

2009 SCHOLARSHIPS INSIDE!

AviationforWomen®

JULY/AUGUST 2008

The official publication of Women in Aviation, International®

AT THE CONTROLS:
THUNDERBIRD
Pilots Make WASP Proud

**Mastering
The Grand
Canyon**

**FANTASTIC
FLY-INS**



they told me I couldn't



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



PLANE GENIUS™

888.774.7319 | [visit cirrusdesign.com](http://visit.cirrusdesign.com)

©2007 CIRRUS DESIGN CORPORATION. ALL RIGHTS RESERVED.

JULY/AUGUST 2008

AviationforWomen®

Peggy Chabrian, Ed.D.
Publisher

Amy Laboda
Editor in Chief

Nancy Bink
Art Director

Editorial Staff
Rachel Krubsack

Columnists
Patricia Luebke
Arlynn McMahon
Dr. Philip Parker
Sherry Parshley, Ph.D.

Contributors
Annette Calicoat
Jennifer C.
Chisholm-Høibråten
Gailen David
Meg Godlewski
Sonal Gopujkar
Adrienne Johnson
Hilary Lawrence
Cindy Rucker
Denise Waters

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 4, 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 6J5; 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.



COURTESY OF TERRAFUGIA

Out of the mold and onto the prototype. Anna Mracek Dietrich demonstrates the lightness of a fuselage section of the Transition, a roadable aircraft she is helping bring to market.

FEATURES

- 22 WOMEN IN AVIATION, INTERNATIONAL SCHOLARSHIPS FOR 2009
- 28 COVER STORY: ONE FOR THE BOOKS *by Annette Calicoat*
- 34 THE ORGANIZER, MRACEK DIETRICH AND TERRAFUGIA *by Amy Laboda*
- 38 WORKING THE GRAND CANYON *by Adrienne Johnson*
- 42 SMALL, SLOW AND SIMPLY FUN *by Jennifer C. Chisholm-Høibråten*

DEPARTMENTS

- 2 President's Message
- 4 WAI News
- 14 Where Are They Now?
- 15 Tech Tips
- 16 Professional Development
- 18 Corporate Member Profile
- 19 CFI Flying Tips
- 20 Sources & Resources
- 54 Careers
- 54 Classifieds
- 55 Calendar
- 55 Advertisers Index
- 56 In Our Own Words

COLUMNS

- 8 FLYING FAMILY
by Amy Laboda
- 46 MEDICAL Q&A
by Dr. Phil Parker
- 48 FINANCIAL TIMES
by Sherry Parshley, Ph.D.
- 50 PERSONAL DEVELOPMENT
by Patricia Luebke
- 52 SPOOLING UP
by Arlynn McMahon

COVER PHOTO

The USAF Thunderbirds Demonstration team's two women pilots: Maj. Nicole Malachowski and Maj. Samantha Weeks, with WASP Betty Blake.
Photo by Dorothy Cochrane

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

JOHN RIEDEL



Dear Members:

This year Women in Aviation, International is being recognized by more and more organizations and media. For the first time ever we attended the EBACE convention in Switzerland, where many of our European section members participated in a breakfast event and made plans for a fall conference in Norway.

We have also been invited to be a part of a special 50th anniversary book, dedicated to the FAA and its employees. This book will be distributed to air traffic controllers and FBOs around the country. And, topping things off, SkyRadio played a three-minute message about WAI from an interview I gave them recently—look for it on the WAI web site.

What could easily be the largest gathering of women pilots in history is just one of the highlights of the inaugural Women-Venture 2008 activities planned for the EAA AirVenture convention in Oshkosh, Wisconsin, the last week of July. Women-Venture was developed through a partnership between EAA and WAI. The program is designed to recognize and encourage women aviators, who compose barely six percent of the nation's pilots. Special programs and activities will be available

throughout the week for women pilots, for women interested in learning to fly and for girls interested in the world of flight.

The grand finale will occur on Friday, August 1. The day will begin with WAI's Celebrity Breakfast, sponsored by Chevron Global Aviation, at the EAA Nature Center. More than 12 of the women featured in the book *Stars of the Sky*, as well as the author and artist, will be signing personal copies, so take this opportunity to turn your copy into a cherished heirloom. Later in the morning the largest assembly of women pilots in history will gather at AeroShell Square at 10:30 a.m. If you're at the show this year, you don't want to miss either of these events!

And speaking of grand events, be sure to make plans to join us in Atlanta for WAI's special 20th anniversary Conference, February 26-28. It is already gearing up to be an exciting event with special pre-conference activities that include a tour of Dobbins Air Force Base and Delta Air Lines. Keep checking the WAI web site at www.wai.org for Conference updates and details, as well as for scholarship opportunities over the next several months. There's something for everyone!

Sincerely,

Dr. Peggy Chabrian

Dr. Peggy Chabrian
President/Founder

INSIDE THIS ISSUE



PHOTO COURTESY OF CINDY RUCKER

Where can WAI membership take you? How about into the career you always wished for? **Page 14**



WAI Scholarships are out! Take a look through these pages and apply for your leg up to the future today. **Page 22**



PHOTO COURTESY OF ADRIENNE JOHNSON

What's the most wonderful scenery you've ever flown over? Adrienne Johnson's summer job shines. **Page 38**

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



www.faafirst.org
800.421.7111

WAI on the Road

Women in Aviation, International attended EBACE, the European business aircraft exposition, for the first time this year. President Peggy Chabrian attended the NBAA convention in Geneva, Switzerland, representing the organization at numerous events. The WAI European Section hosted a breakfast, sponsored by Bombardier, where Dr. Chabrian spoke. In addition to providing membership information including distribution of our magazine *Aviation for Women*, several new companies were contacted as potential exhibitors and/or sponsors for the WAI Conference in Atlanta, Georgia, next February.

It is never too early to begin planning for the next Conference! In May 11 staff (Betty Huck, Doug Henderson, Annette Calicoat, Connie Lawrence, Sue Coon, Donna Klingenger, Peggy Chabrian) and key volunteers (Verne and Lewie Wiese, Barb and Alicia Krummen) attended the all day strategy session and picnic at WAI Headquarters on Morningstar Airport, making plans for our special 20th anniversary Conference in February in Atlanta.



Finally, listen up when flying Northwest Airlines this July. WAI President Peggy Chabrian was interviewed by Sky Radio, and touts the benefits of WAI in short segments of the audio in flight entertainment on Northwest Airlines flights. Now, if there were only a button passengers could push to sign up on the spot.....✈

Did You Know?
2009 is the
inauguration of a
Sporty's Foundation WAI
Scholarship designed
especially for small
aircraft maintainers? Find
out more on page 26.

WAI Celebrity Breakfast at Oshkosh

Don't miss your chance to connect with your President, Dr. Peggy Chabrian, as well as air show performers and other aviation greats during the EAA AirVenture Fly-In in Oshkosh, Wisconsin, at our annual Celebrity Breakfast, generously underwritten by Chevron Global Aviation.

Date: **Friday, August 1st**

Time: **8-9 am**

Place: **The Nature Center,
between the EAA Museum
and AirVenture flight line**

Cost: **\$15 before July 25
or \$20 at the door**



Ann Cooper and **Sharon Rajus** have rounded up several of the celebrities in their book *Stars of the Sky*, and they'll be signing copies of the book at the breakfast. Bring your copy or buy one there. This is your chance to meet face-to-face with some inspiring women in aviation today.

Call for Presenters!

Join us in Atlanta in 2009!

**20th Annual International Women in Aviation Conference
February 26-28, 2009 • Atlanta, Georgia**

Suggested Topics Include: Air Traffic Control, Avionics, Cabin Crew Careers, Career Management, Current Research, Dispatching, Engineering, Flight Crew Careers, Human Factors for Flight and Cabin Crew, Legislation and Regulations in Aviation and Aerospace, Maintenance Issues, Maintenance Career Opportunities, Management Careers in Aviation and Aerospace, New Technologies, Professional Development, Safety in Aviation and Aerospace, and Women in Aviation and Aerospace History


Your audience will include women and men, aviation and aerospace professionals and students aspiring to careers in aviation.

Submit two copies of your proposed topic with a 100-word abstract and your name, title, affiliation along with a brief biography of those speaking to:

Women in Aviation, International

3647 S.R. 503 South, West Alexandria, OH 45381 • Email: presenters@wai.org

Deadline is August 15, 2008

A woman with dark hair tied back in a red bandana, wearing a red and blue plaid shirt, is focused on working on a large, complex aircraft engine. She is using a tool to adjust a component. The background is dark and industrial, with various parts of the engine and aircraft structure visible.

1942: the aviation industry
needed women. 2008: more so.

Women have had a long and successful history in aviation. Let TIMCO show you how to build a brighter future as an aircraft technician or engineer.

Explore your future with the company that's
building the next level of aircraft maintenance
for the commercial aviation industry

TIMCO
aviation services
www.timco.aero

The companies and organizations that sponsor the WAI annual Conference are an integral part of what makes Women in Aviation, International work. Our sponsors provide the seed monies for scholarships, and underwrite many of the Conference activities. For example, sponsors make it possible to bring you the *Show Daily*, the Internet café, the education sessions, the speakers, seminars and tours, and even the social events such as the Chapter Social and New Member Social.

Sponsors also help pay for the daily operation of the organization, which allows WAI to reach out to the community and communicate our message. And every year for the past 10 years, UPS has made a sizeable cash contribution to the WAI Endowment Fund, which guarantees our future. Thank these companies when you can, and any way you can.

Conference Sponsors 2008

DIAMOND EAGLE LEVEL

FLYING Magazine
King Schools

PLATINUM EAGLE LEVEL

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 LEVEL

Chevron Global Aviation
Federal Aviation Administration
Gulfstream Aerospace
Timco Aviation Services, Inc.
United Airlines
U.S. Airways

SILVER EAGLE LEVEL

Alaska Airlines / Horizon Air
AOPA
Cessna Aircraft Company
Hawker Beechcraft
Jeppesen
Northwest Airlines
Wal-Mart Aviation

BRONZE EAGLE LEVEL

Airtran Airways
Altria Corporate Services
ASTAR Air Cargo
Department of Defense
JetBlue Airways
Lockheed Martin
National Business Aviation Association (NBAA)
Utah Valley State College

AFFILIATE LEVEL

Aircraft Electronics Association
Aviation International News
Business and Commercial Aviation Magazine
DTC Duat
Express Jet Airlines
Exxon Mobil
FAA First Federal Credit Union
General Aviation Manufacturers Association (GAMA)
Hamilton Sundstrand
National Association of Flight Instructors (NAFI)
Sporty's Pilot Shop
Wings Financial Federal Credit Union

HONORABLE MENTION

(for their contributions to the WAI Conference)
Airline Industrial Relations Group
Mach 2 Management
Spirit AeroSystems



The Boeing Company proves that strength can be in numbers. More than 300 employees join WAI for the Conference every year.





**AROUND HERE, WE ENCOURAGE
OUR STUDENTS TO KEEP
THEIR HEADS IN THE CLOUDS.**

The University of North Dakota has the only program that lets you take to the skies and earn your college degree at the same time. Fly the world's most sophisticated helicopters while you gain the confidence and leadership skills to help you succeed now, and in the future. You'll graduate as a pilot and an Officer in the U.S. Army. And you'll soar. For details, give us a call at 1-877-768-ROTC or visit www.flyrotc.com



Cutting Costs Without Cutting Corners

If there is anything I've learned this year it is this—the aviation stuff we do can be a little pricey. We've been breaking in an engine on a new airplane this past spring, and the fuel bill just arrived the other day. I sat down to read it. Good thing, because the number inside made me

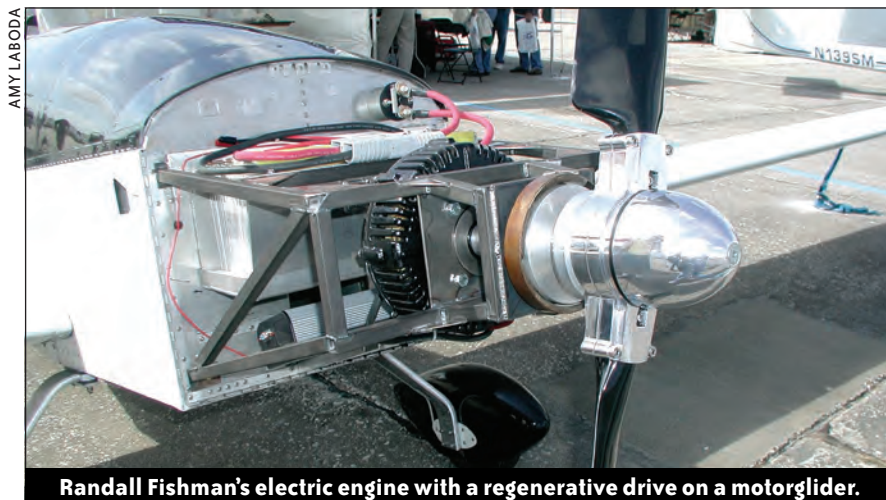
swoon. During an engine break-in period it is important that you run the engine hard and fast, and to counter the effect of all that combustion you've got to leave

with low-compression cylinders that will allow us to switch to car gas if avgas becomes scarce, or far too expensive to burn. So far, though, car gas is

flying design, and promised to be back with an electrically-driven motorglider this year. Sonex has also promised a true electric engine in a motorglider, as well. And INDus Aviation recently unveiled its Thorpedo flying with a WAM turbocharged diesel engine, which puts out 120 hp on a measly 3 gph of widely available and generally less expensive jet A fuel.

And consider this, too. Collaborate and use your networking skills as a catalyst for developing new ideas about how to green up your aviation habit. Meet up with other Women in Aviation, International members at events such as AirVenture or the National Business Aviation Association Convention, and of course, locally through WAI Chapter events. Talk about how your business is recycling, ride-sharing, and/or tuning its equipment for maximum efficiency. Are you using new technologies? Is there someone who can teach you how to do so? Group events are great opportunities for creative learning that can be individually applied. Besides which, get-togethers WAI-style are always great fun, too.

Catch up with me at the EAA AirVenture show and we'll brainstorm about what we've learned there. I'll see you 'round the patch—soon! ➔



Randall Fishman's electric engine with a regenerative drive on a motorglider.

the fuel full on, pushing lots and lots (in our case more than double normal fuel flow) of avgas through the engine to both burn and carry away the heat.

The good news is that this tried and true technique quickly seats the rings in the pistons and reduces oil consumption, and before you know it you've got a fine, strong engine to fly behind for years to come. Well, if you can afford it.

And yet affordability is the very reason that my husband, with a little help from me, built this new airplane. It is a slick airframe, with minimum parasite drag, and sports all new electrics inside that help it move quickly through the air on a few gallons per hour less avgas than its predecessor (a design from the 1950s). We even built up the engine

keeping pretty good pace with avgas in its unprecedented inflation.

This airplane, painstakingly riveted and sanded and carefully assembled with as much new, clean technology as we could afford over nearly four years, will help us continue to afford to fly for the next 20 years, we hope. It doesn't have an electric engine, and it's not a glider, but it is a fast, fairly heavy-lifting long-hauler for our family. And it will cost less to fly, eventually.

So, what's my advice for cutting your costs in aviation without cutting corners? Upgrade to leaner and greener flying machines, of course. If you fly a weight-shift light sport aircraft, consider the possibility of using an electric engine. Randall Fishman won Grand Champion at AirVenture 2007 with his



by Amy Laboda



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

CAPITAL REGION CHAPTER

A team of 18 WAI national and Capital Region Chapter members assisted more than 1200 young girls and boys at the

CAPITAL REGION CHAPTER



Julia McElroy (WAI #16940), **Seth Reiners**, and **Erin Gormley** (WAI #11920) spoke for a group of American Heritage girls on their way to earning an aviation badge. McElroy and Reiners fly CRJs for Mesa.

annual Women in Aviation and Space Day (first Saturday in March) at the Udvar-Hazy Center of the National Air & Space Museum. With the generous donations from CeDe Candy, INC (Smarties®) and Wrigley (Lifesavers® & gum), the youngsters made their own candy airplanes. (Okay, there were some adults who also asked to make airplanes and were not associated with the Scouting organizations.) While a side benefit was the candy in the project, the chil-

Club of the Year at Kansas State at Salina

Kansas State at Salina's WAI Chapter was awarded Club of the Year for 2007-2008. The chapter has twenty active members to do fundraising to help with various trips that the chapter takes. This past school year they raised nearly \$5,000 to help pay for 17 people to attend the international Conference in San Diego. The chapter will continue to be a huge part of Kansas State at Salina's activities, and put on more fundraisers to give students an opportunity to network with future employers. ➔



K STATE AT SALINA CHAPTER

Kansas State at Salina Chapter members at WAI Conference in San Diego

Front row (left to right) **Nathan Coon**, **Trish Erker**, **Kristin Scheele**. Middle row (left to right) **Cliff Kramer**, **Desmond Calloway**, **Niki Gaskins**, **Jonathan McLelland**, **Joshua Slinkard**, **Kelley Coons**, **Janelle Baron**, **Nick Green**. Back row (left to right) **Grant Swinehart**, **Lindsey Dreiling**.

dren also learned the terminology for airplane parts and some even picked up outdated charts to take home and study. Several had their pictures taken with

one of several 'celebrity' members who came in their airline uniforms. We are sure there were many children dreaming of planes and flight that night. ➔

ATLANTA CHAPTER



ATLANTA CHAPTER

In planning her trip to the WAI Conference in San Diego, **Lori Hampton** (WAI #12781) was excited to have an opportunity to meet John and Martha King, who have taught so many aviators over the years. Lori planned her arrival time in San Diego so that she could sign up for the King Schools Tour. As a young aviator who recently graduated college and is starting her career, Lori was reminded by the Kings to give back and share her aviation experiences with others also trying to start their flight path, and to continually add to her growing education. The photo is Hampton with Martha and John King in front of the blue screen where the Kings tape all their videos, giving their well know "thumbs up" to a good education. Atlanta Chapter Member Lori Hampton is currently an Operations Coordinator with TBI Airport Management at ATL. ➔

WASHINGTON STATE CHAPTER

Nine Washington State Chapter members took a tour of Seatac Tower. It was quite spectacular seeing their fairly new tower with its new state-of-the-art equipment to help them in guiding aircraft traffic. The chapter had an excellent guide explaining the equipment to the chapter and the members learned a lot. Pictured from left to right: **Kellie Knauss** (WAI #11648), **Carol Summrell**, **Janis Chastain** (WAI #30523), **Rochelle Oslick** (WAI #12281), **Kara Pietila** (WAI #14855), **Nathan Pietila**, **Amanda Sargent**, **Linda Russell** (WAI #52), and **Lori Jensen** (WAI #40008). ➔



WASHINGTON STATE CHAPTER

FIRST COAST CHAPTER

The First Coast Chapter held an evening social at the home of Embry-Riddle President **John Johnson** and his wife **Maurie** (WAI #39233), who is a member of the chapter. About 40 people, both current and prospective members, enjoyed a perfect evening of networking on the pool deck, with great food and even better company. Chapter President **Tracy Lunquist** (WAI #4439) reported, "This event was a huge success for us, and we are so grateful to Dr. and Mrs. Johnson for supporting us and showing us such warm hospitality. In addition, the funds we raised through a "50/50" raffle will help us pursue more outreach and education activities." **Letty Kolb** (WAI #12964), the chapter treasurer, was the winner of the raffle, and donated her winnings back to the chapter. ➔



Bailey Ryan (chapter president) and her dad, FedEx MD-11 captain Greg Ryan spend some unique father/ daughter time in the MD-11 simulator at FedEx.

