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SEPTEMBER/OCTOBER 2008

The official publication of Women in Aviation, International®

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AviationforWomen®

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Aviation for Women, (ISSN 1525-7762), Volume 11, Number 5, 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.



MTSU AIR RAIDERS CHAPTER

MTSU Chapter members enjoy playing Naval Aviator for a day at Miramar.

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COVER PHOTO

NetJets Captain Lynn Gardner stands by her fast ride: A Cessna Citation X. Photo by Billy Robin McFarland, courtesy of NetJets.

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ARMAND MIALE / MACH 2 MANAGEMENT



Dr. Chabrian with Red Bull Helicopter Pilot Chuck Aaron at EAA Airventure 2008

Dear WAI Members:

It is important to the board and staff of Women in Aviation, International to know as much about our members as possible. Whether it is determining benefits to make available to members, speakers and topics to include at a conference, feature stories and columns to include

in the magazine, knowing who our members are makes a difference.

Since WAI is made up of such a wide variety of representatives from the aviation industry—pilots, air traffic controllers, airport managers, mechanics, engineers, flight attendants, university students, retirees, and more—it is challenging at times to ensure we are addressing the needs and interests of all of our members.

In the next few weeks many of you will receive a membership survey asking questions about you to help us do a better job of serving you. Please fill out the survey and return it as quickly as possible.

In this issue of *Aviation for Women* we showcase several addi-

tional scholarships, adding to those published in the July/August issue. These scholarships are available for all ages and for a variety of different aviation and aerospace occupations and skill levels. There are even a few scholarships that just look like plain old fun! The deadline for your application is in mid-November this year so get to work filling out your paperwork!

These days the staff at Headquarters is looking forward to our 20th anniversary Conference in Atlanta next February. Special events planned for you include tours of Delta Air Lines, Robins Air Force Base, and TIMCO Aviation Services. AirTran Airways is also sponsoring a special event at the Georgia Aquarium for Conference attendees on Friday night, February 27. Delta Air Lines has graciously offered to underwrite the Conference luncheon and TIMCO will sponsor the pre-banquet reception again for 2009. Without these generous sponsors your Conference fees would be double or triple the cost, so please make sure to let them know you appreciate their gifts.

Watch for your 2009 Conference brochure in the mail within the next week or two. Register early and save, because you will not want to miss this special 20th anniversary event.

Sincerely,

Dr. Peggy Chabrian

Dr. Peggy Chabrian
President/Founder

I N S I D E T H I S I S S U E



NANCY BINK

Where are all these women pilots and why are they all wearing pink? Find out more on **Page 4**



More WAI Scholarships are now available! Look through these pages and apply for your future today. **Page 32**



PHOTO COURTESY OF THE NINETY-NINES

Helen Richey was, from what we know, the first woman hired to be a commercial airline pilot in the U.S. **Page 20**

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. The lighting is dramatic, highlighting her face and the engine.

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BONNIE KRATZ

Women Pilots Rule AeroShell Square

At 10:30 am, August 1, in AeroShell Square the complexion of EAA AirVenture 2008 changed—to pink. Anyone in the vicinity found their way blocked by a sea of pink-shirted women that covered the concrete. An estimated 1,000 women pilots turned up to be seen and photographed in an effort to set a record for the largest gathering of women pilots representing every women's aviation or flying group, in one place at one time, ever.

"This idea, conceived by WAI member Patricia Luebke, has taken off," said **Elissa Lines**, V.P. of Development for EAA. "We hope the sheer number of us gathered here today will inspire other women and girls to take a chance on aviation or even just to try out flying for fun, or more."

So, who was there? **Julie Clark, Debbie Rihn-Harvey, Jill Long, Patty Wagstaff, Jacquie Warda**, all air show greats, stood shoulder-to-shoulder with Women Airforce Service Pilots who ferried

WWII aircraft and trained cadets in the 1940s, as well as engineers, such as **Anna Mracek-Dietrich** (Terrafugia) and educators, including Dr. Peggy Chabrian, President of Women in Aviation, International. Where did they come from? All over the U.S., and from abroad, too. **Michelle Bassanesi**, a flight instructor, flew in from Rome, Italy, where she teaches, just to be counted. Another flew in her 1996 Pulsar (which she built, and she has flown for 1,000 hours) from Oregon, to be at AirVenture this year. Two other women teamed up and arrived for the first time on their own in a Cessna 172.

Denise Waters, an A&P mechanic, air racer and volunteer in the EAA KidVenture tent, came to honor the spirit that drove her to build a Wheeler Express with her father.

And what did they prove? That women who fly and several who build, come to EAA AirVenture, and in numbers that can influence the next generation of general avi-

ation pilots. "We hope to inspire girls and women to follow their dreams, just as we have," said Dr. Chabrian. "Keep your pink shirts on today," she encouraged the crowd, "so that people can see just how many of us there really are."

Even when the moment was over and the cameras moved on, AeroShell Square's concrete stayed speckled in pink, as women lingered to converse, congratulate, and co-inspire. The rest of the day, anywhere you walked at the air show, it was easy to see who the women pilots were. And in any direction you looked, there was plenty of pink. ➔



BONNIE KRATZ



WAI Celebrity Breakfast a Record-Setter

More than 200 attendees enjoyed breakfast at the EAA Museum Nature Center Friday morning, August 1, at the annual WAI Celebrity Breakfast, held during the Experimental Aircraft Association's annual AirVenture show. Speakers included **Keith Sawyer** for the breakfast's sponsor, Chevron Global Aviation, and new scholarship sponsor, **Michael Wolf**, President of SPORTY's Pilot Shops, as well as upcoming WAI International Conference speaker "**Corkey**" **Fornof**, an air show and Hollywood stunt pilot who flies the LoPresti Fury.

Stars of the Sky author **Ann Cooper** and illustrator **Sharon Rajnus** sold dozens of their book, and many of the "stars" were

on hand to autograph copies for breakfast attendees.

"It was great to have the breakfast on the air show grounds," said Dr. Peggy Chabrian, WAI President. "The setting was relaxing, and easy to access. We'll certainly try this again for next year." ✈



Fornof



Wolf





Women Soar Gives Girls Hands On Aviation Experiences

WAI Oshkosh Chapter members, as well as several WAI members from around the world, converged on EAA AirVenture on Monday, July 29, for the fourth annual Women Soar initiative. More than 100 teenaged girls had the opportunity to get hands-on experience with flight simulators, aircraft woodworking, and teambuilding exercises, all interspersed with a healthy dose of mentoring from aviation greats. **Dr. Peggy Chabrian**, WAI President, and **Brigadier General Janet Tolisanos** provided the girls with inspirational talks. In the evening they attended the WomenVenture Theater in the Woods presentation moderated by Lane Wallace. Girls were housed and fed by the University of Wisconsin, and had the opportunity to view the air show at the end of the event. For information about participating in next year's Women Soar, contact **Lesley Poberezny** at lpoberezny@eaa.org. ➔

WomenVenture On Stage

Women definitely made their presence known at this year's EAA AirVenture air show. The initiative sparked by an idea from WAI member **Pat Luebke**, and implemented by WAI and EAA, began with participation in the Women Soar program, Monday morning, July 28, and carried through the day and into the evening, where some very special women came together onstage at the EAA's Theater in the Woods for a panel presentation moderated by FLYING magazine correspondent **Lane Wallace**. WAI member **Sandra Campbell** re-enacted Bessie Coleman, and then spoke about her own FAA career. Then, moving forward in history, WASP **Dawn Seymour** recounted her days flying WWII

aircraft. From there Wallace invited onto the stage air show pilot **Jill "Raggy" Long**, and Navy pilot **Alex Dietrich**, and finally MIT educated engineer and entrepreneur **Anna Mracek Dietrich** and WAI President **Peggy Chabrian**. It was a lively evening of video and frank conversation that was entertaining and educational for all.

Later in the week women were found presenting forums all over AirVenture's grounds, with topics ranging from "Women who Build" and "Homebuilding Families" to historical analyses and technical presentations on homebuilding basics. Women volunteered with woodworking and fabric covering, metalworking and wiring. ➔





“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.”

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MSU NORTHERN LIGHTS CHAPTER

On April 5th the members of the Northern Lights Chapter at Minnesota State University, Mankato, came together to put on a unique outreach activity that they called their "Pilot Panel." The chapter brought in a diverse panel of speakers which included **Heidi DeHoogh** (WAI #7273) of Mesaba Airlines, to speak about the hiring process with an airline; **Dr. Nihad Daidzic**, MSU faculty/former NASA research and engineering; **Christopher Schmidt**, Compass Airlines Check Airman; **Ben Seppman**, Jostens Corporate Aviation; and **Richard Sedgwick**, Target Corporate Aviation. The evening included small group icebreakers, five wonderful speakers, and a social dinner hour sponsored

by MSU's Alpha Eta Rho chapter. **Jamie Melton** (WAI #28842) said, "I thought the pilot panel

was very informative and opened my mind to new ideas, especially Richard Sedgwick who flies for Target." The speakers shared their suggestions on how to set up for success in the competitive aviation industry. The evening's panel was open to the public. Others in attendance included members of the Mankato community, students from University of Dubuque's Aviation Department, and area high school students. ➔

MSU NORTHERN LIGHTS CHAPTER



MSU Pilot Panel—Officers/speakers left to right: **Chris Schmidt**, Compass Airlines; **Alaine Olthafer** (WAI #33327); **Nihad Daidzic**, MSU faculty; **Ashley Alexander** (WAI #39209); **Richard Sedgwick**, Target Corporation; **Ben Seppman**, Jostens Corporation; and **Katrina Avery** (WAI #18232), Chapter President.

UPPER CANADA CHAPTER



UPPER CANADA CHAPTER —

The grade 1 French Immersion class at Herb Campbell Public School welcomed Air Canada pilots **Lisa Graham** (WAI #8030) and **Michael Krupka** into their classroom to speak about aviation. The students had been studying compass directions in class and were shown how this related to navigating an airplane. They also learned parts of an airplane and the various ways aircraft are used. All of the children were delighted to share their flying experiences and each received their own wings.

UNO MAVERICK CHAPTER

The Spring 2008 semester was very exciting for the Maverick Chapter. The Chapter kicked off the semester with a Maverick Aviation T-shirt fund-raiser. This fund-raiser turned out to be such a big hit with the Aviation Institute the first time that the chapter decided to sell the shirts again. By the time the WAI Conference rolled around, the Chapter was in for a surprise. **Amanda Steele** (WAI #39145), a freshman at the University of Nebraska at Omaha, was the Telex Scholarship winner. Amanda was very excited to win this scholarship and was even more excited to be featured in the

UNO MAVERICK CHAPTER



Stephanie Mendenhall (WAI #29360), **Ashley Oseka** (WAI #39145), and **William Swett** (WAI #29359)

new advertisement for Telex Aviation. The Chapter closed the semester with the University of Nebraska at Omaha - Aviation Institute's Honors Night. On this night, **Ashley Oseka** (WAI #29028) was honored with the 2008 Lois Durham Women in Aviation Scholarship. Lois Durham, who is from Omaha, Nebraska, served with the Women Airforce Service Pilots during World War II. ➔



Ashley Oseka receiving the 2008 Lois Durham Women in Aviation Scholarship from **Dr. Rebecca Lutte**.

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Room Rate: \$139 (single/double); \$159 (up to 4 adults in room).

(Taxes and incidentals not included. Discounted conference hotel rate is available until February 2, 2009.)

You can reserve your room today direct from the WAI web site at:

www.wai.org/09conference/index.cfm

- ✈ Delta Air Lines Technical Operations Center tour on Thursday, February 26, 8:30 a.m. to Noon. The TOC is 63 acres under roof. Included on the tour will be the Engine Shop, Test Cells, Hangar Bays, Aircraft in for Heavy Maintenance Visit (HMF), Stores, Composite Shop, Paint Hangars, Electronics and Avionics Shops.
- ✈ All-day tour of the Museum of Aviation at Robins Air Force Base and TIMCO Aviation Services in Macon, Georgia, on Wednesday, February 25
- ✈ Special event – reception and tour of the Georgia Aquarium on Friday evening, February 27 from 6:00-8:30 p.m., sponsored by AirTran Airways.
- ✈ Luncheon on Friday, February 27, sponsored by Delta Air Lines
- ✈ Banquet on Saturday, February 28, sponsored by UPS.

Brochures with all the details will be going into the mail soon.

**To register for the 2009
International Women in
Aviation Conference,
go to www.wai.org
or call (937) 839-4647.**


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I N T E R N A T I O N A L

MTSU AIR RAIDERS CHAPTER

The MTSU Air Raiders, the WAI Chapter for Middle Tennessee State University, attended the WAI Conference for the first time as a Provisional Chapter. Though the distance was great, the MTSU Air Raiders earned the distinction of having the most members present of any chapter at the Conference.

MTSU AIR RAIDERS CHAPTER



MTSU (l to r) Trish Carter, Lauren Lipe, William Dyke, Bonnie Mallard, Dwight Powell, Jennifer Toomey (WAI #29327), Carly Crawford (WAI #39501), Laura Aiken (WAI #40173), Chris Andrey (WAI #39499), Sarah Janson (WAI #29140)

While in San Diego the Middle Tennessee State University Chapter was granted the privilege of touring Marine Corps Air Station Miramar. MTSU Chapter member **Tim Locke** (WAI #39721) was formerly stationed at Miramar in the CH-53E squadron HMH-462 serving as a mechanic, crew chief, weapons and tactics instructor, and the ground-safety officer. Current Commanding Officer **Lt. Col. Kevin Moss** was a Captain in the same squadron during Locke's first years on base, and together, they arranged for the Chapter's surprise tour. They toured the aviation-related resources on base, including the air traffic control tower and the approach traffic control TRACON facility. In addition, the personnel on base provided simulator time in the CH-53 cargo helicopters and the new C-130J models based at Miramar. The chapter members found it very informative to speak with more women in aviation who have military experience, including CH53E pilot **Captain Kristin Elmlinger** and crew chief **Sgt. Anneke Bogardus**, who shared in the activities.

In April the MTSU Women in Aviation and the MTSU Flight Team arranged a visit from the Blue Angels flight demonstration team when the Blue Angels performed at the Smyrna Airshow. **Lt. Cdr. Brantuas** and his Crew Chiefs visited the MTSU campus to speak with aerospace students about flight training experiences. They met with the Women in Aviation, International and Flight Team members as well as Aerospace Department Chair **Dr. Wayne Dornan**. More than 150 aerospace students attended along with MTSU faculty, and many participated in the question and answer session.

