, and you should, too.

— Rose Dorcey is assistant editor for EAA Publications and president of the Wisconsin Aviation Hall of Fame.



2008 Scholarship Winners

Nearly \$700,000 in Scholarships Awarded at the San Diego Conference

n integral part of the Annual International Women in Aviation
Conference is the disbursement of scholarship funds to its members. At the just completed 19th Annual International WAI Conference, a total of nearly \$700,000 was awarded to more than 100 women and men at the banquet on March 15, 2008, in San Diego, California.

Throughout the Conference, these scholarships winners were announced and presented:

Women in Aviation, International Scholarships are available to Women in Aviation, International members. For more information about 2009 Scholarships and membership in WAI, navigate to www.wai.org.

Airbus A320 Type Rating Certificate Scholarship Janine E. Nunes

Airbus Leadership Grant Elizabeth Scott Fleming Barry Hulon Hyde

Airline Dispatcher's Federation Scholarship

Airline Ground Schools, Inc. **Deborah Abingdon**

AWAM Scholarship Winners AWAM – Abaris Training Scholarship Gisela Munoz Yoshino Sugita, Elouisa Tanjutco

AWAM – CAE Simuflite Maintenance Scholarship Irma Medina-Mazon

AWAM – FlightSafety International's Principles of Troubleshooting

Rhonda Lyons

AWAM – Girard Aviation Maintenance Scholarship Natasha Pelham AWAM-Horizon Air's Basic Principles of Troubleshooting Anna Margaret Romer Yoshino Sugita

AWAM-JetBlue Maintenance Scholarship

Sousan Alexander Gisela Munoz

AWAM-Pratt & Whitney Maintenance Training Scholarship

Lisa Golden Michelle Graceffa Rhonda Lyons Elouisa Tanjutco Vanessa Tromm Susan Wadas

AWAM – Rice Family's "Helping Hand" Scholarship Joshua Hall Natasha Pelham Jennie Untener

AWAM – Southwest Airlines Maintenance Training Sousan Alexander Irma Medina-Mazon

AWAM – "Tools Beneath Your Wings" Honoring Richard L. Waters Diane Rehfeld Jacob Young (TBYW Special Award) Della Anderson (TBYW Special Award)

AWAM – Aircraft Technical Book Company Scholarship Reedley College, Reedley, CA AWAM Student of the Year **Brittany England**

AWAM Teacher of the Year **Greg Klein**

Boeing Company Career Enhancement Scholarship Dalila Giraldo Carloyn Otto

Bombardier Lear Jet 31A pilot type rating Scholarship Lydia Bretthauer Kimberley Morris Kelsey

Bombardier Lear Jet Maintenance Training Scholarship Stephanie D. Bliss

CAE SimuFlite
Citation Corporate Aircraft
Training Scholarship
Torea Rodrigues

Cessna "Earn a Private Pilot's Certificate" Scholarship

Cessna Scholarship for Citation Encore Type Rating

Tina Willman-Hammar

Krista Ambats

Commercial Airline Pilot Advance Training – Airline/Jet Transition Course Scholarship Yuko Haseganwa

Continental Airlines B737
Flight Training Scholarships
Michelle Arcamuzi
Cecilia Carey
Wendy Hales Mora
Carrie Waring



Airbus Leadership Grant winner Barry Hyde



Dassault Falcon Jet Corporation Scholarship Jessica Nicole Carter

Delta Air Lines Aviation Maintenance Management/Aviation Business Management Scholarship Elizabeth Scott Fleming

Elizabeth Scott Fleming Diane M. Rehfeld Morgen Anne Stone

Delta Air Lines
Boeing B737-800 Type Rating
Certificate Scholarships
Laurence Elizabeth Bonneau
Patricia Maria Cortez Jameson



Delta Air Lines Engineering Scholarship (Included Conference Trip) Elizabeth Scott Fleming

Delta Air Lines Maintenace Technology Scholarship Morgen Anne Stone

Delta Connection Academy Scholarship **Lindsay Katrine Nesbit**

Elisha Hall Memorial Scholarships – The Wright Chapter Laine D'Augustine

Express Jet Airlines Regional Jet Transition Course Rachel Fish Branden Tanko

FedEx Express Flight Scholarship Lisa K. DeRosse

FedEx Express Technical Operations Scholarship Barry Hulon Hyde

FlightSafety CAPT – WAI Scholarship Yuko Hasegawa

GAT Wings to the Future Management Scholarship Susan Waddas

If You Can Dream It, You Can Do It Scholarship Terry Carbonell

Kathy K. Hodgkins Memorial Scholarship **Leihan Falley** Keep Flying Scholarship 2008 Christy Gavin