MTSU AIR RAIDERS CHAPTER

MTSU AIR RAIDERS CHAPTER

In the beginning of February the MTSU Air Raiders Chapter got the opportunity to tour FedEx's main company hub in Memphis, Tennessee. The exciting tour was led by **June Viviano** (WAI #1868), an MD-11 Captain at FedEx, who is actively involved in mentoring young people on career planning in aviation. **Greg Ryan**, another MD-11 Captain and father of the chapter president **Bailey Ryan** (WAI #12562), also helped sponsor the tour.

The chapter toured FedEx's Global Operations Control Center (GOCC). GOCC Senior Manager **Bobbi Wells** showed the group around the center where large projection screens and numerous computers shuffle the multitudes of FedEx aircraft worldwide. It was very impressive to go behind the scenes of what makes a huge company like FedEx stay in the air. Then there was a tour of the new "Gucci" building that houses the MD-11 simulators. Each person got to fly for a few minutes and it was absolutely fascinating because one cannot tell that they aren't in a real airplane. **Bill Hutzell** was very nice to spend his time as our sim instructor. June Viviano shared many books that could be beneficial or inspirational for the members' aviation careers. With so many interested in a variety of books, the chapter started a WAI library for members in the MTSU Aerospace Office when they returned home.

An enthusiastic man named "**Rocket**" gave the grand tour of the Air Traffic Control Center and TRACON. Then on Saturday the group met with June, Greg, and several ladies from FedEx. The members got to chat and ask questions about their aviation careers and get advice on their own career paths. FedEx pilots **Mary Poplawski**, **Wenyu Fu** (WAI #8459), **Kandy Cassano** (WAI #7304), and **CJ Pinday** shared their stories how they arrived where they are now. One of the chapter members, **Dwight Powell** (WAI #39497), commented, "If the people we meet along our careers are like the people who met with us on this tour, we'll definitely have the best career/mood combination possible." The group toured Flight Ops (AOC) and then the entire group got to get into an MD-10 aircraft while it was being loaded with freight for its next flight. Just standing next to the huge jet was a thrill, and the view from the cockpit overlooking the ramp was one many of the members dream of. ➔



SAN DIEGO CHAPTER

The San Diego Chapter met in Cardiff, California, for an oceanside lunch to discuss upcoming plans to mentor local youth by volunteering with the Girl Scouts, Flying Midshipmen and EAA Women Soar 2008 at Oshkosh. A few of the chapter flight instructors will be volunteering to teach young Naval Sea Cadets in the Flying Midshipmen FAA Ground School this summer aboard the floating museum, the USS *Midway*.

WAISD also hosted the poolside social kicking off the 19th Annual Conference in San Diego. While at the Conference, a few members got the honor of meeting the legendary **Chuck Yeager** and San Diego chapter member **Deanne Lynn Campbell** was awarded the Ride the Sun scholarship for 2008. ➔

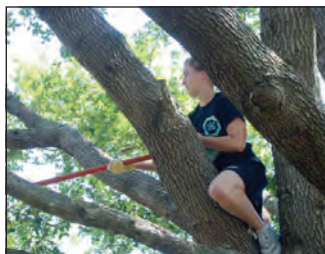
FLORIDA TECHNOLOGY CHAPTER

The Chapter is having a fabulous year in 2008. Professor **Paul Davis** (WAI #12464), chairman and advisor, worked the chapter members hard—all the way from the classroom to the airport to his own backyard! Academically, all the members of WAI are in the top percentage of their classes. They shall continue to fly loops around their fellow aviators because of their dedication and ambition in their field.

Busy as they are, they still manage to find the time to become involved in community service. By visiting local schools they get to spread the word on the future of aviation. Conversing with these young minds and sharing their flight experiences is ever so gratifying. The Spring Open House was a huge success. They manned the table and spoke to prospective students for 2008, 2009 and even 2010!

The chapter was able to raise enough money to attend the WAI Conference in San Diego, California. The members all still have dishpan hands from all the cars they had to wash. Honorable mention to the delightful and gracious **Mary Davis** (WAI #12464), also a member of WAI, for preparing a wonderful luncheon (to a college student there is nothing better than a home-cooked meal!)

As a reward for their hard work earning money for the next Conference, members of the Florida Technology Chapter are about to sail away in a Chris Craft cabin cruiser for a lazy trip on the Florida Intercoastal waterway. ➔



Laura Feja of FIT earning money for the next Conference. She's about 35 feet up in an oak tree.

FLORIDA TECHNOLOGY CHAPTER



WWW Chapter at Lambert Airport Fire House tour

ST. LOUIS WOMEN WITH WINGS CHAPTER

The St Louis Women With Wings (WWW) Chapter along with some WAI guests from Southern Illinois University had an extensive behind the scene tour of Lambert International Airport. Host **Paul Rosenquist** provided an introduction to include a history of the airport with a discussion on what the city of St Louis does as owner/operator. Chapter members then loaded a bus for an excursion to view the largest Part 135 airfield in the central region. Sights included the airfield ramp, cargo ramp, PBO ramps, taxiways, runways, NAVAIDs, and arresting gear (for Missouri Air National Guard fighter aircraft stationed at Lambert). The group had a very personalized view of the fire department's response ready facility including response requirements, vehicle capabilities, HAZMAT response, living quarters, etc. Airfield Maintenance covered description of equipment and capabilities (including snow removal equipment, rubber removal, etc.). And the Airport Operations Center oversees the entire facility 24/7. The day ended with a pizza party at Signature Flight Support on the airfield.

The Chapter's Annual Elections and General Membership meeting was held as a pot luck at the beautiful home of member **Gloria Bahn** (WAI # 1434). The evening was extra special as a welcome home party for our most recently adopted soldier, **SGT Katie Vinyard**. Katie had her father, daughter, and special friend Dan (also recently returned from deployment) along with her and presented a special thank you plaque to the chapter for their continued support to deployed military members. ➔



WOMEN WITH WINGS CHAPTER

CENTRAL FLORIDA CHAPTER

The Central Florida Chapter was one of five sponsors for the 8th Annual Share the Wealth Expo in Orlando on April 22. There were 87 vendors and 350 attendees, with over 50 women attending the procurement sessions. The EXPO featured seminars, networking sessions, a trade show, a silent auction, speed networking, a furniture building contest sponsored by IKEA, a car/truck show from Sun State Ford, and a book corner where authors did a book signing. ➔

CENTRAL FLORIDA CHAPTER



CAREERS

Kelly Anyadiki, a 16-year-old Inglewood resident, broke a world record and is now the youngest black female to solo four airplanes on the same day. "I'd rather have a plane than a car," said Anyadiki, who is still waiting to get her driver's license.

Marcia K. Gitelman (WAI #307) had her photo win first place and the grand prize in the AOPA 2007 Photo contest. It is on the www.aopa.org web site under Photo Contest 2007.

Kelly Nelson (WAI #18201) has given birth to a baby boy, Hunter, May 8.

Robin Petgrave, founder of Tomorrow's Aeronautical Museum, located at Compton Woodley (CPM) airport near Los Angeles, California, hosts the only non-profit flight school for youth in the U.S.

Jeppesen welcomes **Shelly Simi** (WAI #8) as a communications strategist for the company's Business and General Aviation unit. Simi will be responsible for developing internal and external communication strategies, working with the marketing team and product managers in creating marketing content and assisting with the creation of common presentations and messages for customers and the media. Simi comes to Jeppesen with more than 19 years of experience in communications, public affairs, event planning and working with top executives in the aviation/aerospace industry. She most recently served as the public relations counsel for Adam Aircraft Industries. Prior to Adam, Simi served as vice president, Communications for the General Aviation Manufacturers Association (GAMA) in Washington, D.C. where she built communication strategies for global promotion of the aerospace industry, developed external communications and educational programs,



Patty Wagstaff (WAI #397), left, and **Betty Skelton Erde** (WAI #1910), center, were honored at a luncheon during the Florida International Air Show in April, in Punta Gorda, Florida (pictured with them is WAI Board member **Dorothy Cochran** (WAI #785).

and worked with industry and government leaders. Simi began her aviation career as a flight coordinator with Federal Express. Simi is a founding board member of Women in Aviation, International, is a former president of the Aero Club of Washington and is a member of the National Aeronautics Association, Aviation Communications Coalition of Washington, and University Aviation Association.

The President of the Florida Tech Chapter, **Melissa Rego** (WAI #29116) received the Joan Bixby award for service to women in Florida and especially to the women of Florida Institute of Technology.

Aileen Watkins (WAI #1919) has given birth to a baby girl, Katalin, March 28.

The First Coast Chapter is pleased to announce that member **Motoyo Yamada** (WAI #10818) has been hired to fly for Delta Air Lines. Motoyo previously flew for American Eagle. Although she did not win a WAI scholarship, Motoyo believes her scholarship application to Delta helped bring her qualifications to their attention. We are all very proud

of Motoyo and wish her all the best in her new position!

OTHERS
MAKE THEIR
MARK

Executive Beechcraft adds some muscle to its management team with the appointment of **Barbara Knox** as Controller and **Valerie Scott** as Area Human Resources Manager. The two will be based at the flagship facility located at the Charles B. Wheeler Downtown Airport in Kansas City, Missouri. Scott will be re-

sponsible for human resource functions at all four company locations. She will also serve as company liaison for EB's parent company, BBA Aviation, based in the United Kingdom.

Jets.com, the award-winning private jet membership company, announces that it has appointed **Kathryn Shehade** as its Director of Marketing and Business Development. She will be responsible for the development of new partnerships, the creation of marketing programs, the enhancement of company visibility on the web, and the optimization of the Jets.com brand.



PASSAGES

Diana Barnato Walker died April 28, 2008, at age 90. Walker served in the Air Transport Auxiliary (ATA), delivering battle-ready aircraft to airfields all over southern England during WWII. She continued flying after the war, and broke the sound barrier in a British Lightning in 1963. Walker wrote her autobiography in 1994, titled *Spreading My Wings*. ➔

Lifelines

When the folks at *Aviation for Women* magazine asked me about writing a “Where are they now” story, I was happy to respond.

You see, I know that a very big reason “I am where I am” is because of the support and scholarships I received through

Women in Aviation, International.

I am currently a Captain flying the Airbus A-320 for JetBlue Airways. I started with JetBlue in January 2004, and I absolutely love my job. I fly all over the Continental U.S., Caribbean, Dominican Republic, Mexico, and I have a great schedule. I am based in New York, and I live in South Georgia. And I commute out of Jacksonville, Florida. It sounds a bit crazy, but it really works!

In today’s fast-paced, speed-hiring environment, some of you may not ap-

preciate the slow and no-hiring environment that existed when I graduated from college. In fact, when I graduated in 1994 from Louisiana Tech University, it was quite competitive to get an entry level flight instructing job making \$10.00/ hour.

So being selected for the WMA (Women Military Aviators) scholarship was a lifeline. It enabled me to do my multien-gine training as well as my CFII, making me much more competitive for entry level flying positions. And, it helped

me to do that without going into deep debt. I would have had a tough time paying back loans and eating on a flight instructor salary.

Don’t misunderstand, there were years and a lot of hard work between that scholarship and JetBlue. There were also bankruptcies and furloughs along the way. This is not the industry for the faint-of-heart.

But throughout the years I maintained my dedication to flying, as well as my membership in Women in Aviation, International. Staying a part of WAI allowed me to commiserate with

by Cindy Rucker

others, be encouraged by mentors, stay abreast of job opportunities, and show my support to women all over the world who are dealing with their own challenges.

In this “what’s in it for me” world we seem to live in, I love knowing that organizations like WAI exist primarily to help others. If you are one of those (like we all are from time to time) who has let your involvement lapse, let me encourage you to get out there and see what talents you have that can be passed on to others. This year’s WAI International Conference in San Diego, California, was quite an eye-opener to me. There were so many young women and women making career changes who could use your encouragement and guidance. Life is hectic, and priorities must be maintained, but I sure hope to see you at next year’s 20th Annual International Women in Aviation Conference, near my hometown, in Atlanta, Georgia! Mark your calendar now for February 26-28, and I’ll mark mine. That way we can cheer together for the smiling faces of the next round of scholarship winners. (And who knows? One of them could be you!) ➔

.....
Cindy Rucker is a captain on the Airbus 320 for JetBlue Airways.

WOMEN IN AVIATION, INTERNATIONAL

2009 Pioneer Hall of Fame

Nomination Invitation

INDUCTION CEREMONY

Saturday, February 28, 2009 – Hyatt Regency Atlanta, Atlanta, Georgia

You are invited to submit nominations for Women in Aviation, International’s 2008 Pioneer Hall of Fame.

Deadline for submissions: August 15, 2008

WHO IS ELIGIBLE:

Female candidates or organizations that have made significant contributions to the aviation industry as record setters, pioneers, or innovators. (Posthumous nominations are acceptable.) Special consideration will be given to individuals who have helped other women to become successful in aviation or opened doors of opportunity for other women.

WHAT TO SUBMIT:

An official nomination form can be obtained from the WAI web site at www.wai.org or by calling (937) 839-4647.

WHERE TO SUBMIT:

Women in Aviation, International – Pioneer Hall of Fame
Morningstar Airport, 3647 State Route 503 South, West Alexandria, OH 45381



**by Denise Waters,
A&P Mechanic**

***What are my options for
getting additional technical
training during the summer?***

School is never out for technicians! Summer brings opportunities for adventures besides the usual certification programs that you are accustomed to. Open up those hangar doors, attend air shows and do some hands-on work. It's invigorating!

Workshops, from an hour to a day, few days or week, add variety to your skills and knowledge, increasing your level of safety. Sun 'n' Fun (April, Lakeland, Florida) and AirVenture (July, Oshkosh, Wisconsin) are the peaks of this less formal type of training.

At the upcoming Experimental Aircraft Association (EAA) AirVenture show, held at the end of each July in Oshkosh, Wisconsin, it all comes together—aviation's past, present and future. For technicians attending the show it is all about technology and people.

Educational opportunities at these events and the opportunities to work side-by-side with experienced A&Ps, IAs and craftspeople are extensive. Tucked away in between airplanes, people, display and sale items are some special gems not to be missed. Engine manufacturers such as Textron-Lycoming, Continental, and Rotax, as well as avionics manufacturers Bendix King, Garmin, Sagem and L3 and many others hold small, daily training sessions.

Choose your topics—fabric, metalurgy, welding, composite layup, electric wiring, engine build up—this is just a small sampling of what you might find at the EAA AirVenture show. If you want FAA seminars, just go to the FAA building on Wittman Field and you'll find a continuous series of seminars on rotating topics. Attend free of charge. Ask questions. Learn. Find out more about

competency certificates and continuing education credits for additional courses the manufacturers might provide.

On top of all that, attend scheduled seminars and workshops where you can get hands-on experience in composites, sheet metal, fabric, avionics, engines and more. You can even get approval to count specific workshop hours toward an IA renewal (i.e. Sun 'n' Fun workshops), if you have one already.

If you can't get away from your busy shop, you'll be glad to know that all of this good information does trickle down to your local air shows and various aviation chapter's programs. And if you haven't got a local EAA SportAir Workshops run throughout the year www.sportair.com/schedule.html. So take a local stroll or attend a major fly-in for training. Whether new or a refresher, it's there for the taking for students, A&Ps, IAs, and wannabes. Pilots are welcome too! Enjoy your aviation summer. ✈

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

Welcome aboard, Julie.



© 2008 Chevron Products Company, a division of Chevron U.S.A. Inc., Houston, TX.



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

This Summer: Relax, Reflect, Reengage

This has been an incredible couple of months. Many of our brothers and sisters in aviation have been hit hard by the turmoil in the industry. For years, we have been watching things change and not for the better. Even though there does not seem to be any

end in sight, I have some good news. We do have some control over how we get through these challenges, in spite of the elements that are out of our control.

For years, I have been speaking on the topic of "Employee Engagement" in one way or another. In the beginning, I just focused on the general morale of employees. I tried to help my peers get out of the dumps and realize that it is up to us as individuals to shift our perspectives in order to survive, in spite of all of the drastic changes that have been put on many of us by circumstances beyond our control. As I did more and more research, I discovered that there is so much discussion related to how each of us feels about our job, our contribution to the organization, and our own identities.

As I met more and more people during my speaking engagements, I noticed that many people had become disconnected from the companies they worked for; they had become disengaged. They had lost the zest for what they do and felt resentment and distrust towards those leading their companies and/or their unions and had pretty much resigned themselves to just being at work physically, but not emotionally. Many people, I discovered, had become discouraged. These people told me that they were waiting to see what their company's management planned on doing to make things better, as if returning things to the way they used to be would be the solution.

The only way to change how we feel about what we do is by changing the way we think. Returning previous levels of compensation and work rules would

be fantastic, but that probably won't change the way we really feel about what we do or the company we work for. Because many of us had vivid expectations of how we thought this aviation career was supposed to turn out, we felt disappointed. Our reality conflicts with the idealized fantasies we developed. As long as we stay connected to this idea of how we think things should be, we can't move forward and we are cheating ourselves and those who interact with us. We are denying ourselves fulfillment in this career we love. If you are caught in this trap, you are keeping yourself from feeling fulfilled and denying others the chance to truly benefit from interacting with the real you. I have been through this myself, so I speak to you from my personal experience.

The Stakes are High!

The cost of disengagement to individuals and organizations is high. In contrast, the rewards are great when there is engagement. The most successful companies realize the value of their employees and reinforce the importance of each individual's contribution and also to reward them for behavior that benefits the entire organization and wins over customers. Sometimes employees begin to feel that it is futile to do anything over the required minimum since there is most likely no immediate financial reward. They fail to realize how much their level of engagement touches the lives of others. Think of the last time you flew as a passenger; was there a particular employee that smiled as they interacted with you? Did you see this per-

son also deal with others in a positive manner? I bet it made an impact on you and affected your opinion of that airline and the others employed there; it may have even changed the way you looked at your day. If you are employed at this airline yourself, experiencing this type of thing makes you proud of the company and gets you thinking about how you may want to mirror the behavior you've just witnessed. This is just the beginning of how far reaching one person's level of engagement can be.