The MTSU Women in Aviation also coordinated a visit from **Robert "Hoot" Gibson**, who spoke to students about his flying experience. Commander Gibson piloted the Space Shuttle, competes in the Reno Air Race, and flew for Southwest Airlines among many other aviation accomplishments. He gave a presentation on his life, background, and space experience. From Murfreesboro, he established a new (unofficial) speed record in a Cassutt Racer with an average speed of 238.14 mph in a 100 km closed-circuit course. After speaking, Gibson answered questions from aerospace students and faculty. He also gave his thoughts on what opportunities exist for women in the aviation industry. ➔



*Top: CH53E crew chief
Sgt. Anneke Bogardus and
Captain Kristin Elmlinger*

*Center: MTSU Air Raiders
Chapter Outreach Chair **Lauren Lipe**
and **Laura Aiken***

*Center: **Tim Locke** was the
MTSU Chapter member who set
up the Miramar visit for the group,
using contacts he made while
stationed there. Bottom: (left to
right) **Bailey Ryan**, crew chief AM2
Mike Grimes, crew chief AME2 (AW)
Michael Finch, Officer **Lt. Cdr. Paul
Brantuas**, and MTSU Flight Team
Captain **Carl Roby**.*



UPPER CANADA CHAPTER

In April the Toronto chapter toured the North Firehall at Toronto's Lester B. Pearson International Airport. The fire crew led by **Andy Armstrong** took the group through a typical shift in the life of the firehall, which included members being able to "suit up" and activate the water cannons on the firefighting vehicles.

In May the chapter had guest speaker **Jeff Lewis** talk about air shows. As a part owner of Viper North Inc., whose aircraft include an Aero L29 Delfin and MiG-15UTI, Lewis uses his aircraft in air show performances and static displays.

Cheryl Marek (WAI #28672) has flown more than 100 Young Eagle missions in the past five years. She participated again in the Young Eagle rally held recently at CYOO (Oshawa, Ontario) and flew six groups of three elementary and high school children in her co-owned Cessna 172. Cheryl said, "It was thrilling (and a relief) to see the tears of trepidation of one gal turn to a great big smile of enjoyment with a wish that she could fly again one day!" ➔

ST. LOUIS WOMEN WITH WINGS CHAPTER

The St. Louis Women With Wings (WWW) Chapter shared their love of aviation by attending the St. Louis Downtown Airport Memorial Day Weekend and the American WACO Club's Annual Meeting/Fly-in at Creve Coeur Airport in June.

The Chapter visited the 2007 Illinois General Aviation Category "A" Airport of the Year at Mt. Vernon, Illinois. The trip included a tour of the Air Evac Lifeteam facility stationed at the airfield and a delicious home-style lunch. Members also enjoyed an exciting presentation about Alaska helicopter flying given by Chapter Member **Col. Steven Hofmann** (WAI #27505), USAFR. ➔



Tour group at Air Evac Lifeteam—**Steve Hofmann, Lavonne Deck, Eve Cascella, Shelby Edwards, Karan Hofmann, Allison Cook, and Air Evac pilot Bill MacIntire.**



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

I would really like to work on corporate jets. How can I get the training I need?

There are a few paths to achieving that jet job goal. Making sure you have that A&P certificate is a start. Introductory jet engine training is covered in that curriculum. Almost all job list-

ings require the A&P. Besides training and skill, at least three years of experience emphasizing a particular make and model aircraft is usually required. How do you get this? First, if applicable, check to see if military maintenance experience may be credited. Research the possibility of corporate internships. Otherwise, you basically need to pay your dues and work your way up. You have to find a company that will hire you and train you. Here's where you need to do your homework, network and have a bit of luck.

Corporate aviation departments vary in type and size. Some own their aircraft and maintenance is done "in-house" and others hire maintenance out to a repair station type of facility. The larger facilities will have multiple shops

with some jobs that don't require the A&P or experience. If you get into one of these shops, you'll have your foot in the door working while finishing your A&P or gaining experience. Transition within the corporation may be easier. A smaller shop may be willing to take you on for training under a lead mechanic, but pay is minimal.

Do your networking through WAI. Find a Corporate Maintenance mentor. Learn your company's aircraft make and models and apply for those scholarships that not only provide necessary training, but are another resource for finding job opportunities. ➔

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

CAREERS

Mary Allen (WAI #3104) is now type rated and ready to fly the EMB-170/190 for US Airways.

Leslie Barstow (WAI #12115) is now the Community and Media Relations Manager for Boeing Field/King County Airport.

The 2008 Air Race Classic included Team 21—affectionately known as Team Trixie—consisting of Veteran race participant **Evelyn Rosengarten** (WAI #4088) and first timer **Teresa Camp** (WAI #6879) from the Women With Wings Chapter. Teresa's husband **Bill Camp** (WAI #14869), also a Women With Wings Chapter Member, created a wonderful web site that made you feel as if you were a passenger in the back of their Cessna 182 RG.

The Army has a new Colonel and her name is **Norma J. Ely** (WAI #27321). Ely has been serving in the US Army reserves since 1983 and was promoted to full Colonel on Monday, June 16, 2008. A 1986 graduate of Florida Memorial University, she was one of the first two graduates to earn a Bachelor of Arts (BA) in the Aviation Science Program.

Ely has served in the United States Army Reserves for 25 years and is assigned to the QuarterMaster Center and School (QMC&S), Fort Lee, Virginia. As a civilian she's been an Air Traffic Control Specialist with the Federal Aviation Administration for the past 20 years in the Terminal and Flight Service facilities.

Currently she is working as a Field Operations Specialist in Terminal Mission Support at the Federal Aviation Administration Headquarters in Washington, DC.

Shannon Griffin (WAI #39115) earned her private pilot certificate.

Jen Gritton (WAI #23333) received the Southern California Safety Institute (SCSI) scholarship. The award includes full tuition for any regularly scheduled commercial AAI Course; cash to assist with expenses associated with attendance at the ISASI annual conference (this year in Halifax, Nova Scotia, Canada).

Juli Hendrix (WAI #8349) will walk 60 miles October 24-26, 2008, camping out at night for the Breast Cancer 3-Day, which benefits Susan G. Komen for the Cure and the National Philanthropic Trust Breast Cancer Fund.

Barbara Hoberock (WAI #17393) supported the Greater St. Louis Business Aviation Association (GSLBAA) annual golf tournament with proceeds benefiting Wings of Hope and an Aviation Scholarship.

Major Nicole Malachowski (WAI #29820) of Las Vegas, Nevada, has been appointed as a White House Fellow. The White House Fellows Program offers experience working at the highest levels of the Federal government. Fellows participate in roundtable discussions with leaders from the private and public sectors and study trips to examine U.S. policy in action.

Victoria Szewczyk (WAI #14313) recently finished her training as Second Officer on the Boeing 727 for Cargojet Airways.

Michigan native

Kristine Volk (WAI #16250) entered the Navy Reserves as a Public Affairs Officer (PAO). A commissioning ceremony was held in Traverse City with Navy Blue Angels Commanding Officer, **Capt. Kevin "Boss" Mannix** officiating and the Navy's demonstration team present.

Dawn Wells (WAI #889) has upgraded to the Airbus 320 at Air Canada.

Lora Yowell (WAI #1941) recently had her Airline Transport Pilot License signed off and has started a new job as First Officer on a Beech 1900 for Air Georgian, flying passengers to Canadian and U.S. destinations.

OTHERS MAKE THEIR MARK

Sherry Fieber-Beyer, a doctoral student within the Earth System Science and Policy department at the University of North Dakota's (UND's) John D. Odegard School of Aerospace Sciences, has been awarded a three-year NASA Earth and Space Science Fellowship.

PASSAGES

Margaret Ray J. Ringenberg (WAI #57), a member of the Women Airforce Service Pilots (WASP), an avid air racer, author, and one-time Grandmother of the Year in Indiana, died in her sleep during the EAA AirVenture air show, in Oshkosh, Wisconsin. Those who saw her last said she told them, "I could just fly forever." We hope she does.

Janet Dietrich, a WASP and one of the first women to earn a Transport Pilot's certificate, has died, at age 81.

Professor **Bob Mock** (WAI #6494) has died. Mock was a beloved mentor and friend to so many students, and a big part of the WAI Mile High Chapter. We have lost a friend, father, husband, teacher, aviation legend and mentor... and he will be sorely missed. ✈



Barstow



Camp and Rosengarten



Colonel Ely (second from left) and family

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New Strategy for General Aviation

Kris Kolluri, New Jersey's transportation commissioner believes his state needs to save small airports.¹ As an owner/operator of a New Jersey general aviation airport I totally agree. In fact, our family participated in the airport preservation effort by ensuring that

Alexandria Field remains a public-use facility.² The Commissioner states a need to address the growth of private aviation in the region to deal with congestion. True. As a flight school operator, however, I am looking at an even greater concern—the disappearing pilot population. And I have a suggestion for how to address this problem.

Small airports like ours have been growing pilots since wide-eyed little boys sat on the fence to watch yellow tail draggers take flight. But many people are not motivated to learn to fly. Between 1980 and December of 2007 the number of pilots in the U.S. decreased by 236,722. In 2007 there was a single drop in pilots of 7,000. For the second year in a row there are fewer than 600,000 (590,349) certificated pilots.³ Without new, creative thinking, we can count on this trend to continue. Collateral damage appears in related aviation product sales. There's been a drop in the sales of piston-driven aircraft.⁴ The sales of aircraft, fuel, oil, headsets, books, charts, radios, etc. will follow.

Nationally, general aviation has pursued the obvious target—the wide-eyed little boy as he matures into a potential aircraft buyer. Efforts such as the Aircraft Owners and Pilots Association's "Be A Pilot" and "Project Pilot" and the EAA's "Young Eagles" programs, while valuable, have not yielded a new rise in pilots numbers. The lack of new pilots has resulted in the increasing average age of a pilot—now at 45.7 years, up from 41.3 in 1993.⁵ Additionally, marketing materials from AOPA say that their members make up two-thirds of the pilots in the U.S., and

are male with an average household income of \$197,000. Out of a population of 301 million, this represents a weak market penetration. What about the remaining market, consisting of men and women from age 16 and up?

General aviation needs more than one marketing strategy. GA could benefit from one marketing plan for those who always wanted to fly at any age and one for those who never gave flying a second thought. With comfortable entry points and separate learning objectives, we can reach those who "always wanted to fly" at a young age and those who made their way to become an adult "never giving flying a second thought."

Aviation Camps serve to introduce children of non-flying or even fearful parents to the empowerment of flight. One hundred percent of our "Cleared for Takeoff" campers continue to take flight lessons. Many go on to become private pilots. This program gets people into general aviation earlier.

The exciting, and more unique program is for those who could care less about flying. It is a two-day leadership and personal empowerment workshop called Leaders Take Flight®. Research to develop this program began with a grant from the New Jersey Aviation Education Program. Both programs work and are available now.

The Leaders Take Flight⁶ workshop grew from personal lessons learned. My father taught me that our airport exists on growing pilots both experienced and new to flying. A healthy flight school needs young and old, male and female, blue collar and corporate executives.

I became determined to find out why more women didn't learn to fly and how to shift negative thinking about flying to positive, or at least neutralize it.

Our airport served as a lab; research subjects walked past me everyday. I started to stop them and ask questions. After two years I had conversations with more than 200 women who either accompanied their significant other to the airport or dropped their sons off for a flying lesson. I also conducted 100 interviews with certificated women pilots. The female pilots for the most part developed their interest in flying from a close connection with a male pilot in their lives. The sad truth is that the remaining women simply didn't care about flying. The reasons given for this disinterest appeared as thoughts that could be shifted positively. Women did prove to be interested in self-discovery, however, so I followed that tack.

The second level of research was assisted by a grant from the Wolf Aviation Fund. Dr. Sue Stafford, a pilot and Professor of Philosophy at Simmons College in Boston, became my research partner. Over a period of a year we ran three workshops in research mode: one at Simmons College in Boston, a second at Mercer County Community college in Trenton, New Jersey, and a third at Western Air Flight Academy in Broomfield, Colorado. The research results revealed that participants wondered what



by Linda F. Castner

they had been afraid of. They reported that their perceptions of flying itself had improved and some even expressed an interest in flying. Participants came into the workshop to learn about something other than flying, remember.

The research results have enormous implications when looking at market penetration. If a new entry point for GA is established for women 45 to 49 that is 11 million potential fliers.⁷

I propose that a nationwide marketing plan be developed to fund delivery of the Leaders Take Flight workshop and capture this untapped market. The first step would be to develop a funding resource from state aviation education programs, as well as companies selling collateral aviation products and services. The second step would be a nationwide marketing plan that would allow states to offer workshops using the Leaders Take Flight curriculum.

If more food for thought is needed—think about this—during the promotion of one of our research workshops, a fly-

er was used with an airplane on it. Hundreds of people saw the flyer. No one responded. When the airplane image was removed and replaced with copy about the workshop content—personal empowerment and self-discovery—the workshop was filled in two days.

What was the problem? Fear...all kinds. Topping the list was the use of the words “small single-engine piston driven airplane.” These words represented barriers in the minds of decision-makers. The workshops stopped before they had a chance to grow.⁸ Unlike adventure leadership programs offered by Outward Bound or the Wharton Business School Treks involving mountain climbing, our workshops used general aviation aircraft—a show-stopper.

The president of a Fortune 500 company was ready to offer the workshop to his executive board. His decision not to was not based on money, course curriculum or time. The corporate legal department said “we recommend against it.”

Changing negative public perception

should be a goal of General Aviation. In the process we will create more pilots and interest more women in flying. Consumers are in control of the future of flying in small aircraft. Mr. and Mrs. General Public are just not interested in, or they are deeply afraid of, flight. Education and one-on-one experience-sharing are required to shift those attitudes.⁹ The Leaders Take Flight workshop deals with attitude shifting. The curriculum incorporates solid principles of learning and makes a difference in participants’ lives.

I believe our industry has been sustained for its first 100 years by the pioneering spirit of its inventors. The numbers speak for themselves—we need new tools to introduce people to flying. The Leaders Take Flight workshop is a new educational tool—it is a pioneering effort—and it could help turn the tide. ✈

.....
Linda Castner manages Up, Up and Away In Hunterdon, Inc., at Alexandria Field (N85) in New Jersey. Contact her at upupaway@ptd.net.

1. New Jersey Department of Transportation, State Airport System Plan, 2007. 2. Linda Castner, “Alexandria Field,” nd, <http://www.alexandriafield.com> 3. FAA statistics, 2007 4. General Aviation Manufacturers Report, 2007 5. FAA statistics, 2007 6. Linda Castner & Sue Stafford, “Leaders Take Flight,” 2006, <http://www.leaderstakeflight.com> 7. www.census.gov 8. Michael Useem, “The Go Point,” Crown Business, New York, 2006. 9. Judy Foreman, “Health Sense,” The Boston Globe, January 23, 2007.