Lockheed Martin
Caitlin Elizabeth Critchfield
April Dawn Phillips
Lauren Lynn Smalkowski

New Horizons Memorial Scholarships Shaye Dunn Renda V. Marsh Terri Wolski

Pratt & Whitney
Maintenance Scholarships
Stephanie D. Bliss
Amy Kline
Kimberly Luebke

R-W Foundation

Charli Yvonne O'Malley

Ride the Sun Scholarship (for mountain flying training)

Deanne Lynn Campbell

Southwest Airlines
Boeing 737 Type Rating
Scholarships
Apryl Cauthen
Kally Harrington

Kelly Harrington Mami Noguch

Spirit of Aviation Scholarship Stacy Booker

Telex Flight Training Scholarship Amanda Steele United Airlines B737 Type Rating Scholarship Susan Kendrick Laura Morrison

United Airlines
CLR Scholarship
Michelle Bassanesi
Deidre Glaser
Crystal Harris
Jennifer Hunt
Wendy Johnson
Isabelle Maloney
Barbara Mitchell
Amanda Naylor
Erinn Sieben
Diana Sorensen
Michelle Stahl
Jamie Turner
Samantha Wilson

United Airlines Maintenance Scholarship Jennifer Hunt Susan Wadas

United Airlines Dispatch Scholarship Alexandra Curto

WAI Washington State Chapter Scholarship Monica Nicoleta Dinescu

Women in Aviation Management Scholarship Jenna Marie Smith

Women in Aviation, International Achievement Award Lauren Lynn Smalkoski April Dawn Phillips

Women in Corporate Aviation Career Scholarship Elizabeth Partie

Women Military Aviators -Dream of Flight Scholarship ENS Mary Ann Forster, USCGR

Chuck Yeager Foundation WAI Scholarship Award Caitlin Elizabeth Critchfield



WCA winner Elizabeth Partie Telex awards Amanda Steele with flight traini

Aviation for Women

New "Alli" in the Battle of the Bulge?



by Dr. Phil Parker

f fleeting glimpses of sunshine have you pondering swimsuit season, then no doubt you've heard of the new over-the-counter weight loss medication known as "Alli" (pronounced AL-eye). This is actually just a half strength version of a prescription medication (Xenical) that has been available since 1999.

Alli works by preventing some fat absorption in the intestines. Fewer calories absorbed or taken in on the front end generally lead to weight loss. The problem with this type of medication, however, occurs at the back end. Specifically "oil incontinence" (use your imagination here), bloating, loose stools and sudden urges to defecate can accompany use. Logically, these issues are magnified in the aviation environment. "Gray out" while flying is typically bad, but I suspect "brown out" could be significantly worse.

The FAA will allow use of orlistat, which is the generic form of both Xenical and Alli, provided an adequate ground trial of about a week or so rules out potential adverse side effects. Ongoing use of medications has to be reported on the medical application, and controllers would need to clear

through the Regional Flight Surgeon before returning to work.

For those considering weight control options, there is an in-depth article available by entering "obesity" in the keyword search at **www.Aviation-Medicine.com**. Any weight-loss medication should always be combined with a good diet and exercise program. The following table sums up the more common pharmaceutical options and their impact on flying status:

to avoid hunger. Most medications have potentially harmful side effects, generally only work while taking them, and are not allowed by the FAA for pilots/controllers. Surgery is appropriate only in extreme cases that have failed other methods to control fat and weight. Success takes time and persistence. The rewards of achieving and maintaining a healthy body fat percentage extend beyond physical and emotional health. People, like aircraft, will perform best with a desirable center