When We are Engaged, We Get Others Engaged, and Vice Versa

Did you know that we may have some special circuitry in our brain that helps us to connect to another person by looking at them? In 2005, a special on PBS "Nova, Science Now," talked about this powerful capability that animals and humans have. There is a link on my web site, www.JetiquetteAcademy.com to this special video on the "free resources" page. As babies, we mirrored the motions of others to learn to walk, clap, play games, etc. Scientists suggest that there are special neurons called mirror neurons in our brains that are assigned to help us. These neurons also help us feel what others feel simply by looking at them. This emotional element is the beginning of our ability to feel "empathy."



by Gailen David

Have you ever cried at a movie, gotten so involved at a sports event that you feel like you yourself are playing the event, or been moved to tears by the heart-breaking story of another?

Watching someone do something can almost be like doing it yourself. These neurons may be the brain's way of translating what we see so we can relate to the world. In this special, Professor Marco Laobini (UCLA) states that these neurons tie us to other people's actions and feelings. Studies have been done and are explained in this special documentary. In one observation, the subject in the MRI was shown pictures of people with happy, sad, and angry faces and the mirror neurons in his brain would reflect the same feelings as the pictures shown. The job of these neurons is to send the messages to the emotional parts of the brain.

Animals also imitate each other to learn, "monkey see, monkey do." So what makes humans unique? Language, culture, and laughing all make us unique. These scientists are guessing that our mirror neurons through the years have

gotten better. This example was given: if a brown bear is suddenly in an environment that turns cold it would take millions of years of evolution to develop a coat and the layers of fat to protect him, as in the polar bear. If you are a human, in the same situation, you would watch your father slaying a bear, make a coat and you would mirror the same complicated action in one generation.

Think about the possibilities we humans have to relate to others through our mirror neurons. The scientists think we have a place in our brains to live in other people's bodies. It allows us to connect on a very simple level and adopt another person's point of view. This enables humans to have empathy and to connect in our personal relationships, with our family, co-workers, friends, and with the world. This is especially valuable in a customer service related position. You have the opportunity to put this phenomenal power to use on a daily basis with complete strangers. Just think of the possibilities of relating to others and making them feel special by putting this into practice. Most of the

time, people are trying to get their job done with the least amount of effort. Isn't it more rewarding to take the time to relate and really connect with others to develop a positive exchange? This is an exciting and more powerful way to perform our job and get "reengaged."

Make It Happen This Summer

Take some time this summer to get re-connected to all the things that make you happy and redefine those things that are not working for you. Perhaps you may decide to take a look at how you want to spend your time or the impression you would like to leave on those you come into contact with. ✈

.....
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

FREE! FAA CERTIFIED! FREE!

FAA DUAT

WEATHER and FLIGHT PLANNING SERVICE

**Reliable Weather and Flight Planning from a
FAA Certified Reliable Source!**

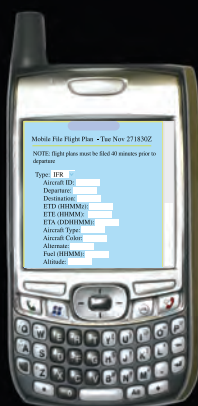
Providing the DUAT Service for the FAA for over 17 years

DUAT has gone Mobile!

DUAT Mobile

**Now access DUAT Mobile
from your Smart Phone or PDA**

- File Flight Plans
- Check Weather Graphics
- Check Flight Plan Status
- Close VFR Flight Plans
- Check METAR's, TAF's and NOTAMS
- Check TFR's



For a full DUAT Briefing visit www.duat.com

FAA CERTIFIED WEATHER

- FAA Certified Weather Briefings
- Plain English Text Weather
- Weather Graphics
- Individual State NEXRAD Doppler Graphics
- Multiple Stored Pilot Profiles
- Multiple Stored Aircraft Profiles
- Multiple Stored Routes
- Route Overlays
- Graphical TFRs
- Computer Generated Routes
- Preferred Routes
- Flight Plan Filing
- Flight Planner
- Stored Request Management
- Airport Diagrams
- QICP Approved
- Interactive Overlays
- Airport Photos
- Reverse Route
- Approach Plates
- Sectional Charts
- AIRMET/SIGMET Graphics with Text

NEW!

- DUAT Mobile
- Wind Charts



WWW.DUAT.COM

www.duat.com

24 Hour Help Desk
1-800-243-3828
email: helpdesk@duat.com

Avantair, Inc.

Avantair was founded in July 2003 as the exclusive fractional provider of the Piaggio Avanti P.180 aircraft, and has been a Corporate member of Women in Aviation, International since its beginnings. The P.180 defines a new category of luxury, performance and efficiency in

jet powered, turboprop aircraft. The P.180 travels faster and quieter than most light class aircraft, yet has a fraction of the fuel consumption and lower overall costs. With rear-mounted propellers and an acoustic blanket enveloping the cab-

est fleet of P.180's. A former Assistant District Attorney of New York, with degrees from Villanova University and St. Johns School of Law, Santo has flown

source is its people: energetic, innovative thinkers who care equally about doing great work and developing a service-driven culture. The people at Avantair work together and are guided by the fundamental principles on which the company was founded. Their first priority is safety—then Service and Respect for the aircraft owners, each other and the company's vendors.

Avantair offers a competitive benefits package and 401k plan. It is currently interviewing pilots, mechanics, certified flight dispatchers, owner services

**Avantair
management are
pilots.
That means they
look at every
decision partly as
a pilot would.**

in, it is quieter than most jets. The unique shape of the P.180 lends itself to a spacious, stand-up cabin and plenty of work space. The 2005 *Robert E. Breiling Report of Business Aviation Safety* showed the Avanti P.180 as one of the only aircraft in its category with a flawless safety rating during all years of operation.

Under the entrepreneurial spirit and leadership of founder and CEO Steven Santo, Avantair has grown to be one of the most unique fractional companies in the industry, with the world's large-



more than 1,000 hours in the P.180 and was behind the controls of the first owner flight.

In addition to growth in the infrastructure, the company is also adding to the fleet. Avantair and Piaggio Aero completed the largest order of Avanti P.180's in the history of both companies. The order of 56 Avanti P.180's totals more than \$366 million. With customer service as the cornerstone of the company, Avantair has implemented ongoing service training for its employees to provide the highest quality standards in customer service.

Avantair says its most valuable re-

presentatives and line services representatives. Avantair management are pilots. That means they look at every decision partly as a pilot would. The company insists that its pilots' opinions matter, and their input is valued and accepted. Its selection process is rigorous. Avantair's most critical qualifications for pilot candidates are safety and service along with specific qualifications. For those who qualify, Avantair provides a unique culture with premium benefits and quality of life. To apply for a career at Avantair, submit your résumé today to pilotjobs@avantair.com or contact (877) 282-6855. ➔

**Women in Aviation, International
Welcomes New Corporate Member**

Lewis University



**by Meg Godlewski,
NAFI Master CFI**

I can't get my primary student to look outside when we fly. He seems to be fixated on the instrument flight gauges despite my insistence that he be looking outside 90 percent of the time. What can I do?

Are you sure your student has a good view from the left seat? If students can't see over the engine cowling, then the panel is where they will look to control the airplane. Try raising the student's seat up an inch or two. Next, cover up some of the flight instruments and show the student how easy it is to fly the airplane just by looking outside the win-

dow. Once s/he realizes that the houses get bigger when s/he pushes forward and get smaller when s/he pushes back and the link between the rudder and aileron for turns and does it all by looking at the horizon, the instruments will lose some of their appeal.

My ground school students seem to be confused by the concept of the VOR and reverse sensing. Can you help me get rid of these baffled looks?

I like to explain it this way: To the VOR, the airplane is just a dot in the sky. It does not matter which way you are headed. First, they need to be able to determine what radial from the VOR that they are on. Tell your students to visualize the VOR like a rose garden with rows and rows of bushes carefully aligned like spokes on a wheel. In the center of the garden is a gazebo (the station). The lines of bushes are radials. When you walk up or down a particular line of bushes you are going to or from the station. To determine where you are in relation to the station first check the

flag to determine if you heading TO the station or FROM. Then check the heading on your Directional Gyro and Magnetic Compass. If they show south and you have a FROM indication on the VOR with a southerly heading you are heading south away from the station. If the VOR shows a northerly heading but the DG and compass show you heading south, you are getting reverse sensing. Try rotating the VOR so that the heading on it agrees with the DG. That should straighten things up. You can think of crossing radials (like on a DME arc) like stepping on paving stones set horizontally in the rose garden. Instead of "walking along the radial" you are going sideways, stepping radial to radial like stone to stone.

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 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.

Island Escape *Kiawah*

Built from the ruins of an indigo plantation that never quite recovered after the Civil War, Kiawah Island Resort, South Carolina, is undoubtedly the epitome of a recreational retreat. Ranked as one of the top golfing spots on the planet, and the number one resort for tennis, too, you'd think that was enough to attract energetic vacationers. But those are only two of a myriad of different activities that appeal to all ages and fitness levels available at Kiawah.

The rooms at The Sanctuary, the island's signature hotel, are some of the biggest you'll find, and 90 percent sport views of the beach, with private porches for kicking back and letting the roar of the Atlantic soothe you. Beach walking, running and biking are sports of their own (there are chairs for those who find beach sleeping good exercise, too). And if a warm freshwater pool suits your fancy, you can curl up there and still glance out at the multimillion dollar view. Larger fami-



Kayaking with Kiawah naturalist Nate Boehm on a cool, misty, breezy afternoon was about as relaxing as the massage I received at the Kiawah Spa a few hours later, only a little more active. We paddled up Fiddler's Creek, sampling native oysters, studying the crabs and birds and even rubbing the ubiquitous pluff mud, known for its curative powers, between our fingers. It was refreshing to see Nate keep the diverse group of teens, 40-somethings and, well, us old folks, engaged. No one had to work too hard or was made to feel incompetent.

From the Jasmine Porch to the Ocean Room, gourmet is the only word to describe the food. And deeply enjoyable. For the less sophisticated palates in the group the Jasmine Porch is happy to provide a kid's menu, or better yet, take them to the Grill or the ice cream shop. The more refined palate should not miss the Ocean Room, where Chef Kevin



lies can secure nearby condos and even large homes by booking through The Sanctuary, and still access the hotel's amenities.

During our stay we took a golf lesson (my first!) with Abby Derman, a graduate of the University of South Carolina, who patiently showed me the proper postures, and at the same time managed to correct my somewhat more advanced partner's slice. She made the hour go by in no time, and by the end I was actually making contact with that little white ball for the first time in my life.

Ive's tasting menu will send you on a flavorful evening of adventure. The only thing more fun than the food at the Ocean Room is the service, which will make you feel very special. With more than 10 restaurants and the ability to go to the shops located in the market areas, and miles of beaches for walking and biking, salt marshes and open ocean for sea kayaking, the active vacationer and families will enjoy the AAA five diamond amenities of Kiawah. For more information go to www.kiawahisland.com or call (843) 768-6000. ➔



gabrielle becker designs
handcrafted gemstone jewelry
gabriellebecker.com

Dressing it up

There's something about wearing semi-precious gemstone jewelry in the shape of your favorite passion that compliments and completes a wardrobe. Gabrielle Becker Designs are crafted with attention to detail and a unique style. Her original designs use freshwater pearls, genuine Austrian crystals, citrine, amethyst, ruby, aquamarine and onyx. Charms and chains are crafted of fine metals such as sterling silver, fine silver, 14K gold-filled, and copper. Simple, elegant, and affordable—find them at <http://gabriellebecker.com/g-necklace.html>. ✈

Prop Wash by Betty Kaseman

Polly Potter Ross got hooked on flying early, 1922 to be exact, the very first time she saw an airplane. Just a kid, she still managed to earn her first ride from a barnstormer by helping him hawk his wares. That passion never wavered through the

decades she flew. *Prop Wash: For the Love of Flying*, is Polly Potter Ross' true story, from her first flight, to her days with the ATA, and the many years of flying commercially and privately beyond that.



ISBN: 1582751358

Black Forest Press

San Diego, California, 2005

Softcover; 244 pages; \$14.95

You don't have to be the top female student pilot in the U.S. to attend LeTourneau University...but she does.

Emily Brown, LETU Class of '08 and winner of the 2007 Candi Kubeck Award (top scoring female contestant) at the National Intercollegiate Flying Association's SAFECON National Competition.

- Interdenominational Christian University located in Longview, Texas
- 11 different Aeronautical Science Degree Concentrations
- Modern Fleet of DA-42 Twin Stars, G1000-equipped C172s, and Citabrias

1-800-759-8811 **www.letu.edu/fly**

P.O. Box 7001, Longview, TX 75607, Admissions@letu.edu

LeTourneau UNIVERSITY

Scholarship awards are a major part of what Women in Aviation, International is all about. In the past 10 years WAI has disbursed more than \$6 million to its members to help them get ahead and advance into the aviation and aerospace careers they have always dreamed about. There is something for nearly everyone here, from the college student to the woman returning to the workforce, from teachers to air racers, managers and dispatchers to pilots and mechanics.

We could not bring these scholarships to you without the assistance of our generous sponsors and corporate members, so please remember that these companies and individuals are the reasons why we can offer these incredible opportunities. If you are an employee or director of one of these companies, please accept our gratitude. We know you are a big part of what makes Women in Aviation, International work.

You must be a member of Women in Aviation, International to apply for these scholarships. You can join online, or by filling out the membership form on page 47 of this magazine. It will be the best \$39 (\$29 for students) that you'll spend this year. So read on, take notes, and tear out the application form at the end of this listing. Then get to work on your dreams today!

Airbus Leadership Grant

One scholarship will be awarded to a student at the college level of sophomore year or above who is pursuing a degree in an aviation-related field, who has achieved a minimum GPA of 3.0 (on a 4.0 scale) and who has exhibited leadership potential. All applicants should submit one 500-word essay which addresses their career aspirations and explains how they have exhibited leadership skills. (Scholarship value \$5,000)

Airline Dispatcher's Federation Scholarships

The Airline Dispatcher's Federation will award at least one dispatcher training award, donated by ADF Scholastic Partners, which can lead to an FAA Certified Aircraft Dispatcher License. Applicants must be 21 years of age to begin a training course and, upon successful completion of the training, may be hired as a Dispatcher's Assistant until legally able to exercise Joint Operational Control (as per Federal Aviation Regulations) as an aircraft dispatcher with any U.S. FAR 121 Domestic/Flag Carrier at age 23. Previous aviation experience may be applied, but is not required. (Scholarship values vary)

Airline Ground Schools, Inc. Scholarship

Airline Ground Schools (AGS) will award one dispatcher training award leading to an FAA Aircraft Dispatcher certificate. Applicants must be at least 21 years of age. AGS offers two options: a 13 weekend course in Florence, Kentucky (near Cincinnati, Ohio); and a Distance Learning Course with a six-day residency. No previous aviation experience required. (Scholarship value \$3,000)

Boeing Company Career Enhancement Scholarship

The Boeing Company will award a scholarship to a woman who wishes to advance her career in the aerospace industry in the fields of engineering, technology development or management. The award is to be used for educational purposes only and may not be applied towards flight hours. Applicants may be full-time or part-time employees currently in the aero-



space industry or a related field. Also eligible are students pursuing aviation and aerospace-related degrees at the junior level with a minimum GPA of 2.5 (on a 4.0 scale). (Scholarship value \$2,500)

CAE SimuFlite Citation Corporate Aircraft Training Scholarship

CAE SimuFlite will award a corporate aircraft training scholarship to a WAI member. It will include Citation initial training resulting in a type rating upon successful completion of the course. Criteria include, in addition to the general scholarship requirements, a current first class medical,

commercial pilot certificate with multiengine and instrument ratings and a certified flight instructor certificate with instrument airplane endorsement. Applicants must have flown a minimum of 50 hours PIC or SIC within the previous 12 months. The candidate must demonstrate an interest in corporate or business aviation by writing an additional 250-word essay on how this scholarship will fit into their plans to enter corporate/business aviation. The recipient is responsible for all travel and housing-related costs for the 14-day course. (Scholarship value \$18,800)

Commercial Airline Pilot Training Program – Flight Training Course—New for 2009

The Commercial Airline Pilot Training (CAPT) Program will award one \$10,000 flight scholarship to a qualified candidate. This scholarship will be applied toward one of the following areas of flight training at the CAPT training facility: Private, Instrument, Commercial–Multiengine, Airline Transport Pilot, or a Flight Review course. Each course will include academics and flight time with the potential to train in a crew concept environment.

Applicants must meet all WAI scholarship requirements, complete and submit the WAI application as specified on the form. Applicants must hold a third class medical. The recipient will be responsible for course completion costs that exceed the \$10,000 scholarship award. The recipient will also be responsible for all travel and housing-related costs for the duration of the course located at the CAPT training facility in Palm Coast, Florida. A list of available housing will be provided to the recipient. (Scholarship value \$10,000 total)

Continental Airlines 737 Flight Training Scholarships

Continental Airlines is offering two Boeing 737 type rating training scholarships. Criteria include a minimum of 1,500 hours total time, 1,000 hours turbine, 1,000 hours multi, 1,000 hours PIC. Applicant must possess commercial and instrument ratings, a first class medical with no waivers, and must have successfully completed the ATP written exam.

To apply for these scholarships, apply online using the following procedures. The deadline for applications is December 7, 2008.

- Go to www.continental.com
- Click on "About Continental"
- Click on "Career Opportunities"
- Select "Pilot Positions"

If this is the first time you have applied for a position, select "New Application." Unless you want to use this application to apply for employment at another airline other than Continental, select "Single Application Only." There is no charge for a single application.

- Follow the prompts to create a new AirlineApps.com account.
- Fill out the required information by selecting each item on the list of options on the left side of the page.

- Under the item "Job Targeting" select "Continental Airlines" as the airline you wish to receive your application.

- Under the item "My Addendums" select the option "enter/update" on the line next to "Continental Airlines."

- Complete the information on this page.
- At the top of the page select "Member of Women in Aviation" in the affiliate listing.

To have someone submit an online letter of recommendation, under "Professional Recommendation" select "Send a Request" and enter the email address of the person submitting the recommendation. They should receive an email with a link to a webpage to submit the recommendation. You can have as many recommendations as you want.

Note: You may complete background references, but they are not required at this time.

When you have completed all of the items select "My Application." Select "Validate My Application" to ensure all required fields are filled in. Once all items are verified, select "Publish My Application" to submit it for consideration.

