

20th WAI ANNIVERSARY INFO INSIDE!

AviationforWomen[®]

JANUARY/FEBRUARY 2009

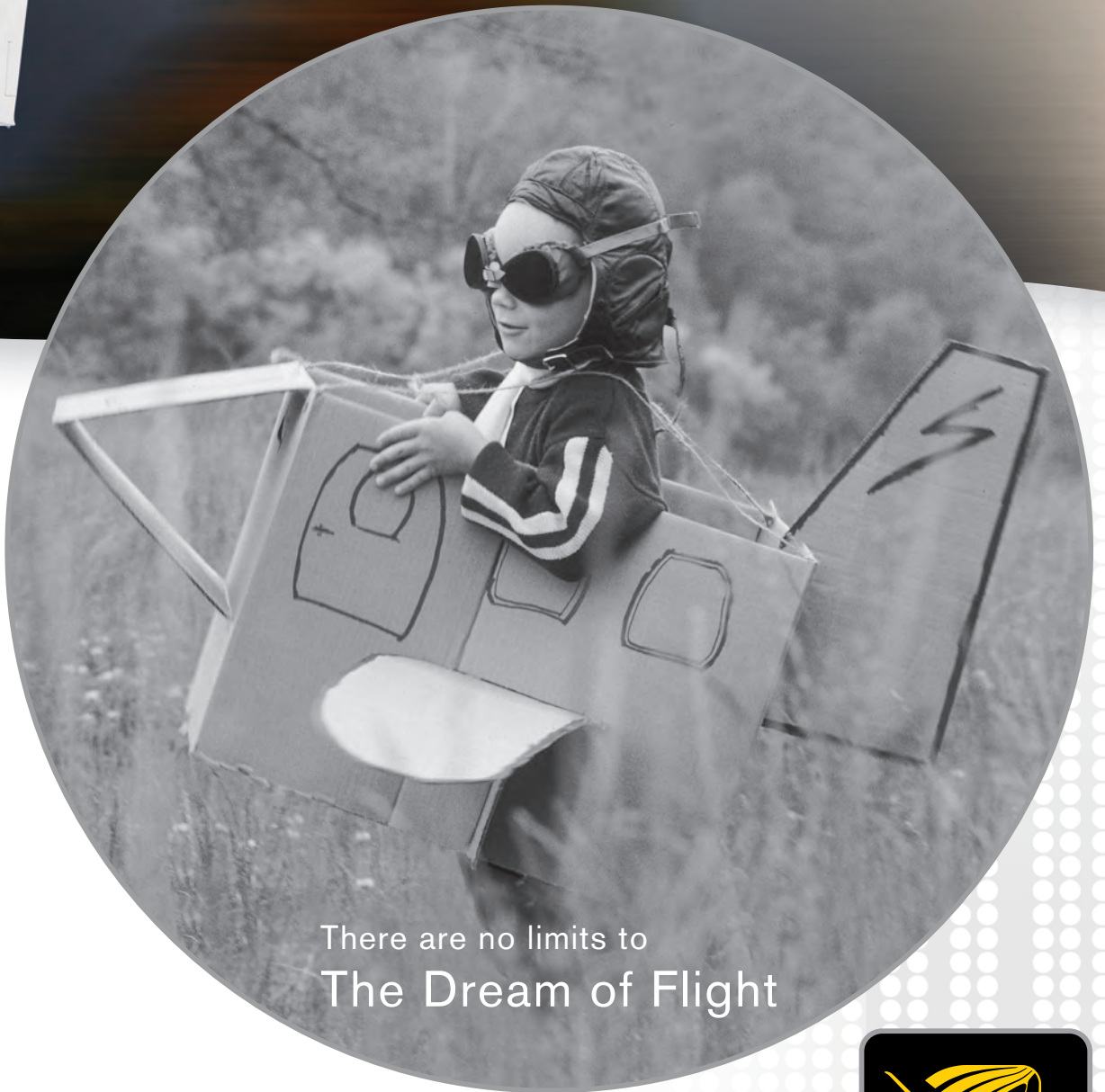
The official publication of Women in Aviation, International[®]

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COX**

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AN ERCOUCPE**



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Aviation for Women, (ISSN 1525-7762), Volume 12, Number 1, 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.



PHOTO BY LILIAN DARLING HOLT

The WASP had their final official reunion in September (see pages 8-9). More than 100 WASP attended the three-day event. Above: The KOWs (Kids of WASP) were at the Sweetwater, Texas, reunion in full force.

FEATURES

- 22 TIMELESS VOICES OF AVIATION *by Aleta Vinas*
24 JESSICA COX: FEET FIRST AND FLYING HIGH *by Marcia K. Gitelman*
28 THE MIDDLEBROOKS, AVIATION FAMILY *by Meg Godlewski*

DEPARTMENTS

- 2 President's Message
4 WAI Conference News
8 WAI News
15 CFI Flying Tips
16 Corporate Member Profile
17 Tech Tips
18 Professional Development
20 Sources & Resources
37 Where Are They Now
46 Careers & Classifieds
47 Calendar
47 Advertisers Index
48 In Our Own Words

COLUMNS

- 6 FLYING FAMILY
by Amy Laboda
38 MEDICAL Q&A
by Dr. Phil Parker
40 FINANCIAL TIMES
by Sherry Parshley, Ph.D.
42 SPOOLING UP
by Arlynn McMahon
44 PERSONAL DEVELOPMENT
by Patricia Luebke

COVER PHOTO

Jessica Cox does not need "a hand," or any assisting device to fly her airplane. Photo by Bruce Schockett at Deja Vu Photography.

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PRESIDENT'S MESSAGE



DR. PEGGY
CHABRIAN

Patty Wagstaff and I enjoyed hopping a ride in Jeff Puckett's Citation III from AOPA in San Jose to the Wings Over the Rockies Museum event in Denver, Colorado. Read more about both events in WAI News on page 12.

evening exclusively for our attendees at the Georgia Aquarium, including a reception and access to the entire Aquarium facility. There are tours available to the Delta Air Lines Technical Operations Center, the Museum of Aviation at Robins Air Force Base, TIMCO Aviation in Macon, Georgia, and venues to visit on your own in the Atlanta area. Register today and save over on-site registration. You can use the registration form on page 36, or to go directly to the Conference pages online: www.wai.org/09conference/index.cfm.

Dear Members:

Happy 2009! Our special 20th Anniversary International Women in Aviation Conference is only a few short weeks away. The staff and volunteers have been organizing to make this a memorable occasion. Everyone who attends the Conference in Atlanta, Georgia, February 26-28, will receive a commemorative illustrated memory book of the first 19 years of Conferences. This will become one of your prized WAI keepsakes.

Special events planned for the Conference include an

Concurrent with the new year, I want to let you know that the WAI board and staff are in the midst of a new Strategic Plan. Many of you will be receiving a survey, asking for your opinion regarding current membership initiatives, demographic information, and your ideas for the future of your organization. I encourage you to respond to the survey when it arrives, and I thank those of you who will be participating in the telephone surveys and focus groups. It is important to have input from our members as we look ahead to the next five years.

Looking ahead, we are working with EAA again to continue what began last year as WomenVenture during EAA's AirVenture in Oshkosh, Wisconsin. Stay tuned as we form up our plan, and expect some big announcements regarding summer activities at the Conference in Atlanta.

Finally, I have a special request. If you have a photo of someone reading an issue of *Aviation for Women* magazine in an unusual location, especially one that displays the cover of the magazine, we would love to see it. We want to know where *Aviation for Women* readers read, and when, and how. And a picture is worth 1,000 words, so send them along. We might even use yours in an upcoming issue of the magazine!

Sincerely,

Dr. Peggy Chabrian

Dr. Peggy Chabrian
President/Founder

INSIDE THIS ISSUE



COURTESY OF VAL THAL-SLOCUM

Val Thal-Slocum, Lucille Wise and Debby Dewie flew to Sweetwater, Texas, for the WASP Reunion. **Page 8**



There's still time to register for the 2009 Conference. All you need to know to make your plans starts on **Page 32**



COURTESY OF LORI KEECH

Lori Keech and her husband, Bob, are Sport Pilot enthusiasts, and discovered WAI at last summer's WomenVenture. **Page 18**



“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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tional demands, organi-
zational priorities, and
resource availability.

Notice of Annual Meeting and Board of Directors Elections

Women in Aviation, International, will hold its Annual Meeting and election of Board members on February 26, 2009, at 11 a.m. at the Hyatt Regency Atlanta Hotel, located in downtown Atlanta, Georgia. Board members nominated for re-election include:

Dick Koenig

Dick Koenig is the publisher of *Flying Magazine*, with more than 450,000 subscribers worldwide. Koenig has been on *Flying's* masthead for the past 31 years and has been Publisher of *Flying*, a Hachette Filipacchi Media U.S. title, since July 1987. He is a 7,000-hour ATP pilot with CFII and helicopter ratings.



Koenig has been involved with Women in Aviation, International, since its inception, and has been instrumental in helping the organization grow through public service advertising in *Flying* magazine. Koenig is a founding board member of Women in Aviation, International, and is currently its treasurer.

Koenig holds degrees from John Carroll University in English and Economics. He has been married to his wife Patty for 41 years and they have three daughters and one son. They live in Trumbull, Connecticut.

Shelly Snyder Simi

Shelly Simi is currently Communications Strategist, Business and General Aviation for Jeppesen. Simi is responsible for developing internal and external communication strategies, working with the marketing team and product managers in creating marketing/communications programs and assists in creating common presentations and messages for customers and the media.

Simi is a Founding Board Member of Women in Aviation, International. She has served as a contributing editor for *Aviation for Women* magazine and serves on the WAI Conference Planning Committee and Pioneer Hall of Fame Selection Committee. She is a founding member and past chairman of the National Coalition for Aviation Education and a founding member of the Aviation Communications Coalition of Washington.



Dr. Peggy Chabrian

Dr. Peggy Chabrian is President and Founder of Women in Aviation, International. The organization was incorporated in 1994 as a result of the success of the annual International Women in Aviation Conference begun in 1990. The conference began with 150 participants in 1990 and has grown to more than 3,000 by 2008.



Dr. Chabrian's previous positions include Academic Dean and Associate Vice President of Parks College; Dean of Academic Support for Embry-Riddle Aeronautical University's Prescott, Arizona campus; Director of the Center of Excellence for Aviation/Space Education at ERAU's Daytona Beach campus; and Department Chair of the aviation department at Georgia State University in Atlanta, Georgia.

Dr. Chabrian has received the FAA Administrator's Award for Excellence in Aviation Education and the Civic Award from the American Institute of Aeronautics and Astronautics. Dr. Chabrian serves as a member of the board of the Experimental Aircraft Association's Aviation Foundation, the academic board of the International Civil Aviation University, the U.S. Air and Trade Show board, and The 2003 Committee's board of directors. Dr. Chabrian is past president and board member of the University Aviation Association.

An international speaker, Dr. Chabrian has given numerous keynote and motivational presentations to hundreds of audiences. The author of numerous articles, she has also authored an aviation management textbook, and is an FAA-certified flight instructor. ✈

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.

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AMY LABODA

STEPPING UP TO A NEW RESOLUTION

It is that time again—we all make New Year’s resolutions. These are promises to ourselves to do better, push harder, make more of oneself in the coming year. There is excitement at the beginning, certainly on the celebratory first day of each new year, but let me ask you, how do you feel at the end of the first week? Are you still feeling the newer, improved, more positive you?

Well, I know from my own personal quest to improve that the first week is typically exhausting to the point of being disheartening. I rarely lose as much weight as I swore I’d do; I hardly ever get to fly my airplane as much as I said I’d do; gardening is almost always a loss, despite our lovely Florida winters; and if it was writing I was promising to do, or a push for more family time, well, those two valuable commodities often fare the worst of all, despite my best intentions.

Why is that? Why do we set out each year as individuals, even as a group, to reform ourselves or reshape ourselves, with such high hopes, maybe even higher than we could ever reasonably sustain? I believe it is because we are a species of perennial optimists. It is an incurable chronic ailment, at least in my case. We want to be happy, we can see ourselves happy, if only we can get over this next hurdle, or that one.

These days the hurdles can be huge. They are financial. Health related. Educational. That’s all daunting stuff. And probably not the stuff we should be pinning our hopes of happiness upon. Perhaps it would be better for us all to simply strive to be happier, without preconditions about what it is that should change, putting so much stock in the insistence that change will “make” us happy. One of my favorite books is called *The Joy Diet*, by Martha Beck, PhD. She says that the 10 ingredients for joy are: Nothing, Truth, Desire, Creativity, Risk, Treats, Play, Laughter, Connection and Feasting. There’s no weight loss, no new job, no extra money or advanced degrees involved in the process. There are plenty of action items, though. Beck wants us to do some pretty esoteric stuff, such as listing our own personal rituals, learning about stillness, and how to stop being afraid of being afraid. Finally, the book talks about the connections we make with others, and how to become energized just by being around other people.

That’s the kind of prescription for happiness that works for me. I learned a long time ago that whatever your personal hurdle, you need to know that you do not have to go it alone.

The whole idea behind Women in Aviation, International, was to have women, experts in their fields, helping others to achieve their dreams. I was at the very first Women in Aviation Conference, held in Prescott, Arizona, back in 1990, and even then, with just 160 individuals (not all women, by the way, just like today) in attendance, it was an energizing, invigorating event. I spoke to an intimate group of about 20, on a subject I was hardly an expert on, but by the end of the hour roundtable educational session I knew more about my subject matter than I could have ever hoped to reap as a journalist doing cold calls and research on my own. And the people in the room probably learned a thing or two, as much from each other as they did from me.

The idea for the conference was so successful that Dr. Chabrian tried it again, the next year, and then the next. By that time the word was getting out about the synergy of these gatherings,

and people in the meeting rooms were asking, “Where can I join this Women in Aviation group?” But we didn’t have a membership at the time, and board members were perplexed, until they realized that the Conference had become more than just a conference. So they obliged and created the member organization, WAI, to back it all up and help members connect year-round.