MEDICATION	HOW IT WORKS	FAA STATUS
Orlistat (Xenical & Alli)	Blocks fat absorption in intestines	OK—once side effects ruled out
Phentermine (Adipex-P) and Sibutramine (Merida)	Affects brain chemicals to suppress appetite	NOT ALLOWED—CAUTION: potential for positive drug test results
Antidepressants such as buproprion	Appetite suppression not FDA approved	NOT ALLOWED
Anti-seizure medications such as topiramate and zonisamide	Unknown	NOT ALLOWED
Metformin	Diabetes medication that also causes modest weight loss	FAA—60-day observation period for oral diabetes meds and FAA review before returning to flying. ATCS—the RFS determines when one can return to controlling.
Combo fenfluramin and phentermine (fen/phen)	Withdrawn from market due to heart and lung problems	NOT ALLOWED

The bottom line is the recognition of obesity as a chronic disease with no quick or simple solution. The article referenced above discusses the causes of obesity and its health consequences, metabolism, behavioral strategies, and medical intervention including bariatric surgery and its FAA implications.

Obesity and being over-fat are serious risks to health. Effective strategies for achieving healthy and desired weight and body fat depend on a long-term commitment to changing behavior. Three major elements in a weight reduction program include behavior modification and support, calorie reduction through regular intake of limited amounts of nutrition rich foods, and regular exercise. Nutritional supplementation may be useful for those who can not eat healthy foods at every meal. Water and fiber intake are important adjuncts

of gravity, at a takeoff weight far below the maximum gross weight, using high quality fuel without contaminants, by avoiding prolonged periods on the tarmac without flight, and with regular maintenance and inspections.

Dr. Phil Parker (WAI #29733) is the Vice President for military and general aviation safety for Virtual Flight Surgeons Inc. Dr. Parker is also a Private Pilot. Additional information regarding these topics and others can be found at www. AviationMedicine.com.

Please send your questions about FAA medical issues to Aviation for Women at: alaboda@wai.org or Aviation for Women Magazine, 18735 Baseleg Avenue, North Fort Myers, FL 33917



General Aviation News

is a proud sponsor of Women in Aviation.

To subscribe, call **800.426.8538**.

Check us out on the web at www.GeneralAviationNews.com

Help Wanted: Mentor



by Jenny T. Beatty

o you've come home from the International Women in Aviation Conference, unloaded a dazzling collection of pens, key chains, magnets, and other swag from your suitcase, and scattered dozens of business cards across your desk. Now what?

If you, like so many Conference attendees, are striving for that dream job in aviation or are ambitious about moving up within your aviation company, then you've probably planned on making some kind of networking contact with some of the people you just met.

I'll let you in on a secret: You need to go beyond networking—you need to find yourself a mentor.

Networking means connecting to others in the industry, but mentoring is far more powerful. Mentoring is two people building a professional relationship for the specific purpose of encouraging and guiding one of them in her career advancement (in this case, you).

Let's de-construct some myths about mentoring before we delve in. Picture a gray-haired, middle-aged businessman picking an ambitious young man from the crowd of assistant managers. He takes his protégé under his wing, shows him the ropes, introduces him to the bosses, goes golfing with him. He grooms him and pulls strings to get him promoted to district manager.

That traditional, paternalistic style of mentoring has gone out of style. Today, people are matched to mentors in formal programs, such as those offered by large corporations to assist employees, by airlines to recruit new pilots, and by organizations like The Ninety-Nines and their Professional Pilot Leadership Initiative for women pilots. And highly motivated women are taking full advantage of mentoring by entering nonstructured, informal relationships to be mentored and to mentor others.

But the biggest change is that today's mentoring relationships are "user driven"—instead of being chosen, the ambitious aspirant pursues the experienced professional and asks for guidance. The protégée initiates, propels, and sustains the relationship.

There are good reasons for this. A professional pilot always thinks like the pilot-in-command, with all the responsibility and authority and "take-charge" attitude that the position requires. Like a pilot in her airplane, you must take charge of your career and your mentoring with the same sense of responsibility. In today's mentoring, the protégée is in the pilot's seat of the mentoring relationship, and the mentor is in the supporting role of guide, or copilot. So it's up to you to find your mentors and get the mentoring you need.

Here is my simple and effective "Find-A-Mentor" method. First, you must begin with something so obvious that it is often overlooked: Make a plan for where you want to go before asking someone to help you get there. Even a rough outline of a plan is better than none. You might be surprised at how many people ask for help becoming an airline pilot who haven't a clue about what the job entails or why they even want to do it. For a mentor, it's hard to know where to start. And, we are more likely to put our weight behind

someone who is already underway, even if they've only just begun.