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National Express Corporation

National Express Corporation (NEC) is the North American subsidiary of National Express Group, PLC, one of the premier transportation firms in the United Kingdom. NEC has been a supersonic corporate member of Women in Aviation, International since 2002. NEC is made

up of Durham School Services in the United States and Stock Transportation in Canada. Together, Durham School

In 1999 it bought the lease for operating Stewart International Airport in Newburgh, New York.

Services and Stock Transportation operate more than 15,000 school buses and serve more than 300 school districts in 27 states and two provinces. NEC corporate headquarters is located in Newmarket, Ontario, and the U.S. headquarters, located in Downers Grove, Illinois, house the administrative and support functions for the company. Local customer service centers (CSCs) are supported by regional operations teams located throughout North America.

In addition to operating a full-service transportation program, NEC has teams of experts that have specialized in specific areas of student transportation. These specialists help customers create safe, cost-effective, and efficient student transportation programs.

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

Airship Ventures, Inc.
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NEC's strategy for growing its business is clear and simple. It strives to be more customer-driven, to develop new products and services and grow organically, and to acquire businesses in markets where it can add value. Its employees pledge to operate safely and responsibly, and on a sound financial basis, creating value for company shareholders and stakeholders. Employees of National Express strive to make customer experiences safe and pleasant.

The National Express brand was created in 1972 by the state-owned National Bus Company (NBC) to bring together the express bus and coach services operated by the bus operating companies within the NBC group. The National Express network was largely a branding and management exercise, with services continuing to be operated by the individual companies.

With the privatisation of the NBC in the 1980s, National Express was subject to a management buy-out in 1988. In 1992, National Express Group PLC was floated on the London Stock Exchange with a remit to acquire new businesses in the passenger transport market.

In 1993 the group acquired Eurolines and East Midlands Airport, although the latter has since been sold. In 1995, West Midlands Travel, the formerly municipally-owned bus network of Birmingham and the West Midlands, was acquired and renamed Travel West Mid-

lands in September 1996. This began the brand family of Travel local bus operations. Since then Travel Coventry has been spun out of Travel West Midlands, and Travel Dundee and Travel London have been acquired.

In 1996 the group acquired its first UK rail franchises, Gatwick Express and Midland Mainline. Since then seven further franchises have been added, and rail services now account for the largest portion of the group's activity. In 1999 it bought the lease for operating Stewart International Airport in Newburgh, New York, which it later sold back to the Port Authority of New York and New Jersey.

In 2005 National Express agreed to buy most of operations of privately owned



Spanish transport operator ALSA, which operates bus and coach services in Spain, Portugal and Morocco, and long-distance coach services to other parts of Europe. ALSA's operations in South America and China were retained by the previous owners. In mid 2005, the group bought the London buses arm of Tellings Golden Miller and branded it Travel London. This included a number of services in South West London and Surrey. In 2007 National Express acquired Continental Auto, the second largest bus and coach operator in Spain.

NEC is currently hiring both in Europe and the U.S. For more information go to www.nationalexpressgroup.com/nx1/careers/job_opp/ or write to:

National Express Group PLC
7 Triton Square, London NW1 3HG
Tel: 08450 130130
Email: info@nationalexpress.com ➔



**by Meg Godlewski,
NAFI Master CFI**

I have a client who wants to be a CFI but isn't sure how to create a basic lesson plan for a ground lesson. He flies fine but seems to freeze up when asked to put anything on paper. How can I help him?

Remember back to your own CFI training: What does each lesson plan need? A subject, equipment to be used, the method of instruction, the preferred outcome and common student mistakes. Remind him to "show you" not to "tell you" concepts, even on paper.

Most lesson plans, like stories in a magazine, are edited as we become

more familiar with the concepts, so tell him he need not get it perfect the first time.

I have a student who won't use the rudders. He plays a lot of Microsoft Flight Simulator on the computer, so he thinks that flying is done simply by twiddling a joystick. How do I break him of this habit?

Take your student up in the airplane to what you would consider a safe altitude (let's say at least 1500 feet above terrain) and have him trim the airplane for level flight. Once the airplane is stable, make him fold his arms on his chest and have him fly the machine by using only his feet pushing on the rudder pedals. Make him do turns in both directions this way. It is important that you stress the need to keep the ball in the center (this will be a challenge). Once he's had enough of that, reincorporate controlling the airplane with the yoke/stick again. I think you will find that his use of the rudder pedals for control will improve.

I have a student who is always behind the airplane on instrument flights. I don't want to take him into real instrument conditions until he gets his situational awareness and reaction time up. How do we do this?

I would suggest using a Procedures Trainer such as the ones made by PFD and Frasca. These trainers are usually five times as sensitive as an airplane so they take more effort to control. Put him through full procedures and let him get lost and mess up, then hit pause and fix the issue. Make him do 10 hours in the trainer and then put him back in the airplane. I am confident that you will notice an improvement. ✈

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.

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



Global Aviation



**Captain Julie Clark and
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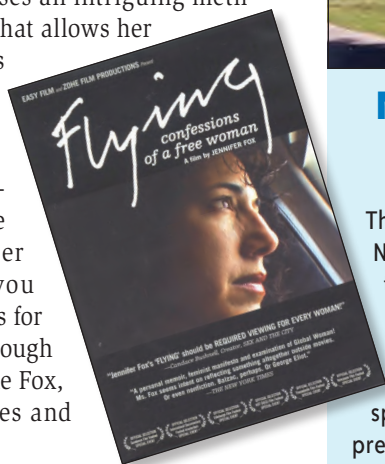
Chevron Global Aviation proudly presents aviation legend Julie Clark of American Aerobatics. Look for Julie, flying in her Chevron Mentor T-34, at air shows all across the country. To learn more about Chevron Global Aviation and where you can see Julie Clark fly, visit www.totalga.com

Flying, Confessions of a Free Woman
DVD series by Jennifer Fox
Review by Amy Laboda

Filmmaker Jennifer Fox is on to something here. Through the metaphor of flying (a sport she cherishes with her father, and transportation she takes throughout the film as a passenger) Fox explores what freedom means for modern women all over the globe. To do so, Fox uses an intriguing method of passing the camera that allows her to be as much a part of this brutally honest documentary as her subjects. Speaking of which, her subjects, over the three-year course of making the documentary, become her friends, and, whether you agree with her own choices for her life or not, you will, through watching this, begin to like Fox, with all her vulnerabilities and foibles, too.

A word of warning: much of this film delves into questions about what makes a modern woman free, and how the definition of both “modern woman” and “freedom” changes from culture to culture around the world. Conversations are frank and intimate, and though there is little questionable language or nudity, this film is better suited for adults or mature teens. Watching it will produce some interesting discussions.

ISBN 0-94922-88342-1
Easy Film and Zohe Film Productions, 2007.
Two Disc DVD set, 351 minutes; \$34.98



New Jersey Aviation Hall of Fame and Museum

by Larry Tritten

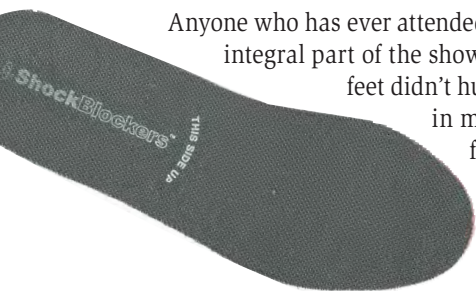
The New Jersey Aviation Hall of Fame and Museum, in Teterboro, New Jersey, is dedicated to preserving the Garden State's aviation and space heritage, which dates from 1793 and Jean-Pierre Blanchard's first balloon flight in the Western hemisphere. That heritage is dramatized by its collection of air and space equipment artifacts, photographs, fine arts, models, its library and special programs, and its distaff aspects include Amelia Earhart's preparation for her solo transatlantic flight at Teterboro, astronaut Kathryn Sullivan of Paterson being the first woman to walk in space, and Oradell's Major Marie Rossi being the first woman to fly in combat during Operation Desert Storm. The contributions of scores of other women pilots are chronicled in a special display that comprehensively covers their history by decades since the 1920's.

And if one needs proof that flying is not just a male interest, the museum's web site www.njahof.org photograph of the members of its Dare to Fly program (in which children aged 7 to 12 build and fly model airplanes) is more than sufficient: roughly two-thirds of those pictured are girls! And a very lively-looking group of fledgling aviatrixes, indeed. Here's looking at you, ladies.

TAKING A WALK ON THE WILD SIDE

Anyone who has ever attended the EAA AirVenture in Oshkosh knows that, as a rule, walking, standing and sweating are an integral part of the show. Given a chance to try Oregon Aero's ShockBlocker insole inserts, I declined...at the time my feet didn't hurt. The salesman insisted, and I relented, and now I have to reassess. Standing with the inserts in my old sneakers felt noticeably better and walking was more enjoyable. When I jumped to my feet during a standing ovation at Theater in the Woods, I knew something had changed. At 10 pm after a non-stop day, my feet felt cushioned, dry and actually bouncy. I was convinced.

ShockBlockers use low friction and high wicking textiles that come in trimmable sizes and in Lightweight and Deluxe versions. Body weight and intended use are factors you consider to choose your version. They are more expensive than conventional inserts, but dramatically help absorb shock and leave your feet cool and dry. They are great for walking or running, whatever the distance, as my experience at Oshkosh attests. ShockBlockers are \$39.95 for the lightweight, \$49.95 for the deluxe version. For more information go to www.oregonaero.com, or call (800) 888-6910. — Nancy Bink





The Time It Takes To Fall
by Margaret Lazarus Dean
Review by Amy Laboda

Margaret Lazarus Dean does not beat around the bush in this novel about the coming of age of a young girl who dreams of being an astronaut in the 1980s. The protagonist, the eldest daughter of a NASA technician who worked on the Space Shuttle, idolizes Judith Resnik. Her dreams of space travel help her through the usual insecurities of middle school, until the day of the Challenger accident, which destroys all that, and more.

Dean's book is a convincing tale of how difficult it must have been to be a family embroiled in the NASA controversies of that time, and how difficult it always is to be a young girl coming of age in this society, which puts out mixed and complex signals about what it is to be a woman.

ISBN 978-0-7432-9723-3

Published by Simon & Schuster, New York; 2007.
Softcover; 306 pages; \$14.00

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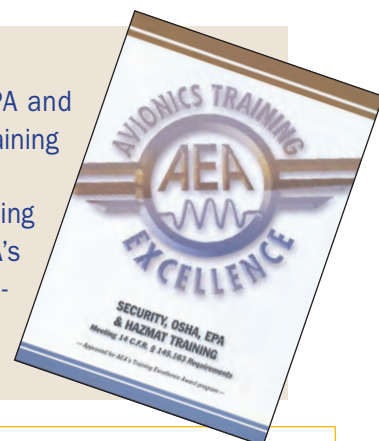


I was using a sheet of 8x11 paper to cover the G1000 screen (an awkward solution, at best) until Sporty's developed instrument covers to work with glass panel airplanes. These opaque, static-cling stickers precisely cover sections of the PFD to simulate instrument failures for the attitude indicator, heading indicator, airspeed and altitude tape and vertical speed indicator. There are also stickers to simulate warning alerts and caution alerts such as low oil pressure, low voltage or low fuel. Glass Cockpit Instrument Covers are available for \$29.95 and may be ordered at **sportys.com** or by calling Sporty's at (800) SPORTYS. —A.L.

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The Aircraft Electronics Association (www.aea.net) has developed a CD-based training program that meets 14 CFR Part 145.163 requirements and also qualifies as part of AEA's Training Excellence Award program. The narration, by Jason Dickstein, AEA General Counsel, is compelling and informative. For more information on the CD training program, call (816) 373-6565.



In Plane View / Abstractions of Flight
by Carolyn Russo

If you're looking for a coffee table book of elegant airplanes from the Smithsonian Collection, *In Plane View* might not be the right purchase. But if you've got a creative streak in you and you are partial to the startling beauty of patterns and shapes, then this is probably one of the first books you should consider.

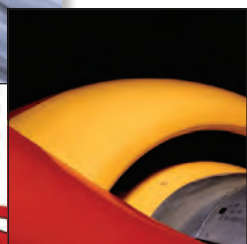
Russo explains, "When I was photographing the larger items I started to look at them differently, design objects, shapes and colors." It inspired her to come at the artifacts from an entirely different point of view.

This is Russo's first book of color photographs, and she maximizes the medium. "I wanted something that would appeal to the art audience, and to children, who like shape and color, and puzzles figuring out what the pictures are," she says.

So far the book has won second place in AIM design competition, and Russo says she's getting all kinds of requests for art prints (not available at press time, but keep asking, she says). - A.L.

ISBN 9781576874059

Powerhouse Books, Brooklyn, New York, 2007
Hardcover; 143 pages; \$39.95



Helen Richey

FROM STUNT PILOT SUCCESS TO AIRLINE DISAPPOINTMENT

When women of today decide to become a pilot their career opportunities are numerous. They can do whatever they want: from flying fighter aircraft to being a space shuttle commander. This was not always the case. To create these opportunities many female aviation pioneers in the past had to break down the barriers imposed by others in the industry.

Helen Richey was a female aviation pioneer who proved women could fly airplanes, break aviation records and even instruct men to fly in the military.

Born on November 14, 1909 in McKeesport, Pennsylvania, she was the youngest child of the McKeesport superintendent of schools, Joseph Burdette Richey and Amy Winter Richey. As a young girl she didn't like to play house or have tea parties. Richey enjoyed things that were mechanical and took pleasure disassembling clocks, but reassembling them was a different story. While Richey was growing up she would always stop at the sound of an airplane and watch it fly overhead, fascinated.

In 1928 an opportunity presented itself for Richey to be a passenger on a daily flight that went from McKeesport to Cleveland, Ohio. She was eager for the experience but it took some convincing to get her father's permission. In the end a relative agreed to go with her and she was at last able to experience mechanical flight. It was during this trip that Richey saw the famous female pilot Ruth Elder. After experiencing the exhilaration of her first flight and being inspired by the famous female pilot, Helen Richey decided she was going to become a pilot herself.

On October 27, 1929, she started taking flying lessons. She soloed and got her flight certificate June 28, 1930. She then passed the test for a limited commercial certificate on December 4, 1930, so that she could fly commercial aircraft. The Aeronautics Inspector who administered the final test commented that Richey was one of the most remarkable natural flyers he'd ever seen.