That’s how the International Women in Aviation Conference works, even today. That’s why the people who attend it tell me that it is the equivalent of a shot of energy for their dreams and desires. It is the Feasting that Martha Beck talks about in her book, I think. And, in my opinion, the best advice for happiness the good doctor could offer. ➔

***The 10 ingredients
for joy are:
Nothing, Truth,
Desire,
Creativity, Risk,
Treats, Play,
Laughter, Connection
and Feasting.
There’s no weight loss,
new job, money or
degrees involved.***



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WASP Fly Out To Sweetwater One More Time

VAL THAL-SLOCUM



The buzz started when the Women Airforce Service Pilots (WASP) arrived in Texas for their final “official” WASP reunion in September, code named “Operation Fifiella,” after the WASP mascot. These women, who were the first females trained to fly American military aircraft, have been meeting every two years, but it is getting tougher.

As they recovered their energy after long trips, the smiles got bigger and eyes shone in recognition of old friends. Kids of WASP (KOWs) and Friends of WASP were in force. More than 100 WASP attended the three-day event that included a reception, a banquet, class photos and a much-anticipated fly-in to Avenger Field at Sweetwater, Texas, where the WASP underwent their training between 1943 and 1944. The women went through the same flight training there as the male cadets.

Cindy Wiesner and **Susan King** organized Operation Fifiella, while **Lana Kraeszig** recruited and coordinated volunteer pilots from all over Texas to arrive at Alliance Airport for the flight to Avenger Field. More than 32 aircraft and pilots were assembled and waiting, and with assignments in hand, the WASP boarded buses amid a flurry of media attention.

Madge Leon Moore, Class 44-W-4, said, “There are so many memories that you and the volunteer pilots, all unselfishly investing time and equipment, will make vivid for me. Chief among them was that first day, November 1, 1944, reporting for duty at Avenger Field after months of waiting eagerly to serve my country. I had heard about the WASP in 1943, my senior year at SMU, pursued the interview process and proceeded to complete the 35 hours of flying time required and to take the Army physical. Setting foot on Avenger soil that first day meant I could finally pitch in to do my share in supporting the war efforts of the nation.”

The excitement rose as they climbed in the aircraft. Some WASP had challenges climbing up on the B-25 or AT-6. There was a DC-3, experiments, twins and singles set to ferry. Flight time was between one and two hours. Kraeszig obtained donations to help with fuel costs.

At touchdown on Avenger Field the WASP were saluted and escorted by USAF officers currently serving at Dyess Air Force Base

in Abilene, Texas. Their first stop at Avenger was the newly-restored wishing well next to a bronze sculpture of a Woman Airforce Service Pilot created by WASP **Dorothy Swain Lewis**, Class 44-W-5. Next to the wishing well are two walls with engraved names of the 1,074 women pilots who received their WASP silver wings.

Next was a tour of the National WASP WWII Museum, along with a flag ceremony complete with a B-1 fly-by salute. A luncheon and program followed featuring speeches by **Lt. Colonel Laurel “Buff” Burkel** and **Major Bridget M. “Tank” McNamara**.

The WASP returned to their aircraft for the flight back to Alliance Airport. After arriving at the hotel, they again headed right to the WASP hospitality suite, not wanting to miss one minute of visiting with friends. **Florence “Shutsy” Reynolds** (44-W-5) said, “We’re getting into our 80s and 90s, but I feel 20 or 30 until I look in the mirror and my grandmother looks back at me.”

The traditional Class Dinner Party guest speakers included **Major General Linda S. Hemminger**, USAFR, a mobilization assistant to the Deputy Surgeon General at the USAF, and **Brigadier General Janet A. Therianos**, USAF, Director of Intelligence for the Air Mobility Command stationed at Scott

Air Force Base, Illinois.

Early the next morning, the WASP visited the Texas Woman’s University (TWU) in Denton, Texas, where Conference Chair **Kate Landdeck** gave them the chance to find their own historical records stored there. TWU makes WASP records available to researchers, media and the public. The Women Military Aviators organization (WMA) hosted a luncheon featuring WMA President **Barbara Bell** Captain USN (retired).

At the banquet Saturday night WAI member **Major Nicole M.E. Malachowski**, USAF, spoke about “Closing the Gap.” She is a White House Fellow in Washington, D.C. serving as a legislative fellow representing the U.S. Air Force. **Trish Beckman**, a founding and current board member of WAI, revealed that Jackie Cochran, director of the WASP, and **Dawn Rochow Seymour**, Class 43-W-5, have been chosen for induction into the 2009 Women In Aviation Pioneer Hall of Fame this coming February in Atlanta, Georgia.

Sunday morning’s Hangar Flying Breakfast was hosted by Women in Aviation, International. **Dr. Peggy Chabrian** shared a story told about the WASP by General Yeager during his presentation in San Diego and noted those WASP inducted into the WAI Pioneer Hall of Fame. The traditional passing of the mike from WASP to WASP was next, with great stories told.

Although this is the final official reunion, we know that the WASP will continue their sisterhood. While their non-profit corporation is being dissolved, the Wingtip to Wingtip Association has been formed to promote the history of the WASP and coordinate future “non-official” reunions and gatherings. **Albert “Chig” Lewis**, son of WASP Dorothy Swain Lewis, is president and treasurer. Kate Landdeck is vice president and secretary, and WASP **Nell “Mickey” Bright** is director and WASP advisor.

We salute the WASP, those who were present and those who were there in spirit for opening doors for women pilots the world over. ➔

.....
Bobbi Roe (WAI #12) is a writer, editor, and one of those who were Founding Board Members of Women in Aviation, International.



**photographs
by Lilian Darling Holt**

Clockwise starting at the top: Air Force Reserve Air Mobility Command crewmembers pose with WASPs A.J. Starr and Alma Fornal. Betty Pfister with Marvin Krieger, flight ground school instructor. Lorraine Rogers at the wishing well in Sweetwater. Dawn Seymour, V.P. of WASP and Jan Goodrum, WASP President, with Nicole Malachowski. Malachowski with WASP Betty Blake. Fran Rohrer Sargent finds her own name on the Memory Wall at Avenger Field, among those of 1,074 women who became WASP at Sweetwater, during World War II.



CONNECTICUT CHAPTER

The Connecticut Chapter of Women in Aviation, International hosted its second annual reception at the New England Air Museum with more than 50 people in attendance. Pratt & Whitney was a sponsor of the event.

Betty Huck, Chapter Relations manager of WAI, attended the reception. During the day, Huck had the opportunity to tour the P&W Customer Training Center. The Customer Training Center annually awards scholarships through Women in Aviation.



This year's guest speaker was Air Force Maj. **Samantha Weeks**, the No. 5 lead solo for the United States Air Force Thunderbirds. Maj. Weeks knew at the age of six that flying was her calling. She achieved her goal through the Air Force Academy. Maj. Weeks' recipe for success is, "Know your dreams. Be dedicated and driven. Work hard and don't let roadblocks stop you."

The reception preceded the New England Air Show at Westover Air Reserve Base on September 6-7. The Thunderbirds demonstration team thrilled and inspired the crowd while Maj. Weeks, the first woman to fly a solo position with the Thunderbirds, performed the famous No. 5 inverted maneuvers. ➔

ERAU PRESCOTT CHAPTER



The ERAU Prescott Chapter participated for the first time in the Women in Aviation and Engineering Day. Middle and high school girls from Chino Valley, Prescott, and Prescott Valley came to the ERAU campus and visited the flight line, the wind tunnel in engineering, and the aviation lab.

BOX D CHAPTER

The newest Provisional WAI Chapter is located at the U.S. Air Force Base at RAF Mildenhall in England. The Chapter's name comes from the 100th Bombing Group—a B-17 squadron that was in England during WWII. The aircraft all had the "D" identifier on their tails. The squadron was nicknamed the "Bloody 100th" because the average life expectancy of a pilot then was 11 flights. To this day, the KC-135 Refuelers at RAF Mildenhall use the "Box D" logo on the tail of their planes. Chapter members consist of mostly KC-135 pilots, but also maintainers, educators and others. The Box D Chapter has many events planned, including fundraising for the WAI Conference, a large membership drive with a guest speaker, and speaking to middle school classes in the local community. ➔

Back row:
Jacob Houston,
Sarina Houston
(President),
Nicole Shanks,
Rebecca
Ghesquiere.
Front Row:
Jessica Bishop,
Nancy Tran-Horne,
Jennifer Cross-
man, **Bahiya**
Wilder, **Jayson**
Ramirez.



BOX D CHAPTER

ST. LOUIS WOMEN WITH WINGS CHAPTER

The St. Louis Women With Wings (WWW) Chapter braved the crowds at Scott Air Force Base, Illinois, for the annual Open House and Air Show. The USAF Thunderbirds were there, along with other military aircraft. Afterwards the chapter completed the day with dinner (pot luck menu) and a movie ("somewhat" aviation-related) at **Karan** (WAI #18287) and **Steve Hofmann's** (WAI #27505) personal home theater. Sound and picture were great with the conversation and food quite "tasty." As part of the continuing project to Support our Soldiers, WWW sent some calling cards with member **Jan Moore** (WAI #15221), on her business trip to USS *Stennis*. ➔

UPPER CANADA CHAPTER

The Upper Canada Chapter toured the Toronto Pearson International Airport's Central Deicing Facility. **Glynys Jones** gave the chapter an excellent overview of the world's most technologically advanced deicing facility, including their recycling and environmental efforts.

In September the chapter held their annual membership drive as part of the Brampton Flying Club's Open House. Membership Chair **Lisa Graham** (WAI #8030), along with members **Denise Egglestone** (WAI #6124), **Leili Foster** (WAI 30336) and **Lora Yowell** (WAI #1941) braved the less than ideal weather to represent the organiza-



Left to Right: Leili Foster, Denise Egglestone, Lora Yowell, Lisa Graham

tion. Foster donned her vintage aviator duds complete with bomber jacket and white silk scarf, and stood alongside the Stampe biplane she shares with her husband as part of the Great War Flying Museum's display of World War I memorabilia and aircraft. The chapter also took a field trip to the Canadian Warplane Heritage museum in Hamilton, Ontario. The museum features the aircraft used by Canadians or Canada's Military from the beginning of World War II up to the present. The collection houses static aircraft as well as aircraft that are flying, including the Stearman and American Harvard training aircraft and the Avro Lancaster bomber.

The chapter's October meeting was a Career Workshop and WAI Scholarship Review. **Dawn Wells** (WAI #889) reviewed the procedures for applying for scholarships and fielded questions about individual applications. Special guest **Jennifer Johnson**, former hiring coordinator at Air Canada, spoke to the group candidly about hiring trends in the industry and specifics with regards to Air Canada's hiring process. ➔

THE MEMPHIS BELLES ANNOUNCE WINNERS OF WOMEN IN AVIATION ESSAY CONTEST

The Memphis Belles Chapter held an essay contest October 1-10, 2008, to increase the number of scholarship applicants and to improve the quality of essays that the scholarship committee receives. They invited all of the students enrolled in FAA-approved programs within the Greater Memphis area to participate in the essay contest.

On October 20, the chapter announced the winners at the Scholarship Preparedness meeting held at the Tennessee Technology Aviation Complex. The purpose of the meeting was to encourage teachers, celebrate the students' accomplishments and inform both the adult students and parents about all of the aviation scholarships available. **Lisa Slate** (WAI #11527) made the awards to:

First Place: **Demetrious Jones** – High School; **Donald Huff** – Adult

Second Place: **Randall Shey McCoy** – High School; **Tony Smith** – Adult

Third Place: **Latoya Jackson** – High School; **Christopher Martin** – Adult

Most Inspiring Essay: **Brittiney E. Williams** – High School, **Kymberli Smith** – High School

After the awards, **Kassandra Cassano** (WAI #7304), chairman of the Scholarship Committee, gave an informative presentation on several scholarship opportunities, such as the Women in Aviation Conference Registration Scholarship; the Aviation Education Scholarship; and the Colleen Platt Walker Memorial Scholarship.

Liz Clark (WAI #64), chapter president, thanked guests for attending with special recognition to: FedEx Corporation, GE-Aviation, International Paper and Tennessee Technology Center Aviation Complex. ➔

WAI Welcomes New Provisional Chapters

Women in Aviation, Heart of Georgia Chapter #80P

Middle Georgia College, Eastman, Georgia

Tanna Almond, President

Lindsey Floyd, Vice President

Kathryn Murtha, Secretary

Leigh Ann Saliba, Treasurer

Allyson Geiger, Membership Chair

Angela Clark, Outreach Chair

Lisa Henry, Advisor

Women in Aviation, Garden State Angels Chapter #81P

Central New Jersey

Alyson Beausoleil-Holt,

President

Shari Ritchkin, Vice President

Allen Scott, Secretary

Joseph Holt, Treasurer

Lynn Cyrway, Membership Chair

Yvonne McManus, Outreach Chair

Women in Aviation, Irish Chapter #82P

Dublin, Ireland

Yvonne Ward, President

Grainne Brookfield,

Vice President

Sharon Keating, Secretary

Orlagh Murphy, Treasurer

Fiona Scott, Membership Chair

Tanya Strahan, Outreach Chair

Women in Aviation, Box D Chapter #83P

RAF Mildenhall, England

Sarina Houston, President

Jessica Bishop, Vice President

Rebecca Ghesquiere, Secretary

Michelle Pryor, Treasurer

Bahiya Wilder, Membership Chair

Jennifer Crossman,

Outreach Chair

Women in Aviation, Wings of Excellence Chapter #84P

Davis Aerospace Technical High School, Detroit, Michigan

Olivia Hawkains, President

Cynthia Turner, Vice President

Andrea Micou, Secretary

Victor Landry, Treasurer

Davon Lewis, Membership Chair

Karolynda Butler,

Outreach Chair

Nina Hicks, Advisor

Atlanta Aero Club

The Atlanta Aero Club hosted Dr. Chabrian on October 30, as the speaker of their monthly luncheon meeting in downtown Atlanta, Georgia, just two blocks from the site of the upcoming annual Conference. Those in attendance included representatives of Atlanta area airports, airlines, flight schools, university faculty, business owners, WAI Atlanta chapter members and more. Peggy Chabrian noted in her opening remarks that it had been exactly 20 years since she had last spoken to the Atlanta Aero Club, when she was the department chair of the aviation program at Georgia State University and a member of the Aero Club.



The evening prior to the Aero Club event, President Chabrian had dinner with five members of the Atlanta chapter of WAI, and discussed their potential involvement helping with the pre-Conference preparations and volunteering during the event itself.