So set yourself to some serious goalsetting. Start with your Ultimate Goal, and work your way backwards. For example, if your Ultimate Goal is to be a 777 airline captain, then start by researching the airlines that operate that aircraft, what their hiring minimums are, and then create a plan for getting those qualifications. Now, what are the Next Steps you need to take towards getting those qualifications?

When you ask someone to be your mentor, they might picture a time-sucking leech and turn you down flat.

That's the starting point for you in seeking your mentor.

Attracted to aviation but not quite sure what your Ultimate Goal is? That's perfectly okay, and quite common for recent college graduates and people embarking on a second career. In this case, your Next Steps are to explore your dreams and research your options. The right mentor can certainly help you with that.

Next, choose your target. Comb through all those business cards you picked up at the Conference. Think about the people whom you already know or read about in this magazine. Or go to the Women in Aviation, International Members Only section of the web site to find the list of Mentors, members who are eager to assist you.

But don't ask just anybody! Pick out those who are successful in their careers, those who are known as professionals and role models in their career field, people whom you respect and admire.

Consider pilots at companies you want to work for or people in the positions you aspire to, and especially those who have already shown that they want to help the next generation of pilots.

Hopefully your list is not unbalanced, with all men or exclusively women. Look around at everyone who potentially might help you reach your potential. Don't shy away from approaching that high-flying astronaut or top-floor CEO. Your chutzpah may inspire her to choose you as her next protégée.

Now that you've narrowed down your list of potential mentors, remember that no single mentor can possibly help you through every stage in your career. So some might be most beneficial to you now, and some later. Right now, pick the one who can help you most with your Next Steps.

Carefully plan your approach. Your potential mentor is a busy person with a demanding job and limited time to devote to mentoring, even if it's something she's been wanting to do. If she doesn't already know you, have a mutual acquaintance put in a good word or make an introduction for you. Or go ahead and make that "cold call," opening with a brief statement about how you heard of her and why she has been a role model for you. (Yes, flattery works!)

On that first contact, ask if you can set an appointment to talk on the phone or if she/he can meet you for coffee. Make it clear that it will be a short informational interview or meeting, and plan on keeping it focused.

If your potential mentor says "not now," then ask when you may contact them again—and do it. If they say "no," then thank them for their consideration.

Now, listen carefully: Do not scare your potential mentor away by using the word "mentor." I know that sounds strange, but those old myths endure and the word is loaded with meaning that might include negative connotations for some. When you ask someone to be your mentor, they might picture a time-sucking leech and turn you down flat.

Instead, ask for specific assistance. Explain your Ultimate Goal and ask for help with the Next Steps you need to take. "I think I'm ready to move to a

regional airline—which one do you think will be best for me?" Or ask for help with determining your Next Steps. "I just got my commercial pilot certificate—should I get my multiengine rating or instructor's certificate now?"

Or if you targeted someone because of their particular expertise or position, ask questions pertinent to that experience. "Why did you join the National Guard instead of the Air Force?" And, "As a chief pilot, what do you look for when interviewing job candidates?"

Once you've established a connection, it's up to you to keep it up. Ask if they would be willing to meet again. If they seem reluctant to commit, ask if you can contact them again after you've had a chance to consider what they've told you, or whether they might be available now and then to give advice. Don't push—be respectful of your mentor's time.

Follow through with the advice and suggestions offered by your mentor. This doesn't mean you have to do exactly what they say, but you should consider every recommendation carefully, as these are based on your mentor's experience and knowledge in the industry. In the end, however, only you can decide what will work best for you—and then take full responsibility for those decisions and the outcome.

Follow up with communications, indicating that you considered what was discussed in the last meeting and what actions you've undertaken because of it. Follow through with offered leads and contacts—these might lead to your next mentor. Follow up on past conversations with new, related questions and ideas.

And then, show your gratitude for the time and interest your mentor puts into your development. A handwritten thank-you note or a photograph of you in your new uniform or at the controls of a new aircraft—these are much more meaningful than store-bought gifts.

Then again, there's another way to repay the mentoring you received—by responding to someone who says "Help Wanted: Mentor."