In the early days of aviation promoting the world of flying was a constant activity. During an air meet at Bettis Field in McKeesport, Richey begged to fly for the crowd so she could prove it was so easy that even a 20-year-old girl could pilot an airplane. She took off in a Curtiss Fledgling, a training plane not

designed for stunt flying. This didn't stop Richey from attempting a loop. After the first loop was successful she did another and another to the sound of a roaring crowd. Feeling very confident Helen Richey then decided to attempt her first tail spin. At 3,000 feet she started the tail spin as silent spectators watched below. When the airplane turned and headed straight for the ground she struggled to recall exactly how to come out of a spin. She remembered just in time and pulled out, to the crowd's loud approval. Some people who watched it were so

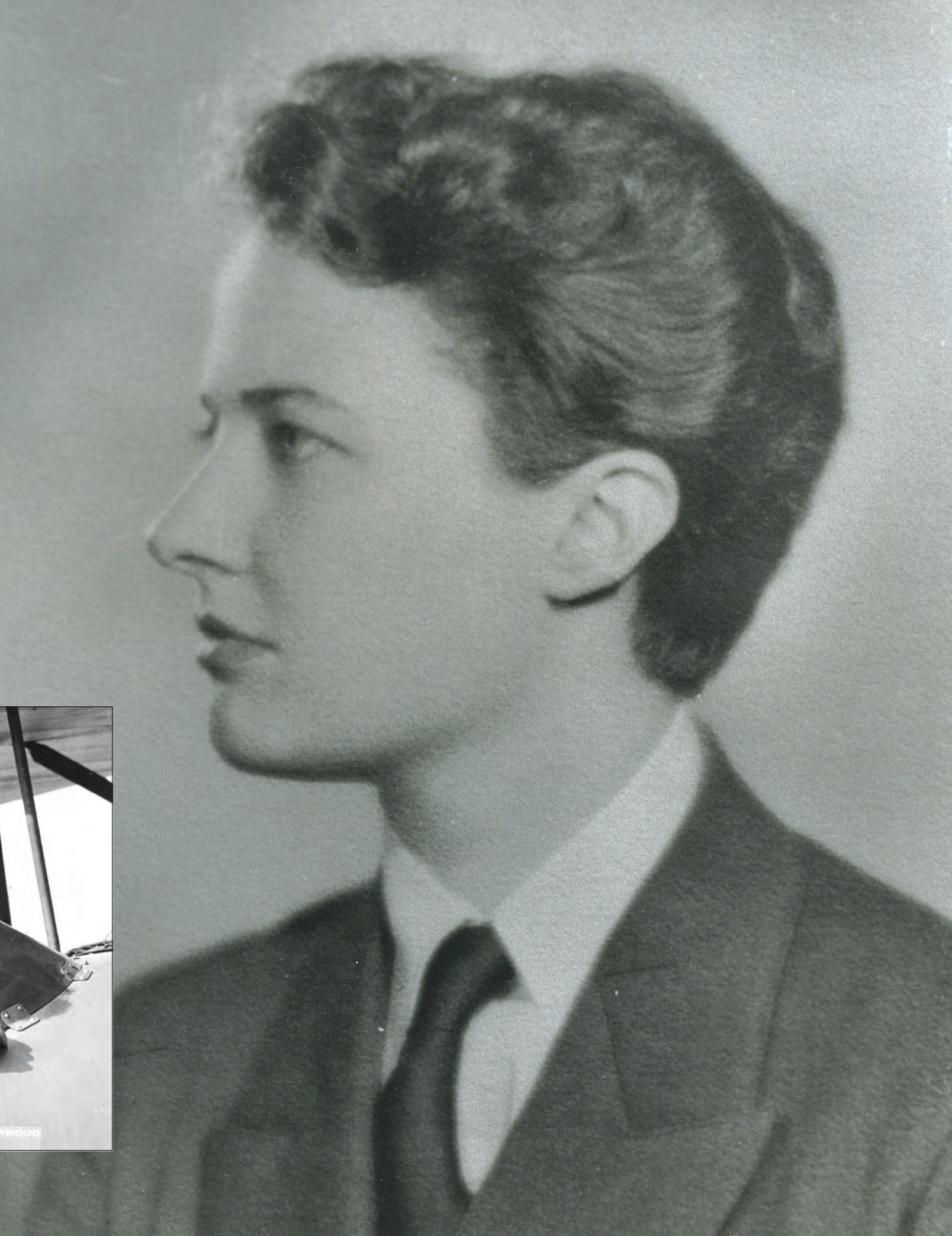
by J. Michael Krivyanski

impressed they felt it was one of the best demonstrations of aerial stunting they'd ever seen. At the end of the show she was offered a job as a stunt pilot.

In 1933 Richey was contacted by Frances Marsalis about making an attempt at an endurance flying record. Marsalis was a little surprised at how quickly Richey agreed. After taking off from a Miami airport Richey and Marsalis stayed aloft in a small monoplane named "Outdoor Girl" for 9 days



PHOTOS COURTESY OF THE NINETY-NINES



wood

and 22 hours. During the flight they manually pumped 2,667 gallons of gas and experienced some rough weather including rain and fog. During a refueling some fabric on the plane got ripped. Rather than consider landing Richey simply crawled out onto the fuselage behind the wing and mended it. When they landed a crowd of reporters greeted them and Richey appeared astonished that they were being treated like celebrities.

As a woman who always wanted to test her piloting skill Richey entered the first national air meet for women in Dayton, Ohio, on August 4, 1934. She found the experience exciting and was able to win the meet. Richey received the \$1,000 prize and Fairchild Trophy. After the initial celebration was over, though, her victory turned hollow on her discovery that her friend and fellow endurance record holder Frances Marsalis had died in a crash during the meet.

Soon after winning the air meet Richey applied for a job flying commercial aircraft with Central Airlines. This was a company looking for publicity. It appears to have seen her as a way to get a lot of public attention by being the airline with the first woman flying a commercial aircraft. On December 31, 1934, she made her first flight from Washington D.C. to Detroit, Michigan. Most of her working time, however, was spent giving press interviews, posing for publicity photographs, talking to civic groups and many other public relations activities. Worse, her application to the pilot's union, an entirely male group, was rejected. After 10 months of too much public relations work and not enough flying time, and unable to join the labor union that all of the other pilots were members of, she resigned from her position. It would be nearly four decades before another major airline hired a woman pilot in the United States.

Her resignation was met by many protests, including one from Amelia Earhart. About that time the Federal government offered Richey a job as an air marking pilot. It required her to travel all over the country seeking permission for the government to paint the names of towns on roofs as a guide to flyers. The pay was good, though, so she accepted the offer.

The National Aeronautical Association in 1936 offered a \$100 prize to the first pilot who established a new world record after February 1. Richey loved any opportunity to test her piloting skills. On midnight on February 1, 1936, she set the world record of 77 miles per hour in a Class C light plane winning the \$100 prize. Three months later in the same plane, she set a new altitude record of 18,000 feet for airplanes weighing less than 440 pounds.

In September of 1936 Helen Richey flew with Amelia Earhart in the Bendix race that went from Los Angeles to Cleveland. During the flight the plane had to be slowed down because a door on the plane opened and started flapping in the wind. At great risk to herself Richey reached out and got the door closed. After a few more operational problems and bad weather the pair was satisfied to finish in fifth place which was still ahead of many other male flyers.

As someone who thrived on new and different aviation ex-

Right: Helen Richey. Below: Louise Thaden (left) with Helen Richey, at the Bureau of Air Marking. Center: Hamming it up with a few other women pilots. Lower right: In uniform waiting for her Army Air Corps cadets.



periences she took an intensive pilot instructor's course at Roosevelt Field in New York. On May 6, 1940, she completed it to become one of the first women to earn an instructor's certificate. At that time the Army Air Corps was growing at a tremendous rate. There was a huge need for pilot instructors and Richey accepted a job training pilots. After the outbreak of World War II in 1941, she was among the first group of American women who went to England to ferry bombers and fighters from factories to air bases. She became the first American woman pilot to fly the famous Hurricane.

In 1942 the Women Airforce Service Pilots (WASP) was organized in the United States. Richey was asked to join, and she accepted. She spent the next 16 months ferrying bombers and fighter aircraft from American factories to air bases throughout the United States. The WASP or-

ganization was disbanded in December of 1944 and Richey returned to McKeesport, Pennsylvania.

The world of aviation was quickly changing and upon her arrival home she was unable to find a job as a pilot, instructor or consultant. It was a time when thousands of military pilots were returning from being in the service and taking every aviation job available. It seemed as if all of Helen Richey's flying achievements and experience were no longer important.

Depressed and lonely and hungry for change, in 1945 she left her small hometown to move to New York City. The change of scenery, however, did not help with the job search, and Richey grew despondent. She visited McKeesport in 1946 and told friends that it seemed as if her flying days were over

and her life had become a bore. On January 7, 1947, her lifeless body was found lying on the bed in her New York apartment. She had apparently taken a fatal dose of sleeping pills.

Helen Richey left the world of aviation a different place. Her piloting skill and achievements proved that a remarkable pilot can't be determined by gender. She had a career that earned a lot of respect not only for her but all women in aviation past, present and future. ✈

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J. Michael Krivyanski is a freelance writer whose work has appeared in such publications as Entrepreneur Magazine and Presbyterians Today. He is also a syndicated columnist with Continental News Service.



DOES SIZE

LYNN GARDNER MAKES THE MOST



MATTER?

OF ALL THE AIRPLANES SHE FLIES

It started with a challenge, NetJets Captain Lynn Gardner explains. “I grew up in a big family, and I was child number six, of seven. My dad was a Piper Aircraft dealer in the 1960s and 1970s and in those days sales were strong. We all wanted to try flying, and my dad made the mistake of putting a mark on the wall to match the height of the shortest pilot he knew. He told me that I had to be that tall to start my lessons. Well, that summer I grew five inches,” she chuckles, *by Amy Laboda* remembering his surprise. Suddenly tall enough, Gardner took her first flying lesson at 12, and her love affair with aircraft big and small was begun.

The Stevensville, Maryland, tween-ager didn’t mind the uniqueness of her days spent working around the Bay Bridge Airport (W29). “My first job in aviation was making sure that the flight school airplanes got tied down at the end of the day,” she recalls. But it wasn’t long before she was assisting with annual inspections by removing inspection panels and holding the flashlight for the mechanics. It wasn’t much, but it was an education if you were listening, she says. “I learned quickly that the fundamentals of machines are all the same. They need lubrication, alignment, and there is always the threat of failure from fatigue. Those mechanics instilled this one truism that helps me with all the aircraft I come into contact with today—if you take care of your equipment it will last longer.”

Animals and the outdoors were this teen’s other loves, but when it came right down to it, aviation won out, and Gardner decided to go to college at the Florida Institute of Technology and earned her Associate Degree in Flight technology. Marriage and a family (daughter Kali) slowed her down for a bit. “My husband finished his bachelor’s degree and went straight into the Air Force. Suddenly I was an officer’s wife, and it was a big change for me,” she remembers.

Her dad, meanwhile, had relocated his business to nearby Sanford, Florida, and opened an aircraft paint shop. “I’ve got some cool pictures of Kali as a baby, tucked in to the front seat of a Decathlon and a Pitts, as we delivered the freshly painted aircraft. There was no airplane I could not fly back then,” she laughs. “Dad had Gardner Aircraft Sales, and flying with him even now is an educational experience. He’s so calm. There are no emergencies he hasn’t already seen and handled, it seems. Once I was flying a multi with him and one engine quit and he calmly looked up to me and said, ‘Hey, did you switch fuel tanks?’ I shook my head. ‘Well,’ he said, ‘put the pump on, switch and get that engine started

“I go on five-year plans now, always thinking about what I can do next. You need to remember that this industry is all about change.”

PHOTO BY BILLY ROBIN McFARLAND



"I learned that pilots who do not plan ahead get into trouble. If you can't walk a mile through brush in the clothes and shoes you are wearing then you are toast if you have to put down for an emergency. Shorts and sandals are a bad idea for pilots flying."

again!' And he went back to reading his book, knowing full well I'd do it."

"Dad had confidence in me even when I didn't have it myself," she recalls. In the late 1980s, suddenly single and with a small child, Gardner's father helped her get an aircraft ferry job, but she says she had to take on waitressing and boat building on the side to make ends meet.

"It was a long journey to a full-time job in aviation for me, but there were part-time solutions that worked for me along the way," she says. For Gardner a contract flying for government fish and turtle counts kept her in the cockpit. "I spent a very brief time as a Civil Air Patrol flight officer, the only

flight rated pilot in the squadron. I got to take the kids up for their flight ribbons." Her CAP and government contract experience taught her a lot about how to plan for emergencies. "I learned that pilots who do not plan ahead get into trouble. If you can't walk a mile through brush in the clothes and shoes you are wearing then you are toast if you have to put down for an emergency. Shorts and sandals are a bad idea for pilots flying." It helps to have the right kind of emergency equipment with you, too, she adds, from potable water to sunscreen and a radio or cellphone to a raft and life jackets if you are flying over open bodies of water.

It was only a matter of time for Gardner before the right fly-



ing job came along. For her it was a copilot position with Bar Harbor Airlines flying a Beech 1900. But the company was gone just six months after she was hired. So she moved on to Commuteair in Plattsburgh, New York, where she finally found some stability. That job lasted from 1991 until she moved on in 2000.

"I was a single mom and yeah, it took a bit of adjusting to make it work, but it did work. I got seniority and I kept it by living at the company's most junior base. I found a three-bedroom apartment and found a roommate who was studying child development and was willing to play au pair for me while I worked. My daughter grew up self-reliant and proud that her mom was a pilot. My job, and my love for it, made her see that women can do anything they desire," she says.

In 1999, though, while she was arguing with her now teenage daughter about college prospects, Kali turned to her and said, "Mom, it's time for you to get a life. Apply for an airline job!"

"She was right," sighs Gardner. "So I went about figuring out where I should be. I knew I was really a general aviation kind of girl. I had been watching the fractional jet companies developing and I liked that I could fly high performance machines with a regular schedule." Gardner was getting better at picking good prospects, and her gamble on a job with the

then nascent NetJets was a good one.

"After more than eight years on the job I have three weeks vacation, a seven days on, seven days off schedule, retirement and health insurance. I can't say enough good things about my experience with NetJets." All that being said, she remembers the 1980s and 1990s well. "I go on five-year plans now, always thinking about what I can do next. You need to remember that this industry is all about change," she says.