The evening prior to the Aero Club event, President Chabrian had dinner with five members of the Atlanta chapter of WAI, and discussed their potential involvement helping with the pre-Conference preparations and volunteering during the event itself.



Three WAI members, Patty Wagstaff, Eileen Collins and Emily Howell Warner, were recognized at a special gala held at the Wings Over the Rockies Museum in Denver, Colorado. Wagstaff and Chabrian were flown in a Citation III jet from the AOPA Expo in San Jose, California, to the museum event in Denver, Colorado, by Jeff Puckett, of U.S. Aero, a museum supporter. What a great way to arrive!



AOPA EXPO

Betty Huck and Peggy Chabrian represented WAI at the AOPA Expo in San Jose, California, in November. Several members of the San Francisco Bay Area Chapter helped in the booth and at the breakfast. It was a successful event with more than 40 individuals joining or renewing their membership. One individual signed up six of his nieces with gift memberships.



The WAI Connect Breakfast at AOPA was well attended. **Mike Collins**, editor of *AOPA Flight Training* magazine, was the guest speaker at the breakfast, and spoke about the relationship between AOPA and WAI over many years and AOPA's anticipated participation at the upcoming Conference in Atlanta, Georgia.

President Peggy Chabrian met the new President of AOPA, **Craig Fuller**, and plans were made to follow up to discuss future collaborative efforts between AOPA and WAI.

COURTESY OF 94TH AW/PUBLIC AFFAIRS



Maj. Gen. Linda Hemminger, Dr. Chabrian and Lt. Gen. Charles E. Stenner, Jr.

AFHRDC Conference

Dr. Chabrian had the opportunity to address the Air Force HRDC conference in Atlanta in November. The HRDC represents the Human Resources departments at bases throughout the country. The mission of WAI and highlights of the upcoming 20th anniversary Conference were shared with the audience. **MSgt Rod Hage** was the coordinator of the event. **Maj. Gen. Linda Hemminger** and **Angelita Thayer** were also participants in the meeting.

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CAREERS

Gail Birkenmeier (WAI #40720) accomplished her solo flight and cross country events toward her private pilot's certificate.

Carly Butwell (WAI #39548) was awarded the first

annual Alan H. Conklin Business Aviation Management scholarship. Butwell is a junior at Daniel Webster College in Nashua, New Hampshire, majoring in Aviation Management. She is now working toward her instrument rating and has a 3.67 GPA.

Julie Clark (WAI #2428) was honored by the National Aeronautic Association with its 2008 Katherine and Marjorie Stinson Award in Washington, D.C. The Stinson Award is given to a living woman who has made an outstanding, enduring contribution to the aviation industry.

Cary Fletcher (WAI #29675) has earned her Instrument Rating.

Shelby Edwards (WAI #27739) completed the National Marine Marathon in Washington D.C.

Capt. Jen Moore (WAI #15221), IL ANG, completed three-month upgrade course and was certified as a KC135 Aircraft Commander.

WAI Corporate member **Cirrus Design Corporation**, highly regarded personal airplane manufacturer, announced at the Airplane Owners and Pilots Association (AOPA) Expo that it has renewed its sponsor relationship with international aerobatic star **Patty Wagstaff** (WAI #480).

OTHERS MAKE
THEIR MARK

Page Field, Ft. Myers, Florida Airport Manager **Colleen Baker** was awarded the Airport Professional of the Year for 2008 by the Florida Department of Transportation.

Avidyne Corporation announced the appointment of **Leslie Fischer** to the position of Regional Sales Manager for the Western Region of the United States. Fischer's territory includes Alaska, Arizona, California, Hawaii, Idaho, Montana, Nevada, Oregon, Utah, Washington, Wyoming, and western Canada. She resides in Long Beach, California. A 2004 graduate of Embry Riddle Aeronautical University in Daytona Beach, Florida, Fischer holds a Bachelor of Science degree in Human Factors Psychology. She minored in Space Studies.

The Branson Airport, the first privately financed and operated commercial service airport in the U.S., recently hired



Fischer



Eileen Collins (USAF Ret. and WAI #3000), **Emily Howell Warner** (WAI #5771) and **Patty Wagstaff** (WAI #480) were honored as First Ladies of Air & Space by the Wings Over The Rockies Air & Space Museum in Denver, Colorado. Pictured with them are sixth grader **Julian Kremer** and third grader **Lara Kremer**. The Gala event was sponsored by Lockheed Martin and included a silent auction, dinner and awards program, all benefiting the Wings Over The Rockies Museum in Denver, Colorado, and its Spreading Wings youth education programs.

Sharon Morris as the airport's FBO (Fixed Base Operation) and Airline Services Manager. FBO's provide services and facilities for General Aviation aircraft. Morris comes to Branson after having served as Operations Manager at Signature Flight Support in Boston, Massachusetts, for the past seven years.

AirMed International's Executive Vice President **Denise Treadwell** has been awarded two of the air medical industry's highest honors, the 2008 Fixed Wing Award of Excellence from the Association of Air Medical Services (AAMS) and the Katz-Mason Award from the Air Surface Transport Nurses' Association (ASTNA).

Betty Hadden Moseley, an advocate for women pilots and private aviation safety, was inducted into the Kentucky Aviation Hall of Fame in November.

Desiree Nicole White from Mary Esther, Florida, received the 2008 Michelin Scholarship from Careers in Aviation. The \$1,000 scholarship will help her complete her education in the field of aerospace. She will be attending Embry-Riddle Aeronautical University.

PASSAGES

Eliav Arbel, (WAI #39488), of Karmei Yosef, Israel, was killed in an airplane accident in October 2008. Our thoughts and prayers go out to her family. ✈

CFI TIPS



MEG GODLEWSKI

I am working on my private pilot certificate and this winter it seems as if I have one weather delay after another. In addition to self-study on the computer and with the books, is there anything else I can do to keep my "head in the game" while I wait for the weather to improve?

while I wait for the weather to improve?

There's much you can do to keep your "stick sense" while grounded by an extended bout of bad weather. Do you have access to a computer or a ground procedures trainer? A ground procedures trainer, sometimes called a flight simulator, might be set up identically to the airplane you fly. Even if it is not exactly the same, it will be worth spending some time flying it. Even playing around flying in Microsoft *Flight Simulator* will do if that's the best you've got available.

Used with your CFI's tutelage, ideally, or by yourself, if you must, you can polish your navigation skills and practice tuning and tracking VORs, NDBs and GPS routings. It may not "count" toward your total time, but training is training and your skills will benefit from the practice.

If you do not have a procedures trainer or a computer flight simulation program, but you have access to an aircraft on a

ramp or in a hangar, you might benefit from sitting in the aircraft and doing a systems and procedures review. Plan a cross country and strap on your kneeboard. Act as though you are flying the trip, then have your CFI announce a forced diversion to a new destination. While "in flight" do the diversion calculations. You will be surprised how long it takes at first and be happy that you are safely on the ground practicing.

I really want to learn to fly but my parents are really worried that I am going to be hurt in an airplane crash. How can I convince them that flying is safe?

Unfortunately no activity is 100 percent safe, but you can show your parents the steps that pilots take to minimize the risks involved with flying light airplanes. Bring them out to the airport and introduce them to the older, more experienced pilots that you know. Have the owner or chief instructor at the flight school talk to them about the rigorous training and inspections that both aircraft and pilots have to go through. Point out that most airplanes are maintained better than most cars, and that pilots, unlike drivers, have to be retrained every two years. Even if this doesn't totally allay their fears it will show them that you take flying seriously and are being responsible about risk. ✈

Meg Godlewski (WAI #8165) is a NAFI Master Instructor and writes for General Aviation News.

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PROFILE

SWAN HEIGHTS INSTITUTE FOR PROFESSIONAL CORPORATE FLIGHT ATTENDANTS

Netherlands entrepreneurs André Seijbel and Heidi Smale have created a new school for flight attendants working on board private airplanes. The company, Swan Heights, is one of the first institutes to offer worldwide, quality service in the airplane personnel market. The focus is on a full range of high-quality services for discriminating owners of private and corporate aircraft.

Training at Swan Heights takes 28 days to complete at a boarding school in the vicinity of Schiphol Airport. Students take lessons in three modules:

- How to get rid of paparazzi—The school will teach safety, security, how to take care of VIPs and crew;
- Hospitality and Service; and
- Food and Beverage.

Several components of the training take place in external training facilities. Swan Heights also offers a shorter, 15-day course for those who are already corporate flight attendants. The company also provides “tailor-made” courses.

Hospitality, Food & Beverage, VIPs and Crew Security

Swan Heights can teach flight crews to offer first-class service without a private flight attendant, as well. The seven-day course teaches captains and first officers to understand what kind of services and amenities are expected on private aircraft.

In this one-week course Swan Heights instructors convey knowledge, tips and tricks that make providing cabin service in the tight confines of a corporate aircraft easier.

The instructors at Swan Heights understand that the primary task for flight crews is to fly the aircraft and deliver their guests to their destination in the safest way possible, however, the school is confident that the hospitality, food and beverage course can ease the hassle of the service component of the flight crew's job, and save them time they'll appreciate having for preflight and flight duties.

In-house Experience

Both Seijbel and Smale teach their own part of the course, within their own field of expertise. Seijbel is an experienced butler and a passionate chef. He used to pamper clients with luxurious dinners on board a Challenger 604, Falcon 2000 and Falcon 900 earlier in his career. Smale has extensive experience as a traveling personal assistant. She was taught this profession at The International Butler Academy and the Dutch Hotel Management School.



Specialists

Highly appreciated specialists take care of some of the other disciplines. Thérèse Boer, owner of the Michelin Guide three star restaurant De Librije, teaches students about hospitality,

service, quality and presentation of catering onboard aircraft in flight. “At De Librije, hospitality is second nature. We wish to pass on that feeling to the students at Swan Heights,” says Thérèse. “The unique set-up of this training and its pursuit of quality are strongly connected to our values in this respect.”

Ready for Takeoff

Heidi Smale was recently a guest speaker at the Aviation and Women in Europe WAI Regional Conference in Norway, and was inspired to sign up Swan Heights as a WAI Corporate member. She looks forward to meeting other WAI members in Atlanta this February, during the 20th Annual International Women in Aviation Conference.

Swan Heights has offered tailor-made training for aviators and flight attendants in the past, however, the Institute program began in October 2008. It takes place at the school in Haarlem, The Netherlands, near Schiphol International Airport. Slots for placement at the school are filling fast. Flight attendants wanting to serve in the private jet industry should apply as soon as possible. For more information go to www.swanheights.com or call +31 235746119. ➔

Women in Aviation, International Welcomes New Corporate Members

Berkana Consulting Group
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DENISE WATERS

Sister, it is cold outside, and my aircraft are getting tougher to start in the morning. What should I be doing to make operations easier on my aircraft? Is there any special maintenance I should consider?

The season change is a good time to review both the Aircraft Operating and Maintenance manuals on your aircraft for cold weather operation differences. Two areas often hurried over in the rush to stay warm and get airborne are engine pre-heat and consideration for what is going on internally once you finally succeed in cranking and getting your engine fired-up.

Like carbon monoxide, things you cannot see can lead the unaware operator to unhappy endings. A heated hangar for your winter bird until just before APU and engine start is the ideal situation to help ensure that engine fluids and seals are at close to normal operating temperatures. If a cold hangar or the outside elements are your options, follow the aircraft or engine manufacturer's preheat recommendations to bring up the engine's temperatures. Some pilots have been known to drain their oil and take it with them to keep it warm, re-filling the airplane engine with the warm oil before starting the

airplane (please don't do this if you aren't used to changing your own oil). Just remember, fuel may be your power, but oil is the lifeblood. Verify that you are running with the correct type and viscosity for the outside temperatures you encounter on your journeys. Changing to a less viscous, manufacturer-recommended oil allows for ample lubrication circulation throughout the engine immediately after start-up. This is the goal.

The consequence of failing to preheat properly and/or use the correct oil viscosity is a lack of proper engine lubrication, and this can result in limited lifeblood flow, even causing metal to metal contact inside of the engine. Pistons, camshaft lobes, lifter bodies and cylinder walls could be exposed to "scuffing." This is a bad thing.

A cold, hard start could shorten your engine's time between overhaul (TBO) by as much as 500 normal engine operation hours. That's going to be expensive, so it is best to apply preventive measures.

Once you have started the engine, don't exceed the recommended rpm speeds until the oil temperature is by the book (100°F for most). Allow plenty of time for both you and your engine to warm up so you can enjoy flying that aircraft for many seasons to come.

And don't forget to check that your "whistle slot" and brakes are clear of ice blockage prior to flight! ✈

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



Global Aviation



Captain Julie Clark and Chevron Global Aviation. Ready for takeoff.

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



LORI KEECH

SPORT AVIATION DISPELLING THE MYTHS

First of all let me say that my introduction to Women in Aviation, International was nothing short of spectacular. It was an honor to join hundreds of other women in pink T-shirts for the first annual WomenVenture Gathering of women pilots at Aeroshell Square this year at EAA's AirVenture. It was fascinating to see the role that women play in the military, commer-

cial and civilian aspects of aviation. Although I hold a Sport Pilot Flight Instructor rating for Weight Shift Control aircraft and I am co-owner, with my husband Bob, of a flight school, I felt like a Jill (Jack) in the beanstalk among giants in the aviation industry such as air show greats Patty Wagstaff, Julie Clark and one gal in the back who proudly announced her upcoming graduation to become an astronaut. Without the intervention of this magazine's editor, Amy Laboda, I might have been tempted to hold onto the perception that what my husband and I do in aviation is somewhat less significant than what most of these gals are doing. Laboda assured me, however, that what gives us our unique place in the industry is that we teach, support and promote the "fun side" of aviation.

Through conversations with Laboda, interaction with former hang glider buddies and some of the local general aviation pilots, we are finding that a good number of people are not only interested in what we do here at Cloud 9 Aerosports but they are seriously considering transitioning or adding a Sport Pilot rating to their existing rating(s). There is, however, some apprehension about making the transition. It would be beneficial to take a look at some of these concerns, but first I would like to introduce myself.