Jenny Beatty (WAI #144) is a first officer for a major U.S. airline and a columnist for Aviation for Women.

Go Places with Women in Aviation



Silver Pull-Apart Elements
Key Tag with WAI Logo
Key Tags are strikingly crafted from
fine metals and polished to a beautiful
high-gloss finish with Dome WAI Logo.
#10007 – \$6.25



Voyager WAI Logo Luggage Tag Made from impact-resistant polymers, this luggage tag features a tuck-away, write-on identification panel for security.

#33001 - \$2.95



Travel Toiletry Kit with WAI logo Black canvas toiletry bag with rear metal hook for hanging. Gusseted elastic pockets for toiletries, zippered front mesh pocket for accessories, top handle for easy carrying. #34001 – \$12.75

www.wai.org or call (937) 839-4647

This Too Will Pass: Navigating the Cycles



by Patricia Luebke

iding in a cab through Central Park, I'm returning home from the dentist where a checkup indicated I needed a \$2,000 procedure. I have health insurance, but not dental. The driver is yelling at me not about me-but at me because he is angry about his last passenger who wanted to go to Queens. It's rainy and dismal and the Park is littered with old piles of dirty snow. Here and there, I see the remains of sad, melting snowmen. At home what awaits me are deadlines, phone calls and other responsibilities. Could I be any more down than this?

And then a snippet of a line of my favorite poet comes to mind. It's Marge Piercy who wrote, "Baby, baby, it's been worse before." And it has. I interrupt the driver to demand, "Be nice to me!" and he stops mid-rant and starts laughing. Now his Jamaican accent sounds musical to me, and he actually apologizes. I know the dentist bill will get paid, the deadlines will be met, the phone calls will be made. Most importantly, I know that soon Central Park will be sunny and sweet and awash in green with fields of daffodils as Spring arrives.

It's all about the cycles—the ebb

and flow of our lives. The tides and the moon and women's bodies all know about cycles. There are days when I can sit at the keyboard and the words flow out effortlessly; it's easy. And then there are days where it seems each word I type is a struggle. Some days we breeze through our jobs and it appears that the planets are aligning just right for us, and everything goes our way.

Then there are days where you push down the toaster (as I did recently) and the handle comes off in your hand (this was moments after the front of a smoke detector fell from the wall). Next your car is acting up and the blue screen of death appears out of nowhere on your computer. All on the same day. On days such as those, I recommend that you just surrender to the fates—you are not going to win, and consider that you can start over fresh again the following day.

I've noticed these cycles in the aviation industry too, especially with pilot jobs. Stick around long enough and you'll remember periods of pilot shortage that slowly evolve into pilot glut and back in a few years to pilot shortage. I remember right after 9/11, the word was that it would be a long time, if ever, before any airline hired new pilots. It was difficult in those grim days to believe that the airline industry would once again need pilots and start hiring again.

Some pilots arrive at just the right point in the cycle; others spend their careers dogged by those cycles. If you were a freshly-minted ATP in 2001, your timing was off. Today you're in luck. But you don't have to be a pilot to be the victim or the victor when it comes to cycles. Who's hiring when is determined by so many factors ranging from macro-economic ones to winning or losing a contract. Whether you say, "It just wasn't the right time" or "My timing was great" depends on where you hit an employer in the cycle.

The best thing about cycles is that they don't last forever. Just like the old joke about the weather—if you don't like

it, hang around because it will change—the cycles that impact our lives are bound to change as well. No one has bad timing or bad luck forever. I remember reading a quote once, and though I don't know where I saw it, the bit went something like this: I know enough

Stick around long enough and you'll remember periods of pilot shortage that slowly evolve into pilot glut and back in a few years to pilot shortage.

about the changing fortunes of life to not be too sad during bad times or too happy during good times.

So whatever you're going through, this too shall pass. We've all said that, but do you know who said it first? Neither did I, so I Googled it and found the phrase attributed variously to three people: King Solomon, Abraham Lincoln, and a woman named Lanta Wilson Smith, who wrote it as part of a hymn. What's ironic is that, despite a thorough search of her, one Web site summed it up, "No available biographical information." I'm going to believe Lanta wrote it. This too shall pass. Yes, it sounds like something a woman would say, and I guess her timing, living as she did at the turn of the last century, was off too. Had she been born 20 years later, she just may have been remembered better.