Which may be just one of the many reasons that Gardner, an admitted little airplane addict, found herself not just building a JUST Aircraft Highlander, but becoming Central Florida Sportair, LLC, one of the company's five dealers in North America.

The Highlander wasn't her first little airplane. "I had a Champ, but had to sell it to buy a Sting Sport LSA with my boyfriend, who retired from NASA. I ended up selling that airplane after we split up," she explains. "I set up a budget for myself with what I had left from my half of the airplane, and I wasn't afraid of a build project. After all, I used to be the per-

son who unscrewed all the inspection plates before the annuals on my dad's airplanes."

Gardner doesn't claim to be a mechanic, but she's done fabric patching, and she is a lifetime member of the EAA. "I know that 'experimental' does not mean 'dangerous.' I think that the EAA has been good at promoting aircraft that are efficient. I knew I liked the Rotax engines. I knew I liked tail-draggers and high wing airplanes. I wanted something that gave me a lot of options. A few years back I lost my medical because of a bout with cancer. I know how it feels to want to fly and be held from it by the regulations," she explains. The Highlander, which falls under Light Sport Aircraft rules, turned out to be just what the doctor ordered.

The JUST aircraft comes from the Avid/Kitfox line of aircraft. Troy Woodland, the JUST Highlander designer, had worked on both those lines, and on the Skyraider program. The Escapade was Woodland's first airplane, and the Highlander was next. Gary Schmidt, a South Carolina contractor, bought into the company. The factory was moved from Idaho to Walhalla, South Carolina. Gardner recalls that the first time she went to visit the factory it was organized and pumping out airplanes. A flight in the Highlander convinced her it was the right airplane for her.

Nine months and 900 building hours later she was ready to fly her own creation to the EAA AirVenture 2007 show. Sure, she had some help with hanging the engine and with paint, and yes, she did do most of her building at the factory, but there is no question of who did the work. And working at the factory, Gardner says, is really what convinced her that the company was one she wanted to work with in a bigger way. And that's how she ended up selling the kits as Central Florida Sportair, LLC (www.floridalightsport.com).

BILLY ROBIN MCFARLAND



thinks the airplane is beautiful!" she laughs. Best of all, she smiles, it cost about \$50,000 and burns just five gallons an hour, so she can afford to fly it.

"I don't have to worry about my carbon footprint in this airplane. It gets better mileage than my Toyota truck!" she says.

These days Lynn Gardner doesn't discriminate—big airplane or little airplane, she loves them, takes care of them, and flies them all. ➔

ON THE HORIZON: Global Standard *for* PRO PILOTS

In the late 1940's a young boy stood in the hills above San Francisco with his mentor, a veteran of air combat with the U.S. Marine Corps during WWII, watching the aircraft arriving and departing from Moffett Field. Fascinated with aviation, but from a family of modest means, the boy never imagined that a flying career was within his reach... until college. There, the Air Force ROTC posed a simple question: "Are you good enough to fly?"

Peter Wolfe, a retired USAF colonel and airline captain says, "Without the possibilities offered to me by the Air Force, I would never have been able to fly." Today, as founder and Executive Director of the Professional Aviation Board of Certification (PABC), a key component of a global initiative to address critical shortages of well-qualified aviation personnel, Wolfe is striving to repay the industry for his own flying career.

The challenges facing aviation today would have been unimaginable to the industry Wolfe entered in the 1960's. In that era, the U.S. military produced most of the pilots hired into commercial and business cockpits. But those days

are long past. Today more than 70 percent of career-bound pilots in the United States emerge from a patchwork of civilian training options—from local flight schools to sophisticated flight academies and university programs—some of which provide excellent preparation for employment and some...well...not quite so good. As a speaker at the annual World Aviation Training Conference (WATS) held in Orlando in April 2008, Wolfe outlined a vision for the immediate future that takes into consideration both the diverse pilot training environment within the U.S. and its interconnectedness with the global aviation industry.

THE PILOT SHORTAGE

The pilot shortage is now an incontrovertible worldwide fact—a problem that cannot be resolved simply by re-employing pilots who have recently lost jobs through airline failures and/or mergers. Statistics produced by Boeing's Altheon Training in 2007 projected a doubling of the number of aircraft flying worldwide over the next 20 years, requiring more than 18,000 new pilots annually to meet this need. In the U.S. alone, 10,000 new pilots will be required each year,

and these figures don't include the pilots who will be needed for aircraft with 100 seats or less. FAA statistics show that an average of only 8,300 new commercial pilot certificates have been issued annually in recent years, and no one knows how many of those newly trained pilots are foreign nationals who return to their own countries for jobs.

While these numbers paint a rosy employment picture for aspiring pilots, the actual situation has a substantial dark side as well. The major airlines and some larger regional carriers have appeared insulated from the pilot shortage because they have continued to draw applicants from the many

smaller companies where pilots typically begin their careers. Meanwhile a number of smaller regionals, charter companies and other business operators have suffered from unfilled new-hire classes, high pilot turnover, and schedule disruptions due to lack of crews. The

by Constance Bovier

inability to keep up with contract flying requirements has put the survival of a number of code-sharing carriers at risk.

Meanwhile, as operators have reduced the number of flying hours required for applicants, more pilots with minimal on-the-job experience have been applying for job openings. Naturally pilots would like to believe that, after graduating from flight training, they are fully qualified for job entry. Those who attend top-notch training programs are. But without uniform training standards, not all pilot candidates are well prepared.

While relatively inexperienced pilots may indeed find jobs, "Are they making it through the new-hire training program?" asks Janeen Kochan, a member of the PABC Board of Directors. As

PROFESSIONAL AVIATION BOARD OF CERTIFICATION

a former air carrier captain, a Ph.D. human factors scientist, an FAA Designated Pilot Examiner and an A&P mechanic with inspector authorization, Kochan has industry-spanning insight. In the past, she says, new pilots often exhibited skills learned in previous jobs, but now, with less-seasoned pilots arriving at employers' doorsteps, this is not always the case. More and more employers report that unsuspecting applicants arrive without an adequate combination of training and life/work experience to be successful either in class or on the line.

So the pilot shortage, as Wolfe explains it, is a much deeper issue than the quantity of applicants. It is a shortage of *well-qualified* applicants. He calls this shortfall, the disparities between pilot knowledge and the needs of the industry, the *pilot preparedness gap*. This is the problem that PABC was created to address.

NON-PROFIT OBJECTIVITY

As an independent, non-profit organization, the Professional Aviation Board of Certification is uniquely positioned for its stated mission: to ensure the pre-employment preparedness of pilots who wish to pursue professional flying careers. Unencumbered by profit motives or hidden corporate agendas, PABC has attracted the interest and cooperation of many industry stakeholders—pilots, employers, educators, government agencies, aviation insurance underwriters, manufacturers and service providers, and the public.

Wolfe and his colleagues have confronted what they see as a systemic problem in the pilot training system—inadequate standards, excessive costs (training may range from \$40,000 to \$120,000 today!) and insufficient production to meet the challenges ahead. PABC believes that global, industry-defined training standards will close the gap

More and more employers report that unsuspecting applicants arrive without an adequate combination of training and life/work experience to be successful either in class or on the line.

between pilot licensure and the preparation needed to meet current industry demands.

GENERIC STANDARDS FIRST, CERTIFICATION TO FOLLOW

Wolfe sees the new Multi-crew Pilot License (MPL), now being introduced in other countries, as a huge step in the direction of such a global standard. Using the MPL standards as a baseline, working with experienced pilots as subject matter experts (SMEs), PABC is now generating uniform standards for pilots who come through all other, non-MPL training paths. "We are talking about universal, generic aviation principles," says Wolfe, "the concepts that provide the basis for further study of the systems, equipment, practices and procedures of specific operators."

Kochan adds that such generic skills will filter into specific flying skills. Using checklists as an example, she stresses the need to teach the basic concepts behind them—"how and why checklists are constructed the way they are, and

how to use them." And pilots, she says, are rarely given much guidance regarding automation management. "We say 'do this,' but we don't say *how* to do it or *when* to do it."

Once defined, these global standards will be available free of charge to pilots, pilot trainers and educational institutions. "The standards will provide the foundation for professional prep courses and training programs," says Wolfe. "We see them enhancing the quality, scope and depth of pilot training. The standards will also serve as a career-planning tool—particularly in the U.S. where pilots have so many options and really need guidance in making informed decisions about training providers." Access to the training standards will also support independent study in preparation for a new, industry-defined professional certification exam.

"The ultimate goal of certification is to offer *all* pilots credible proof of their competence to meet industry expectations, regardless of where or how they received their training," Wolfe explains.



PHOTO BY MICHAEL OVERBEY

Attendees and lecturer at the PABC briefing to the Women in Aviation Space City Chapter in Houston, Texas, last spring. Left to right: **Margaret Watson**, WAISCC President; **Walter Proskeroe**; **Stephanie Hide**; **Pete Wolfe**, PABC Executive Director; **Rosemary Coe**; **David Coe** and **Adele Luta**.

PROFESSIONAL AVIATION BOARD OF CERTIFICATION

"Pilots who graduate from well-designed training programs should not have any difficulty with the exam. In the U.S., along with one's FAA certificates, medical, logbook and work history, certification will become an important part of a pilot's employment portfolio."

SMARTER TRAINING NEEDED

Kochan, a self-described "50-50 pilot-scientist," has instructed pilots from the GA to the air carrier level and believes that the industry needs to train much smarter. "I don't think we need more time or money applied to training. What is needed is a reformulation of training activities, and we need to start with the instructors."

Her own passion is human factors—teamwork, communications, situation awareness, problem-solving, and workload and automation management. She sees the current generation of new aviators as strong in technical capabilities, but not necessarily in human factors.

Pilot hopefuls, she adds, have traditionally chosen training programs based on word of mouth: "I went to this school, got all my ratings and got my job at a regional airline, so you should go there too." Many people don't analyze programs and curriculum, she says, they often make decisions based on questions

like: How fast and how cheap is the training? How fast will I get a job when I'm done? But Kochan stresses that these are not the questions pilots need to be asking today. "Real preparation for a flying career is not about how much flight time or even how much training pilots have, but much more about how they have prepared themselves to become aviation professionals. PABC has an opportunity to help make pilots more expert than their hours and certificates alone can do."

Both Wolfe and Kochan agree that universal standards should support smarter training that is refocused on

Unencumbered by profit motives or hidden corporate agendas, PABC has attracted the interest and cooperation of many industry stakeholders—pilots, employers, educators, government agencies, aviation insurance underwriters, manufacturers and service providers, and the public.

the fundamental knowledge, skills and competencies needed by professional pilots. This will shift the more advanced aircraft-specific training to the employers, helping to reduce the cost of flight training for students and encouraging those with limited financial resources to consider aviation careers. Also, with career-preparation training based on generic standards, new-hire pilots will more easily adapt to their employers' particular equipment and operation.

WOLFE BRIEFS WAI CHAPTER

In the summer of 2007, at a meeting of the Women in Aviation Space City Chapter at Houston's Hobby Airport, Wolfe briefed a varied group of aviation enthusiasts. As he described the current high cost and inadequate standards of pilot training, Wolfe cautioned his listeners about the long-standing over-dependence on FAA licensure criteria. "Many schools in the U.S. rely solely upon the FAA commercial, instrument, multi-engine and ATP as the standard for training," he says. "But the FAA created those licenses as a safety floor, never intending them to serve as a professional standard. Setting the standards for this profession is beyond the charter of the FAA."

He encourages all Women in Aviation, International members who are experienced professional pilots, instructors and mentors to consider serving as SMEs in the effort to create the global standards and certification exam for

the industry. Those interested should look up the PABC web site.

THE GLOBAL PICTURE

Early this year, PABC was enwrapped into the Flight Safety Foundation's (FSF) partnership with the International Air Transport Association (IATA) to tackle the global shortage in pilots, engineers and maintenance personnel. The IATA Training and Qualification Initiative (ITQI), includes the International Civil Aviation Organization (ICAO) as well as FSF, PABC and other organizations.

"Air transport is a vital part of the global economy and hugely important in the growth of emerging countries," says Wolfe. "In today's hiring market, we see expatriates accepting jobs with foreign carriers, and pilots of many nationalities, trained in dozens of different countries. It's no longer reasonable for the U.S. training community to seek a domestic-only solution. We need to work with the international aviation community to establish and maintain a professional standard that will prepare all pro pilots to be global."

Wolfe is now collaborating with other industry visionaries to overhaul the aviation training system. He hopes to ensure that the industry offers viable opportunities for tomorrow's young people, through clearer career guidance, more rigorous training expectations and a sharper picture of what it means to be a capable professional in the cockpits of the future. ➔

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Constance Bovier (WAI #318) is an aviation writer who has also published short fiction and two inspirational books.

www.pabc.aero
www.flightsafety.org
[www.iata.org/
workgroups/itqi.htm](http://www.iata.org/workgroups/itqi.htm)



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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. 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 39 of this magazine. It will be the best \$39 (\$29 for students) that you'll spend this year. ***This listing is in addition to the scholarships already published in the July/August issue of Aviation for Women magazine. Check the web site at www.wai.org for a complete list.***

2009

WOMEN IN AVIATION

INTERNATIONAL

SCHOLARSHIPS

Cessna of a copy of the initial flight medical certificate (These funds can be used for instructor and/or aircraft rental fees); \$1,500 credit to the approved CPC on completion of the first solo flight (issued upon receipt by Cessna of the appropriately complete reimbursement application, and copy of logbook entry); \$2,000 credit to the approved CPC on completion of the first cross-country flight (Issued upon receipt by Cessna of the appropriately completed reimbursement application, and a copy of the logbook entry); and up to a maximum of \$2,500 upon passing the FAA written exam and receiving FAA private pilot cer-

tificate. Reimbursement is paid directly to the CPC upon receipt of a copy of actual expenses incurred, a copy of the written test results from the FAA written examination (must pass written FAA exam with a 70 percent or better), and a copy of the private pilot's certificate. (Scholarship value \$7,000)

Airbus A320 Type Rating Certificate Scholarships

Airbus is offering two A320 type rating scholarships. Applicants for the Airbus A320 type rating scholarships must hold a bachelor's degree, commercial pilot certificate, instrument rating, certified flight instructor certificate and multiengine rating. Preference will be given to those candidates who are graduates of Spectrum-type programs, featuring technical flight management systems and glass cockpit training. (Scholarship value—\$31,000 each. Total value \$62,000)

Bombardier Business Aircraft Services Lear 31A Pilot Training

Bombardier Business Aircraft Services is offering a Learjet 31A pilot type-rating scholarship. Upon successful completion of the training course, the recipient will be able to conduct a 100 percent type rating check ride in the LR31A simulator. The candidates must be holders of a private pilot certificate with multiengine and instrument-airplane rating. The course lasts 16 days and will be conducted in Dallas, Texas. The applicant is responsible for all lodging and travel costs. (Total Scholarship value \$11,000)

Cessna Scholarship for Citation Encore Type-rating

Cessna is offering a Citation Encore type-rating scholarship. Qualifying criteria include: Current first class medical, commercial pilot certificate with multiengine and instrument rating and 1,000 hours PIC total time minimum. Candidates must demonstrate an interest in corporate or business aviation by writing up to a 500-word essay on how this scholarship will assist in their plans for a career in corporate or business aviation. The winner will receive a type rating upon the successful completion of the course through FlightSafety International in Wichita, Kansas. The winner will also receive a tour of the Cessna facility. The scholarship recipient is responsible for all travel and housing-related costs for the period of the course. This is an FAA 500 series type rating to ATP standards that will allow recipient to fly all model 500 series aircraft.