I was one of those kids that laid in the front yard watching the occasional small plane fly overhead thinking to myself "Some day I am going to do that." By the age of 14 I was hanging out at the airport and at 15 I started flight training. Since our closest FSDO to provide the written exam was 125 miles away and since I did not yet drive a car, I needed transportation. My instructor made arrangements for me to catch a ride with another student, Bob Keech. From there, the flight training diminished and I found myself taking a very long sabbatical from flying. Bob became a hang glider pilot and I became what we refer to as a hang driver! It was not until Bob pursued his tow rating at Lookout Mountain, Pennsylvania, that

I began to look seriously into a form of flight suitable for me. It was here, at Lookout Mountain, that I was introduced to the world of Trikes. Upon landing I declared to Bob, "This is what we are going to fly." It truly was love at first flight. Before we even started our own training, we laid the foundation to open a flight school, and Cloud 9 Aerosports, Inc. was born on July 28, 2000.

Since its inception we have had the privilege of introducing hundreds of people to triking, including most of the general aviation pilots at our airport. Several of those pilots would like very much to do what we do, but as I mentioned before there are a number of concerns related to making that transition. This hesitation begins with the history of ultralights in general. The old days of "buy it and fly it without instruction" have led to the misconception that the aircraft are not structurally sound. This could not be further from reality. Most light sport aircraft today are stressed to

6 positive and 4 negative gs. Therefore, that these aircraft lack structural integrity is a myth.

Without a tremendous amount of research no one could ever provide an appropriate ratio of accidents or incidents related to any type of flying. Are there more accidents per hundred of light aircraft or more accidents per hundred of general aviation aircraft? I do not know if anyone ever bothered to check the numbers. No matter. We need to keep in mind that there are accidents and incidents in every type of aircraft. Not one is exempt. Consider how many are actually caused by structural failure due to manufacturing defects. Not many. Now consider the following.

Over the years I have clipped and saved hundreds of articles concerning flight safety. I have years of "Lessons Learned" from *Sport Pilot* magazine, "Accidentally Learning from Mistakes" from *Ultraflight* magazine and many more. The compilation of these articles gives us a good concept of what creates the illusion that light aircraft are unsafe.

***The old days of
"buy it and fly it without
instruction" have led
to the misconception
that the aircraft are not
structurally sound.
This could not be further
from reality.***

I tell every new student, "I want you to keep in mind that what you learn from your first hour of flight training holds true when you have logged one thousand hours. Gravity does not change. Mother Nature is radical. You have to take care of your aircraft. And you cannot perform radical maneuvers regardless of how comfortable you might feel doing them." Deviating from these rules causes accidents, not the aircraft itself.

It is not the aircraft that is unsafe. It is the unsafe practices of those flying these light aircraft that creates the problem. I do not live in some kind of bubble that prevents me from knowing that there are those times when an aircraft will suffer structural failure regardless of how much we baby it or how well we take care of it. But again that is true of all aircraft, not just the light aircraft. And now with the new Light Sport Regulations, we have the FAA overseeing the ASTM standards to add to the safety of these aircraft.

Weight-Shift Control trikes have controls that seem to be backwards from what the general aviation pilot is familiar with. Transitioning pilots often worry that in an emergency situation they might fall back on their initial fixed wing training and they will zig when they should have zagged, leading to a catastrophic error. This is much less of an issue than one



might think. Consider first the airspeed of a Cessna 172 or an Archer. You go at around 120-130 mph and things happen fast. Now consider a trike flying at 40-60 mph. Things happen much slower, providing more time to respond in any given situation. Also, the Rogallo type wing has a progressive stall. The wing wants to fly and has characteristics built into it that make a full stall in some trikes impossible. It also responds instantaneously to just a light input. So if you zig when you should have zagged you will more than likely have plenty of time to correct and you and your little aircraft will be just fine.

To us, flying very light aircraft is truly the Sport of Sport Aviation. We float around at 40 to 50 mph from one airport to another, or just go nowhere, with a view that far too few are privileged to see. Most pilots who get the opportunity to see our world from this perspective are often left wondering why they didn't discover it sooner. As one of our students recently said, "Do you know what the Wright Brothers would have given to fly what we fly?" ✈

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Lori Keech is a sport pilot certified flight instructor for weight shift light sport aircraft for Cloud 9 Aerosports located in St. Marys, Pennsylvania.

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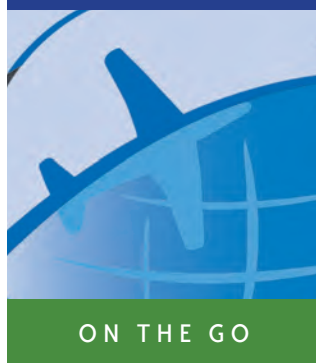
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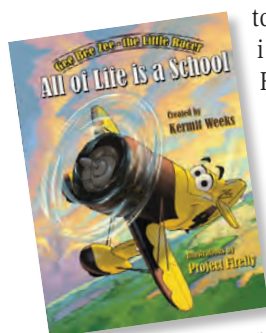
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Gee Bee Zee—The Little Racer *All of Life is a School* by Kermit Weeks Illustrations by Project Firefly

Kermit Weeks, developer of the Fantasy of Flight theme park in Polk City, Florida, is not known for his skills as an author, but perhaps he should be. His first book is a children's parable about a bunch of cartoon airplanes attending "race" school at Fantasy of Flight.



The 65-page hard-back full color book is beautifully illustrated by Project Firefly Animation Studios. It follows a troupe of young racing airplanes as

they learn about key ethical concepts and flying skills, from checklists to distractions, from helping others to pursuing dreams, and more. It is the perfect bedtime storybook for little ones, and an excellent self-reader for older children. Weeks has them all at little Gee Bee Zee's first words (what kid can resist a taxicab yellow talking airplane?).—A.L.

ISBN 978-0-9790267-0-6

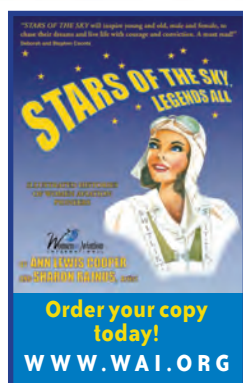
Published by KWIP Publishing, Inc., 2007

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International Youth Exchange Revs Up for 2009

Do you have a teen who is hankering to see if the grass is greener somewhere else? Is your teen ready to do a foreign exchange, but you were hoping for a shorter time line? The International Youth Exchange (IYE) was founded by Camille Wheeler, a retired Northwest flight attendant, as a way for her own children to travel, and to allow her to host children from far away as a cultural exchange in her own home.

Since 1996 more than 1500 youth between the ages of 14 and 19 have participated in IYE. Knowledge of a foreign language is not a pre-requisite, but an open mind and a willingness to learn and make new friends is mandatory.

The application fee (\$265) is completely refundable if a suitable exchange is not found for your teen or your family, so really, all you risk is the possibility of an exciting, exotic and educational exchange. For more information about IYE and an application, browse to www.intlyouth.org or email Camille Wheeler at cwhee23773@aol.com or write to IYE, P.O. Box 211065, St. Paul, Minnesota 55121-2465.



On Top of the World in the Svalbard Archipelago

by Leslie Gilbert Elman

Tap into your girl-explorer at 80 degrees north latitude in Norway's Svalbard archipelago, where the polar bears still outnumber the people. From Tromsø, Norway, fly into Longyearbyen on the island of Spitsbergen and take a day to see the very pretty, very tidy town before boarding a four-day Hurtigruten cruise through the archipelago. Former working ships refitted with small, simple cabins follow old mail routes to settlements around the islands, including the Russian mining town of Barentsburg and the international scientific research community at Ny Ålesund. You might spot polar bears, but you're more likely to see whales, walrus, seals and all manner of arctic birds. And you'll end the journey by taking a dip in the frigid sea—as if the scenery isn't invigorating enough. (866) 257-6071, www.hurtigruten.com.

CURING WINTER DOLDRUMS

Lip Balms Pack the Power of Aroma Therapy

I admit, I was skeptical. After all, a lip balm that could focus me with its scent? But the purveyor was convincing, so we got some and tried them out.



I have to say, I think these work! My favorites were the Chamomile and Vanilla de-stress formula and the Java Mint, but even our testers who tried the Lemon Fennel for Appetite Control and the Motion

Potion for in-flight nausea liked them.

Balms with Benefits offers several formulas, including:

- Motion Potion (Ginger Mint) *Settles Stomach*
- Sleepytime (Lavender Vanilla) *Relaxes*
- Stress & Anxiety (Chamomile Vanilla) *Calms*
- Focus & Clarity (Rosemary Mint) *Aids Concentration*
- PMS (Orange Sage) *Balances*
- Sinus & Allergy (Lemon Eucalyptus) *Decongests*
- Appetite Control (Lemon Fennel) *Curbs Cravings*
- Wake-Me-Up (Java Mint) *Energizes*

They retail for \$4.99 each and can be purchased at www.balmswithbenefits.com or by calling (818) 224-5645. The company's 30-day money-back guarantee is compelling. But no one around here is shipping back their balms. We like them too much. —A.L.

GoPicnic Boxed Lunches for Pilots and Passengers



GoPicnic founders started the company after working with a major airline to cut waste in its food service.

The company's boxed lunches work for any situation where off-the-shelf catering is desired for a reasonable cost. The boxed meals can be ordered vegetarian or kosher, and all avoid trans fats, MSG and high fructose corn syrup. They all include enough treats to make a well-rounded meal, plus dessert, according to company founders Julia Stamberger and Pam Volpe Jelaca. Even the cutlery and handwipes are tucked into these easy to store boxes (room temperature is fine).

What I liked most about the meals was the variety, and the fact that they could stay stacked in the cabinet, ready to grab when we head out the door on a long cross country. Best of all, if we don't use the GoPicnic box, it can go right back in the cabinet when we come home—no waste.



GoPicnic snack boxes start at \$3.49 each, and full meal boxes at \$6.99 each and can be ordered from www.gopicnic.com or by calling (773) 328-2490. —A.L.



TIMELESS VOICES OF AVIATION TEAMS UP WITH WAI

A Women in Aviation Conference is a place for friendship, camaraderie and recruiting. This year something new is being added to the recruitment list. Timeless Voices of Aviation (TVA) wants to recruit you to tell them your aviation story.

TVA will be a new presence at the 2009 WAI Conference in Atlanta, Georgia, February 26-28. First unveiled during 2002 at EAA AirVenture in Oshkosh, Wisconsin, TVA is an oral history program aimed at recording the stories of any and all contributors to the world of aviation and aerospace. The stories are then edited and placed on the TVA web site for free access, www.timelessvoices.org.

According to Project Coordinator Zack Baughman there are about 895 interviews completed, and 90 are with women. Of the 200 interviews available on the web site, 26 are women, including Dr. Peggy Chabrian, WAI's president.

Baughman is ready to up that by 10 percent. "Having this opportunity to go to a venue that is comprised of women aviators, mechanics, and such is a great opportunity for the program."

TVA will be sharing a booth in the Exhibit Hall with EAA during the Conference. There will be a sign-up log at the booth to set up an appointment for an interview. Anyone wanting to pre-schedule an appointment can email Baughman at zbaughman@eaa.org. The subject line should read TVA—WAI Conference.

The interview is biographical and lasts 45 minutes to one hour. "We cover a person's life involvement in aviation from childhood to the present time," states Baughman.

Baughman will be briefing volunteers at the EAA booth about TVA. There will also be an FAQ sheet available because "hopefully I won't be there very often," says Baughman "I should be doing quite a few interviews."

by Aleta* Vinas

Fame is not a factor in being interviewed. "Let No Story Go Untold" is the motto of the TVA site. "It's about the everyday average person that's out there trying to find their passion in flight,"



says Baughman. "Whether in the air, in the cockpit or on the ground on the maintenance side, or any career in between."

WAI scholarship winners are some of the prime "recruits"



Above: Harrison Ford signs up for a Timeless Voices interview. Zack Baughman edits. Below: Opening the Timeless Voices Theater at the EAA Museum.



to tell their story at the Conference, “then we’d like to catch them a few years down the road, talk to them again and see where they are” says Baughman.

The TVA interviews can be done almost anywhere. While TVA has a presence at Oshkosh and Sun ‘n’ Fun (and perhaps continuing in the future at WAI), EAA Chapter volunteers are called upon to conduct interviews in their local area.

TVA has made it easy for volunteers with a free project kit. The kit contains release forms, checklists, the biographical data needed from the subject, tips and sample questions on conducting the interview. Potential volunteers can contact Baughman through the web site or in person at the WAI Conference.

Volunteers can perform one interview if they know someone in their area with a story to tell or the volunteer can be a ‘have camera, will travel’ type. No minimum commitment is necessary. “The program was designed for anybody to be able to do it.” notes Baughman.

TVA is a completely donation driven program. No part of the EAA dues supports the project and for the most part, Baughman is a solo act on editing the interviews. At times there will be one, possibly two, interns working with him. The small staff, plus only one editing machine, accounts for the slow going in making the interviews available on the web site. They are edited in the order they were collected.

The TVA web site is very user friendly and Baughman gives kudos to the EAA IT department. “Before AirVenture 2007,” says Baughman, “they used an application developed for EAA’s online events calendar, and applied it to the TVA database. The result is a site searchable by first or last name, hometown or state.”

So if Dr. Chabrian can do it, you can too. See you at the booth! ➔

.....
Aleta Vinas (WAI #28699) is a freelance journalist with www.121five.com and the Aero-News Network.



Jessica Cox...Feet



Almost all pilots remember the thrill of their first solo. However, we rarely remember what it was like to master each little movement that led to straight and level flight, or making a coordinated turn so that we could fly perfect patterns. At some point in time the instructions given to us by our instructor became natural movements. Our hands and feet moved in concert with each other, bringing about the desired results. It is like that in many of our activities, for example learning to ride a bike, or learning to swim.

Now just imagine what it would be like to learn to fly if you were born without arms. Jessica Cox, a young lady from Tucson, Arizona, has accomplished that. **by Marcia K. Gitelman**

You start to appreciate Jessica's accomplishments, when you sit at lunch with her, and after about 1.5 seconds you don't even think about the fact that she is holding a fork in her right foot. Driving with her in a car is a similar non-event.

Jessica is the middle child in a family of three children. For reasons that remain unknown, she was born with no upper limbs. Her parents, Inez and William Cox, were encouraging throughout her life...always supporting her, and enabling her to do whatever she could, and somehow she always could...from styling her hair, to inserting contact lenses, to achieving black belt status in Tae Kwon-Do as a teenager. Her flying odyssey is a story of persistence. It is also one where she always had the good fortune to find people willing to assist her along the way.