Patricia Luebke (WAI #1954) is a freelance writer and magazine editor living in New York City.

Get Involved...
Join Now!

Join the fastest growing aviation organization for women and men. Women in Aviation, International motivates members to reach for new personal and professional aviation goals and encourages women to consider aviation as a career or just for fun.

Become a WAI member and join more than 15,000 women and men from all aviation professions and industry segments including pilots, corporate flight department managers, engineers, maintenance technicians, airport managers and enthusiasts.

www.wai.org 937.839.4647







WAI Member Benefits and Services

- Conference Registration Discounts
- Scholarship Opportunities
- Aviation for Women Bimonthly Magazine
- Educational Outreach Programs
- Chapters
- Networking Base for Career and Personal Development
- Government and Industry Representation

WAI Membership Application

□ Yes, I want to join Women in Aviation, International (WAI), a nonprofit professional organization that encourages, supports and promotes women in aviation careers and opportunities.

Name		
Aviation Affiliation/Occupation		
Company		
Address 🗖 home 🗖 work	_	
	_	
City	_	
State/Province	_	
Zip/Postal Code	-	
Country	_	
Phone (home)	_	
Phone (work)	-	
Fax	_	
E-mail	_	
Chapter Affiliation	_	
Referred to WAI by	_	
Gift? Giver's name	_	
□ Include me in the "Members Only" Networking		
on-line directory.		
☐ Include my name on the Mentors list in the		
"Members Only" Mentoring section of the WAI website.		
Categories of Membership		
\$39 Individual Aviation professionals or enthusiasts		
\$29 Student Full-time student, any age		
School		
\$49 🔲 International Residents outside U.S.		
\$20 Family Individual family members residing in the		
same household as Individual, Student or International		
Member (magazine not included)		
\$400 🗖 Corporate Organizations or Corporations		
\$500 Supersonic Corporate Includes member benefits		
for four employees		
Form of Payment (must be payable in U.S. funds)		
☐ MasterCard ☐ Visa		
☐ Check (payable to Women in Aviation, International)		
Account Number	_	
Expiration Date	_	
Cardholder's Name (print)	_	
Authorized Signature	_	
(sign as name appears on credit card)		
Mail: Women in Aviation, International		
3647 S.R. 503 South		
West Alexandria OH 45381		

2 Fax: (937) 839-4645 **3 Web:** www.wai.org

C-208 PILOTS/CAPTAINS CARGO OPERATION

Wiggins Airways, Inc., seeks Pilots/ Captains to work in Northeast bases. Starting salary is \$33K with generous per diem and competitive benefits package including Employee Stock Ownership Plan. For requirements and information contact: Careers@wiggin-air.com.

Director of Administration

Wiggins Airways
One Garside Way

Manchester NH 03103 Tel 603-629-9191 x263 Fax 603-669-8708 www.wiggins-air.com



The European Section of
Women in Aviation, International
presents its first ever
Norwegian conference!

"Building Partnerships Across Boundaries"

SAVE THE DATE: 12th – 14th September 2008

LOCATION: Fyresdal, Norway
You are invited to join
AWE – Aviation and Women
in Europe
for this year's conference,
which is shaping up to be the
most inspiring yet
with the excellent line-up of
aviation tours,
world class speakers and
networking opportunities
you have come to expect.

sportys.com

your single source for **quality** educational aviation products—always at a **good price**

fax: 1.800.543.8633 phone: 1.800.SPORTYS Clermont County/Sporty's Airport Batavia, OH 45103

Women's Career Guidance

Helping Motivated Pilots Succeed

- Personalized career guidance & time-building tips from experienced airline captains
 In-person or phone consultations to accelerate
- in-person or phone consultations to accelerate your progress & avoid expensive mistakes

Aviation Career Counseling 805/687-9493
WWW.AVIATIONCAREERCOUNSELING.COM

WOMEN PILOTS THIS IS THE YEAR!

Join the gathering of the "Largest Assembly of Women Pilots in History" August 1. Call (937) 839-4647.