All reimbursements under this program may be taxable in accordance with IRS regulations. Recipients are responsible for any income taxes due on reimbursements made under this program. (Scholarship value \$19,000)

Cessna "Earn a Private Pilot's License" Scholarship

Cessna Aircraft is offering one scholarship to fund a Private Pilot's Certificate. Eligible applicants should have no prior logbook entry flight training, must be able to pass a flight physical, and must be willing to complete the course at a Cessna Pilot Center. All flight training must be completed in 12 months. The scholarship consists of: a new computer-based instruction kit; \$1,000 credit to the approved Cessna Pilot Center (CPC) on receipt by

Delta Air Lines Engineering Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in a Baccalaureate degree in Aerospace/ Aeronautical, Electrical, or Mechanical Engineering. 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 students at the junior or senior level with a minimum of two semesters (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 Aerospace/Aeronautical, Electrical, or Mechanical Engineering? **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 Engineering Scholarship? (Scholarship value \$5,000; Estimated total value \$6,000)

Delta Air Lines Boeing B737-800 Type Rating Certificate Scholarships (2)

Delta Air Lines will award two B737-800 Type Rating Certificates to qualified recipients that are currently enrolled or have a Baccalaureate Degree. Candidates must have a minimum GPA of 2.5 (on a 4.0 scale) and have leadership potential. All training will be approximately 6 concurrent weeks and conducted in Atlanta, Georgia. Lodging accommodations and round trip airfare will be provided during training (meals not included). In addition to the B737-800 Type Certificate, each recipient will receive a trip to the 20th Annual International Women in Aviation Conference (including round trip airfare, hotel accommodations and Conference fee).

Résumé must include the following: all schools attended, including high school with city and state for each school, GPA, dates attended for college and all degrees. If applicable, all military history, including all occupations, ranks, education, and dates must be included. Candidates should list academic honors, scholarships, awards, and special achievements.

Minimum qualifications include the following: commercial, instrument, and multiengine land certificates a minimum of 1,000 hours total time, and a current first class FAA medical certificate. Candidates must include

a copy of their automobile driver's license, current passport, and list any moving violations, dates, locations and associated details for the last seven years. Candidates must include a statement of conviction (any type of violation of the law, moving or not) with complete dates and locations. Candidates should provide details pertinent to any letters of inquiries from the FAA regarding any aircraft incidents or accidents, and a list of all FAA check ride failures. (Scholarship value \$35,000 each. Total value \$70,000)

2009 WOMEN IN AVIATION INTERNATIONAL SCHOLARSHIPS

Delta Air Lines

Aircraft Maintenance Technology Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in Aviation Maintenance Technology. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 20th Annual International Women in Aviation Conference in Atlanta, Georgia (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time students, with a minimum of two semesters left (as of February 2009), with a cumulative GPA of 3.0 or better (on a 4.0 scale). 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 Technology? **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 Aircraft Maintenance Technology Scholarship? (Scholarship value \$5,000; Estimated total value \$6,000)

Delta Air Lines – Engine Maintenance Internship

Internships are not included in the two per member scholarship limit.

Delta Air Lines would like to extend a 2009 Summer Internship (13 weeks) opportunity to a student currently enrolled in a Baccalaureate degree in Aerospace/Aeronautical, Mechanical or Industrial Engineering. In addition to an internship position, 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 students at the junior or senior level with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens. Lodging accommodations will be provided for the duration of the 13 weeks.

Compensation is paid to interns based on the following guidelines:

Junior – \$2,253 per month (\$13/hr) – Completed at least 60 hours in college

Senior – \$2,427 per month (\$14/hr) – Completed at least 90 hours in college

The primary role of the Engine Maintenance Operations intern is to participate in and lead projects in support of engine maintenance production. As an intern, the selected applicant will use his/her skills to investigate a myriad of problems affecting the various maintenance areas and their ability to produce quality, safe and timely products.

IN ADDITION to all WAI requirements, interested applicants should submit a résumé and cover letter detailing their qualifications. Applicants should list academic honors, scholarships, awards and special achievements. (Internship value \$10,159 - \$10,681 including salary, lodging, and Conference)

"If You Can Dream It, You Can Do It" Scholarship

Nicole Cagnolatti, A&P and pilot, has been the recipient of several WAI scholarships and benefited immensely from the assistance. She wants to personally contribute to the WAI Scholarships by offering other aviation dreamers the opportunity to pursue their dream. In addition to the WAI requirements, include a 500-word descriptive essay detailing your Aviation Dream (Flight, Maintenance, Management, etc.), where and how you hope to use this award, and an approximate timeline of completion towards your goal.

Applicants will be evaluated on a clear dream presented, past ambitious nature (aviation or other field, including volunteering) and following application directions. Awards will be made out to the organization under the recipient's name. Applicants must use funds within one year of acceptance. Financial assistance to your dream must make sense for amount offered. (Scholarship value \$500)

New Horizons Memorial Flight Scholarship

The New Horizons Memorial Flight Scholarship will be awarded to a student pilot embarking on her/his first rating in any aircraft. Preference will be given to applicants over the age of 35. This scholarship is in memory of a beloved friend and pilot who achieved her pilot certificate relatively late in life and who continues to be an inspiration to many people even though she has passed away. Applicants must have started their training and intend to finish their private certificate within 18 months of receiving the scholarship. Copies of student pilot license, medical and log books along with letters of reference and a brief essay of applicant's financial plan and flight ambitions must be submitted with the application. (Scholarship value \$500 or more)

The Michele Marks-McCormick Memorial Seaplane Scholarship —New for 2009

Michele was 37 years old and the Captain of the ill-fated Chalks Flt 101 that crashed in the Miami Cut on December 19, 2005. She was doing what she loved to do, flying seaplanes. Her ultimate goal was to be a Captain with Chalks Ocean Airways, which she accomplished.

Flying for them was always an adventure. Michele was always spending what little money she earned on getting her flying lessons and ratings. This scholarship is to celebrate Michele's birthday, and to help a struggling young pilot obtain her seaplane rating. Applicants should possess at least a private pilot's certificate and a current medical.

The scholarship may be used at a school of your choice and must be used within one year of acceptance. Funds will be paid directly to school under recipient's name. (Scholarship value \$1,500)

O.D. Clemmer Memorial Scholarship—New for 2009

The family and friends of Dewitt Clemmer are pleased to offer a \$3,000 scholarship to be used in the pursuit of a Private Pilot certificate (fixed wing, or helicopter rating). This scholarship will be awarded to the most deserving person, regardless of gender or age. Learning to fly helicopters in his 70's, Dewitt lived life to the fullest. He pursued his passion for flying and airplanes as a crop duster, mechanic, small town airport owner, avid mechanic, pilot, flight instructor and Delta Air Lines Captain. With 35,000 plus hours of flight time, it is fitting that he be remembered with this "Gift of Flight."

Scholarship Guidelines: The scholarship funds must be used within

one year of receipt. Scholarship funds will be paid directly to an approved Flight Instructor or Flight School. Upon utilizing the award, the winner is asked to write a short report (photos would be appreciated) of how the assistance was used. Special consideration will be given to an applicant who resides in the Atlanta, Georgia, area. These requirements are in addition to the WAI scholarship requirements.

It is suggested that, in completing the WAI required 500-word essay, the applicant consider the following questions:

- Who or What inspired you to pursue a career in Aviation?
- What do you consider to be your greatest strength?
- What has been your most memorable flying experience?
- Why are you the most deserving candidate?

(Scholarship value \$3,000)

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

Additional Scholarships being awarded at the WAI 2009 Conference

AWAM aviation maintenance and avionics scholarships will be awarded during the 2009 International Women in Aviation Conference. All AWAM scholarships are individual unless noted as two or more scholarships. Scholarship details, requirements and AWAM scholarship applications can be found at www.awam.org

- **Abaris Training Scholarship** – Advanced Composite Structures Phase 1 & 2 (two weeks)
- **Abaris Training Scholarship** – Advanced Composite Structures Phase 1 (two individual scholarships each one week)
- **CAE SimuFlite Maintenance Initial Training Scholarship** (10 days—for type specific aircraft)
- **Elliott Aviation Scholarship**
- **FlightSafety International** “Principles of Troubleshooting” (online 10-day course)
- **Girard Aviation Maintenance Technician School Scholarship** (\$500 assistance to beginning FAR Part 147 student)
- **Helping Hand from Rice Family Scholarships** (two individual scholarships each \$500 student assistance)
- **Horizon Air Technical Training Scholarship** (two individual scholarships each from any of their professional courses)
- **jetBlue Maintenance Airbus A320 General Familiarization Scholarship** (two days)
- **jetBlue Maintenance Embraer E190 General Familiarization Scholarship** (two days)
- **Pratt & Whitney Training Scholarships** (six individual scholarships—each choose from any of their available courses)
- **Southwest Airlines 737-300/500 or 737-700 Maintenance Systems Training (A&P) Scholarship** (two weeks)
- **Southwest Airlines 737-300/500 or 737-700 Avionics Scholarships** (one week)
- **Southwest Airlines FlightSafety Principles of Troubleshooting** (three days)
- **Tools Beneath Your Wings** \$500 assistance toward any aviation maintenance related training, tools, or experimental aircraft kit construction

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***

The Importance of Being Educated



by Jenny T. Beatty

Nineteen and back home in Madison, Wisconsin, after finishing my first year at a small liberal-arts college in Oregon, I broke the news to my parents: I had decided to not return to college and was instead moving to Santa Fe, New Mexico, with my boyfriend.

When recounting this story, I often joke about not being sure which most horrified my parents—my quitting college or running off with my boyfriend? They wisely kept their counsel, but I always knew it was the college.

Growing up, my parents impressed upon me and my three sisters the importance of a college education. The refrain was never “Are you going to college?” but “Where will you go to college and what will you get a degree in?” They would even pay for it. The problem was, I did not know what I wanted to study or what I wanted to be.

During my first flight lesson in Santa Fe, I suddenly knew. I wanted to be a professional pilot.

So I wanted professional pilot training. My parents wanted me to finish college. We talked. We visited a well-known private college offering degrees in aviation with flight training. We dis-

cussed our respective goals and the costs. And I said, “Let’s make a deal.”

My parents fronted the money (part gift, part loan) for me to complete an accelerated, flight training program. Five months later, I was a happy commercial pilot and flight instructor—and back home, enrolled at the University of Wisconsin, Madison. Two and a half years after that, my parents were happy to see me receive a Bachelor of Science degree in geography.

Reflecting on this, I began to wonder about the educational background of other professional pilots. Is a college degree really necessary?

I posed this and related questions to my network of professional pilot girlfriends. Twenty major and regional airline pilots, five corporate pilots for large and small companies, a helicopter pilot, and a bush pilot responded.

Only one of the respondents did not have a four-year college degree. She has an Associate’s degree in aviation technology and flies for a Fortune 500 corporation, but says she always planned to go back for a four-year degree. “I do believe it would still be valuable for me to do that.”

So it’s unanimous: Get that four-year college degree! And Susan Harbowy speaks for many in advising: “Get it before you start flying full-time. Many of the pilots at my regional airline are ‘stuck’ here. Their flight schedules don’t allow them to attend classes regularly. So their plan of getting their degree in night school while working is not working out. They cannot get an interview at a major airline, whether freight or passenger, without the degree.”

The lack of a college degree can impact your career even sooner than that. Corporate pilot and flight instructor Toréa Rodríguez says, “Being on the hiring end of a flight school, those applicants without degrees are weeded out immediately.”

And does the degree need to be in an aviation-related field?

Six of the women majored in aeronautics, aviation management, aviation operations, aviation technology, airport management, and professional aviation. Cindy Rucker, a major airline pilot with a degree in professional aviation, offers a sober evaluation of her own choice: “The ‘pros’ are: I got to major in something that I was interested in, and therefore did very well. I also had the opportunity to apply for aviation scholarships and internships that I would not have had if I had majored in something else.” Rucker continues, “The ‘cons’ are: I am completely limited in my career choice, therefore if I lose my job, get medically discharged or just decide I don’t want to fly, I’m back to square one. This has certainly been an issue, as I’ve been through job loss, furlough, and thought about a career change.”

Among the rest of the women, the variety of majors is amazingly broad: advertising design; biology; business administration; economics; electrical engineering; exercise and sport science; geography (two others besides me); international studies; journalism; mathematics (two); microbiology; molecular, cellular and developmental biology; nursing; pharmacy; psychology; sociology.

I asked, Why did you choose that major? And, did your college education and/or field of study particularly help you in your pilot career?

Some, but not all, had been interested in or actually embarked upon some other career before turning to aviation. Regional airline pilot Leja Noe says, “I have a degree in math because the Air Force paid for me to go to college and get a degree in math. Their scholarships are degree-specific. Math and more importantly, problem-solving skills, help me every day as a pilot.”

Laura Noel is a major airline pilot and registered nurse with bachelors degrees in economics and nursing. She says, “I never knew I could be a professional pilot until I became a flight nurse. Hav-

ing a marketable and defined skill set is what helped me pay for my flight time. My experience as a nurse helped me with being a pilot because I learned how to prioritize, increase my situational awareness, and compartmentalize.”

Now a bush pilot in Alaska, Katie Writer originally planned to pursue field studies in the Arctic and has a degree in geography. “I did learn how to learn in college, which gave me valuable study tools to get through my pilot ratings in a reasonably quick timeframe,” she says.

“The most important thing I learned in college was that I was smart, could carry through with a plan, and loved learning,” says Lee Wilkerson, a major airline pilot. “Certainly microbiology is a far cry from flying, but I knew how to look at problems from a variety of angles, which has been useful in my pilot career.”