This young University of Arizona graduate is now earning a living as a motivational speaker. She had a speaking engagement at a Tucson, Arizona, Rotary Club luncheon in 2005. After her presentation she was approached by Robin Stoddard, the founder of Wright Flight. Wright Flight is an organization that "uses the motivational power of aviation as a method for students to set and achieve higher goals in their educational and personal development." Stoddard asked Jessica if she would like to learn to fly. Flying had been Jessica's "one and only fear" since childhood. After some initial hesitancy and an introductory flight, though, she embraced the idea.

One of the biggest decisions became selecting an appropriate aircraft. An Erco Coupe was suggested. The Erco Coupe has the aileron and rudder controls and the nose wheel steering combined into the yoke. You steer it on the ground as you would a car. It has a single floor-mounted brake pedal. As it happened, just as Jessica and her advisors were coming to the conclusion that the best aircraft would be an Erco Coupe, a picture of one appeared on the cover of the March 2006 *AOPA Pilot* magazine. Jessica contacted the editor of the magazine for information about the owner. The aircraft pictured belonged to Glen Davis, a flight instructor from New York and Florida. It turned out that he also had prior experience training pilots with disabilities and was willing to teach Jessica to fly. Wright Flight provided the initial funding. Jessica came to Florida in July 2006, and again in November 2006. While in Florida she stayed in Glen's home with his family. Glen's brother Geoff, a flight instructor as well, also contributed to her aviation education.

Her training went quite smoothly, in spite of windy weather conditions. She progressed nicely with taxiing, landings, all of the basic maneuvers and even

First and Flying High

some cross-country training. Ground work was included. According to Jessica this “was not as much fun as flying.” Jessica’s incredible flexibility allowed her to place her headset squarely on her head without help from anyone. Then she complained, like any 23-year-old might, that “it messes up my hairdo.”

Jessica charmed everyone she came in contact with at the airport. Area pilots took her to breakfast, and eagerly followed her training.

Davis began to address the question of Jessica’s first solo. The problem was not with her ability, but with the requirement that soloing a normal category aircraft would require a medical. No one was certain how the FAA Medical division would handle this. Davis’ Ercoupe was a model D, too heavy to be considered Light Sport. Earlier Ercoupe models would qualify, however, and then the medical question would not exist. A pilot who flies a Light Sport Aircraft can “self certify” with a drivers’ license. Jessica has an unrestricted Arizona drivers’ license. At this point Jessica’s training was suspended until a suitable aircraft could be obtained. A few months later Glen, through the Ercoupe Tech Yahoo Group, located an appropriate aircraft in California, belonging to Linda Abrams. Linda’s Sky Sprite fit into the Light Sport category. But Jessica’s solo was delayed again so that her flight instructor and his mentors could refine techniques for better access to the throttle.

In the meantime Able Flight, a non-profit organization located in Chapel Hill, North Carolina, contacted Jessica after reading about her in an article written by Davis. Able Flight’s mission is “to offer people with disabilities a unique way to challenge themselves through flight training.” Charles Stites founded the organization in this country. The organization gave its first scholarships in December 2006. Jessica applied for its scholarship and was awarded one on March 19, 2008. Mark Phillips, from the Cactus Fly-In at Casa Grande, Arizona, an Arizona Antique Aircraft Association event, helped her find an aircraft and an instructor almost literally in her own backyard. At San Manuel, Arizona, about 40 miles north of Tucson, Parrish Traweek, a flight instructor, Ercoupe owner, and also the owner of PC Aircraft Maintenance was willing to take her on as a student.

Jessica, unassisted, is able to com-

Meet Jessica Cox at the upcoming International Women in Aviation Conference February 26-28

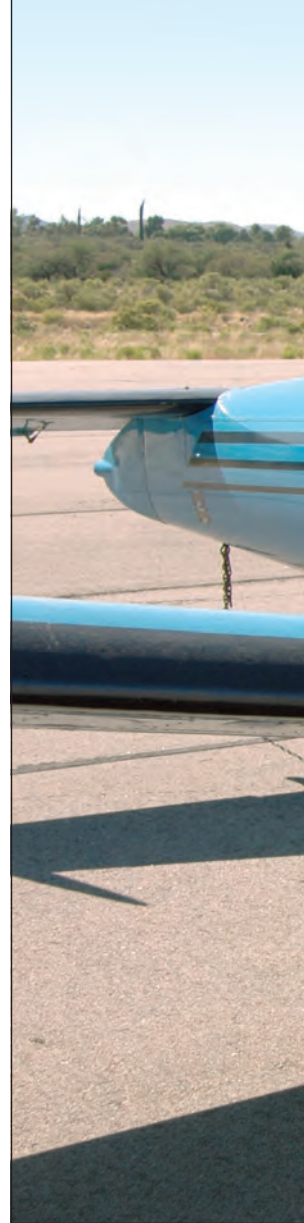
plete all of the pre-flight activities necessary for flight, from removing the airplane’s cover and tie down chains to unscrewing the cowlings, checking the oil, draining the fuel and inspecting

all of the other necessary points on the airplane that need to be checked when preparing for a flight.

How do you fly an airplane with only your feet? It is important to remember that Jessica has incredible flexibility. A new baby can put her feet in her mouth. Jessica has been able to keep and use this flexibility. To her it is natural. She manages the yoke with her right foot. Her big toe operates a push-to-talk switch, and her remaining toes wrap around the yoke in the same manner as handed folk would have their fingers. To operate the throttle she passes her left foot

under her right leg. Pitch control is also accomplished with her right foot. She occasionally uses her right foot on the throttle as well, while her left knee secures the yoke. If more back pressure is needed, for example to practice stalls, Jessica can put her left foot on a platform that is attached to the floor of the cabin with Velcro and bring her left knee up behind the yoke to pull harder.

As the time for solo approached, Jessica needed to obtain a student pilot certificate. “I went to the examiner’s office as would anyone seeking a sport pilot certificate, with required documents (drivers’ license) and the application already filled out,” she remembers. “I walked into the office, attempting to conceal my armlessness with a big puffy jacket with long sleeves. On many occasions, people have not noticed that I don’t have arms when I am wearing a long-sleeved jacket. My dad was with me to hand over the forms. The examiner issued me the certificate without





Jessica stands next to the flight instructor who soloed her, Parrish Traweek, and his Ercoupe, which she used to complete her light sport pilot certificate.

any hesitations or problems, but a couple hours later he called and said that he forgot to have me sign the certificate. I told him I had a commitment the next day and asked whether it would be okay if I signed the certificate and sent my dad to give it to him? He said it would be okay. Just as my dad was about to leave his office, he asked my dad how I fly the airplane without arms? He knew all along! Even after issuing my signed certificate, he had second thoughts and decided to contact officials in the local FSDO.”

Jessica phoned Glen Davis. Only weeks earlier he had spoken with the FAA, who had informed Glen that the FAA examiner could not deny issuing a sport pilot student certificate on the grounds of a disability, as long as the student had a valid drivers’ license. Davis’ information sealed the deal.

On Mother’s Day, after five good landings with Traweek, the time for solo came. Jessica’s instructions were “do not fly the plane unless you can hear me on the radio.”

When she took off on Runway 29 that cool, still morning, she realized that she could not hear Traweek. She had heard him as she taxied out. “My first thoughts were to fly the airplane as I had been taught,” she says. “As I came around

on final, I noticed that the airspeed was slow.” As any competent pilot would do, Jessica made a go-around and then came in to land on the second pass. After she taxied in, it was determined that the volume was set too low on her headset, and that Traweek could hear her, even though she could not hear him.

Jessica took her FAA check ride and became a certified Sport Pilot on October 11, 2008. She is currently working on an autobiographical self-help book. She’s on daytime TV showing others just what someone without arms can do when she puts her mind to it, and she’s scheduled to be a keynote speaker at the upcoming WAI Conference.

She is quick to point out that without the financial support of Wright Flight and Able Flight, none of this could have happened. There were setbacks, but none that dimmed her spirit or her determination. ➔

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Marcia K. Gitelman (WAI #307) flies a Piper Comanche. She has a commercial pilot certificate with an instrument rating and a seaplane rating. To learn more about Jessica Cox and her mission, look at her web site: www.rightfooted.com.

THE MIDDLEBROOKS A MULTI-GENERATIONAL AVIATION FAMILY



It has been said that the aviation gene runs in families. The Middlebrooks are a good example. The family owns and operates Penn Yan Aero, an engine maintenance facility in Penn Yan, New York. So far three generations of Middlebrooks are involved in aviation.

"It really began with Harold "Eagle" Middlebrook," says Patricia Middlebrook, the mother of Bill Middlebrook and part of the second generation to run the shop. "In his teen years he became interested in flying. He made several cross-country flying trips and excursions into the Caribbean and South America. During World War II he was a civilian flight instructor for the Army in Americus, Georgia. After WWII he returned to his hometown of Middlesex, New York. He was instrumental in establishing an airport in Middlesex and establishing the Penn Yan Flying Club—a group of World War II fliers who bought a farm and started the Penn Yan Airport."

In 1945 he founded Penn Yan Aeronautical Service at the Penn Yan Airport. The business provided flight instruction and aircraft maintenance.



Harold Middlebrook ran the show until 1964, when he sold the business to his son Daryl.

"It really was not an FBO," Bill notes. "It was a repair facility that offered everything from oil changes to complete restorations, including engine overhauls. Daryl saw a need in the area for specialized engine work. At that time, annual inspections and airframe repairs were available most anywhere. But

PENN YAN AERO SERVICE



a local engine expert was needed. So, Daryl started to specialize in engine work and repair."

"When Daryl bought the business he began growing it, starting with two other employees and working up to employing 25 people at his retirement," says Patricia.

Patricia started at the family business helping out with the bookkeeping, and eventually became Chief Financial Officer, then Human Resources Manager.

She jokes that even the deliveries of both children were managed with a trade-out generated from within the family business.

"In the spring of 1967 Daryl and I were expecting the arrival of our first child. One day at work our family physician, who was a member of the flying club, was getting an airplane out of the club hangar to go flying. He did not realize that the club had changed the mechanism on the overhead door and he opened it, ran it up beyond the limits and wrecked it, leaving a pile of bent tin and snapped wood. Daryl heard the noise and ran up to the hangar to see what was wrong. He and the doctor discussed the situation, and the doctor asked Daryl if he would fix the door for him. Daryl said yes. The doctor



Photos from far left:

Daryl Middlebrook sitting in the Penn Yan Aero office in 1957. Eagle showing Daryl's kindergarten class an airplane in 1949 at the Penn Yan Airport. Patricia Middlebrook with another 180HP Penn Yan Aero SuperHawk. 50th Anniversary Company photo. Reece Patrick Middlebrook sitting on Dad's (Bill Middlebrook) lap in a Super Cub.

asked how much. Daryl said \$75. The doctor said— ‘You fix the door and I’ll deliver your baby!’ Nancy was born on April 29th, and her delivery fee was waived in exchange for the hangar door repair.”

That same doctor was on hand when Bill arrived a few years later, by happenstance when most of western New York was buried in a snowstorm.

“Daryl and I were staying in town with his parents because Daryl had insisted that we could not stay at our house five miles out of town in the country. At 2:00 a.m. I told him we needed to go to the hospital and we did, in the company pick-up truck, through snowdrifts and unplowed streets. Bill was delivered at 6:20 a.m. Then around mid-morning Daryl showed up with the payroll ledger and the checkbook and I did that day’s payroll for Penn Yan Aero in my hospital bed,” she recalls.

Although one of the benefits of a family-owned business is that it can provide jobs for the children, the Middlebrooks insist that the kids pull their own weight. Working in the family business is an option, they say, but one full of opportunity. As they grew up and went to school, their jobs and responsibilities at the business changed.

“My first job was sandblasting cylinders and glass beading rocker arms,” says Nancy. “I am not sure how old I was at the time. They had to build me a stool to be able to see the machines. I earned a nickel for every one I did right.”

Bill remembers mowing lawns and learning the business from the floor up. He worked as vice president for several years before buying the business from his father in 2005.

“Today we have more than 40 employees and build 400 aircraft engines per year,” says Bill, now the president of the company.

“Nancy, too, worked at Penn Yan Aero as a teenager and came back to Penn Yan after college,” Patricia recalls. “She worked for several years at Penn Yan Aero in Penn Yan and also at the office in Orlando, Florida.”

“The location in Orlando was known as Penn Yan Aeroparts, a wholesale parts distribution company specializing in piston aircraft parts. We sold everything from landing lights to tires, CHT probes to spark plugs,” explains Nancy, who became branch manager of the facility in 1995.

When September 11 happened and crippled the aviation industry the family made a tough decision and closed the Orlando operation.

“On April 29, 2003, my 36th birthday, and my 22nd (official) anniversary with the company, we closed the doors on the Florida operation, and I lost my job,” says Nancy. “I gave a lot of thought to another career, but the fact of the matter is,



1939 E-2 Cub which was taken by Eagle as payment on a bad debt in the 40's. The aircraft has been handed down to the fourth generation of Middlebrooks.

I don’t know anything else. I know aviation. So I decided to start my own company.”

Nancy utilized her contacts gathered through Penn Yan Aeroparts and started a distributorship company that handled many of the product lines that she was familiar with. The result was Aeroparts Aviation Supply, Inc.

“AAS is a wholesale distribution company that specializes in pilot supplies, pilot training materials, and aviation gift ware. Along those lines, in 2005 I started what I call our “sig-

The best part of working in a family business is that 99 percent of the time, we are all working towards the same goal, and we know we can rely on each other no matter what.

nature” product line, *Girls Fly Too!*, a line of apparel and accessories for girls of all ages. We have everything from infant clothing to pink logbooks. We are actively searching for new dealers. You can visit us online at www.girlsflytoo.com.”

Most people bring their job home at night to some degree. You can’t help but do that in a family business, say the Middlebrooks.

“You can’t keep family life and a family business separate,” says Patricia. “We would occasionally take trips that did not involve aviation and get completely away from work.”