After completing the application you can then submit your essay via email to Scholarships@wai.org with a copy to Pilotrecruiting@coair.com. Continental's response to your email will let you know your application is under consideration. You may include a copy of your résumé, but this is not mandatory. (Scholarship value \$16,000 total)

Dassault Falcon Jet Corporation Scholarship

Dassault Falcon Jet Corporation is awarding a \$1,000 scholarship to support a woman seeking to pursue an undergraduate or graduate degree in an aviation-related field. The applicant must be a U.S. citizen, fluent in English and have maintained a GPA of 3.0 or better (on a 4.0 scale) in her most recent year of schooling. Applicant should submit a one-page essay detailing her current educational status, what she hopes to achieve by pursuing a degree in aviation and her aspirations in the field. (Scholarship value \$1,000)

Delta Air Lines Aviation Maintenance Management/Aviation Business Management Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Associate or Baccalaureate degree in Aviation Maintenance Management or Aviation Business Management. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 20th Annual International Women in Aviation Conference (includes round-trip airfare, hotel accommodations and conference fee). Applicants must be full-time college students, with a minimum of two semesters left (as of February 2009), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

IN ADDITION to all WAI requirements, please include a detailed essay (500 -1000 words), double spaced, type written which addresses the following topics: **1.** Who or What inspired you to pursue a career in Aviation Maintenance Management/Aviation Business Management? **2.** What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life? **3.** If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why? **4.** What has been your most memorable academic experience and how did you handle this situation? **5.** Why are you the most qualified candidate for the Delta Air Lines Maintenance Management/Aviation Business Management Scholarship? (Scholarship value \$6,000)



Delta Connection Academy Scholarship

Delta Connection Academy is happy to provide one WAI recipient a \$5,000 scholarship to Delta Connection Academy. The Student/Applicant must hold at least a 3.0 GPA (on a 4.0 scale) and submit official copies of all high school and college transcripts, meet criteria for acceptance into Delta Connection Academy prior to being awarded scholarship and submit a one-page essay covering the following topics:

1. Why do I deserve this scholarship?
2. What contributions do I feel I will make to the future of aviation?

3. What can I do to ensure my success in the Delta Connection Academy?

Delta Connection Academy is a wholly owned subsidiary of Delta Air Lines, with a fleet of more than 110 aircraft. Delta Connection Academy has trained students from 86 different countries and has placed pilots with 26 airlines. For more information visit Delta Connection Academy online at DeltaConnectionAcademy.com or call 1-800-U-CAN-FLY. For more on Delta Air Lines please visit Delta.com. (Scholarship value \$5,000)

The Elisha Hall Memorial Scholarship

Elisha Hall (Mrs. Mark Bizzaro—WAI #2335) represented herself as a dedicated and passionate aviation professional. She was a leader, an explorer, and lived life to its fullest. She set both her sights, and her standards, high. To celebrate her life and accomplishments, Women in Aviation, The Wright Chapter, is offering a \$1,000 scholarship to a woman who embodies the qualities that Elisha so splendidly exemplified, and is seeking to further her aviation career in one or more of the following areas:

- Flight Training (any phase)—Aircraft Scheduling or Dispatch
- Aviation Management—Aviation Maintenance or Avionics

Preference is given to local candidates within the Cincinnati, Ohio/Tri-State area, but all applicants will be considered based upon character, need, community involvement, and accomplishments. Limited financial assistance is available to the winner to attend the Conference. (Scholarship value \$1,000)

ExpressJet Airlines, DBA Continental Express Regional Jet Transition Course

ExpressJet Airlines is offering two scholarships to participate in the initial ground school instruction on the Embraer 145 with an FTD session and CRM course, the first step to your path of becoming a First Officer. The Regional Jet Transition Course offers 10 days of systems training in a classroom setting located in Houston, Texas. You will have the opportunity to take the FAA required Ground School Examination and observe what you have learned during multiple sessions in our on-site FTD's. Our CRM course will give you the insight to make decisions and judge situations ExpressJet pilots face on a daily basis.

Minimum Hours: • 250 hours TT • 100 hours ME

Preference will be given to those candidates who actively participate in WAI. The participation should be one focus of the required essay. (Scholarship value TBD)

FedEx Express Flight Scholarship

FedEx Express Corporation will award a scholarship toward an ATP Certificate. This scholarship is intended to help the candidate proceed toward a career in commercial aviation.

In addition to the WAI scholarship requirements an applicant must

have: U.S. issued Commercial, Instrument and Multiengine Land certificates, a minimum of 300 hours total time and flown at least 50 hours PIC or SIC within the previous 12 months, and a Bachelor's degree from an accredited college or university. Scholarship funds will be paid directly to an approved/ accredited program. One letter of recommendation must be from another pilot you have flown with. Flight training must be completed within one year. Preference will be given to those candidates who actively participate in WAI. Upon utilizing the award, write a short report (and photos would be appreciated) of how the assistance was used. (Scholarship value \$2,500)

2009 WOMEN IN AVIATION INTERNATIONAL SCHOLARSHIPS

student and graduating with their computer engineering or electrical engineering degree in 2008 or 2009. **2.** Candidate must maintain a cumulative Grade Point Average of 3.75 or above **3.** Preference shall be given to candidates who have education, experience and/or interest in one or more of the following fields: analog circuit design, digital system design/digital circuits, electronic devices and applications, computer architecture, embedded software engineering, RF/microwave circuit design, digital signal processing, and radar theory. **4.** Candidate with a pilot's license is preferred. **5.** Selection of scholarship recipients shall

be made without regard for race, color, national origin, age, sex or sexual orientation of the candidate.

Scholarship recipient will be considered for a paid summer internship at Garmin. Preference will be given to students who have education, experience and/or interest in one or more of the fields listed in section C above. The scholarship shall be used for tuition and books related to the student's engineering course of studies. (Scholarship value \$2,000)

FedEx Express Intermediate Flight Scholarship—New for 2009

FedEx recognizes a need for an intermediate level scholarship to assist individuals making strides in aviation/flight. One scholarship totaling a maximum of \$2,500 will be awarded to an individual working on an instrument or multiengine rating, commercial, CFI or dispatch certificate. Payments will be made directly to your school. Flight training must be completed within one year.

Minimum requirements: private pilot certificate, 100 hours of flight time, copy of current 70% written test only for the certificate/rating sought, bachelor's degree from an accredited college or university. In your essay, tell how the funds will be used, include other information you feel is relevant. One letter of recommendation must be from another pilot you have flown with.

Applicants will be considered based upon character, need, community involvement, and accomplishments. Must hold U.S. issued flight certificates. Upon utilizing the award, write a short report (and photos would be appreciated) of how the assistance was used. (Scholarship value \$2,500)

FedEx Express Technical Operations Scholarship—New for 2009

FedEx Express will award a \$2,000 scholarship to a woman who wishes to advance her career in the commercial aviation industry. The scholarship will be awarded for further education specifically in the fields of Aircraft Maintenance, Engineering, Aviation Management or any other aviation technical related field. This award is to be used for educational purposes only and may not be applied towards flight hours. Qualified applicants should have completed at least 3 years of undergraduate level education at an accredited college or university, with a cumulative GPA of 3.0 (on a 4.0 scale). The funds will be directly deposited into the academic institution in which applicant is enrolled. (Scholarship value \$2,000)

Flo Irwin Memorial Scholarship—New for 2009

Flo Irwin was not a pilot, but she was a very astute businessperson who earned everyone's respect in a "man's world" as she built her business selling homebuilt aircraft parts. Aircraft Spruce has grown to be one of the leading distributors of aircraft parts worldwide by continuing Flo's vision and business philosophy. Aircraft Spruce is offering a \$1,000 scholarship to a woman who has similar aspirations as Flo Irwin to begin an aviation business or to a junior or senior who is majoring in aviation management with the intent to start their own aviation business after graduation. The essay should include information on the type of business being considered. (Scholarship value \$1,000)

Garmin International Scholarship

Garmin will award one scholarship to a student who meets the following qualifications: **1.** Scholarship recipient must be enrolled as a full-time

GAT Wings to the Future Management Scholarship

GAT will give a scholarship to a female student in an aviation management or aviation business program at an accredited college or university. The scholarship will be applied to the tuition of the recipient and cannot be used for flight fees. Applicants must be full-time students with a minimum GPA of 3.0 (on a 4.0 scale). The recipient will also receive travel and lodging expenses to attend the 20th Annual International Women in Aviation Conference in Atlanta, Georgia, February 26-28, 2009. (Scholarship value \$2,500)

Janet Clark Memorial Scholarship

The Washington State Chapter of Women in Aviation, International (WAI) is offering a scholarship in the amount of \$1,000 in memory of Janet Clark, a member of the Washington State chapter. Janet worked with the FAA as an Airworthiness (maintenance) Aviation Safety Inspector. This scholarship is open to all aviation career fields and can be applied to an accredited program. This scholarship will be awarded on the basis of merit and commitment to chosen career in aviation. If enrolled in a program that issues grades, grades will also play a role in decision process. Preference will be given to individuals who have already made steps toward a chosen aviation career. An interview may be conducted at the WAI conference or at an earlier date in Washington State before the scholarship is awarded.

Applicant must: • Be a WAI member. (Preference will be given to a Washington State resident). • Be working towards career in aviation—*Aviation careers include but are not limited to: pilot, mechanic, avionics technician, engineer, meteorologist, dispatcher, flight attendant, air traffic controller, airport management.* (Please include details in essay.) • Be enrolled in an accredited aviation related program—*If working toward a pilot career, the applicant must hold a private pilot's certificate.* • Have done volunteer work for an aviation related activity or event in the last year. (Please include details in essay.)

Scholarship usage criteria: • The scholarship funds must be used within 1 year of receipt. • Scholarship funds will be paid directly to an accredited program. • Scholarship funds may be used for tuition, books, specific training, or housing (if arranged through the training program). (Scholarship value \$1,000)

The Kathy K. Hodgkins Memorial Scholarship

Kathy K. Hodgkins was a pioneer in the aviation community in Maine, fly-

ing anything from taildraggers to float-planes to Beech 1900s to DC-10s. She not only had an airline career with Continental Airlines but she also had a successful float-plane operation with her husband, Tim. She was a teacher and a student; a woman who lived life to the fullest and always looked for new adventures; a woman who laughed and smiled, and who always gave her time and care to others. On August 12, 2004, Kathy perished in a floatplane accident. This scholarship will award the recipient with floatplane training so that he/she can successfully complete a seaplane rating. The training will be completed in Maine, and transportation to Maine has been donated to the scholarship fund by Continental Airlines. Applicants should possess at least a private pilot's certificate and a current medical. (Scholarship value TBD)

The Keep Flying Scholarship 2009

The Keep Flying Scholarship was created after 9/11 when sponsors Deborah Hecker and Evelyne Tinkl recognized an immediate need to offer WAI's first-ever intermediate flight training scholarship. Janet Patton joins them this year. The women are offering one scholarship totaling a maximum of \$3,000 to be awarded to an individual working on an instrument or multiengine rating, commercial or CFI certificate. Payments will be made directly to a flight school. Flight training must be completed within one year. Finalists will only be interviewed at the annual Women in Aviation Conference. Minimum requirements: private pilot certificate, 100 hours of flight time, and a copy of the written test results (current, with passing score) for the ratings sought. Applicant's essay should tell how the funds will be used. One letter of recommendation from a pilot that has flown with the applicant is required. (Scholarship value \$3,000)

Pratt & Whitney Maintenance Scholarships

Pratt & Whitney will award six maintenance scholarships to individuals pursuing careers in aviation maintenance. Winners will have the option to attend any one of the maintenance courses offered by Pratt & Whitney or Pratt & Whitney Canada, such as System Familiarization, Line & Base Maintenance, and Borescope Inspection Procedures on JT8D, JT9D, PW2000, PW4000, PT6, or PW100 engines. Housing is also included for the duration of training. (Scholarship value \$800 - \$3,200 each depending on course taken)

Ride The Sun Scholarship

Looking for assistance to extend your horizons and increase your aviation skills? Use this \$500 monetary award to help defer the costs for out of the ordinary flight education.

Apply it toward:

- Air Racing expenses
- Training: Aerobatic, Formation Flight, Mountain, Soaring, Ballooning
- Special volunteer flights
- Record setting (NAA) flights
- International competitions — and more...

Note: Cannot be applied toward Private, Instrument, Commercial, CFI, CFII, or ATP. (Scholarship value \$500)

Sporty's Foundation Training Scholarship—New for 2009

Sporty's Foundation is offering two Recreational Pilot Flight Training Scholarships for small aircraft maintenance personnel. The award money is not intended for use in achieving an instrument rating, com-



mercial, multiengine, instructor certificate or any other endorsements. Award money is to be used for flight training costs only. Award recipient must plan to pursue a Recreational Pilot certificate within six months of receiving the scholarship. Award money will be sent to the flight trainer and award recipient and will require two endorsements for deposit. Award recipients will also receive a copy of Sporty's COMPLETE Recreational Pilot Flight Training Course on interactive DVD. (Scholarship value \$5,000)

Telex Scholarship

Telex is awarding \$500 and a Telex ANR (Active Noise Reduction) headset to a college student pursuing aviation flight training. The award may be used to cover flight tuition or associated college costs, including tuition, dormitory fees, or books, as necessary. Candidates will be judged on the strength of their essay stating their goals in aviation, evidence of satisfactory initial flight training, performance history in education and/or work, volunteerism, and financial need. Follow all WAI application guidelines. (Scholarship value \$900)

WAI Connecticut Chapter Engineering Scholarship—New for 2009

The scholarship will be awarded to a woman who wishes to pursue a career in the aerospace industry in the field of Engineering. Preference will be given to Connecticut residents, but all applicants will be considered based upon character, need, and accomplishments and the award must be used for educational purposes at an accredited college or university.

Requirements:

- Meet all WAI scholarship requirements
- Full-time student with a GPA of 3.0 or above (on a 4.0 scale)
- Be enrolled in an accredited engineering program

Limitations are:

- Scholarship funds must be used within 1 year of receipt
 - Scholarship funds must be used for tuition or books
- (Scholarship value \$500)

Women in Aviation, International Achievement Awards

Two scholarships will be awarded to full-time college or university students pursuing any type of aviation or aviation-related career. A third scholarship will be awarded to an individual, not required to be a student, pursuing any type of aviation. (Scholarship value \$750 each, total value \$2,250)

Women in Aviation Management Scholarship

This scholarship will be awarded to a woman in an aviation management field who has exemplified the traits of leadership, community spirit and volunteerism. The scholarship can be used to attend a leadership-related course or seminar that will increase one's management strategies. (Scholarship value \$1,000)

Women in Corporate Aviation Career Scholarship

The Women in Corporate Aviation Career Scholarship is offered by the members and sponsors of Women in Corporate Aviation to any man or woman pursuing professional development or career advancement in any job classification of corporate/business aviation. The award must be used toward a specific program of education. Suggested uses include (but are not limited to): Flight training, dispatcher training, maintenance training, corporate flight

attendant training and upgrades in aviation education. The award cannot be used for general business course work. Scholarship will not be awarded to previous winners of Women in Corporate Aviation scholarships. If you are currently enrolled in school, please submit school transcripts. If you are a pilot please submit copies of pilot licenses, medical and logbook pages with your application. (Scholarship value \$2,000)

Women Military Aviators – Dream of Flight Scholarship 2009

Women Military Aviators (WMA) seeks to preserve, for history, the important role women have played in creating and supporting the American Spirit through their contributions to flight, aeronautics and space. This is an elite band of women who changed and continue to change the way the world works and who put their lives on the line in defense of their country and for the love of aviation. WMA is committed to passing this legacy from one generation of women to another and has established an annual scholarship program in support of this commitment. Advocating the love of aviation, WMA offers an annual scholarship to advance a young woman in her pursuit of flight ratings at an accredited institution or FAA part 141 approved flight school. In the past 30 years this scholarship has been given to select candidates, enabling them to pursue opportunities in the aviation and to support the advancement of women in civilian and military aviation. The selection criteria include the applicant's ambition to advance women in aviation, demonstrated persistence and determination; financial need; ability to complete training; and ability to bring honor to the women of WMA. Each criterion should be addressed by the applicants in their ap-



plication in addition to identifying their interest in military aviation. Applicants must be able to complete training within one year of the award; be enrolled in high school, an accredited flight program, or an accredited college or university. In addition, applicants should identify the school, college or university in which enrolled and identify the Part 141 school where training will be completed. The 2009 Award will be given in honor of the women aviators who have served or are serving in Iraq and Afghanistan. (Scholarship value \$2,500)

Yeager Foundation WAI Scholarship Award

In 2005 the Chuck Yeager Foundation established a scholarship to assist those who may not otherwise be able to become involved in aviation. This scholarship will be awarded to a deserving WAI member who has applied for other WAI or Corporate Sponsor scholarships and who has unique circumstances that impede their ability to advance their aviation plans. The recipient of this scholarship will be selected from the applications submitted for other scholarships. The selection will be based on information submitted in the scholarship application package. No separate application package is required. (Scholarship value \$1,000) ➔

As more scholarship listings are received, they will be added to the web site, www.wai.org — check for updates!

Submission Requirements

Each applicant must be a WAI member and may apply for no more than **two** scholarships. These requirements are in addition to all stated specifications in individual listings.

All applications must include **five (5) stapled sets (NO FOLDERS)** of the following information:

- application form
- three one-page recommendation letters
- typed, descriptive 500-word essay
- résumé
- copies of all aviation and medical certificates and the last three pages of your pilot logbook, if applicable

Descriptive essay or résumé should address the following:

- your aviation history and goals
- what you have done for yourself to achieve your goals
- where you see yourself in five and 10 years
- how the scholarship will help you achieve your objective and your present financial need
- flight or other training/education for which you need assistance; how your previous training was financed; educational scholarships, awards and honors; where you would obtain the training and the hourly rate for the instructor, aircraft, and simulators, or other costs, **if applying for cash scholarship**



- demonstrated involvement in aviation activities
- other applicable information as requested for each specific awards/grants/scholarships

International applicants must meet the above requirements. In addition, you must include your country's pilot, mechanic or other requirements and the equivalent copies of licenses and medicals.

Selection Factors

Achievements...Attitude toward self and others...
Commitment to success...Dedication to career...Financial need...
Motivation...Reliability...Responsibility...Teamwork.

Awards

All scholarships, unless otherwise noted, will be awarded during the 20th Annual International Women in Aviation Conference, to be held at the Hyatt Regency Atlanta in Atlanta, Georgia, on February 26-28, 2009.

**Applications must be postmarked by
November 28, 2008**



Official Application

FOR

Name of Scholarship
(To be completed by applicant)

Full Name _____ WAI Member # _____

Home Address _____

Work/School Address _____

Home Phone _____

School Phone (Student) _____

Work Phone _____

Cell Phone _____

E-Mail _____

If you win a scholarship, you will be asked to supply your Social Security number to WAI

If enrolled in High School or a College/University Degree Program, you must complete this section.