“Management is all about knowing the big picture while understanding the detail. It’s about organization, prioritizing, and leadership skills. These skills are easily transferable to a pilot career,” says Beth Powell, a regional airline pilot with a degree in business administration.

Sandra Clifford is a corporate pilot who majored in airport management and found value far beyond the coursework. “My college education has always helped me during my pilot career,” she says. “Friendships were formed and career contacts remain with me to this day. The exposure I was given through internships, college classes, and professional clubs offered me opportunities I never knew existed.”

Laura Conover, a major airline pilot with a degree in exercise and sport science, has recently started a side business in the health field. “I get to do two things that I love.”

Opinions varied on whether there is any advantage to attending a well-known aviation college. Major airline pilot April Milner says, “I knew I wanted to be a professional pilot and went for one of the best collegiate aviation curriculum programs in the country and the world, where I could also have a traditional college experience.”

Monica Doherty raves about her adventures in learning at a liberal-arts college where she earned a degree in psy-

chology, and points out that she and her husband, who graduated from a well-known private aviation college, both ended up as airline pilots.

Another woman confirms, “From my experience in pilot hiring at two major airlines I can tell you that airlines do not care where you get your degree from.”

Three of the women have master’s degrees. Jenny Higgs planned a diplomatic career and has a bachelor’s degree in international studies, a master’s in humanities, and studied several languages and Middle East politics. Her boss at a corporate flight department told her that he saw in this background a high level of commitment and determination, and knew she would have no problem with Gulfstream training.

Lorena Knapp has a bachelor’s in biology and a master’s in education and was previously an elementary school teacher. She sold her house to pay for flight training to become a helicopter pilot. “Every dollar spent on education is a dollar well spent,” she says. “I don’t regret a single penny.”

Becky Howell is a role model for lifelong learning. First a pharmacist, then a chief instructor for the Motorcycle Safety Foundation with a master’s in industrial education, Howell is now a major airline captain as well as a Doctor of Naturopathy.

“There is a huge need for continued education, given the constantly changing environment,” says Leja Noe, one of the six women who are planning or already pursuing master’s degrees in aviation safety and management.

Monica Doherty is involved with safety programs at her airline and with her pilot union while progressing towards a master’s degree in aviation human factors. “I feel these things are important not only to my aviation career, but also to aviation at large,” she says, “Any research that can help improve the safety systems that are in place, and the communication process to disseminate that research to line pilots, will ultimately create a better industry for the future.”

Clearly I would not be who or what I am today without the college education my parents insisted on and paid for. What I knew, but they did not, is that I intended on finishing college eventually. I just needed enough motivation, and the lure of flying was it. I re-paid the flight training loan over 10 years—gladly.

And the boyfriend? He’s been my ex-husband a long time now, but that’s a story for another day. ✈

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

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Know Your Limits



by Dr. Phil Parker

Another aviator I know was recently told she was starting to experience menopause. I related my past experiences including times when I didn't feel real comfortable driving a car let alone flying my Bonanza. What does the FAA think about this?

The FAA only lists 15 absolutely disqualifying medical conditions, and menopause most definitely is not among them. In fact, there is no mention of menopause in any of the medical standards.

That stated, FAR 61.53 clearly places responsibility on the Pilot in Command to self-certify they are safe to fly. In most circumstances, pilots going through menopause have no difficulty continuing to fly. If the changing physiology requires pharmaceutical supplementation (e.g. hormones or osteoporosis prevention), these medications can usually be taken without restriction after a temporary grounding trial. In more severe cases where recurrent headaches develop or psychoactive medications such as antidepressants are required, an aviator would have to recover to the point of no longer requiring antidepressants

before petitioning the FAA for a Special Issuance or "waiver."

Those experiencing more severe symptoms can find more information regarding medications at www.AviationMedicine.com and may want to consult an aviation medicine expert regarding their particular situation.

I take several over the counter supplements and wondered what the FAA policy is regarding these items?

The subject of herbal products and nutritional supplements is complicated by many confusing claims of efficacy and safety, a lack of thorough scientific investigation, the absence of regulation, political and economic interests, highly variable quality control and production, and most of all, a general lack of reliable sources of valid consumer information.

Excellent scientifically based, non-biased books on the subject include *Herbs of Choice* by Varro E. Tyler, *Rational Phytotherapy: a Physician's Guide to Herbal Medicine*, by Schulz, Hansel and Tyler, and the *American Herbal Products Association's Botanical Safety Handbook*, edited by McGuffin, Hobbs, Upton and Goldberg. The *PDR for Nutritional Supplements* and *PDR for Herbal Remedies* are also excellent sources of information.

For a more involved discussion of these products from a regulatory, safety, and efficacy standpoint, please see the "Herbal Medications and Nutritional Supplements" article that is posted on the Virtual Flight Surgeon's web site, which is online at www.AviationMedicine.com.

To get back to your specific questions, it turns out that there is no formal FAA policy specifically addressing nutritional supplements or herbal remedies, and their use by aviators, therefore, is not prohibited. Also, since the FAA considers these products food additives or nutritional supplements and not medications, there is no

reporting requirement on your FAA Airman's Medical Application, Form 8500-8, for use of these compounds.

If these are prescribed during a visit to your doctor, the pilot/controller is obligated to report any visits to healthcare providers in the last three years. The key FAA regulatory guidance would be FAR 61.53 that requires an airman to "self-certify" before each flight that she has no known medical condition that would preclude safe performance of aviation duties.

The prudent pilot/controller should not perform duty for several days after starting the use of these herbal or nutritional products to verify that there are no safety compromising side effects. Also, if the condition that triggers the use of the product potentially compromises safety, then you should not fly or control until the condition is resolved.

Remember that just because something is deemed "natural" or "herbal" does not mean that it is necessarily good for you or even safe. Some radical examples would be tobacco or even arsenic. However, there are some not so obvious examples such as Kava (Piper Methysticum) that can depress the nervous system with effects similar to Valium and has been linked to severe liver toxicity, and Ephedra, which was banned in 2004 due to cardiac risks. ➔

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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

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

Understanding Federal Education Loans



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

In the July/August issue, we learned about how to apply for federal financial aid and the differences between federal aid and private loans. In this issue we will discuss important considerations for borrowers, including types of loans, ways to lower the payments and the rare circumstances under which your obligation to repay can be reduced or forgiven.

Federal Perkins Loans are made through participating schools to students enrolled full-time or part-time and who demonstrate financial need. Stafford Loans include two types: subsidized and unsubsidized. You must have financial need to receive a subsidized Stafford Loan. Financial need is not a requirement to obtain an unsubsidized Stafford Loan. The U.S. Department of Education will pay (subsidize) the interest that accrues on subsidized Stafford Loans during certain periods. These loans are made through one of two U.S. Department of Education programs: Direct Loan Program and Federal Family Education Loan (FFEL). Direct Loans are borrowed directly from the Department of Education and payments are made directly to them. Private lenders

make FFEL Loans. PLUS Loans are loans parents can obtain to help pay the cost of education for their dependent undergraduate children. Consolidation Loans (Direct or FFEL) allow student or parent borrowers to combine multiple federal education loans into one loan with one monthly payment.

If you are a recipient of a federal student loan, there are two key points to consider. First, the interest you pay is lower than rates on private loans because the federal government subsidizes the interest rate on the loan. Second, if you are a student borrower, you do not have to repay your Perkins or Stafford Loans until you leave school or drop below half-time enrollment.

You should not forget that you have to repay your loans. Failure to do so could result in your loan(s) being declared delinquent or in default. This could have a negative impact on your financial status and creditworthiness in the future. When you obtain a loan, whether it is a federal loan or private loan, you will be required to sign a promissory note that specifies the terms of payment. You must repay the loan even if you cannot get a job after you complete the program or you did not like the education you paid for. You must also make payments on your loan even if you do not receive a bill or repayment notice. Partial payments do not fulfill your obligation to repay your student loan.

For most federal student loans, you must receive exit counseling before you leave school to make sure you understand your rights and responsibilities as a borrower. You will receive information about repayment and your loan provider will notify you of the date loan repayment begins (usually six months after you graduate, leave school or drop below half-time enrollment).

The good news is that tax benefits are available for certain higher education expenses, including a deduction for student loan interest for certain borrowers. This benefit applies to all loans used to

pay for post-secondary education costs, including PLUS Loans. The maximum deduction is \$2,500 a year. Internal Rev-

What is the best way to handle financial aid? Exhaust all sources of federal assistance first; Become an educated consumer; and Understand your obligations for repayment of education debt.

enue Service (IRS) Publication 970, Tax Benefits for Higher Education, explains these credits and other tax benefits.

For federal loans, certain circumstances may qualify you for periods of deferment or forbearance that allow you to postpone loan repayment. These periods do not count toward the length of time you have to repay your loan. You cannot obtain forbearance for a loan that is already in default.

A deferment is a period of time during which no payments are required and interest does not accrue (accumulate). The most common deferment conditions are enrollment in school at least half-time, inability to find full-time employment (for up to three years) and economic hardship (for up to three years). An active duty military deferment for up to three years is available for loans

first disbursed on or after July 1, 2001.

If you temporarily cannot meet your repayment schedule but you are not eligible for deferment, your lender might grant you forbearance for a specific period. Forbearance occurs when your lender or loan-servicing agency agrees to either temporarily reduce or postpone your student loan payments. Interest continues to accumulate, however, and you are responsible for paying it, no matter what kind of loan you have. Generally, your lender can grant forbearance for periods up to 12 months at a time, for a maximum of three years. Forbearance must be granted if your student loan payments are 20 percent or more of your monthly income.

Student and parent borrowers can consolidate (combine) multiple federal student loans with various repayment schedules into one loan: either a FFEL Consolidation Loan or a Direct Consolidation Loan, making a single monthly payment. With a consolidation loan, your monthly payment might be lower; you can take longer to repay (up to 25 years); and you will receive a fixed in-

terest rate on your Direct or FFEL Consolidation Loan. Loans can be consolidated during your grace period; once

If you temporarily cannot meet your repayment schedule but you are not eligible for deferment, your lender might grant you forbearance for a specific period.

you have entered repayment (the day after the end of the six-month grace period); and during periods of deferment or forbearance. Interest rates on consolidated loans are based on the weighted average of the interest rates

on all your consolidated loans rounded up to the nearest 1/8 of 1 percent. The interest rate will not exceed 8.25%.

Loans can be discharged (canceled) if the school closes and you are unable to complete your education, if you become partially or total disabled and upon death. If you are a teacher serving in a low-income or subject-matter shortage area, it may be possible for you to cancel or defer your student loans. The College Cost Reduction and Access Act of 2007 provides loan forgiveness after 10 years for public servants, including military service members, first responders, firefighters, early childhood educators and others. ✈

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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.

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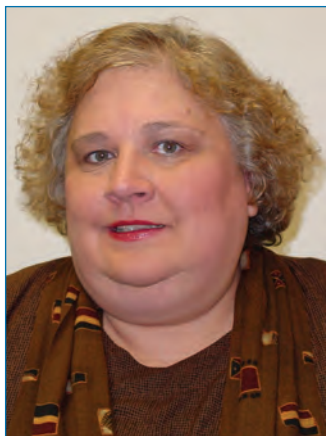
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Helping Hands



by Patricia Luebke

A friend of mine who prides herself on her physical fitness, even as she approaches what we'll gently call "maturity," recently went on a 20-mile hike that included getting up a mountain and down again. It was a hot and dry day, and she drank too much of her water supply on the way up the mountain. On the way down, there was no drinkable water on the trail, but her hiking companion had budgeted his water more judiciously and so insisted that he share his remaining water with her.

This really bothered her, as it would many of us, who pride ourselves in always pulling our own weight (and then some). Furthermore, she didn't enjoy being the weakest link, even if it were a chain of two people. But eventually, that day on the mountain, her thirst gave way to her reluctance to accept help and she gratefully drank some of his water.

But then things took a turn for the worse. She twisted her ankle, or maybe it was her knee, but by the last mile, she was struggling. Her hiking buddy repeatedly offered to take her pack, and she kept refusing. Finally, by the last mile,

he stopped asking and just took the pack from her, and she put up no resistance.

Knowing my friend as I do, I have no doubt she would have made it to the end of the trail, however painfully, however slowly, with or without supplemental water, and carrying her own pack all the way. As we talked about the experience, I knew it really bothered her, but I couldn't chuckle too much because I know I would have reacted the same way.

I tried to be helpful by telling her she would have done the same thing for her hiking buddy if the roles were reversed, but that's not the point. It's easy to be generous when you're the strongest, the fastest, or the best and you have the extra water to share. It's difficult to be on the receiving end of someone else's largesse.

Why is it so hard for some of us to ask for help? Why is it so hard for some of us to accept help?

When my best friend was diagnosed with breast cancer a few years back, I remember that one of the hardest aspects for her was asking for and accepting help. Like many independent women, we aren't used to admitting we can't do everything ourselves. And yet, in retrospect, when we talk about that time, she never fails to mention how the support of her friends made all the difference to her.

The day she returned home from her surgery, we all sat in her living room gabbing while women came and went and my friend alternately joined in and dozed on the sofa. So many were rallying 'round that someone quipped, "I feel like I'm in one of those bad *Lifetime for Women* movies." A few days after her surgery, we were alone in her house and she asked me if I would wash her hair in the kitchen sink since she still couldn't take a shower. Of course, she felt a ton better with clean hair, but the pleasure was really all mine as I was able to do something—anything—for my friend.

It's made me think of all the times I turned down help when a friend offered to accompany me to a doctor's appoint-

ment, bring me orange juice or chicken soup when I've got a bad cold, or any other of the countless ways help was extended my way. I'll be fine, I'd say,

**Someone is saying,
"Give me your pack,
and I'll carry it for
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(whether literally or
metaphorically),
we turn them down.
No, no, I can do it
myself. I'll be fine.**

and the truth is I would, but think how much easier we can make our paths if we are willing to accept help.

My friend's hiking experience is a perfect metaphor. Someone is saying, "Give me your pack, and I'll carry it for you for a while" and instead of being happy to have our burden lifted (whether literally or metaphorically), we turn them down. No, no, I can do it myself. I'll be fine.

And now for a confession. I recently hired a woman to come to my home four hours a week to help me. Even as I write this, I want to minimize it by adding, "You know, it's just temporary for a few weeks." We have tackled every project that I've put off. A lamp that's been broken for at least three years has been fixed. So has an antique clock. My hall closet is nearly empty with only a few coats in it. My linen closet has half its previous contents. We've sorted and

Are You Ready For A Lift?