“It’s impossible,” Bill agrees. “I have a family at home, my wife Melissa, my son Reece Patrick, Apollo and Piper our German Shepherds. But I also have a family at work. A high percentage of our employees have been working here since they were recruited out of high schools and colleges. Many are older than I and have been here for 20 or 30 years. You spend



a lot of time helping these people and working together on everything from work issues to issues they might be having at home. I spend a great deal of time as a confidante and a counselor. That's just the way it is."

But there are benefits to working in a family-owned business, says Nancy.

"The best part of working in a family business is that 99 percent of the time we are all working towards the same goal, and we know we can rely on each other no matter what. It offers an increased sense of trust, reliability, accountability, and security that cannot be found elsewhere. The worst part about working in a family business is that there is no escape. We are constantly together. We often eat together, spend our free time together, and vacation together. Sometimes it gets to be too much. It's hard to get a break. When your family and your business are the same, it can suffocate you if you let it."

Professional disagreements are resolved much the same as in any other business, says Bill. "Get the persons involved in the problem area together for a discussion of how to solve the problem. As in any business, the "boss" has the final say in the resolution. There are no professional disagreements. There's only one boss."

Running a family business is not for everyone, says Bill, noting that the dynamics of the personal relationships will naturally come to work. "There is a big difference between father and son working together as compared to husband and wife. There will be times of trouble that's predicted,

there will be times of trouble that is unpredictable, and there will be times of great success. You need to look at how different family members will react under those circumstances and look at how those circumstances will effect other family members who may or may not be involved. It can be very rewarding and it can be very frustrating, so use caution," he says. "I would also recommend that there be one member of the family who has the final say. And that final say must be respected and followed, just like a regular work environment. I think that, specifically speaking, the aviation world today is still family oriented in many areas. Family businesses are generally well-received by other aviation folks. The love of flying is in our DNA. Others who share that DNA are eager to be part of that brotherhood. It can bring success to your business."

There is also no such thing as retiring and walking away from it, Bill adds. "Although he's retired, Daryl is here almost every day to check in. He's still a valuable asset. Mom still works here although at some point she will retire, too. Then that will leave me. The next 10 years will most likely be a pivotal time in the evolution of the business. Nonetheless, if there are still aircraft out there flying around the sky, Penn Yan Aero will be here with a Middlebrook at the helm." ➔

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Meg Godlewski (WAI #8165), a National Association of Flight Instructors Master CFI, is a fulltime writer for General Aviation News. You can contact her at www.generalaviationnews.com.

A New Approach for Your Tomorrow

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



For 20 years the International Women in Aviation Conference has been a catalyst for change in countless lives. Through scholarships, mentoring and networking Women in Aviation, International has had a significant impact on career opportunities for all in aviation and aerospace. *If you go to only one Conference this year, make this the one.*

Conference Schedule Overview 2009

Wednesday, February 25

- 8:00 AM - 5:00 PM Flight Instructor Refresher Clinic *sponsored by ASA*
- 8:00 AM - 4:00 PM Tour - Museum of Aviation Robins AFB and TIMCO Aviation Services in Macon, Georgia
- 3:00 PM - 6:00 PM Registration Open *sponsored by Cessna*
- 3:00 PM - 6:00 PM WAI Chapter Leadership Workshop
- 6:30 PM - 7:30 PM WAI Chapter Reception *(ticket required)*

Thursday, February 26

- 8:00 AM - 4:30 PM Registration Open *sponsored by Cessna*
- 8:00 AM - 5:00 PM FAA Maintenance Recurrent Training *sponsored by AWAM*
- 8:00 AM - 5:00 PM Flight Instructor Refresher Clinic *sponsored by ASA*
- 8:30 AM - 12:00 PM Tour - Delta Air Lines Technical Operations Center
- 9:00 AM - 12:00 PM Aerospace Educators' Workshop *sponsored by FAA*
- 9:00 AM - 12:00 PM Professional Development Seminar
- 10:00 AM - 10:45 AM New Members' Social *sponsored by Utah Valley University*
- 11:00 AM - 12:00 PM WAI Membership Meeting
- 1:00 PM - 5:45 PM Exhibits Open
- 1:30 PM - 4:30 PM Professional Development Seminars
- 3:00 PM - 5:00 PM Ask The Masters (CFI) Roundtable *sponsored by NAFI*
- 5:00 PM - 6:00 PM College/University Student Seminar and Social Gathering *sponsored by AOPA and UAA*
- 6:00 PM - 7:15 PM Opening Reception *sponsored by Gulfstream*
- 7:30 PM - 8:30 PM FAA Safety Seminar *sponsored by AOPA*

Friday, February 27

- 7:30 AM - 8:30 AM Media Breakfast *(by invitation only) sponsored by Cessna/GAMA*
- 9:00 AM - 10:30 AM General Session *sponsored by Chevron Global Aviation*
- 10:30 AM - 5:00 PM Exhibits Open *(closed during luncheon)*
- 12:00 PM - 1:30 PM Luncheon *sponsored by Delta Air Lines*
- 2:00 PM - 5:00 PM Education Sessions
- 6:00 PM - 8:30 PM Evening at the Georgia Aquarium *sponsored by AirTran Airways*

Saturday, February 28

- 9:00 AM - 10:30 AM General Session *sponsored by The Boeing Company*
 - 10:30 AM - 3:00 PM Exhibits Open
 - 2:00 PM - 5:00 PM Education Sessions
 - 6:00 PM - 7:00 PM Pre-Banquet Reception *sponsored by TIMCO Aviation Services*
 - 7:00 PM - 10:00 PM 2009 Scholarship Awards Banquet and WAI Pioneer Hall of Fame Induction Ceremony *sponsored by UPS*
- Times and events are subject to change*

Conference attire: Business or business casual attire is appropriate for most of the events at the WAI Conference. The closing banquet is semi-formal, business attire or military dress, and the tours are casual.

Proposed Education Sessions

(stay tuned to www.wai.org — more educational sessions will be added!)

PILOTS / FLYING

- Airspace Redesign - What Is It and How Am I Affected?
- Engine Systems 101 for Pilots
- Night Flying
- Owner Maintenance - Rights, Responsibilities and Privileges
- Improving Your Standard of Flying

HISTORY

- WASP
- Women Air Force Services Pilots and Their Fight for Veteran Status
- The Untold Story of the Skies over America on 9/11

MILITARY

- Air Force Reserves - A Balancing Act
- Stories from the War Front - Combat Veteran Panel

MAINTENANCE

- Human Factors in Maintenance and Ramp Safety
- ASTM Standards and Aircraft Maintenance
- Maintenance - Architecture of an Alteration

SAFETY

- Safety Management Systems, an Old Idea and New Requirements
- Anatomy of an Accident; Fascinating Facts
- The Age Factor of Small Aircraft for Aircraft Owners and Pilots
- Transportation of Hazardous Goods

ENGINEERING

- Logistics Modeling, Simulation and Analysis
- Enabling Decisions with Modeling and Simulation
- Cabin Air of Tomorrow

PROFESSIONAL DEVELOPMENT

- Don't Just Dream About Your Career - Act!!!
- Maintaining Student Interest
- Mastering the Challenge of Change
- Bridging the Generational Gap
- How to Navigate from Within
- In Focus - Discover Five Steps to Developing a Laser Focus

MANAGEMENT

- The Importance of Data Sharing to Improve Safety
- Practicing Safe Press
- Friendly Fire Town Hall

CAREERS

- Aviation Photography - Capturing a Passion
- Space Transportation for the 21st Century
- Logistics - Planning Now for Your Perfect Flight Tomorrow
- Meet Top Female Executives at the World's Largest Airports
- FAA Careers Qualifications and How to Apply for an FAA Job
- Approach Tomorrow Today: Start preparing for your upgrades now!
- Aircraft Dispatcher Opportunities
- More Than Just Flying - Non-Flying Air Force Careers
- Corporate Aviation - So Many Career Choices

ILLUSTRATIONS BY CHARLES JOHNSON • VISUAL ARTS CENTER, FT. MYERS, FLORIDA



Conference Information 2009

Invited Speakers

Richard Anderson – CEO, Delta Air Lines

Jessica Cox – First person born without arms to receive a Sport Pilot certificate without restrictions for assisting devices

Victoria Cox – FAA ATO Senior Vice President, NexGen and Operations Planning

Jeffrey Deckelbaum – The Boeing Company

Doug Hinzie – President, Chevron Global Aviation

Bob Fornaro – CEO, AirTran Airways

"Corkey" Fornof – movie stunt pilot, aerial coordinator

Clarence Johnson – Principal Director, Office of Diversity Management and Equal Opportunity, Department of Defense

Ervin "Sonny" Perdue – Governor of the State of Georgia

Patty Wagstaff – Aerobatic Champion and WAI pioneer

Peggy Whitson – first female Space Station commander

Hotel

Reserve your room before
February 2, 2009

Conference Hotel:

Hyatt Regency Atlanta

atlantaregency.hyatt.com

265 Peachtree Street NE

Atlanta, GA 30303-1294

(404) 577-1234

(800) 492-8804

Special WAI Rate:

\$139/night single/double

\$159/night up to four people



Transportation

FBO: Epps Aviation at KPDK is offering discounts for overnight ramp space, fuel, a special welcome gift, and free transportation to **MARTA** along with a **MARTA** card.

Enterprise Rent-A-Car is offering a 5% off on car rentals to Conference attendees. Call 1-800-Rent-A-Car and mention code 32F3422 or, online go to www.enterprise.com and enter discount code 32F3422, "search," then enter the PIN "wom" and select "sign in."

Parking: Conference attendees park daily for \$19, or go to www.atlantadowntown.com/parking/index.html for alternatives.

Atlanta Mass Transit (MARTA) Fare is only \$1.75 from the airport to the hotel at Peachtree Center station. More info at www.itsmarta.com.

Museum of Aviation at Robins AFB and TIMCO Aviation Services Tour

Wednesday, February 25 Register by February 13, 2009

8:00 AM to 4:00 PM (Breakfast and Lunch included)

Join WAI for a trip to Robins Air Force Base and discover the "Crown Jewel" of Middle Georgia—the Museum of Aviation, now the second largest museum in the United States Air Force. Displaying 93 aircraft and hundreds of exhibits on a beautiful 51-acre site, the museum has grown into a significant exhibit, education and cultural center drawing more than 500,000 visitors a year. On the way back from this self-guided tour we will stop in Macon, Georgia, to tour WAI Corporate member TIMCO Aviation Services at Middle Georgia Regional Airport, where the company has heavy aircraft maintenance, repair and overhaul facilities. The bus ride to/from the museum is approximately 1:45 hours each way. The stop at TIMCO on the way back to Atlanta will be for approximately 45 minutes. A light breakfast (with vegetarian option) sponsored by Chick-fil-A and boxed lunch is included. **Cost \$50**

Delta Air Lines Technical Operations Center Tour

Thursday, February 26

8:30 AM to 12 NOON Limited Space Available

The TOC is 63 acres under roof and performs maintenance for Delta-owned engines, components and aircraft hangar visits including the painting of aircraft. Delta TechOps is also a Maintenance/Repair and Overhaul (MRO) provider for over 100 customers, including several Air Carriers.

Included on the tour will be the Engine Shop, Test Cells, Hangar Bays, Aircraft in for Heavy Maintenance Visit (HMFV), Stores, Composite Shop, Paint Hangars, Electronics and Avionics Shops. **Cost \$20**

Evening at the Georgia Aquarium Private Tour & Reception

Friday, February 27

6:00 PM to 8:30 PM Limited Space Available

The Georgia Aquarium is a short 12-15 minute walk from the Hyatt Regency, with 8 million gallons of water under one roof. It is now just one of four facilities worldwide with a manta ray ("Nandi") on display, and the only one in the United States. Nandi is something of a show-off, and she is not alone. The Georgia Aquarium boasts the largest variety of fish in any commercial aquarium. AirTran Airways is sponsoring this private tour with catering by Wolfgang Puck, allowing WAI Conference registrants the chance to get as close as they dare and mingle with a truly unforgettable and colorful crowd of undersea creatures, right at eye level. **Sponsored by AirTran Airways**

Clinics • Workshops • Training • Seminars

Flight Instructor Refresher Clinic (FIRC)

Sponsored by ASA

Two-day Course: Wednesday, Feb. 25–Thursday, Feb. 26 8:00 AM–5:00 PM

Fee: \$155 (member); \$195 (non-member)

Renew your CFI up to three months in advance without changing your renewal date. Taught by Master Instructors, this in-person classroom experience lets you share your concerns with other CFIs. And it is the only FIRC you can take surrounded by WAI members. Best of all, your FIRC fees benefit Women in Aviation, International. ASA materials included.

FAA Maintenance Recurrent Training

Sponsored by the Association for Women in Aviation Maintenance (AWAM)

Thursday, February 26 7:00 AM–8:00 AM Registration; 8:00 AM–5:00 PM Seminar

This education maintenance seminar meets IA Renewal requirements and provides career development advice. Attend it to achieve the required eight hours. Participants receive a certificate of completion to present to their local Flight Standards District Office. This seminar is also open to those interested in pursuing or upgrading a maintenance career.

Aerospace Educators' Workshop

FAA Presents Informal Aviation and Space Education: Learn Hands-on Activities to WOW Students and Teachers

Presented by FAA AVSED Team

Thursday, February 26 9:00 AM–12:00 PM

Do you love aviation—but aren't quite sure how to share your passion with students and teachers? The FAA Aviation and Space Education (AVSED) Team will teach you how to motivate students and help teachers using simple aviation activities. We must keep our future workforce interested in science, mathematics, engineering and technology. Even if you already know the benefits of using aerospace to motivate young people, this workshop will offer insight on new activities, resources and programs.

Ask The Masters Roundtable Discussion

Sponsored by NAFI

Thursday, February 26 3:00 PM–5:00 PM

Maximize your knowledge. Pilots, student pilots and would-be pilots can ask a Certificated Master Flight Instructor all those questions they've always wanted to ask. Get expert answers to the toughest learn-to-fly issues, from beginners to advanced training. Each table will accommodate one Master Instructor and nine participants. After 20 minutes, participants will rotate to another table to have additional questions addressed.

FAA Safety Seminar The Top Five Mistakes Pilots Make

Presented by Kathleen Vasconcelos, Manager of Safety Education Programs, AOPA Air Safety Foundation

Thursday, February 26 7:30 PM–8:30 PM

It's sad but true: In an average year, three quarters of all accidents are caused by pilot error. And the mistakes that lead to those accidents? For the most part, they're the same ones pilots have been making for decades.