Overall Grade Point Average _____

Based on a _____ system (4.0, 6.0, etc.) Grade Point Average in Aviation Classes (if appropriate) _____

GPA verification required by advisor or faculty member:

Signature _____

Printed Name _____

Title _____

Phone _____

For EACH scholarship, please return five (5) stapled (NO FOLDERS) complete application sets to the address listed to the right. Each set must include:

- completed application form
- three (3) one-page recommendation letters
- 500-word typed, descriptive essay
- résumé
- If applicable, copies of all aviation licenses and medical certificates, and last three (3) pages of your pilot logbook.
- Any additional information as required by the specific scholarship.

Questions?

Contact Donna Klingenberger: dklingenberger@wai.org

***Women in Aviation,
International
Scholarship
3647 S.R. 503 South
West Alexandria
Ohio 45381***



By submitting this application, the applicant understands and accepts that WAI has no responsibility or liability whatsoever for any scholarship awards other than those specifically identified as WAI scholarships.

Signature of applicant _____

***Applications must be
postmarked by
November 28, 2008***

ONE FOR THE BOOKS

*Two Pioneers, Two Wartime Eras,
Three Dreams Shared*



At the end of a history making day, against an azure blue sky, a magnificent red, white and blue F-16 Fighting Falcon stood nose to nose with a beautiful P-51 Mustang. The juxtaposition of the past and present fighters inspired those attending the Gathering of Mustangs and Legends, in Columbus, Ohio. This display drew a crowd not because of the airplanes, but because of the two people posing for photographers in front of them. Major Nicole Malachowski (WAI#

29820) is the first female Thunderbird and Betty Blake is one of the first female P-51 Women Air Service Pilots (WASP). Both women have fought the tide of nay-sayers that insisted women don't belong in fighter aircraft.

***text and photography
by Annette Calicoat***

Although neither of them would ever call themselves a legend, each woman holds a special place in aviation history. Their friendship was formed long before this event and they each hold one another



in high regard. Major Malachowski acknowledges Blake for paving the way for her, while Blake admires the Major for being the pioneer female jet team pilot. Their intention was never fame or glory. Driven by patriotism and their passion for flying, they both just wanted to do a job and do it well.

It is hard to judge whether those in the crowd watching the photo opportunity understood the significance of the moment, or if they just thought of these women as anomalies in aviation. If that thought crossed their minds, it was quickly put to rest when the two were joined by yet another female Thunderbird, Major Samantha Weeks, the first woman to fly a solo position with the U.S. Air Force Thunderbirds demonstration team.

Watching the three interact, it's easy to see how similar they are. It's also obvious how different their experiences in aviation have been. Today most people understand that women fly combat aircraft and fly them well. It is difficult to comprehend that when both of the younger women started their aviation endeavors women were just being given the privilege of flying into combat, something Betty Blake most probably would have volunteered for, had she been given the opportunity. Each of them decided early that flying for the Air Force was their dream and with gritty determination, dedication, planning and a lot of hard work they both earned their spots with the Thunderbirds.

For Major Malachowski, serving her country was tradition, ingrained by two grandfathers who served in the Navy and a father who served in the Army. Her interest in flying began at the age of five when she watched an F-4 Phantom fly at an air show. She says, "I fell in love with the power, the technology and the gracefulness." With a lot of support from her parents and in spite of laughs from some kids at school, she set her sights on becoming an Air Force pilot and crafted her plan for success. At the age of 12 she joined the Civil Air Patrol, which paid for her flight instruction. She soloed at 16 and went directly into the Air Force Academy following high school, graduating in the class of 1996 as a Lieutenant. In late 1997, she graduated at the top of her Air Force pilot training class, earning her wings and an F-15E training

It is difficult to comprehend that when both of the younger women started their aviation endeavors women were just being given the privilege of flying into combat, something Betty Blake most probably would have volunteered for, had she been given the opportunity.



slot. She served in three operational F-15E squadrons, performing duties as an Instructor Pilot and Flight Commander. She was Flight Lead responsible for providing air cover over Baghdad during the historic Iraqi elections held on January 31, 2005 and has logged 188 flight hours in combat. At the recommendation of a superior officer, she applied for the Thunderbirds and was chosen on her first attempt. According to Major Malachowski, the selection process for the team chooses the best person for the job based on their character as an officer and their skills as a pilot. She flew as No. 3 in



the Right Wing position for two seasons and not surprisingly, she was promoted to the rank of Major during her first year on the team.

Aside from planning and determination, Major Malachowski made great life choices that helped her attain this level of success. Her first choice was pursuing something about which she was passionate and then pursuing excellence in that field. She also chose to surround herself with positive people. "People who tell me that I can't do something fuel my fire but I surround myself with positive people who encourage and

support me and I try to ignore the ten percent who are naysayers," says Malachowski. She truly believes in her capabilities but she very self-effacingly will tell you that she made the team because she was in the right place at the right time. While an element of that is true, Nicole brings an unusual combination of skill, intelligence, eloquence, beauty, enthusiasm and magnetic personality to the job and was an excellent choice to be the first female Thunderbird pilot.

As with any "first", it was not always easy. She says, "dealing with the overwhelming amount of media attention required

good mental focus and the great team that supported me. They were incredible and we made it through that year together.”

Unfortunately, there were the small number of men in the crowd that were verbally cruel and the occasional retired old military person who claimed she was the downfall of the Air Force but overall, her reception was wonderful. The internal attitude of the Thunderbirds created a great environment for her as well. Major Ed Casey, who flew lead solo, said “I was excited when I heard she was coming on board. I met her during the application process and I knew that she was the perfect person to bring a positive light on the Air Force.” Major Casey has had female fighter pilots in each of his squadrons during his career but he has noticed a positive change in attitude toward them over the years, noting the time was right to have a female on the flight team. When asked what the best part of having a woman on the team was, he replied “watching the young girls react positively to her.” Kevin Webster, the Maintenance Line Chief in charge of 75 percent of the enlisted personnel on the Thunderbirds, also thought it was great when he heard that a woman was going to join. “We need a full mix of genders to accurately represent the Air Force”, Webster said. When asked about the scrutiny that Nicole and the team received during her first year, he said “She had a lot of added distractions, which put additional pressure on her to do the job well and she did amazingly well. I don’t know how well a man in that situation would have handled it.”

In 2007, Major Samantha Weeks joined the Thunderbirds flying No. 6 in the Opposing Solo position. Like Major Malachowski, her father was military, serving as an enlisted Maintainer in the Air Force. She also knew at a very young age of six that flying was her calling. She said she was hooked when she watched a KC135 refueling an F-16. Realizing that the best way to achieve her goal was through the Air Force Academy, she became driven to do whatever was necessary to attend, even though she knew women were not yet permitted to fly fighters. While in high school, she worked with two mentors who were USAF Academy graduates and Air Force pilots; Captain Don Jarvis and Captain Monica Sylla. “They helped me understand the rigors of the Academy, what it would take for me to attend, how to excel while there and what I could do to help me succeed in pilot training”, Samantha said. She accomplished her goal and entered the AF Academy in 1993 when the ban on female fighter pilots was lifted and graduated in 1997 with a Bachelor of Science degree in Biology. Before her selection for the Thunderbirds, Major Weeks served as a flight commander and instructor pilot with the 12th Fighter Squadron in Elmendorf Air Force Base, Alaska. She had logged more than 1,500 hours as an Air Force pilot, with approximately 1,100 hours in the F-15. Currently, she is flying No. 5 as the Lead Solo on the demonstration team.

Major Week’s recipe for success is “Know your dreams. Be dedicated and driven. Work hard and don’t let roadblocks stop you.” Her biggest obstacle was the fact that she set her goal in 1981 when women could not fly fighters, but she hasn’t real-

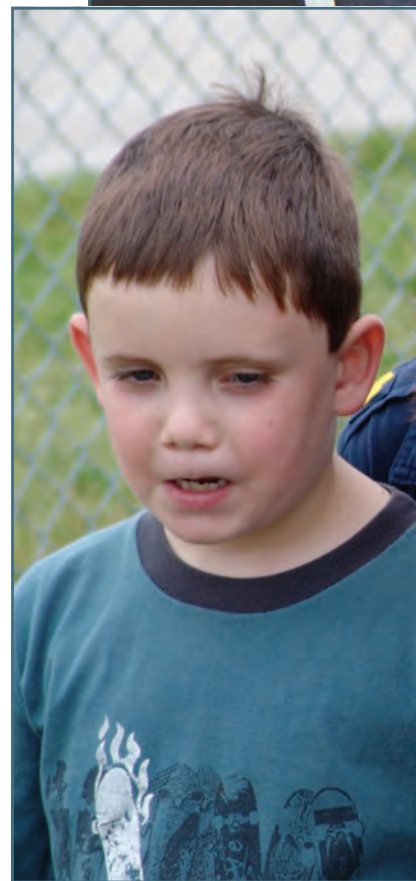
ly encountered many roadblocks during active duty. “There were definitely a few men who were unsure of women in the F-15 community. It just took a little time for them to realize that I am a fighter pilot and I hold the same dreams, desires, work ethic, and cultural dedication that they do. Any roadblocks that I did encounter, I overcame with hard work. There is nothing that can be said if you achieve a high level of competence at your job.” She went on to say that there have been more people in her military career that have supported her than have not.

Flying is only a portion of a U.S. Thunderbird pilot’s job description. During practice season, flying is nearly 100 percent of their job, but once they begin their eight month air show season, the flying drops off, and their main job description includes community outreach; inspiring kids, thanking the communities that support U.S. military bases and sharing the Air Force story. Major Malachowski marks her most memorable outreach moments as meeting President Bush and Margaret Thatcher, dedicating the new Air Force Memorial and working with the Make-A-Wish Foundation kids on “Thunderbird Fridays” at the air shows. “I really learned about courage and strength from those kids. They are the real heroes,” she says.

Major Weeks feels that many of her greatest experiences have come from meeting the kids in the autograph line and hearing about their desires and dreams to fly, as well. She also enjoys being a mentor to teenagers as they pursue their aviation goals.

Both women have made history, but that’s not necessarily been a part of their career goals. Major Malachowski says, “I wanted to represent the Air Force with honor, dignity and the respect that it deserves. I did my best and I made a difference.” Similarly, Major Weeks acknowledges that she’s tried “to be a good role model and a great Air Force officer, representative, fighter pilot and bro.”

Although Malachowski and Weeks were the first female Thunderbird pilots, women have served on the Thunderbird





Once they begin their eight month air show season, the flying drops off, and their main job description includes community outreach; inspiring kids, thanking the communities that support U.S. military bases and sharing the Air Force story.

team since 1974 as support personnel. There were 15 on the team during Major Malachowski's rotation, including Captain Elizabeth Kreft, Public Affairs Officer, Technical Sergeant Pam Anderson, Non-Commissioned Officer in Charge of Public Affairs, and Staff Sergeant Kristi Machado, the first female

aerial photographer for the team. In all, the support personnel represent 25 different career fields. You don't need to be a pilot to work for this amazing aviation team.

It's been a long road from Betty Blake's day, when the Women Air Service Pilots (WASP) were not even acknowledged as military personnel. The rules and culture have changed to allow females to serve in any capacity in the United States Air Force. Major Malachowski says, "Women love their country too, and there are a lot of us who choose to show that by wearing a military uniform. I have seen and traveled the world, and it is just a wonderful thing to be a woman living in a country that provides you with so many wonderful opportunities and freedoms that are unmatched anywhere else in the world. And the Air Force simply takes that to another level." ➔

.....
Annette Calicoat (WAI #8609) loves the air show life, and managed the Legends for GML. She is also this magazine's Ad Rep.

THE ORGANIZER:

ANNA MRACEK DIETRICH HELPS
TERRAFUGIA ENGINEERS INVENT
THE FUTURE OF **LIGHT SPORT**
AIRCRAFT



Ask Anna Mracek Dietrich if she thinks that her current position of COO of start up Terrafugia is unusual and the diminutive brunette with the infectious smile will laugh and tell you, "I graduated from a class at MIT where every student had a great idea doodled onto a napkin."

Dietrich, whose Master's Degree is in Aerospace Engineering, may not be the inventor of the Transition, a modern take on a "roadable" light sport aircraft, designed to drive away from the airport as a street legal vehicle after each flight, **by Amy Laboda**

but the company's CEO, Carl Dietrich, brought her in practically on day one of the project because he knew that her organizational skills could keep both the concept and the company on track.

It was a good decision. Dietrich had helped to focus the Terrafugia team on its goals, and watched as the engineers progressed from concept drawings and engineering studies to wind tunnel testing and, last year, a flying 1/5 scale model of the Transition.

Dietrich's mentor, her grandfather Milo Mracek, was brought in as an advisor on the program nearly three years ago. His 37 years of mechanical design experience was courtesy of the McDonnell Douglas Corporation (now The Boeing Company) in St. Louis, Missouri, where he was Chief of Design Engineering. Mracek made significant contributions to the development of fighter aircraft, space programs, and missile systems including the Mercury, Gemini, Apollo, Space Shuttle Orbiter, F-4, B-52, and the Harpoon missile programs. A specialist in mechanisms design, some of Mracek's munitions deployment systems are still in use on aircraft such as the F-15. He designed numerous wing folding and deployment mechanisms for missile and aircraft systems, and holds seven patents. That wing-folding experience was just what the Terrafugia team needed, and Mracek helped refine the Transition's elegant automatic wing fold and latch system, one of the key components to making the roadable concept work.

"The hinge latching system had to be strong, automatic, and easy to preflight and post-flight," explains Mracek.

"They told me what they'd been working on, this flying car. And I'd been in the industry all my life.

I gave them all the reasons it would be a hard row to hoe. But as they progressed I watched.

They knew that I had designed mechanisms like what they needed to make the folding wing work, and so they brought me in to help. My forte is creating and solving mechanical problems. They had the complete concept ready, they just needed a little consult on the implementation. It is a unique system." The problem that earlier roadable aircraft had was that the pilot had to exit the vehicle to detach and stow the wings. That's not good if you've just

landed for poor weather and it is raining or snowing outside. Transition pilots will just have to enter a personal pin number (for security) and flip a switch and the wings will fold, which also automatically transitions the engine power to the drive shaft and the vehicle can then drive away from the airport. The Transition's wing works with a single linear-electric actuator located in the root of each wing drives the motion in both of that wing's folds. The locking pins that carry the structural load in flight are designed to not only be fail-safe, but also highly accessible to the pilot during preflight.

"He was just the right guy for the job," Dietrich says, and it is clear from her smile that she adores her grandfather. After all, he was the same guy who'd helped her drag a discarded refrigerator box decorated to be a space shuttle up to a hilltop behind the house late one night and folded his frame up inside its cramped quarters to gaze out the "port holes" at the stars to pretend that they were in outer space.

"My grandfather inspired me," says Dietrich, "but then, so did my mother. She is an artist, a talented musician, and she insisted that I learn music and art growing up. She made me a much better engineer, and a much fuller person than I would have been. The juxtaposing role models rounded me out," she explains.

The little girl with the stars in her eyes, her grandfather's stories swirling in her head, and his elaborate engineering projects in her basement, grew up and found herself in high school working on the Mars Lander project with NASA engineers one summer, and that internship, as well as some outstanding test scores and national prize winning science fair projects cleared the path for Dietrich's undergraduate education in aerospace engineering at MIT.

"The school has done an excellent job of evening the playing field, with my department being about 46 percent women," she says. "I've never encountered any discrimination in the aerospace engineering department there, or anywhere else." Her first post-graduate positions were working on the F-35 Joint Strike Fighter fuel design with GE Aviation and at The Boeing Company's Phantom Works in St. Louis, Missouri. But then Carl Dietrich came along, and she decided that his little niche business plan for a roadable light sport aircraft seemed like a great idea.



PHOTOS BY HILARY LAWRENCE

JULY/AUGUST 2008

AviationforWomen 35

"I'd earned my private pilot certificate at Hanscom Field, near Boston, in a Piper Tomahawk," she says. "I think the Transition is particularly useful for those of us with just a private certificate. With it you have the ability to land and continue your journey on the ground, which can keep you from



flying into inclement weather. Diverting isn't an issue because you can land before you get to bad conditions, fold the wings and continue your trip on the road." No more VFR into IMC accidents—that would be nice.

The Transition is primarily composite construction, using aluminum and other modern materials where advantageous for vehicle safety and weight. It uses the ubiquitous Rotax 912 ULS—a 100hp, four stroke engine that is FAA certified to run on both high octane autogas or 100LL. The team is designing the fuel system to enable it to handle the ethanol blends that are now in most U.S. auto fuel. The same engine powers the propeller in the air and the front wheels, through a familiar clutch and transmission drive system, on the ground. With patent-pending aerodynamic bumper technology the Transition can take a 2.5 mph impact without damage to the airframe. Current design estimates place the useful load of the Transition at 550 lbs (250 kg) with a gross takeoff weight limit of 1320 lbs (600 kg). This 550 lbs can be divided among people, bags, or fuel. The Transition has a 20 gallon (120 lb, 54 kg) gas tank and a range, at 75 percent power, of 400 nm (460 mi, 740 km).

WE STARTED BY MAKING SURE THAT WE COULD BUILD THE CAR, BECAUSE THAT'S MUCH MORE DIFFICULT, FROM A REGULATORY STANDPOINT, THAN BUILDING AN AIRCRAFT.



It is not the only flying car project out there, and the TerraFugia team knows that. But Dietrich is quick to point out that the Transition is different, because of the TerraFugia team. "Carl Dietrich came to me with this idea, and he was thinking from the very beginning about the business side of things," explains Dietrich. "We started by making sure that we could build the car, because that's much more difficult, from a regulatory standpoint, than building an aircraft," she says. "And then there is the team. All of those other engineers are basically working on their roadable aircraft alone. A well-organized team brings so much innovation and creativity and such a variety of skills to the table." With a strong business model and some angel investor money, it is hard to imagine that this crew will not succeed.

Dietrich's optimism is infectious. The TerraFugia tent at EAA's AirVenture is packed with people each year (this is the third time the crew will participate in the AirVenture event). And this year the group, now taking deposits for delivery positions, will be on the Light Sport Aircraft Expo Mall, near AeroShell Square.

With the composite shells now being glued together, the team fully expects to have a flying prototype of the aircraft by the end of this year. It's a tough time line, but if anyone can do it, Mracek, the voice of experience in the fresh-faced TerraFugia crowd says, "Anna will make sure these guys succeed."