APARTMENT TO RENT IN MONTREAL, CANADA

A thousand square feet, one bedroom apartment in the fabulous "LE VERSAILLE" (built in 2005), including all kitchen appliances (Stainless steel Kitchenaid Fridg, Stove, Dishwasher, Microwave, Whirlpool Washer & Dryer). Southern exposure with great view, Featuring Gorgeous wood floors, Granite counters and ceramic floors, Balcony, 24 Hour doorman, Indoor Pool, Jacuzzi, Huge Party and Rec. room.

Contact: Poupak at: autopilot_sim@hotmail.com

CAREERS: PLAN #1 – Aviation for Women Magazine and Web Site, \$90 per column inch. Ad in the Career section of the magazine, and a Free Listing on the WAI web site for 30 days. Web listing is text only. PLAN #2 – WAI Connect Newsletter and Web Site, \$1.75 per word. The Text Only listing will appear in the WAI Connect Email newsletter. You will receive a Free Text Only listing on the Women in Aviation, International web site for 30 days. PLAN #3 – Web Site Only, \$1.65 per word. The Text Only listing will appear on the Women in Aviation, International web site for 30 days. Posting usually occurs 2-3 business days after submission of information. 10% discount for Corporate members. Contact Annette Calicoat (937) 669-4741.



PORT TO PORT AIR JEWELRY

Beautiful, unique gold and sterling silver aviation jewelry designed by Daniel Hamilton. In business since 1975. www.aviationjewelry.com (800) 261-1677

SPRUCE CREEK FLY-IN, A residential Airpark Community, 7FL6, Daytona Beach, Florida. www.fly-in.com, email: sales@fly-in.com. Contact Spruce Creek Fly-In Realty, Patricia Ohlsson, Realtor, Pilot, (800) 932-4437.

WWW.PLANEMERCANTILE.COM

Specializing in unusual and vintage aviation gifts. Cards, jewelry, Rosie, prints, kitchen, pillows, tin toys, Pancho, mobiles, stuffed pilots, books, collectibles. (661) 965-2645.

WWW.WILEMANAIRCRAFT.COM

Exercise your individualism for truly unique gifts. One-of-a-kind aviation gifts. For all your pilot needs. Phone (928) 788-3282. Bullhead City, AZ 86440

CLASSIFIED AD RATES: \$1.40 per word (minimum of 25 words). Display ads priced per column inch (4 inch maximum). All insertions must be paid in advance. 10% discount for three or more consecutive insertions. For more information, contact Annette Calicoat, at (937) 669-4741 or toll-free at (866) 520-9424. Send material to Aviation for Women, 7395 S. County Road 25A, Tipp City, OH 45371; Email: acalicoat@wai.org.

2008

May 17-18

Sport Aircraft
Flight Instructor Refresher
Clinic
Aero-Tech, Inc.
Lexington, Kentucky
www.aerotech.net

June 14

Family Day
Steven F. Udvar-Hazy
Center, Smithsonian
Washington Dulles Airport
Washington, D.C.
www.nasm.si.edu/
becomeapilot

July 27-28

Women Soar, You Soar Wittman Field Oshkosh, Wisconsin www.eaa.org

July 28-August 3

Experimental Aircraft
Association's AirVenture
Fly-In
Wittman Field
Oshkosh, Wisconsin
www.eaa.org

August 1

WAI Celebrity Breakfast at AirVenture 8:00 - 9:00 a.m. Tent near Nature Center (937) 839-4647 www.wai.org

August 1

Women Soar Finale Gathering of the Largest Assembly of Women Pilots in History AeroShell Square Wittman Field Oshkosh, Wisconsin (937) 839-4647 www.wai.org

2009

February 26-28

20th Annual International Women in Aviation Conference Atlanta, Georgia (937) 839-4647 www.wai.org

The Calendar of Events is a source of information about industry/organization events. Italicized calendar items are events at which Women in Aviation, International will be an exhibitor. As dates or locations can change and errors can occur, verify the information before making final plans to attend any of the events. Calendar items should be sent to: Aviation for Women Calendar, 18735 Baseleg Avenue, North Fort Myers, FL 33917; Fax: (239) 567-2271; Email: alaboda@wai.org. Events will be considered on a space available basis. \Rightarrow