ASF's latest seminar takes new aim at those old mistakes. We've identified the most common fatal errors pilots make and put together a show that's full of practical tips for avoiding them. From steering clear of weather to maneuvering safely and much more, if you're looking to minimize your chances of being involved in a fatal accident, you'll definitely want to attend this seminar!



Professional Development Seminars

Virtual Reality

Sponsored by The Boeing Company

Thursday, February 26 9:00 AM–12:00 PM

Whether or not you have been impacted by virtual communications, the reality is that most leading companies are utilizing virtual communications to conduct day to day operations. Many companies are realizing to remain competitive they have to draw upon expertise from people across generations, cultures, time zones, and professional disciplines. Companies are also finding that in a virtual environment a special focus on teaming and etiquette is necessary to develop those virtual teams because the rules of engagement have changed.

This presentation will provide audience members with insights and tools on how to succeed in this new virtual environment. We will examine how to incorporate the benefits of virtual technology and mitigate some of the pitfalls that can cripple a virtual team's performance. Planning and time management are vital elements to a successful team when team members are scattered across the globe. Virtual teams benefit from Face to Face Time, Team Rules, Self-Discipline, Trust, Leadership Support, and A Balanced Use of Technology.

Demos, hands-on activities and lessons learned will provide audience members with skills ready to go back and implement key components to a successful virtual office program and leading virtual team members.

Your Financial Flight Plan

*Presented by Bob Warner and Noel Marshall
Wealth Educators for Aviators, LLC*

Thursday, February 26 1:30 PM–4:30 PM

Protect, Save & Grow Your Financial Wealth and realize your aviation lifestyle dreams! Learn to focus on the strategic positioning and flow of your money. We teach a holistic way to analyze your financial situation and develop a very dynamic approach to achieving an effective and efficient financial strategy for you and your family.

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Delivered on the "silver wings of humor" by Ralph Hood

Thursday, February 26 2:00 PM–4:00 PM

Learn to set and live by standards of safety—the right standards. Learn the critical difference between standards and goals. Apply to your workplace the standard-setting methods that have worked so well in aviation. One major company called this workshop "right on target" for their safety managers. This presentation will be both educational and humorous.

Conference Registration 2009

If you are not a WAI Member, use the Membership Form on page 39 to join now and save on this registration.

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☐ First time attendee ☐ I would like to volunteer at the Conference ☐ I am an FAA employee

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GENERAL REGISTRATION (December 6, 2008 - February 6, 2009 - no refunds after this date)

	Member	Non-Member
<input type="checkbox"/> Full Registration (includes opening reception, luncheon and banquet)	<input type="checkbox"/> \$379	<input type="checkbox"/> \$429
<input type="checkbox"/> One Day - Limit 1 (meal function of the day is included) <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday	<input type="checkbox"/> \$180	<input type="checkbox"/> \$220
<input type="checkbox"/> Full Time Student (age 13 and up - includes opening reception, luncheon. Banquet NOT included)	<input type="checkbox"/> \$190	<input type="checkbox"/> \$225
<input type="checkbox"/> Military Rate (price in effect through February 6, 2009) (branch of military) _____	<input type="checkbox"/> \$319	<input type="checkbox"/> \$369
<input type="checkbox"/> Child, 6-12 years old (meals and receptions NOT included)	<input type="checkbox"/> \$20	<input type="checkbox"/> \$20

On-site registration fee will be \$75 additional - effective February 7, 2009.

I WOULD LIKE TO ORDER THE FOLLOWING TICKETS:

# _____ Extra opening reception or opening reception only (Thursday)-\$25 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
# _____ Extra luncheon or luncheon only (Friday)-\$50 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
# _____ Extra banquet or banquet only (Saturday)-\$75 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____

I WOULD LIKE TO SPONSOR A WAI STUDENT MEMBER:

# _____ Students-\$165 each	# _____ Student Banquet Tickets-\$75 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
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TOURS/SPECIAL EVENTS:

<input type="checkbox"/> Flight Instructor Refresher Clinic sponsored by ASA (Wednesday, Feb 25 - Thursday, Feb 26 8:00AM-5:00PM)	<input type="checkbox"/> \$155	<input type="checkbox"/> \$195
<input type="checkbox"/> Museum of Aviation and TIMCO Tour (Wednesday, February 25 8:00AM-4:00PM Register by February 13, 2009)	<input type="checkbox"/> \$50	<input type="checkbox"/> \$50
<input type="checkbox"/> Delta Air Lines Tour (Thursday, February 26 8:30AM-12:00NOON Limited Space)	<input type="checkbox"/> \$20	<input type="checkbox"/> \$20
<input type="checkbox"/> Wear eyeglasses? <input type="checkbox"/> Special transportation needed during Delta tour?		
<input type="checkbox"/> Evening at the Georgia Aquarium sponsored by AirTran Airways (Friday, February 27, 6:00PM-8:30PM Limited Space)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee

RESERVATIONS - I plan to attend the following Seminars and Workshops:

<input type="checkbox"/> Virtual Reality Seminar (Thursday, February 26, 9:00AM-12:00NOON)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> Your Financial Flight Plan Seminar (Thursday, February 26, 1:30PM-4:30PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> Safety is No Accident! Seminar (Thursday, February 26, 2:00PM-4:00PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> FAA Maintenance Recurrent Training sponsored by AWAM (Thursday, February 26, 8:00AM-5:00PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> Aerospace Educators' Workshop sponsored by FAA (Thursday, February 26, 9:00AM-12:00NOON)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> Ask the Masters Roundtable sponsored by NAFI (Thursday, February 26, 3:00PM-5:00PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee

Total Payment \$ _____ \$ _____

Payment Policy: Registration fees will be applied at rates in effect at the time payment is made online, by fax, by phone or postmarked. If discrepancies occur in check payments, the check amount will be applied to conference fees, and the registrant will be billed for remaining fees. If payment is made by credit card, the full effective rate will be charged to the credit card.

Refund Policy: Full refunds for cancellations will be given until **December 19, 2008 midnight EST**. From **December 20 through February 6, 2009 midnight EST**, the registration fee less \$75 will be refunded.

After February 6 midnight EST, no refunds will be given.

If you cannot attend, you may donate your conference fees to WAI as a charitable donation or transfer your registration to another person in the same registration category.



Registrations are accepted only with accompanying check or credit card payment (no purchase orders). If paying for more than one registration, all registration forms must be together with payment.

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AMANDA GRAY

WHAT HAPPENS AFTER THE SCHOLARSHIPS ARE AWARDED?

Amanda Gray's life and career took off to .92 mach after being awarded the CAE SimuFlite 500 series Citation type rating scholarship at the 2007 Women in Aviation International Conference in Orlando. When she received the scholarship, Gray was teaching the single-engine G-1000 program at Cessna Aircraft Company. Two months after accepting her scholarship, she

was offered a Captain position with Deere & Company flying the Citation X & Citation 680.

Gray was inspired to apply for the scholarship that would provide a 500 series Citation type rating to advance her career from instructing in single engine airplanes to flight testing the Citation Mustang. Her immediate goal was to be the first female Production Test Pilot at Cessna's Independence, Kansas, facility. The 500 type rating would have provided an ATP multi-engine rating and her first jet type rating. She never imagined the next level would lead to a test pilot position, but instead would be her dream job flying a Citation X.

In addition to the Citation 500 series type ratings she obtained through the WAI scholarship, she has also earned Citation 680 and Citation X type ratings and is currently flying as Captain in both aircraft at Deere.

In addition to her flying duties, Gray has started working on a master's degree at Embry-Riddle Aeronautical University and applied for Designated Pilot Examiner in the state of Iowa. She is actively involved with mentoring the University of Dubuque Women in Aviation Chapter and participates in the local aviation groups with her husband, Spence. Gray has also accepted a Lead Representative Position with the FAA FFAST Team and has instructed at several pilot safety seminars.

Amanda says of her scholarship, "This past year has been

nothing short of amazing. I feel so honored and grateful for being given such an incredible opportunity. Thank you to Women in Aviation and CAE SimuFlite for believing in me and my talents. My story is a testament to why women should



apply for scholarships through Women in Aviation. Your name could be called at the next conference in Atlanta and your life changed forever." ✈

.....
More than 40 different scholarships will be awarded to Women in Aviation, International members from all over the world at the 20th Annual International Women in Aviation Conference during the Banquet on Saturday, February 28. Come help us celebrate these members' achievements!



DR. PHIL
PARKER

WINGS AND BONES, BABIES AND THE SHOP FLOOR

My doctor says my DEXA Scans show year over year bone loss, and that I have enough risk factors to warrant beginning treatment

for Osteopenia. He wants me to take Fosamax once a week for the next five years, to see if we can reduce or reverse the loss. How does this effect my FAA medical status? I have no other symptoms of Osteopenia.

Osteopenia, or loss of bone mineral density is often thought of as a precursor to osteoporosis and potentially increased risk for future fractures. This is typically seen more frequently in older, postmenopausal aviators and occasionally can also be associated with female athletes as well. Risk factors for osteoporosis include thinness, inactivity or non-weight bearing activity, female, many children, breastfeeding, fair skin and postmenopausal. Chronic calcium deficiency leads to osteoporosis with thinning of the bones and increased risk for fractures, particularly in older females. The parathyroid hormone plays a critical role in regulating levels of calcium. Because the bones contain so much calcium, blood levels of calcium do not reflect whether the body has depleted or adequate amounts. Bone formation requires adequate intake of both vitamin D and calcium. Chelated calcium, primarily calcium citrate, will enhance the absorption of calcium from the intestines, while oxalates found in spinach and teas will inhibit absorption. Calcium carbonate is absorbed in much lower amounts than the citrate form. Milk products are the primary source of dietary calcium, although hard tofu, green leafy vegetables and fish with edible bones such as salmon also have significant amounts. An eight ounce glass of milk or a six ounce yogurt contains approximately 300 mg of calcium. Some antacid tablets also contain calcium in large amounts.

In addition to medications, lifestyle modifications such as remaining physically active, avoiding alcohol in excess, and stopping smoking can positively impact the condition and therefore minimize fracture risk. Resistance training slows the progression of osteoporosis in both men and women and increases strength. Astronauts engage in resistance exercise during long duration space flight to minimize the rapid bone loss that occurs in a weightless environment. There is also active research investigating the long term use of Proton-Pump Inhibitors (e.g. ubiquitous medications such as the "purple pill" used to minimize gastric acid reflux) and an association with increased fracture risk. Some have postulated that perhaps PPIs interfere with calcium absorption, but causative data is lacking at this point.

From an FAA perspective, aviators are allowed to take any of the common medications available such as Actonel, Boniva,

Forteo, Miacalcin or the Fosamax you mentioned. Your treating provider will be able to tell which is best for your particular situation. As long as you document the medication and lack of adverse side effects on future medicals, you should not have any problems with the FAA or your Aviation Medical Examiner.

I'm a mechanic for a jet aircraft completion center, and I just found out that I am pregnant for the first time. I'm young and healthy, but at work I do heavy lifting, a lot of climbing (to get to the engines) and we do use a fair amount of oils, solvents and other chemicals. Should I consider putting in for a desk job or am I okay to keep working the way I always have done? Will I know when it is time to lay off?

First of all, congratulations! Since I don't know the exact set up of the company that you work for, I will try to give you some good general guidance. For many larger corporations there are active Occupational Medicine programs (Fetal Protection Programs) to address this very issue. If you do not have a formal Occ Med department, then perhaps you have an Industrial Hygienist (IH) that works under the safety department. The IH would be able to provide quantifiable risk assessments of the various aspects of your job such as physical activity, chemical exposure through inhalation and skin contact, heat exposure, vibration, confined entry, radiation, etc. If your company doesn't have at least these minimal safety measures in place, then perhaps management has a pregnancy policy that peripherally addresses. At the absolute minimum, I would obtain copies of Material Safety Data Sheets (MSDS) for any workplace chemicals you may likely come in contact with and take these MSDSs to your attending obstetrician to have a candid discussion. Note that workplace limitations change throughout the pregnancy and are typically more restrictive during the first and last trimesters of your pregnancy. As long as proper precautions are taken to mitigate potential exposures, most expectant mothers are able to stay in their jobs until well into the pregnancies. ✈

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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

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☐ **Include me in the "Members Only" Networking on-line directory.**

☐ **Include my name on the Mentors list in the "Members Only" Mentoring section of the WAI website.**

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- ☐ **\$39 International Student**—Students outside U.S.
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- 2 Fax:** (937) 839-4645
- 3 Web:** www.wai.org



SHERRY
PARSHLEY PhD

DEALING WITH FINANCIAL TURBULENCE

Unless your head has been in the clouds, you probably realize that the world is experiencing challenging financial times.

Unemployment is up; the stock market is down and only those with stellar credit ratings have the ability to obtain loans for education, a home or even an auto. While it is normal to feel anxiety, it is important to keep calm and levelheaded in these tur-

bulent times. The key to facing these difficulties is not unlike the tools that you use for facing in-flight emergencies: 1) be prepared; 2) have a course of action; and 3) do not panic!

Let's start with preparation. Building a budget is always an important key to financial planning, but becomes even more critical when tough financial times are upon us. A budget is a list of sources of income less expenditures. It reveals the amount of money that you have for savings, or the amount of cash deficit you will face during a period. Typically, a budget is built showing monthly income and expenditures over a one-year period. A budget helps you to see which spending items are discretionary and where your money is being spent. If you think you may lose your job, or have already become unemployed, building a budget can help you to understand how much cash you will need on a monthly basis for necessities. For most of us, the necessities would include food, shelter and clothing for you and your family. Assuming you already have clothing, this may even become discretionary for the short-term, unless you need to purchase a new suit for interviews. While it may seem scary at first to put all of your expenditures on paper, it is empowering to know where you stand. The results may also surprise you in that you may find that you can afford the necessities with less cash than you first realized.

Another reason for the budget is to determine the amount of emergency savings you would need to survive for six to eight months. Yes, we said "survive," not "thrive." In a financial crisis, recreational spending must be curtailed, but better times will be ahead of you.

Start now to reduce your level of consumer debt. Pay off those credit cards. Put off any major purchases, such as buying a new car or taking a vacation, that would reduce your financial flexibility. If you do not have any credit card debt, start building your savings.