He smiles and puffs up just a bit, and you can tell in that instant that his granddaughter is what he considers one of his finest achievements, and she's only just begun to shine. ➔



Flying With Lane



Attention
WAI Members:
Subscribe to *Flying*

for only **\$8**

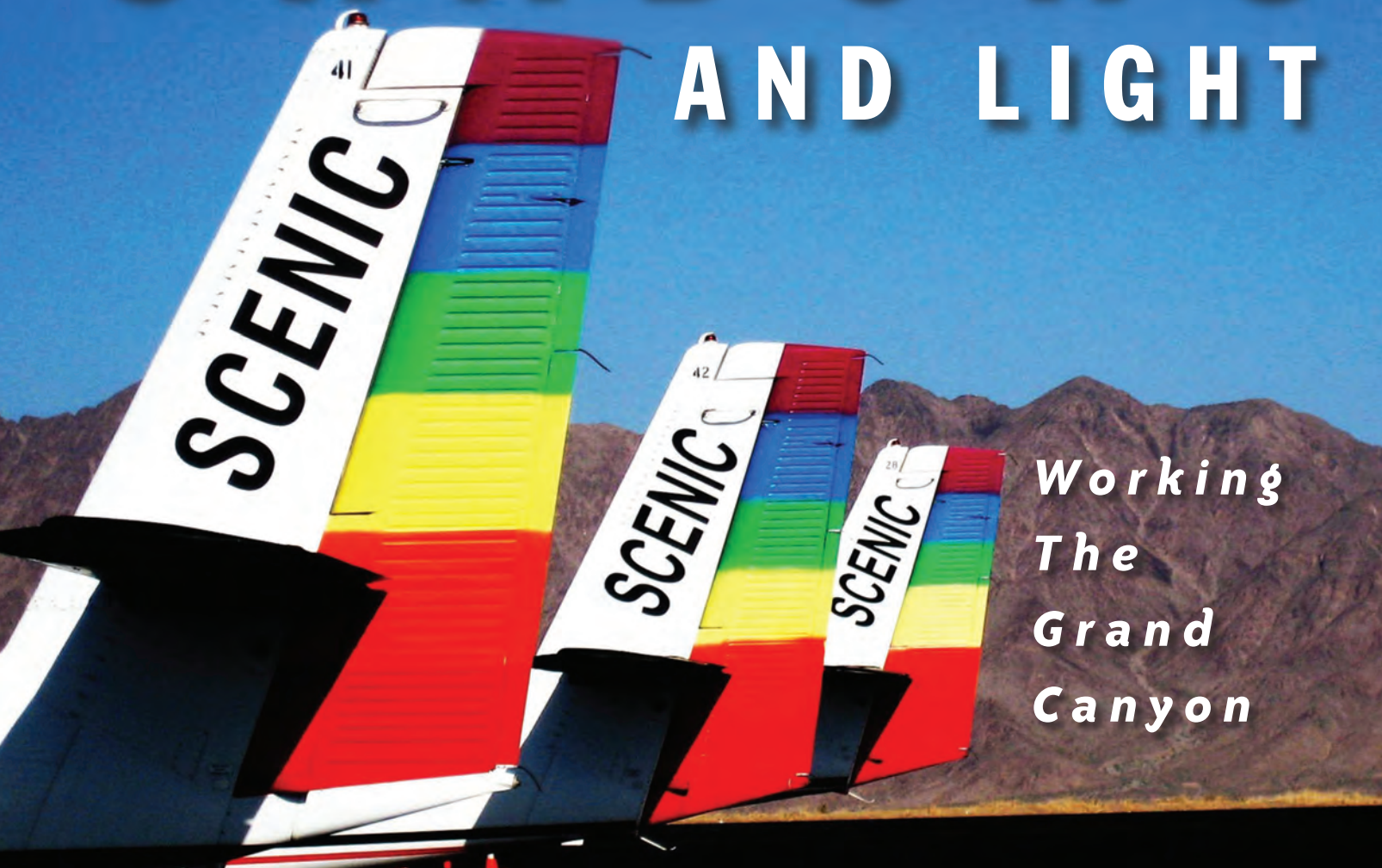
...visit www.wai.org
for full details

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

FLYING[®]
SETS YOU APART

SHADOWS AND LIGHT



Working The Grand Canyon

The land started to glow as the sun warmed the earth and gave shape to the mountains around us. It was the beginning of dawn in the desert and I was in the right seat of

the formidable De Havilland Twin Otter, or as I would come to know it, the twin slow. We were flying a simulated emergency descent during

one of my first training flights at Scenic Airlines. Pitched 23 degrees nose down, a sight you never want to see from the cockpit unless it's intentional, we were in a valley descending from 7500 feet and I couldn't help but feel as if I were a part of some unrealistic action film in which the nose of my airplane was pointed steeply toward the ground

in a bizarre fashion, but this was very real. Scenes like this pepper my earliest memories of the Mojave Desert I grew to know that summer. I had shown up at the little airport at 0330 that morning to begin my training, a time when the planes were available and winds were calmer. The dark featureless terrain reminded me of my days when I would

find myself pointed east over the Atlantic Ocean, though it was severe clear, it was the blackest night I had ever seen.

The sun soon rose and shone on the east side of the ridges of that wrinkly

by Adrienne Johnson

earth, casting dramatic shadows that added contour and depth to the scenery below us. Soaring over that ground, it looked almost lunar, like a satellite photo of Mars, or of the Moon, with its brownish red rocks and dust, and the scars left from when water once flowed. Every now and then you'd see a lonely road winding its way through the dusty earth. And I was fascinated to see that through time, man longed to go where

nature forbid him. A lone human would not survive long in the desolate terrain below us, yet we flew above it daily, marveling at its vastness.

Landing on a short upwardly sloping strip just a stone's throw from where the flat ground dropped dramatically thousands of feet into the canyon became a common practice. Upon reaching the airport one could expect to be, as I was that leisurely day, whisked into the cockpit of a tiny helicopter that rose like a bubble from the parched earth and zoomed off and over the edge of the rim, swaying around walls and deep into the heart of the canyon floor. I saw what looked like a pitcher's mound coming into view and was amazed when we slowed to a hover above the small circle of dirt and set ourselves gently down upon it. From there I walked down a winding dirt path to the

river where I was greeted by the guide, a young Hualapai Indian man, shirtless, with thick dark hair pulled back, about 30 years old. As we drifted down the Colorado, he spoke about the native animals of the canyon such as bobcats, bighorn, beavers, and endangered birds. The canyon had been his backyard, and he had childhood memories of riding his bicycle in between ridges and now made a living showing others the beauty of his home. The river we floated in carved its path through the canyon, providing a serene fertile area along each side. It was cool so close to the water and the serenity seeped in from those steep clay walls. As we lazily headed back, I realized that other than the colorful butterfly we flew in on perched happily along the bank of the river, we were the only sign of human life in eyesight. The chunky

clay river walls got narrower and we stepped out of our boat back onto the helicopter and zoomed up the canyon back to the top.

The helicopter pilot was there to get high density altitude experience, important flight time for his kind, he said, and explained to me that the canyon walls were so heated by the blazing summer sun, that by the afternoon, his helicopter would be thrust upward at 2000-3000 fpm even fully loaded with half power. We zoomed back to the airport just 100 feet above the tufts of brownish vegetation, which clung to the earth, stubborn, bursting upward from cracked soil determined to thrive in the barrenness surrounding it.

Upon reaching the top we traveled the short distance to Eagle Rock, where I met another Hualapai man who, upon



SOARING OVER THAT GROUND, IT LOOKED ALMOST
LUNAR, LIKE A SATELLITE PHOTO OF MARS, OR OF THE MOON,
WITH ITS BROWNISH RED ROCKS AND DUST,
AND THE SCARS LEFT FROM WHEN WATER ONCE FLOWED.

observing me scratching my story onto an empty sick sac from the flight over, approached me and offered to tell the story of the great Eagle Rock, which is a formation I was gazing at. It appears to be a large eagle with his wings outstretched in flight. The native told me a mystical story of a family of eagles and a necklace of bones, a fascinating tale about sacrifice and love, spirituality, and belief in something larger than oneself. Eagle Rock was created by the Great Spirit, and was the guardian of the area. It was sacred ground that we gazed upon. That aged Indian told the story while weaving a craft of dried plants in his weathered hands, and one could tell that he had heard this story from his parents, who had heard it from theirs, and the story was waiting to be retold to anyone who would listen. Before I could stay to hear about the birth of Red Man, my bus arrived to take me down the dusty road and over to Guano Point.

Guano Point is an astounding formation with a pathway leading down to a natural rock structure that juts out across the top of the canyon rim, from which you could see the bat cave that was said to be four times the size of a hangar meant for a 747. Inside the cave were guano-producing bats, and this substance was mined in the 1980s and sold for fertilizer, perfume, and anything else profitable it could be made into. A thick cable connected two parts



Top: The author poses on an outcropping overlooking the canyon she flew daily.

Bottom left to right: Mike Rexine, Holly Heckard, Adrienne Johnson, Rob Mogan, and Kasey Johnson on the South Rim.

of the old mine and the cable had been stretched across one width of the canyon. Decades ago, some unlucky soul piloting a group of sightseers through

the area had gotten caught in the cable, and all on board had been mercilessly dropped to the canyon below. Since then, the guano mining had been stopped, and as I looked up at the old deserted mining equipment resting on top of those slabs of red rock, I saw the dead stump of the cable that had been severed, once suspended, but now left there, forgotten, a bitter memory of one man's mistake.

Near Guano Point was an Indian village, which was a collection of old housing structures assembled to represent the different tribes that had once prospered there: Hualapai, Navajo, Wikiup, and others, and their creations were planted there on the sun-baked earth; there were Tipi, Hopi, Hogan, and more, the most fascinating of which resembled a dome-shaped nest, built with arrow weed, banana yucca, and willows, and was known for its flexibility and strength.

Some of these structures were for residence, some for ceremonial purposes, all tiny reminders of history.

Soon I grew to know this desert culture. A once featureless landmass turned into familiar terrain with a history, secret stories, and hidden pitfalls. I learned of gold mines swallowed by Lake Mead and prospectors working hard, trying to turn their luck. Old airplane crashes buried beneath the massive water reservoir, supposedly an aircraft cemetery, with warbirds and

INTERESTING LANDMARKS FRECKLED OUR ROUTES:
A LOW LYING MEADOW SHAPED LIKE A THREE-LEGGED
POODLE, A SNOW ANGEL FORMATION CALLED
THE PHOENIX THAT GREW NATURALLY IN THAT SHAPE,
AND A PLATEAU SHAPED LIKE TEXAS



their warriors hidden below. Interesting landmarks freckled our routes: a low lying meadow shaped like a three-legged poodle, a snow angel formation called the Phoenix that grew naturally in that shape, made of a small forest of peculiar trees, ancient volcanoes with names like Vulcan's Throne and Temple Bar, and

a plateau shaped like Texas that an old aviator named Gus had once smashed into while scud running. Canyon pilots will tell you that when the early morning light is right, tiny glimmering pieces of twisted metal can still be seen embedded in the rock. The finger canyons off-shooting the heart of the great hole became visual checkpoints. Those, along with intersections of abandoned roads, became times to switch frequencies, shift conversations to cruise mode, take out an apple from a flight bag, or even places to simply grow silent, and enjoy the still hot air, a break from the turbulent masses to which we were accustomed. There were times when both pilots would just sit in a satisfied silence, letting the desert seep into our souls, its soothing emptiness soothing our own.

Sometimes, Lake Mead and Powell would be unseasonably low. Not enough snowfall in the Rockies had led to drought, and the lakes would recede to reveal green grass. When monsoon season came, the parched earth would soak up a few droplets of rain,

and green fingers of vegetation emerged from dry creek beds.

At night, we would head out on the last flight of the day, the "1502." We'd takeoff westbound, and follow Venus, a single shining planet in a darkening sky. As we crossed over the Grand Wash Cliffs, the sun's sinking rays would cast an orange glow on the low clouds above the dark ridgeline. And just as the last ray disappeared and before the lights of the Vegas valley came into view, we'd be flying through a lava land of red and black with the silver lake at our nose under this darkened desert-scape. The shimmer of a spinning prop in the moonlight would catch a reflection of the water, a liquid beauty seeping through the parched desert like a secret lagoon, hidden under this quiet night. In that moment, we became a part of that perfect piece of art, and all was quiet harmony. ✈

.....
Adrienne Johnson (WAI #7421) now resides in Southern California. She flies for West Coast Charters, a corporate fractional operator, and enjoys writing and photography.

Pilot Gear for Women

PILOTS
inPink



Proud. Professional. *Pink*

Discover a great website for flying females. **PilotsInPink.com** is your source for high-quality pilot gear with a decidedly feminine twist, including cockpit gear, clothing, flight bags and much more. Land on our site today.

*Pink Beyerdynamic headsets
 NOW AVAILABLE!*

www.PilotsInPink.com

Want Wings?
 flightcareers.com

The Mesa Pilot Development program
 at San Juan College in Farmington, New Mexico,
 guarantees you an opportunity to become a
 first officer for Mesa Air Group without having
 to build flight time instructing.
 Visit flightcareers.com or call 1.800.232.6327.
 Your wings are waiting.



We've all heard about the big ones—Sun 'n' Fun, EAA's AirVenture, the Red Bull races, Farnborough, and such. But a fly-in for Cessna 150-152s in the middle of the Iowa cornfields? What could be so special about that?

A lot, it turns out. Held every year at Clinton Municipal Airport amidst the Iowa corn fields the week before Oshkosh, it draws pilots from all over the U.S., Canada, Australia, Italy, Great Britain, Sweden, Switzerland and Norway. Among the Cessna 150 drivers who graced the 2007 fly-in were bush

pilots from Alaska, an octogenarian who had flown Mitchell bombers in WWII, aerobatics instructors, professional filmmakers and journalists, male and female A&P mechanics, ranch brokers, airport managers, university professors, students and small business-

men. Common to all was a love of precisely this specific airplane type.

Many might shudder at the thought of taking a long, cross country trip in a cramped Cessna 150. Not this crowd. Club President Royson Parsons explains: "To a lot of people, flying for three days on end in a 150 doesn't sound very ap-

pealing. The part they don't understand is the phenomenal sense of adventure, freedom and the sense of accomplishment that you get when you make your way across the country in a small airplane. The view is spectacular, and

by Jennifer C. Chisholm-Høibråten

you'll see things that 99.9 percent of people will never see in their lifetime."

Location, location, location!

Part of the fly-in's success may be ascribed to its location. Clinton sits on the banks of the Mississippi and is a regional center for agriculture and small man-

Small, Slow,



ufacturing. The fly-in benefits both club and local community alike, resulting in much mutual goodwill on both sides. In 2007, Airport Manager Mike Nass had to scramble to find extra fuel as there were so many planes that they sold out!

Educational seminars, Nerf drops, landing contests, camaraderie and a scavenger hunt

Though no records are broken nor envelopes pushed, there are still a lot of reasons to come to Clinton. In addition to the flying contests, the club organizes technical seminars (topics in 2007 included owner-performed maintenance, the fuel sys-

tem, spin and stall training and flying in Alaska). Members could also sign up for an hour of spin and stall safety training with aerobatic instructors Catherine Cavagnaro and Bob McKenzie. There was a "Nerf drop," a spot landing contest, and a scavenger hunt. Non-flyers served as "Nerf-a-diers" dropping the Nerfs or navigators and spotters in the scavenger hunt. Others were pressed into service either as judges or ground crew in the landing contests, holding aloft flags to indicate wind direction, or measuring distances and retrieving Nerfs in the Nerf drop.

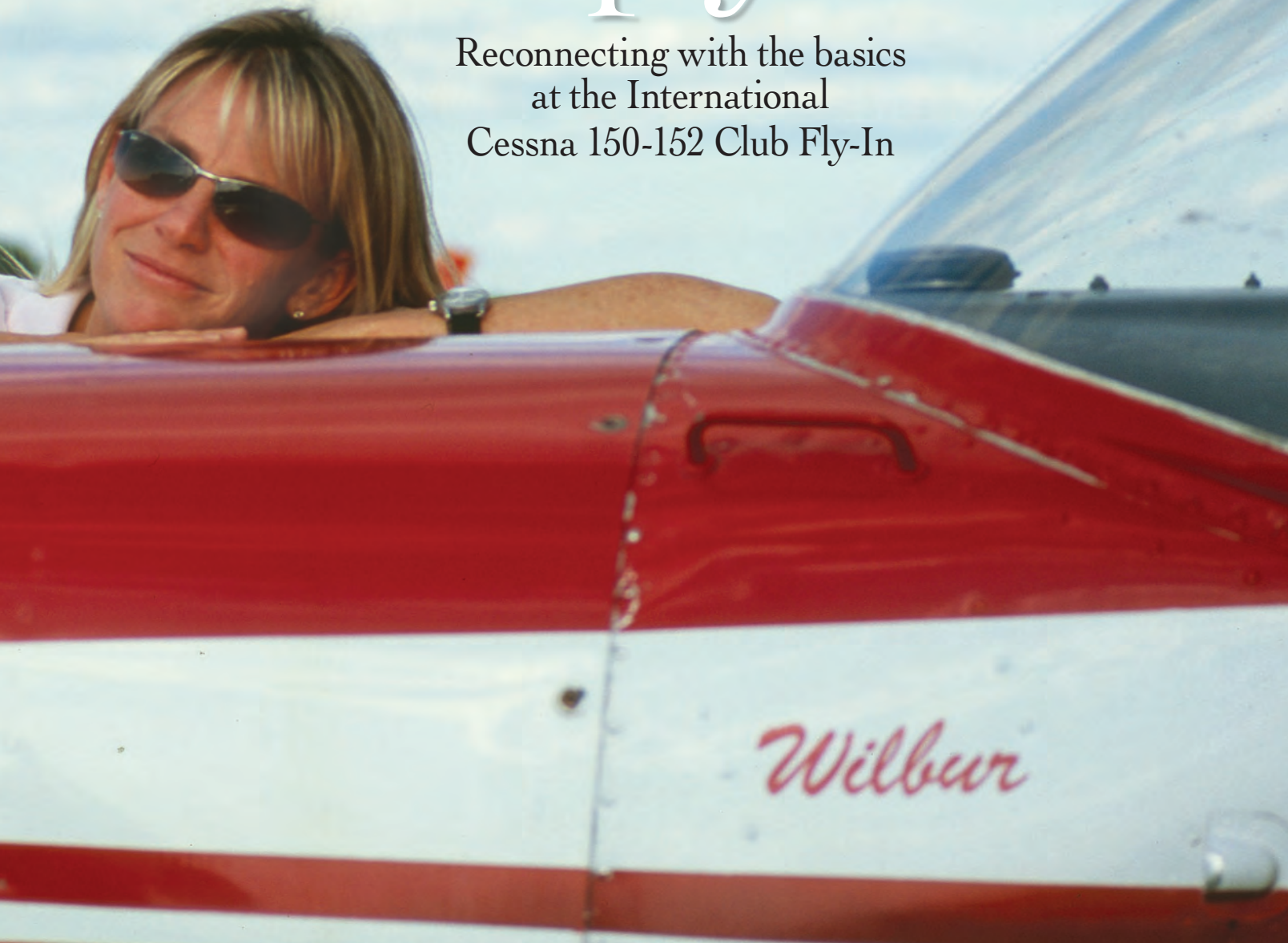
The final competition was a chal-

lenging scavenger hunt that sent pilots and navigators on about an hour's flight around the Clinton area looking for clues and answering questions about what they saw. The event was won by Ed Pataky and Kirk Wennerstrom flying in Ed's Cessna 150 *Mary Lou*, but there was an extra round of applause for popular husband and wife team Jim and Lorri Barger of Indiana, who attend Clinton faithfully every year and describe it as a family reunion. Many times Jim counted the blessings the good Lord had bestowed upon him in Lorri, who is a highly competent A&P mechanic and the only female flight mechanic that Oasis Flight has ever hired.