ADVERTISERS INDEX

Air Canada JazzPage 17
Chevron Global Aviation Page 7
Cirrus DesignInside Front Cover
DTC DUATPage 13
Embry-Riddle Aeronautical University Back Cover
FAA First Federal Credit Union Inside Back Cover
Flying MagazinePage 23
General Aviation News
Global Aviation – UVU Page 15
Gulfstream Training Academy Page 31
Pilot Getaways
San Juan College/Mesa Airlines Page 15
U.S. Army
Wings Financial Federal Credit Union Page 3
Women in Aviation, InternationalPages 31, 43, 45



THE BEST... Life as a Flight Attendant

t was the fifth leg of a long thirteen-hour day and we were headed home. Everything seemed so normal and status quo. I looked out my small window on the front jumpseat of the DC-9 and realized that we had not climbed like I thought we should have. We also had not received our "green light" that we were above 10,000 feet. It was at that same moment when we got the dreaded triple chime. Now my adrenaline was flowing and my heart was pumping. I can confess; it is true what they say, without any hesitation or second thoughts, all the training does kick in. It took me sixteen and a half years of flying before my first aircraft emergency took place.

There had been many mechanicals throughout the years, ones that would get you psyched about a great layover and others that got fixed in the nick of time and kept us going as scheduled. There have been crews that made me laugh, cry and yet others that made me feel blessed that I was not in their shoes! The passengers have made me grin, laugh and a few have made me groan (putting it nicely)! Just when I think I have seen it all, someone steps on my airplane and gives me

I think the job, the day-to-day aspect, has stayed the same, but the climate has changed.

Flight Attendants are a rare breed. We love what we do, we love to tell about who and what we see, and we love to complain...while still living our life with a smile. The job has changed so much from the "heydays" of the 1950s and 60s when a "Stewardess" had to be a single girl. During the

1970s and 80s we saw

a new story to tell.

lots of ups and downs in our industry, along with not only a change in our name, but also our roles as a server to the more important role of cabin safety experts.

The 1990s and early 2000s have given us airlines that have come and then gone. Uniforms that have gone from the colorful to the basic blue or black, and the job that was once a steady income now is no longer a sure thing. I think the job, the day-to-day aspect, has stayed the same, but the climate has changed. Passengers have a short memory of the terror and fright we all experienced on that September day. I remember it

vividly. The job is still the safety of the airplane, its crew, and its passengers.

I love the opportunity to be a tour guide, a trained fire fighter, a first responder, a comforter, an airport guide, and a defender of the airplane while the pilots sit behind a bolted

door. I will never forget the sweet lady traveling back to New

by Pam Hathaway

Orleans for the first time after Katrina. I enjoy treating our retirees with drinks and discovering the treasures in the big



Flight attendants are integral to flight crew safety today

and small towns I visit around the world. Becoming a flight attendant is an adventure that began when I was just six weeks old and took my first trip on a Braniff International airplane. Now like then, I still love to watch the Flight Attendants!

The emergency that night, we found out later, was a faulty indicator light, but we were prepared for the worst as we watched the fire trucks lined up on the taxiway upon our arrival. We knew our job was to protect and save our passengers. We were scared, but weren't about to let the passengers know it.

The best part about being a flight attendant is...everything. I am thankful to my parents, who fostered a family in the industry, the red-tail company that gave me a chance, the husband who loves to travel, and my two kids who think it's "cool" that I'm a Flight Attendant. The friends on the airplane, at the airports, and at bases across the country are my joys as well. I still love what I do and still do it with a smile!

Pam Hathaway (WAI #7359) has been a flight attendant for a major airline for more than 20 years. She's been an active member of the Memphis Chapter of Women in Aviation, International.

.....

It's always a good journey home with an

FAA First Home Loan





Ask us about our Home Loans for purchase or refinance.

"I'm in the military and have been overseas since 2002.

FAA First has always been helpful, even when I'm far from the U.S.

I've had great customer service, and I like the fact that

I can call or email to get help with anything."

Katrina Van Gieson, Member Since the 1970s

Apply online at www.faafirst.org







Above the Crowd

Embry-Riddle students spend a lot of time looking up. And no wonder. They share a passion for things that fly. If your passion is to be above the crowd, join the achievers at Embry-Riddle. Whether your goal is to become a pilot, aerospace engineer, air traffic controller, meteorologist, computer specialist, security expert, or entrepreneur, Embry-Riddle can give your career a real lift.

Extraordinary careers are in the air.



www.embryriddle.edu