Women in Aviation, International's Mentor List contains the contact information for thousands of members who are successfully pursuing hundreds of different aviation and aerospace careers. These generous individuals are ready to help you with a sympathetic ear and practical, first-hand advice on how to pursue your dream career, even in these tough economic times. Best of all, when you are ready, you can return the favor simply by listing yourself as a mentor on the WAI mentor list. Log on to www.wai.org/membersonly/index.cfm and give your career a lift today.

shredded, and sorted and shredded. She's brought bags to the thrift shop a half-dozen times. She's bought me a new stapler. The list goes on.

Do you need some help? Women in Aviation, International offers you an opportunity to be on the giving and receiving end of help. If you are a mem-

ber, you have access to a vast roster of WAI members who are volunteering to be a mentor in their areas of expertise. Sure, you can write your own résumé, but why not ask someone who would be in a position to hire someone like you to help you with yours? You can find the mentor list in the "members only" sec-

tion of www.wai.org. The mentor section has just recently been updated to be easier to navigate.

Asking a WAI mentor for help can be nothing more than asking for a sounding board or a second opinion. You have all these accomplished and successful women willing to spend some time with you, for you, so take advantage of the resource. And if you are still reluctant to ask for help, think how good the mentor will feel to be able to help another woman along her own path.

As my helper and I culled my books and I watched her arranging them by size, I asked her if she was born organized. What she said surprised me. She said, "I just like helping people." I have thoroughly enjoyed putting myself on the receiving end of a pair of helping hands. And sometime next winter when a friend offers to bring me orange juice when I'm sick, I just might surprise both of us by saying yes. ✈

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

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Training Front Desk Personnel



by Arlynn McMahon

I was a 135, Air-Taxi, Charter-pilot. At the airport, there was a room known as “the 135 office,” and like most charter operators, we stocked our 135 aircraft with the traditional pretzels, colas and mini-bottles of booze for passengers to enjoy during flight. One early morning, I left instructions for the new receptionist, “Angie, please count the 135 supplies and make a list of items we’re getting low on so that I can go shopping tonight to replenish the inventory.” I returned late that evening to find her reply: “If you know there are 135 supplies, why do I have to count them?” The story illustrates my assumption that Angie, an aviation neophyte, understood the lingo.

At most aviation businesses, the front desk is the hub of communications and activities. Phones ring with requests for scheduling and information, and clients stand patiently (in a perfect world) waiting for dispatch to hand them the particulars for the aircraft they are leasing or taking lessons in. Front desk employees are actually frontline employees in this business. Yet, large numbers of these employees come to flight schools and FBOs without any prior aviation experience.

Ideas for possible front-desk employee scenario training

1. Mr. Important has taken the flight school’s private pilot final exam. He scored a 75%, which is not high enough to meet the flight school’s required grade to earn a sign-off for the FAA’s Knowledge Exam. However, he is demanding to be allowed to take the FAA knowledge exam. There are no instructors or managers available. What will you do?

Give Mr. Important a sign-off for the FAA exam. Do not risk jeopardizing future new business by insulting a wealthy and well-connected man.

Show Mr. Important the written Standard Operating Procedures and plead with him not to ask you to do something that will get you into trouble with the Chief.

Schedule Mr. Important to take the FAA exam tomorrow, which will give you ample opportunity to discuss the situation with someone before his test time.

2. A pilot is purchasing IFR navigational charts. One of his requested charts in the display case is obsolete. It is the last chart and he needs it. There are no instructors or managers available. What will you do?

Inform him that the chart is obsolete. Throw it in the trash. Do not give it to the pilot; he is not allowed to fly with an obsolete chart.

Inform him that the chart is obsolete and if he still wants it, then sell him the obsolete chart.

Inform him that the chart is obsolete and give him the obsolete chart, free—no charge.

3. A herd of FAA inspectors—looking very stern and rigid—is standing in front of you, asking for the Maintenance Manager. No technicians or managers are in the facility. What will you do?

If the FAA is here, it can’t be good. Lock the door to the office and get rid of them as quickly as you can.

Show the FAA to the manager’s office and attempt to handle their requests yourself.

Knowing that the FAA are in the facility, you call the flight department and warn them that the FAA may be there next.

4. It’s late; time to go home. You find that you are missing keys to a company airplane. The scheduling system shows a pilot on pipeline patrol should have been back more than an hour ago. Neither the Chief Pilot nor any other manager is available. What will you do?

Attempt to reach the pipeline pilot’s cell phone; leave a message if he doesn’t answer.

Call the airports near his planned route to see if personnel there have seen the plane and if they serviced fuel into the plane. Leave a message for him to call if he shows up.

Call FSS. Don’t delay, it’s getting dark.

Do all this, in sequential order.

5. A thunderstorm is in full force. You notice the tie down ropes on an airplane parked on the ramp break. The airplane is moving about and is at risk of hitting another plane on the flight line. No one else is available to help you. What will you do?

Nothing. You could get hurt trying to handle an airplane in a thunderstorm.

Take the keys, hop in the plane and attempt to drive it away from the remainder of the fleet.

Try to maneuver the other “at risk” plane out of harm’s way.

Good employee training is important for two reasons: (1) Front desk employees are the first to encounter our customers and (2) if properly trained, they can be the front line of defense against a safety breach. The most effective employee training is a scenario-based program.

Scenario-based training can help new employees to develop the confidence needed in making decisions during situations that are strange to them but common in our industry. It can instill business judgment. For the flight school or FBO manager, scenario-based training can yield standardization in employee training. Managers can relax knowing that employees are able to take care of business even when the manager is away flying, or otherwise not available for employee consultation.

What is scenario-based training? Imagine that a PowerPoint presentation thrusts you into a realistic scenario. The situation is explained and you are provided with possible outcomes. Whether the results are desirable or not depends on your choices. Scenario-based exercises engage the employee in an enjoyable

and fruitful experience that stimulates thinking about the situation.

The aviation industry is moving away from traditional knowledge and maneuvers-based training to an emphasis on scenario-based training in which learners are able to assess a situation and react appropriately.

If you are interested in scenario-based training, begin by developing a storyboard. A scenario is "a situation." It begs the question, "You are here and this happens—how will you handle it?" The situation requires knowledge. It allows managers to assess the knowledge and judgment of employees.

To design a successful scenario, offer answer-options that allow the introduction of company policies and procedures. Introduce concepts and terminology that are unique to the company, its business practices and customers. Don't offer an obvious correct answer. Instead, all answers should require the employee to consider the situation in terms of the company philosophy and mission statement.

These days, all our employees par-

ticipate in scenarios that highlight best-practices as well as incidents from our past that we don't want repeated. Using scenarios has opened the door for our managers to discuss important aviation "norms" such as: what to do when the FAA comes knocking and how to handle a stranded pilot with a disabled airplane. A scenario that teaches what words to say to encourage a frightened spouse before a first airplane ride will allow the new employee to feel they are helping customers and projecting the right company image.

Yet the best part about scenario-based training is that my cell phone no longer rings outside of work hours. Better trained employees are simply better equipped to handle a wider range of situations. If you are a flight school owner or FBO manager who feels unable to get away on vacation, being tied to the airport—give scenario based training a try. Then turn off your cell phone and relax. ➔

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

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information

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. ✈

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Air Race Classic

ROOKIE RUN

When I received an email from a perfect stranger to be her copilot in this year's Ninety-Nines Air Race Classic I jumped at the chance. Flying is such a passion of mine that I didn't even hesitate to join this woman to fly VFR across the country in her 1962 Beechcraft Debonair. Kelly and I met a few months before the race to get acquainted and to learn to fly together. I fly an airliner for a living and Kelly is instrument-rated and spends most of her time flying single-pilot. It's not easy for some pilots to adjust to working as a crew, and I was thrilled to see that on our first trip we blended together like a seamless team. Boring holes in the skies over Michigan we practiced our techniques and honed our strategies.

As we drew ever closer to the start date we spent a lot of time flight planning, charting, reviewing VFR and racing rules, and getting to know each other. Since I live in Atlanta, Georgia, and Kelly's up in Detroit, Michigan, I was grateful for my airline travel benefits, jump-seating up a few times to prepare. A few days before the start date we flew the Deb out to Bozeman, Montana, for a few days of pre-race preparations. Days of briefings with all the other racers helped calm our nerves. We'd also been raising money for our favorite charity (Air Charity Network/ Angel Flight—www.AirCharityNetwork.org) and were excited to be a part of something so helpful for such a good cause.

After cleaning the airplane to a smooth shine, we affixed our race numbers and our charity logos. The hours of polishing, cleaning, oil-changing and strategizing gave us a zen-like calm about our first race.

The start day dawned early with one last briefing and then 36 teams were off to the airport. Hearing so many engines raring to go, our faces broke out in huge grins. Oh yes, this is what we trained for, we thought.

Our first fly-by through the timing line in Miles City, Montana, was exhilarating and nerve-wracking as an airplane ended up right in front of us on short final. We were nose-to-tail and had to throttle back about 60 knots to avoid overtaking them (no dual fly-bys allowed).

Racing across the country VFR transformed us from good pilots to better pilots. Many of the teams were comprised of very experienced women in their 70's, 80's and even one in her 90's. But what we lacked in experience we made up for in determination and the sheer compulsion to win.

Everyone was given four days to get from BZN (Gallatin

Field Airport, near Bozeman, Montana) to 1B9 (Mansfield Municipal Airport, outside of Boston) via eight specific airports along the way. How and when we flew was up to us once we departed the start. Kelly is a self-proclaimed weather geek and made sure we always took advantage of good tailwinds. Since the object of this type of race is to fly as fast as possible over one's handicap speed, we weren't really racing the other teams. Impeccable flight planning and weather watching are the name of the game. Knowing that some of the other teams faced headwinds in favor of better weather, we were pleased with our progress across the Midwest. After spending a night in Pennsylvania we checked the

by Erin Recke



weather and learned that it was forecast to be a rough flight up to New York. We got numerous weather briefings that day and looking back on it, decided that we'd heard exactly what we wanted to hear. As the first team to depart FKL (Venango Regional Airport, Franklin, Pennsylvania) enroute to 5B2 (Saratoga County Airport, Saratoga Springs, New York) we ended up pushing the desire for good tailwinds too far and found ourselves low to the ground, in an area of terrain and soon unable to maintain VFR. We decided to do the safe thing and file a pop-up IFR clearance, disqualifying ourselves from the Race. It was a heart-breaking moment—all those months of planning and preparation only to end in defeat.

But after we diverted to Mansfield and unwound from the emotion of the race, we realized that despite not "winning" this year's trophy we actually won a lot—a dear and deep friendship, better flying skills, more experience, new flying buddies and a sense of gratitude.

Next year we'll make slightly different choices, truly understanding that flying, competition, the desire to win and bad weather are not an easy or safe mix. But watch out—Kelly and I will no longer be rookies next year! ➔

Erin Recke (WAI #13243) flies for a regional airline.

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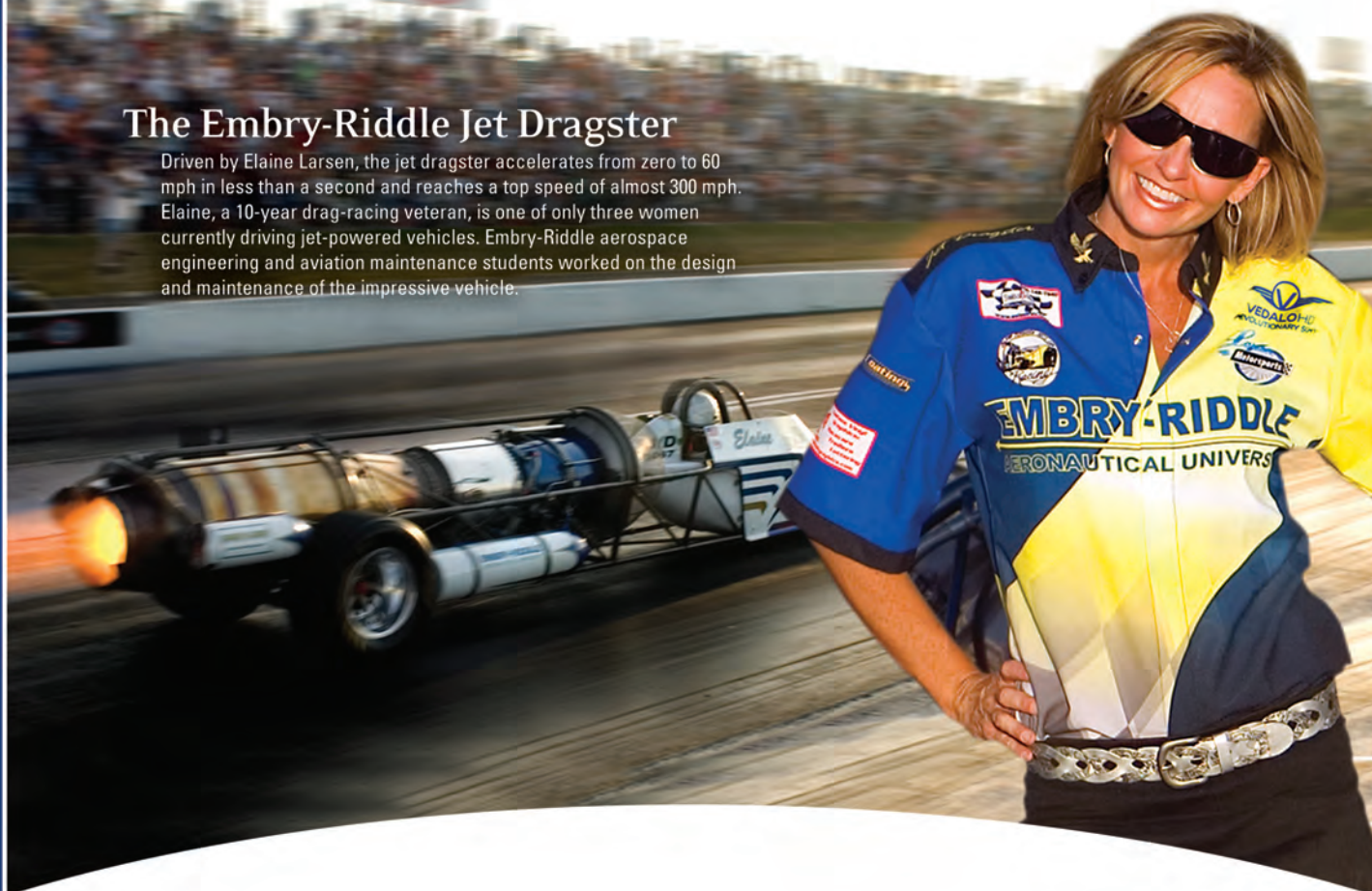


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