PHOTOS BY ROBBIE CULVER

and Simply Fun

Reconnecting with the basics
at the International
Cessna 150-152 Club Fly-In





Women at the Cessna Fly-in

The fly-in attracted a number of highly competent women in the field of aviation. Jennifer Oetting is the manager of Van Wert airport in Ohio and married to Bryan Oetting, formerly a Cessna 152 driver (they upgraded to a Piper when the kids were born). They have been coming to the fly-in all six years that it has been held and also described the fly-in as a family reunion and the “glue between like-minded spirits.”

Then there is aerobatics instructor Catherine Cavagnaro. Cavagnaro is a university professor who learned to fly after she got tenure. She worked with the legendary Bill Kershner and took over his flying school after his death. Though she enjoys virtual celebrity status in the club, and the members are fiercely proud of her, she is gracious, gentle and soft-spoken, and always eager to help. When not lecturing about mathematics at The University of the South in Sewanee, Tennessee, she uses her Cessna 152 Aerobat for spin training.

For Cavagnaro it is both a calling and a passion to teach people how to get out of trouble, and she considers the Aero-

bat the perfect platform to teach them without frightening them. “It’s such a shock to the system to be put into a spin, and book knowledge is not enough to get you out. As a matter of safety, every pilot should have spin training from a knowledgeable, experienced instructor as part of his training, but alas, it is not mandatory because a lot of CFI’s don’t know how to do it. In my courses, I take people over the edge so that they know what it looks like and feels like. I put my students through two full flights where they are spinning and recovering, and then they have to talk me out of a spin before I will sign them off.”

Cavagnaro is a relatively new member of the club and this was her first visit to Clinton. “I’ve been following the club forum all year, and found answers there to questions I’ve had. And the camaraderie and esprit de corps you find here is phenomenal!” she says.

I am my brother’s keeper

The members of the Cessna 150-152 club look out for each other while they’re here, in the big things as well as the small. One evening a small hand-

ful of people remained outside gathered around the open cowl of a battle-worn 1961 Cessna 150 from Colorado. A pile of airplane parts was arranged neatly on the tarmac in the front, while hard at work on his hands and knees beneath the aircraft, his eyes focused intently upwards into the aircraft’s belly was Charles Hanna, a highly experienced A&P mechanic from Georgia. Ranch broker Lexie Armitage and airplane partner Joel Kiester had suffered a generator problem on the way in, and Hanna, refusing all exhortations to accept payment, was striving to set the problem straight for them so that the airplane could at least be flown back to Colorado.

The spirit of the fly-in was perhaps best captured by an outbound Beech Bonanza driver who had stopped in Clinton to refuel. Having followed the launch of one of the contest flights, he asked what was going on over the CTAF. To the answer, “Nerf drops and landing contests,” the pilot replied, “well, at least someone still knows how to have fun with their airplanes!”

For most 150-152 drivers though, it’s



2008 Clinton International Fly-In: Wednesday, July 23 through Sunday, July 27th

www.cessna150152.com

Clinton Fly-In History:

Photos, DVD's, who was there, who won the flying contests, interesting trivia, and entertaining "What I Did on My Summer Vacation" stories from previous Clinton Fly-Ins.

about the sheer joy of flying. Because the Cessna 150 is such a basic machine, joyriding in it gives a feeling that harkens back to the old barnstorming days. People at the fly-in were constantly taking off on spontaneous flights to "go have a look at the countryside," or take in the sunset. They might speak in hushed, wondering tones of low and slow flights in their airplanes over emerald pastures and burnished cornfields...of pristine snowfields, cool blue mountains, wooded hillsides, and parched deserts. Their airplane gave them loge seats from which to enjoy the beauty of their country—contemplate the mighty Mississippi, lifeblood of a nation, as it winds its way through the great green squares of the Midwestern heartland, and count the barges loaded with grain as they drift down river on their way to feed a hungry, waiting world. Low and slow flying is an opportunity for reflection, and is akin to a religious experience.

rience. "There's something about aviation that's just plain emotional. And it's a huge stress reliever," observes Parsons. "Flying takes your mind completely off what else in your life is bothering you and gets you focused on the job at hand."

Unique esprit de corps

At the end of the day, there is a special intangible glue that distinguishes the Cessna 150-152 club and its fly-in from others. Katie Bosman, a CFI at Middle Tennessee State University who flew to the fly-in with Jeff Hersom in his Cessna 150 *Gremlin*, agrees that there is something special going on at Clinton. "Oshkosh was cool, but doesn't even hold a candle to Clinton....and it's all because of the people!" she says.

We are family

As I board the big jet to fly back home over the Atlantic, the realization comes to me: what makes that little fly-in in

the middle of America stand out is the fact that it is a throwback—a throwback to a kinder, more innocent time. It's clean-cut, it's decent, it's friendly and it's safe. Here is a place one can bring one's loved ones, the old as well as the young, and re-establish and cultivate the ties—as indeed many members do. Michael Moore, from Michigan, treasures the fly-in as an opportunity to spend valuable quality time with his 74-year-old father, while Terry Dickinson, from Alaska, rode the big jet down from Anchorage, collected a rental 150 and his 12-year-old grandson Ryan in Oklahoma and flew on to Clinton.

At the end of the day, the Cessna 150-152 Club is as much about its people as it is about an airplane. The airplane first brought them together, but it is the camaraderie and extraordinary sense of family that make them stay—long after their initial needs of technical advice and information have been met. ➔

.....
Jennifer C. Chisholm-Høibråten (WAI #28931) is a member of the Kjeller Aviation History Society at Kjeller Airfield, Norway, and wants to be a C150 driver.

Sun and Sport Health



by Dr. Phil Parker

Can I get a sunburn through a cockpit window? I thought the glass screened out the harmful UVA/UVB rays.

I would like to see if I can get away with saying, "maybe." In an earlier column we discussed the possible health effects of cosmic radiation, and in September/October 2007 we addressed melanoma, commonly known as skin cancer, in some detail. Melanoma is typically the cancer we're most worried about when we think of the dangers of excessive sun damage. Suffice it to say that glass does block a significant amount of the damaging UV wavelengths. Aircraft windscreens made up of plastics would block even more. For most pilots, exposures are still routinely present during pre/post flight walk-around checks, as well as the risk that is present for any member of the flight crew (or passengers, for that matter) when we're laying on the beach, chilling out, once we reach that destination. So it is still an excellent idea to wear a protective sunscreen product; either a cream, spray or gel applied directly to the skin, or protective clothing that keeps the sun from reaching the skin.

With all things in medicine, however, there is some controversy. Some researchers have noted potentially damaging effects from biochemical reactions triggered by sunscreens at the microscopic levels. Others have pointed out a risk from Vitamin D deficiency that is present when there is a lack of sun exposure. At this point in time, unless you live in a cave, don't consume any Vitamin D fortified foods, and cover your body with SPF 1000 from head to toe, your healthcare provider is likely to continue to caution you to liberally apply a good sunscreen with at least SPF 15 and to avoid sunburns.

What is the deal with the Sport Pilot medicals? Is it true that no FAA-approved medical exam is needed, really?

This is a timely question, especially since the FAA recently submitted proposed changes to the Sport Pilot rules, though none of the changes would affect the medical self-certification provision. You can view the proposed changes in the Federal Register at <http://edocket.access.gpo.gov/2008/pdf/08-1127.pdf>.

When flying with a Sport Pilot certificate or under Light Sport rules, as specified in 14 CFR Part 61 Subpart J, a pilot only needs a valid driver's license to prove her medical fitness for flight. That said, she cannot have had her last FAA medical suspended, denied, or revoked. In other words, you can't start a renewal of your FAA medical certificate, run into a snag, and then decide instead to keep flying under the Light Sport rules. Once the FAA aeromedical folks are involved, you have to complete that certification. On the other hand, if you have a waiver or Special Issuance and decide you no longer want to go through the renewing hassle, you can simply let it expire and fly as a Sport Pilot (as long as your aircraft meets those criteria).

The self-certification (FAR 61.23) for Sport Pilots is really no different

than that required of any airman. 14 CFR Part 61.53 provides good common sense guidelines to good health and flying. The AIM Chapter 8 also provides pilots with good guidance in making an accurate determination of whether or not pilots are safe to fly.

One approach for Sport Pilots is to ask their personal physician, "Am I safe to drive or operate motor vehicles?" Note, that I didn't say "safe to fly" since most providers are unwilling or unable to give useful advice for flying, since it is an environment with which they have little experience and they automatically assume you are asking them about some government (FAA) rule versus asking about the medical condition in question. Remember that commonly used medications such as antihistamines can result in significant impairment. Additional resources available may be an experienced Aviation Medical Examiner (AME), but remember that they are technically an extension of the FAA and if your condition is elevated to the awareness of the FAA, you could lose your privilege to fly as a Sport Pilot. For instance, someone well-controlled on antidepressant medications may be perfectly safe and legal to fly as a Sport Pilot, but the FAA would deny a medical to this person for all classes, and in effect make the pilot ineligible for Sport Pilot flying in the process. ➔

.....
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

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)

- 1 Mail:** Women in Aviation, International
3647 S.R. 503 South
West Alexandria, OH 45381
- 2 Fax:** (937) 839-4645
- 3 Web:** www.wai.org

Education Debt



by **Sherry Parshley, Ph.D.**

Recently I had the pleasure of presenting an education session on Women and Money at the annual Conference in San Diego. By far the most questions I received from the audience were about education debt. Let me see if I can answer some of those questions for you. We will start by discussing the various types of federal financial aid, how to apply for it, and how it differs from private sources of financing an education.

As you know, tuition rates have been increasing rapidly and it is not unusual for an education to cost in excess of \$100,000, particularly if one is funding not only the cost of college, but flight training as well. What is a girl to do? The first step is to fill out the FAFSA form, which stands for the Free Application for Federal Student Aid. The FAFSA must be completed between January 1, 2008, and June 30, 2009, for the 2008-2009 academic year. The FAFSA determines your eligibility for federal student aid which is assistance through the U.S. Department of Education. This is an important step in the process and I cannot emphasize this enough: you should exhaust all of your

sources of federal assistance first. Also, do not assume that you are not eligible for federal student aid. Many students are often surprised at the amount of aid that is available to them. Additionally, you may also be able to get financial aid from your state government, your school or a private scholarship. Students should research those possibilities as well, in the spring of the junior year of high school.

After the FAFSA is completed, you will be provided with a Student Aid Report (SAR). The SAR will contain your Expected Family Contribution (EFC), which is the number used to determine your federal student aid eligibility. Review the SAR carefully to make any corrections. Some applicants are selected for verification, which requires that you submit tax returns and other documents to your school's financial aid office.

There are three categories of federal student aid: grants, work-study and loans. Not all schools participate in all programs, so check with your school to determine which programs they participate in. Basic eligibility requirements for federal student aid include demonstrated financial need; be working toward a degree or certificate in an eligible program; high school graduate; and maintain satisfactory academic progress once in school. When researching a school, find out about the school's loan default rate (the percentage of students who attended the school, took out federal student loans and failed to repay their loans on time). You might not be able to get aid from some programs at a school that has a high default rate.

The EFC is a measure of your family's financial ability and indicates how much of you and your family's financial resources (for dependent students) should be available to help pay for your education. Yes, it is expected that parents will contribute to their children's education. Your EFC is calculated according to a formula established by

law. Your family's income, assets and benefits (for example, unemployment or Social Security) are all considered. Your family size and the number of family members who will be attending a college are also considered. Your financial need is the cost of attending the school less the EFC.

So what happens if your financial need is in excess of the amount of federal aid that is available? The gap may be filled with aid from the school itself or private

You should exhaust all of your sources of federal assistance first.

Also, do not assume that you are not eligible for federal student aid.

scholarships. Parents of undergraduate students can supplement their children's aid and loan packages with a federal Parent Loan to Undergraduate Students, or PLUS loan. PLUS loans carry a fixed rate of 8.5 percent. The credit standards for these loans are less stringent than those for private loans and parents can borrow up to the full cost of college.

Unlike federal student loans, private loans are not guaranteed by the federal government. While guaranteed student loans currently carry a fixed rate of 6.8 percent, there are no limits on the interest rates and fees private lenders can charge. Once primarily used by graduate and professional students, private loans are becoming increasingly popular with undergraduate students. While federal Stafford loans are available to all students

regardless of their credit history, private lenders check a borrower's credit report before making loans. Students who have no credit history, or poor credit, will typically pay higher rates than those with a good credit history. Many times a parent will co-sign the loan, which typically provides more favorable rates for student borrowers. If the borrower cannot make payments, the parents who co-sign are then responsible. Many borrowers do not realize that private loans are like adjustable-rate mortgages: If interest rates rise, the rates on their loans will go up, too.

If borrowers are unable to find good jobs, they could run into financial trouble. This is not uncommon for pilots whose pay is often low when starting out. Borrowers who are unemployed or suffering economic hardship can defer payments on their federal loans for up to three years. On the contrary, private lenders are not required to offer hardship deferments, though some do so voluntarily.

In addition, a provision included in the stricter bankruptcy law that



www.students.gov
www.fafsa.ed.gov
www.finaid.org
www.military.com/education-home/
www.fastweb.com

took effect last year makes it nearly impossible for borrowers who file for Chapter 7 bankruptcy to erase private student loans. Under the law, borrowers with private loans must show undue hardship, the same strict standard that applies to federal loans. Borrowers must convince the court that they will never earn enough money to repay the loan—typically an unattainable standard.

In the next issue of *Aviation for Women*, we'll cover the various types of federal student aid and what you need

to know as a borrower of federal or private loans. ✈

.....
Dr. Sherry Parshley is a financial consultant and associate professor of accounting, finance and economics. She is a Certified Management Accountant and Certified Fraud Examiner. Parshley is a commercial pilot, certified flight instructor and co-builder of an RV-8 homebuilt aircraft. She resides in Phoenix, Arizona. Questions for her? Email her at: c462c@aol.com.

Where Did You Fly Last Weekend?

Pilot Getaways readers always fly someplace new.



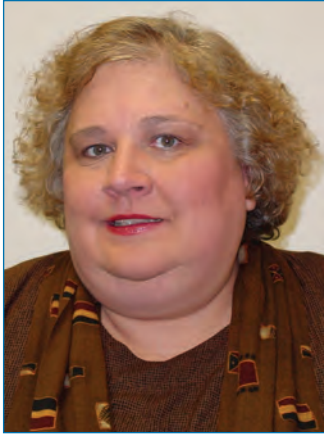
Every issue brings new and exciting destinations to explore: Weekend Getaways. Romantic Escapes. Fly-in Dining. Remote Bush Strips. Even Complete Flying Vacations.

Don't miss out! Subscribe today for only \$17.95 and start flying to the best destinations tomorrow.

To activate Your Flight Plan for Adventure call toll-free 1-877-PILOT-GW or visit www.pilotgetaways.com.

PILOT GETAWAYS
 YOUR FLIGHT PLAN FOR ADVENTURE!

An Idea Whose Time Has Come



by Patricia Luebke

Last July, at the close of EAA AirVenture, I was leaving Oshkosh for the drive to General Mitchell Airport—that's Milwaukee's airport—for the trip home. Having attended Oshkosh every year since the early 1980s, I always have mixed feelings leaving. I am typically happy to be going home, away from the barns and cornfields and back to the subway and towering buildings. On the other hand, I'm sorry to leave so many friends and my version of summer camp and go back to the real world.

Before Oshkosh, I spent a lot of time in Wisconsin during the summers growing up. My grandmother lived there and family vacations meant trips to her house, so there's a familiar feeling to the place and I always feel a little nostalgic. Those were the days when summer vacation seemed endless, and summer afternoons meant spending the afternoon in the town swimming pool and then getting a Popsicle to split with my sister.

But on this particular trip homeward last year, I was mulling over the events of the show, what I had accomplished and how my work had gone on behalf of my clients. I was generally satisfied with what

I had done, except for Women in Aviation, International. I was disappointed that I wasn't able to garner more media attention, having ended up with just a small mention of WAI's annual Celebrity Breakfast in the show daily. I couldn't be too hard on myself, though, since WAI's participation in the show was mainly the exhibit booth and the breakfast.

So during the drive, I vowed to do better next year and started to think of ways that might be accomplished. It's a huge task to stand out at an air show as big as AirVenture. With literally hundreds of companies and individuals all clamoring for the attention of the show-goers and the media, you have to come up with something fairly special.

I decided that at the next AirVenture Women in Aviation, International would do something to make news, but what might that be? I started thinking about women pilots and how they are still considered unusual. I've been with women friends who are pilots and have noticed that when that fact is made known, it's usually greeted with a surprised, "Really? You're a pilot?" in a way that you would not have someone say, "Really? You're a lawyer?" or "Really? You're a doctor?" It seems as if a woman being a pilot has not quite caught up with women's other professional accomplishments.

We could use this to our advantage, I thought, and soon envisioned staging the largest gathering of women pilots in history. Hey, it pays to think big. I stood back, mentally speaking, and looked at this idea. Could it work? Would it? I mentioned it to a few women friends who found it an exciting idea. Next I called Dr. Peggy Chabrian, president of Women in Aviation, International, and told her. She also liked the idea. Next I checked in with EAA to see what the organization thought of the idea since it would be impossible to accomplish without EAA's cooperation and help.

Working our way through channels, we were set to have Peggy call EAA

President Tom Poberezny to present the idea. As it turned out, that same day, by coincidence Tom called me and I assumed (wrongly, of course) that he was calling about the Women in Aviation idea so I started talking to him about it. I realized that he hadn't talked

**On Friday,
August 1, 2008,
the largest
number of female
pilots in history
will gather in
AeroShell Square
during
EAA AirVenture for
a world record
and a panoramic
photo.**

to Peggy yet, but there was no turning back for me. And that was a good thing since Tom took my idea and made it even better.

That's how, on Friday, August 1, 2008, the largest number of female pilots in history will gather in AeroShell Square during EAA AirVenture for a world record and a panoramic photo. But that's only part of the plan. Tom Poberezny and his staff at EAA have enlarged the idea into an entire "show within a show." It's called WomenVenture, and will be a full week of programs, seminars, speakers and events focused on the role women have played and continue to play in aviation. Attracting women as new pilots will be a focus of WomenVenture as well.

That's right. Women in Aviation, International and EAA are partners in presenting WomenVenture during the show. Peggy and EAA Vice President Elissa Lines are co-chairs for this event. If you were at WAI's Annual Conference in San Diego, you heard this announcement, and in the weeks that have followed, WomenVenture has taken shape. It's going to be an outstanding week.

This year's AirVenture will be special for women, and Friday, August 1, will be a special day in Oshkosh if you're a woman in aviation. Kicking off the day is WAI's annual Celebrity Breakfast. The next event is the gathering of women pilots in AeroShell Square at 10:30 a.m. This is an opportunity to literally be part of women's aviation history and show the world that women pilots do exist.

If you've never been to Oshkosh and always promised yourself "some day" you'll go, this is the year to make the trip. For many, attending EAA AirVenture is a rite of passage and a near requirement for being part of the aviation world. You'll see aircraft you've only seen in books and magazines and



Get ready for Atlanta in 2009!

20th Annual International Women in Aviation Conference • February 26-28, 2009
Hyatt Regency Atlanta, Atlanta, Georgia
Hold the date now and make plans to join us.

"Atlanta is a city rich in aviation history," said Dr. Chabrian. "We're looking forward to hosting our 20th anniversary Conference there."

For more information about the Conference, contact WAI at www.wai.org or phone (937) 839-4647.

Hope to see you there!

have the opportunity to spend a week with people who share your passion for aviation. As the saying goes, anyone who is anyone must attend AirVenture at least once.

Your attendance and participation in WomenVenture also supports Women in Aviation, International and EAA, two organizations that are supporting you. Of course, we want to have a healthy showing for our gathering of women pilots so we need you there to make WomenVenture a success. And


if you're not a pilot and are thinking about it, there's no better place to tap into the wealth of resources available to you. This is an opportunity for women to increase our visibility within the aviation community as well as have a fantastic week at a world-class aviation event.

See you in Oshkosh!



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

WAI MEMBER BENEFIT • WAI MEMBER BENEFIT



Shopping with iGive pays great dividends.


If you do any purchasing via the Web, you can give to Women in Aviation, International at the same time. It's easy. All you have to do is go to iGive.com and sign up. Then use any of almost 700 stores to do your shopping.

You can also install the iGive Shopping Window on your computer. It will make sure every purchase at an iGive.com network store benefits WAI, even if you forget to start at iGive.com.

Here's just a small sample of stores at iGive.com:
Bose.com, Delta Air Lines, Disney Shopping, Hotels.com, Magellan's Travel Supplies, Netflix, Regent Int'l Hotels, Thrifty Car Rental, Travelocity, United Airlines, and many, many more. *So start shopping and benefit WAI today!*

Use your benefits!

For more information:
Phone: (937) 839-4647
Web: www.wai.org
Email: wai@wai.org



Women in Aviation
INTERNATIONAL

WAI MEMBER BENEFIT • WAI MEMBER BENEFIT

Let Your Dreams Soar

Upon completion, students immediately start logging 250 hours of turbine flight time with a Part 121 International Airline. With over 1,700 successful academy alumni, Gulfstream Training Academy is becoming a household name in the aviation industry.



Become an airline pilot for a regional airline in 90 days

Guaranteed Job Placement with an International Airline

Enroll Online at GulfstreamAcademy.com

Located in Fort Lauderdale, FL



Gulfstream Training Academy
GulfstreamAcademy.com

All About Business



by Arlynn McMahon

Along with many other changes occurring throughout general aviation, a growing number of business women are looking to start flight schools and to own small FBOs.

Jennie, a 62-year-old grandmother and mother of three, supported her husband through medical school, thanks in part to an MBA and in part to her savvy business know-how. The kids are now grown and her husband has retired from a successful career. Jennie loves to fly—she even finished commercial flight training along with her husband back in the 1970's. Now it's her turn to realize her lifelong dream. That is, is to combine successful business skills along with flying, by opening a flight school.

"We are not poor, but we're not rich either. If I wanted to keep flying once my husband retired, I had to find a way to pay for it. Flight instruction is fine, and I love it—but I wanted to own a flight school of my own and do things the way I think they should be done," says Jennie.

Karen, at 65-years-young, tells a similar story. Having gone with her father every Saturday morning to a small airport near Charleston, West Virginia, she

knew as a child that one day she would fly. "Those visits to watch pilots take off and airplanes land had an effect on me. I loved it and I knew that one day my life would revolve around flying. It's only taken me 50 years to get here."

"I spent years volunteering at every fly-in and aviation event. I traveled to Oshkosh and Sun 'n' Fun. I have organized and run some pretty large

At an age when most women would be considering a life of leisure, these accomplished and confident empty-nesters embraced the challenge of owning an aviation business to support their passion.

air shows and WINGS Weekend type events. I've been secretary and treasurer of every local aviation organization. I felt that I had the skills I need to make a great school that would be nurturing to kids who want to start flying. I wanted to empower women in aviation careers and I wanted to get paid for doing it."

Jennie and Karen are representative of a growing segment of general aviation. At an age when most women would be considering a life of leisure, these accomplished and confident empty-nesters were bored with watching tele-

vision. They embraced the challenge of owning an aviation business to support their passion.

Karen and Jennie are realizing their dream—both own and operate new start-up flight schools. In 2003, Karen started a flight school by embracing the then brand-new Sport Pilot concept. She and her staff of four instructors train in light sport aircraft at a small airport. She works with Girl Scouts every Saturday and sponsors FAA Safety Seminars as well as a wealth of social functions that inspire pilots of all ages to come out and fly. In 2002 Jennie and her son, who has an FAA maintenance Inspection and Authorization (IA) certificate, won the bid for their local airport FBO. It's a small but profitable family-business featuring aviation fuel sales, maintenance and flight training. "These days my husband balances the checkbook while I go out flying," says Jennie.

Interviewing them together to get their thoughts about mature women starting new aviation businesses, they laughed a lot and had much to say:

Jennie: "For starters, don't listen to the nay-sayers. All the people who tell you that general aviation is suffering; that high fuel prices are killing off flight schools; or that you can't get insurance. They are trying to do business they way they did it in the '70's. And sure, that doesn't work. But new ideas bring in new profits."

Karen: "Students respond well to 'the motherly image' and a little gray hair makes me appear seasoned with experience."

Jennie: "If you are getting into an aviation business because you love to fly—don't do it. If you are getting into an aviation business because you think you're a good businesswoman—don't do it. It takes more. You have to be willing to do whatever is required, every day, and love doing it."

Jennie: "What I did right? I had a good business plan and I have sound aviation backing. What I did wrong? I assumed that because I was a good flight instructor that I knew about the aviation industry."

Karen: "I wouldn't do anything different. Sure, there were nights that I cried myself to sleep because I was so afraid of falling on my face. And, I made some mistakes. But I wouldn't change a thing."

Both Karen and Jennie had attended my flight school at various times over the years for flight training. In 2002, when they started talking about an aviation business, they inspired our first Flight School Business Management Course, a course to help flight instructors make the transition into business and management. The course required two days every three months for the first year with on-going support and mentoring for the first year. Many graduates have false assumptions about what to expect in the first year as a flight school owner.

Poor flying weather is the largest detriment in most of the U.S. for at least a portion of the year.

The biggest surprises reported from graduates are:

Assumption: Finding and getting airplanes to fly would be a problem. **Truth:** There are plenty of aircraft owners looking for leaseback opportunities at flight schools.

Assumption: You have to have G-1000 or other glass cockpit aircraft to attract today's pilot. **Truth:** Many renter pilots fly less than 40 hours per year and prefer a simple airplane.

Assumption: Finding flight instruc-

tors would be easy. **Truth:** Finding mature, experienced instructors is difficult.

Assumption: The high costs of flying would be the largest detriment to finding customers. **Truth:** Poor flying weather is the largest detriment in most of the U.S. for at least a portion of the year.

Assumption: You can't make a living in a small general aviation business.


Truth: Base your prices on your costs and not on what the competition is doing and maintain your profit.

Both Jennie and Karen have been in business for five years and are still flying high. Jennie loves hearing the pride in her husband's voice when he tells his friends about "her business." Karen fills her school with Scouts and Young Eagles because she would like to see young kids get involved in aviation to learn personal responsibility. "...and, I can't think of anything else I'd rather do. It sure beats watching Oprah re-runs."

.....
Arlynn McMahon (WAI #11212) is the Training Centers Manager at Aero-Tech, Inc., located in Central Kentucky.

WAI MEMBER BENEFIT • WAI MEMBER BENEFIT

You're a click away from a digital Aviation for Women magazine




Now read *Aviation for Women* online using any web browser. The digital edition delivers the look and feel of the print edition, with all the content, too! It's available to you only in the Members Only Area. There is no software installation required and the issue opens in seconds. Best of all, *Aviation for Women* Digital Edition contains hotlinks to all the URLs and email addresses you find in the magazine, so more information or getting your questions answered is just a click away.

Go to www.wai.org/membersonly/index.cfm and get yours today!

Use your benefits!

For more information:
Phone: (937) 839-4647
Web: www.wai.org
Email: wai@wai.org



WAI MEMBER BENEFIT • WAI MEMBER BENEFIT

REALIZE THE DREAM

ONLINE & TRADITIONAL
Bachelor of Science Degrees:
Professional Pilot or Aviation
Administration

WWW.FLYUVSC.COM
888-901-7192



Utah Valley State
Global Aviation™
Degree Program
www.GlobalAviationDegree.com



*Finally...
a pilot's watch
for women*

www.AbingtonWatches.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.

We are taking reservations!
Contact
www.aweu.org
for more information

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 your progress & avoid expensive mistakes

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

WOMEN PILOTS— HERE'S YOUR CHANCE TO MAKE HISTORY

Join the gathering of the
“Largest Assembly of
Women Pilots in History”
August 1.

**Call (937) 839-4647 to
find out how you can be
a part of this historic event.**

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.

SHOP WITH ME TODAY—AVON, the Product that speaks for itself. Contact me today. Rebecca Patterson, (702) 644-8303, Email: beccyolisa@yahoo.com Web-site: www.youravon.com/rpatterson.

TRADE WINDS FLIGHT SCHOOL

Private – Career Programs. Hour building. High-Time seasoned flight instructors. Sallie Mae & Pilot Finance approved. Fly in Sunny South Florida. www.tradewinds-flight.com Contact Ashley for enrollment (772) 460-7766

PORT TO PORT AIR JEWELRY

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

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

SCHOLARSHIPS AVAILABLE Don't forget to check the web site, www.wai.org, for additional scholarships for 2009 as they come in. Celebrate the 20th anniversary of the WAI Conference by winning an award!

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

July 27-28

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

July 28-August 3

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

August 1

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

Be sure to visit
www.wai.org
for more
information

August 1

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

October 6-8

61st National Business
Aviation Association
Annual Meeting &
Convention
Orlando, Florida
www.nbaa.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. ✈

November 6-8

AOPA Expo
San Jose McEnery
Convention Center
San Jose, California
www.aopa.org

2009

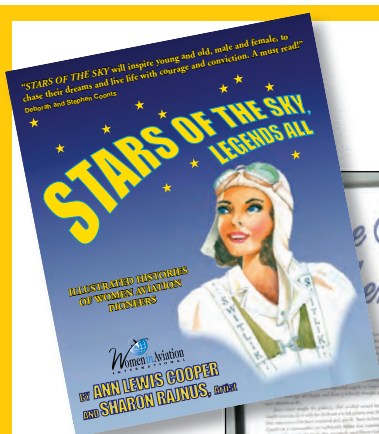
February 26-28

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

ADVERTISERS INDEX

Air Canada Jazz	Page 19
Chevron Global Aviation	Page 15
Cirrus Design	Inside Front Cover
DTC DUAT	Page 17
Embry-Riddle Aeronautical University	Back Cover
FAA First	
Federal Credit Union	Page 3
Flying Magazine	Page 37
General Aviation News	Page 9
Global Aviation - UVU	Page 53
Gulfstream Training Academy	Page 51
LeTourneau University	Page 21
Pilot Getaways	Page 49
Pilots in Pink	Page 41
San Juan College/Mesa Airlines	Page 41
TIMCO	Page 5
U.S. Army	Page 7
Wings Financial	
Federal Credit Union	Inside Back Cover
Women in Aviation, International	Pages 47, 51, 53

Catch a Star



Readers who seek excitement, bravery, and accomplishment in their heroines will find them in *STARS OF THE SKY, Legends All*. Each story – a pivotal event in the life of one who braved the sky – has been captured by Ann Cooper in compelling prose and fine art created for this book by Sharon Rajnus. Read their stories, admire their accomplishments and learn from their exploits.

And if you want to catch some of these real-life stars, join us at our Oshkosh WAI Celebrity Breakfast and meet some of these remarkable women. *Join us and catch a star!*

"Sharon Rajnus is the perfect choice for the creation of art documenting stories of 'Women in Aviation.' Sharon is not only an accomplished artist and a superb watercolorist with long experience painting aviation subjects, she has been both pilot and artist for over thirty years."
— Keith Ferris, Founder and Past President, American Society of Aviation Artists

"No book could be more appropriate to Ann's skills than this one, *STARS OF THE SKY, Legends All*, for she has her finger on both the pulse of the nation and the steady heartbeat of aviation history. Ann combines an understanding of aviation with a deeply felt empathy for those women who have made real contributions to the discipline."
— Walter Boyne, Author, Historian, Former Director of the National Air & Space Museum, Smithsonian

Catch a wide selection of
great books and videos at

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

Woman in Aviation INTERNATIONALLY

When I was 19 and met her at the flying club in Bombay, I thought it was just my being 19. When I got in touch with her from the flight school in South Carolina, I thought it may just be my being a foreign person. Then I returned home and spent some time establishing myself as a First Officer—a pivotal point in my life, when that memorable, soul-saving phone call from the other side of the globe came to me. I met her again, repeatedly whilst on holiday in the U.K. for two weeks. This time, I presumed it was the proprietary kindness offered to the temporary tourist. A little later, I had the chance to meet her once more; now my turn to be host since she was visiting Bombay from Australia. Countless, yet meaningful have my interactions been with her and yet, it is only when I made the trip back to the U.S. in 2008, that I actually did figure it out.

She is the Woman in Aviation, Internationally.

1997 — I was 19, hanging out at the Bombay Flying Club even though I didn't train there. It was here that she took her first form in Chanda Buddhahatti. I noticed that she was wearing a beautiful, airplane-shaped pendant. I had to say something (I always have to say something) and so I said, "That is a beautiful pendant." Before I knew it, I was hearing about the Indian Women Pilots Association and the Ninety-Nines Inc. for the first time. I was realizing that I was not alone.

1999 — I had ended up at a South Carolina school and was scrambling on the Internet searching for information on flight training scholarships. I found out about this organization called Women in Aviation, International, and the scholarships that they offer. This time she manifested as Mary Ann Eiff, the scholarship coordinator and eventual, eternal, moral supporter. Eight years of two-way, weekly emails commenced.

2004 — We meet again. She took the shape of none other than Julie Clark of the (unbeknown to me) famed American Aerobatics. She gave me a call, because her friend Jenny Beatty had just told her of the Indian member in far away Bombay, who needed some reassurance because she was about to try and fly the airplane her dad had gone down in. She said to me, "I know how you are feeling right now and all I can tell you is—your dad is watching you and he is proud."

2005 — On that vacation to the U.K., she figured in my travels in many avatars—it was overwhelming. Yvonne Ward, a research officer from the University of Bath traveled to London to take me to a wonderful Aviation Art exhibition. Deanna Amos, an avionics engineer based in London opened

her home to my sister and me, and took us on a tour nearby so that I was able to show my sister the kind of airplane I fly; she had not had the chance to see it yet, with her living in London and my flying domestically out of Bombay. Mary Clark poured me some Earl Grey tea in her angelic home in Devonshire as she shared stories of flying her 182 into the Isle of Wight to see her grandchildren. Nic Orchard, the sweet owner of an Aeronca Champ even

offered me a ride in her 'real' airplane, sans fly by wire. We met in Headcorn, Kent, to see the Tiger Moths emerge as if from out of historical tapestries into the tangible, today air. My proverbial pen inferred: The stiff upper lip is mythological.

2006 — This time she was the visitor. Adrienne Flemming, a flight instructor based out of Melbourne, Australia, who came to my town on work. We ate at the café of a charming experimental theatre in Bombay and spent our evening exchanging ideas and sharing experiences about flying and the other loves of our lives.

Rooted in homes across the globe, cultures ranging from being born in cockpits, to not being allowed to drive cars, but somehow managing to fly airplanes... and yet, all versions of the same—the quintessential woman in aviation.

One of my friends had once commented, "Women in aviation, as an organization... isn't that almost sexist?" I wish I could have shared with him then what I can now.

2008 — The experience of finally being at the WAI Conference in San Diego in March, meeting with the pilots, engineers, writers and those of you that I had met only online, but knew better than some I have been with in person for eons! Here, in San Diego, she came to me yet another time, this time in the body of a man, secure in his own skin, sometimes escorting his other half to this platform devoid of any sense of polarity, sometimes trooping by himself hoping to land a job or network in some way or another.

Time and again did I bump into her that eventful week and she was in form. Sometimes the enthusiast, sometimes the general aviation pilot, sometimes the volunteer at the National Gay Pilots Association booth and sometimes at the booths of each of her airlines, epaulets and wings shining as testament to her efforts.

For long have I shared her passion for the sky and the machines that enable its audience. For so long have I been a benefactor and contributor to the camaraderie, so unmistakably spiked with the solidarity of kindred spirits. Yet, it was finally meeting her, not only in person, but in all her forms coming together seamlessly that I actually figured it out.

That Woman in Aviation, Internationally is also me. ➔

.....
Sonal Gopujkar (WAI #8406) is a First Officer for Indian Airlines.



“I got tired of being
fee’d to death.”

Donna Steeley
Wings member since 2007

Donna Steeley had just about given up on financial institutions. “Banks charge fees for everything – transferring my money, using ATMs. It just didn’t seem right.” She estimates that those extra and “hidden” fees added up to around \$1,000 a year. So when she joined AirTran Airways as a flight attendant, friends suggested she join Wings. “I haven’t been charged a fee since. I will never, ever leave the credit union.”

For 70 years, Wings Financial has been dedicated to creating value for the people of the air transportation industry through tailored financial services. **See the difference membership can make in your life.**

www.wingsfinancial.com
1 800 881-6801

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

REAL MEMBERS. REAL VALUE.®

Wings
FINANCIAL 



Mini-Baja Team

Designed and hand-crafted "Stella," an off-road racer with attitude. Only all-female team against 65 other universities in rough-and-tumble Society of Automotive Engineers-sponsored Mini-Baja East Competition in 2006. Outcome: didn't win first, but scored in confidence and new opportunities. Majors: aerospace and mechanical engineering.

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.

EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

www.embryriddle.edu