If you find yourself without a job, file a claim for unemployment immediately. The unemployment office will inquire about any severance or unpaid vacation pay and adjust your payments accordingly, so do not delay filing a claim. There is often a waiting period to process the claim and it can be several weeks before the first check arrives. The process in most states is easier than in the past and often can be completed online or via telephone. You will need to document your efforts to search for work, so start keeping a log of any job search activities so you do not jeopardize your unemployment claim.

***Do not sign any
severance
agreement under
duress.
Take the time to
read the agreement
and understand
the terms.***

Speaking of severance, do not sign any severance agreement under duress. While it is difficult to walk out the door knowing that you will not be getting another paycheck, take the time to read the agreement and understand the terms. Most severance agreements require you to sign a release that relinquishes your rights to any further claims against the company. You should have an attorney look it over. If the terms are not agreeable to you, attempt to negotiate on your own. While you may not be able to obtain more pay, you might be able to negotiate to remain on

the health insurance plan for an extended period or to obtain outplacement counseling to assist you in obtaining new employment.

Many people facing a job loss drop their health insurance—do not cancel your health insurance. A major reason people file for bankruptcy is due to uninsured medical expenses. You may also be sacrificing your health as many providers are only obligated to provide medical care in case of emergency. If you had coverage under a group plan under your former job, you are entitled to keep that insurance for up to 18 months under COBRA (Consolidated Omnibus Budget Reconciliation Act). These rights extend to you, your spouse and dependent children. The group coverage rates are typically less expensive than obtaining coverage on your own, although more

expensive than for active employees as COBRA participants generally pay the entire premium themselves. If your spouse is employed, you may want to obtain coverage for yourself and/or your children under his plan.

Do not wait until you are out of work to start building your network. Networking is analogous to crew resource management and involves identifying and utilizing all of the resources available to you. Making good contacts in your field should be an ongoing process. Keep abreast of developments in your industry. Two good sources of information in aviation are online newsletters *AVweb-Flash* and *ATA SmartBrief*, that can be obtained via email. *ATA SmartBrief* has recently added a job listing section to their newsletter, which is very helpful for job seekers. Women in Aviation, International provides a Job Board and maintains a list of members that you should consider part of your network. If you are out of work, any income you can earn is beneficial and networking opportunities exist with any job. Assume that anyone you meet may be helpful to your search. As an example, there is a dentist in my city whose patients include the CEO, CFO and COO of a major airline. Now that is a network! Lastly, attending the International Women in Aviation Conference is an excellent way to meet employers and build

Get the networking help you need. Go to www.wai.org. Click on this button.



Women in Aviation, International Corporate members are hiring corporate jet pilots, flight attendants, flight instructors, managers, engineers and more! And you'll find more than just job listings. There is a live chat room and bulletin boards full of tips and leads that can help you sort out where you want to go in aviation today.

Don't miss our Mentor List, too. Mentors are committed to helping you define and declare your aviation dream—and then cheer you on as you go for it! Log on to the Members Only section from the WAI home page today, www.wai.org. **All you need is an email address and your member number.**

your network in person. Mark your calendar for February 26th through the 28th and join us in Atlanta.

With patience and skillful planning, you will come out the other side of this financial turbulence. ✈

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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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ARLYNN McMAHON

A 2009 BUSINESS PLAN

If you're feeling a little shaky about the future, you're not alone.

After 30 years in the business, I can say that the aviation industry has always been cyclic—up and down with the weather, the business climate and general consumer confidence. To survive the current down-trend, aviation businesses must stay focused and manage intelligently. I find ideas in reading books and inspiration from people that I've met. Here are a few that I plan to use in my 2009 business plan.

Focus on simplicity. Specialize. Focus on features that customers respond to positively and value with their money. Rather than adding more products, look for products that have a shared set of features. As an example: streamline your fleet to feature one aircraft manufacturer—all Cessna aircraft or all Cirrus aircraft, etc. This saves money on standardization of flight instructors and will require fewer parts on the inventory shelf during repairs and inspections.

Don't solve the problem. Instead, look for a paradigm shift. When Garmin wanted to change the face of our instrument panels, they didn't just invent a better artificial horizon or an airspeed indicator that was easier to read. No, they gave us the G-1000. Fixing the problem can only return things to the way it was. Instead, view the problem as an opportunity to do things differently. Keep a journal of lessons learned so as not to make the same mistake twice, and then get on with business.

Don't follow the old rules. Richard Branson, CEO of Virgin Airlines, is also the author of *Business Stripped Bare: Adventures of a Global Entrepreneur*. In his book, he shares experiences that taught him lessons in business. He says: "There are many ways to run a successful company. What works once may never work again. What everyone tells you never to do may just work, once. There are no rules. You don't learn to walk by following rules. You learn by doing, and by falling over, and it's because you fall over that you learn to save yourself from falling over..."

Be willing to reinvent yourself. A friend of mine owns a number of high-end jewelry stores. He announced last week that

jewelry sales were non-existent and that he was now in the scrap gold business. With revenues down, he reinvented his business to pay the rent. With this change in business, he also found that he had to dress-down, focus on sales and customer service. He no longer lives in the back office. He soon found that by reconnecting directly with his customers he was energized and enthusiastic about business. During the journey to reinvent his business he reinvented himself, as well.

**View the problem
as an opportunity
to do things
differently.
Keep a journal of
lessons learned so
as not to make the
same mistake twice.**

Stay true to your standards. When times get lean, it's tempting to lower your standards. A CFI friend was recently offered a job to instruct at one of those "get-it-quick" pilot schools. It was his only job offer in many weeks. It was tough but he turned it down. He's from the old school where pilots build experience and confidence while learning to fly. Instead, he became a Cirrus Standardized Instructor and put his high standards and flight experience to work by training businessmen who need solid training while criss-crossing the country in their new airplanes.

Network. Put yourself out there and get exposure. Build your personal experience. John and Martha King often talk about their early experiences in failed businesses. Out of those experiences came a diverse set of skills that allowed King Schools to be successful. They compare the act of collecting experiences to collecting SCRABBLE tiles, where each unique experience is like a SCRABBLE letter-tile that allows you to put together a variety of possible outcomes.

Deliver bad news personally. There is an FAA inspector in the LOU FSDO office that I respect (I won't name names in fear of looking like a brown-noser) because several times in the past he has made it his mission to deliver bad news, personally. He could have delegated the job. He could have put it in an e-mail. But he didn't. If you are a person of integrity, then

you deliver the bad news yourself, in person, or in a personal phone call. If cash flow doesn't allow you to pay an invoice on time or if you have to lay off employees, do it yourself.

Stay focused on your brand and protect it. Changing your strategy to serve the present economy is a trap. Your brand; your reputation; your image has strength only if it is consistent. Sheila owned a flight school in the northeast. Her facility was high-tech, her CFIs were ivy-league, her aircraft were all glass-cockpit and her business catered to pilots who craved the latest and greatest. When the economy started slipping, she sold off all her high-priced technically advanced aircraft and replaced them with 1980s-vintage, traditional cockpits. Her customers were confused, disappointed and disenchanted. Her business folded shortly after. She couldn't figure out why.

Share your passion. I recently attended the induction ceremonies of the Kentucky Aviation Museum. I met a space shuttle astronaut and heard about how this man inspires kids to stay in school and inspires adults to go back to school. I met Triple-Nickel Betty (her aircraft N-number is 555B), an 84-year-old woman who started flying in an era when women didn't have opportunities. Throughout her life she has used her flying skills to promote women's causes. The highest honor that night was given to a Kentucky man who started and supported the Tuskegee Airmen, not because he was black, but because he thought that all men should be able to fly. The inductees, otherwise average people, have had success because

they touched the lives of others. In doing so, they enriched their lives and inspired others to share their passion.

Include employees. It was during a staff meeting when an employee at United Parcel Service, in Louisville, Kentucky, came up with the simple idea of organizing delivery routes of their brown trucks to include as many right turns as possible. That idea saved UPS a lot of gas. When times are bad, it's important to level with employees about your current situation and ask them for their ideas to improve efficiency, revenue and morale. They will be pleased to have been included—and they may surprise you.

If you're not fired, then get fired up. If you're a fan of Donald Trump, then you may enjoy www.trumpuniversity.com. Anyone who logs on has the opportunity to blog with the big man himself as well as his faculty and survivors of *The Apprentice*. The lessons are many. Readers are instructed in how to turn negative situations into positives.

We've seen the down-cycles before. Aviation will recover and fly high again. But while we sometimes look for someone else to provide leadership, our investors, employees and customers are looking to us for courage and leadership. For ideas of your own, read books, interview those whom you respect and network during conferences and seminars. ✈

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Arlynn McMahon (WAI #11212) is the author of Train Like You Fly and Chief Instructor at Aero-Tech in Lexington, Kentucky.



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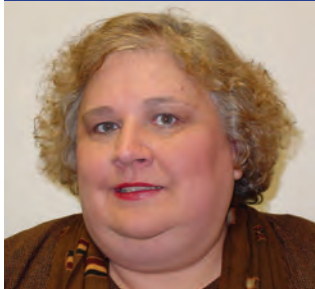
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PATRICIA LUEBKE

COURAGE IN NUMBERS

In addition to writing for *Aviation for Women*, I also serve as WAI's publicist—writing news releases and finding ways to increase the visibility of WAI within the aviation community.

We distribute news releases to the media all year long, but especially prior to the annual Conference to drum up excitement and enthusiasm and encourage wider attendance.

And so it was that I recently found myself writing one such news release announcing that Jessica Cox has signed on to be a speaker at this year's Conference, and I was given information about her in order to write a detailed news release. Have you heard of her? Try page 24 if you haven't. She is the first person with no arms to become a pilot flying the airplane using no adaptive equipment (other than a seat cushion, but she's only 5'1" tall).

It's impossible to read about Jessica without being in awe of her accomplishments. When I went to her web site (www.rightfooted.com), I learned more about Jessica, including the fact that she is a black belt in tae kwon-do. While I was there, the word "courage" popped up from the screen at me and it got me thinking about that.

Two weeks later, I was writing another WAI news release, this one about the women who will be inducted into the 2009 Pioneer Hall of Fame. This year's inductees are as impressive as any others, and as I put the release together, even though I know that all of these women had accomplished great things, one woman in particular stood out for me.

That's the story of Anna Yegorova, who is one of the most famous Soviet women to fly in a male combat regiment during World War II. She was shot down by anti-aircraft guns in August 1944, badly injured and imprisoned in a Nazi concentration camp. At the end of the war, rather than being treated like a hero, she was considered a traitor for having been a prisoner of war.

As I was telling a friend of mine about Anna, I asked, "Can

you imagine being injured and in a prison camp?" Without thinking, she replied, "I can't even handle being sick in a hotel room." She had simply blurted out the comment, not trying to be funny or disrespectful, but it reminded both of us about just how safe our lives usually are.

I was thinking about courage and how most of us will never be tested with a major physical challenge or be called on to survive the rigors of a prison camp while injured. In a way, though, I thought it's unfair to think these are the only women who demonstrate courage as I believe all of us are required to show what I call everyday courage. This is the courage it takes to ask for a raise, go on an interview, or reach out for help.

We've all had days, facing some ominous event, where it took courage to even get out of bed and face the day. Some of us have to single-handedly deal with the medical problems of aging parents or tackle a project at work where we feel imminently unqualified. What's more, it takes courage to apologize and to forgive.

For me, one of the benefits of attending the Women in Aviation Conference is to have my tank of everyday courage replenished.

It's nearly impossible to attend a Conference, hear the stirring stories of women such as Jessica Cox and Anna Yegorova and not feel empowered yourself. It's nearly impossible to be amongst thousands of enthusiastic women who, although you may not know their individual stories, have overcome many obstacles, large and small, to be at the Conference.

You may come away from the WAI Conference with some



business cards, a bunch of new phone numbers in your cell phone, a lead on a job, a mentor, or a new friend, but one of the intangible byproducts of attending a WAI Conference is that you will go home with a full tank of everyday courage

As you face the challenges of your own life, you will have the mental image of thousands of other WAI Conference goers who you will know are cheering you on.

that could change your life.

If Jessica Cox can fly an airplane, certainly you can make the cold call, make a case for yourself for a salary increase or even learn to fly yourself. As you face the challenges of your own life, you will have the mental image of thousands of other WAI Conference goers who you will know are cheering you on.

Just as Jessica's courage earned her a pilot's certificate,

even Anna's courage won out in the end. She had to wait 20 years after the war to get it, but in 1965, Anna was awarded the Hero of the Soviet Union, which is the highest honor a

Come to the Conference in February and celebrate the lives of these remarkable women in aviation.

The Women in Aviation, International Pioneer Hall of Fame Inductees for 2009 are:

Jacqueline Cochran
Patricia Malone
Ruth Nichols
Dawn Seymour
Anna Timofeyeva-Yegorova

Soviet citizen can receive. And this February, in Atlanta, Anna will be inducted into WAI's Pioneer Hall of Fame.

Everything I could write to encourage you to attend this year's Conference in Atlanta will sound like a cliché. But attending will change your life. If you've never attended a Conference, this is a good year to start as it is the 20th Annual Conference, somewhat of a milestone for WAI, so big things are planned. We all may not be heroes in the traditional sense, but with a little help from our friends in WAI, we can all be heroes of our own lives. ✈

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

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www.wai.org



WOMEN IN AVIATION VIRTUAL CAREER FAIR, FEBRUARY 16TH – 28TH 2009

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- This event is free of charge for all participants.

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AVIATION CALENDAR



2009

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. ➔*

January 22-25

U.S. Light Sport Expo
Sebring Airport
Sebring, Florida
www.sport-aviation-expo.com

February 26-28

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

April 1-4

Aircraft Electronics
Association Convention
Dallas, Texas
www.aea.net

April 21-26

Sun 'n' Fun Fly-In
Lakeland Linder Field
Lakeland, Florida
www.sun-n-fun.org

July 22-August 2

EAA AirVenture
Wittman Field
Oshkosh, Wisconsin
www.airventure.org

July 22

Women Soar
EAA AirVenture Museum
Oshkosh, Wisconsin
www.airventure.org

October 6-8

National Business Aviation
Association Convention
Orlando, Florida
www.nbaa.org

Be sure to visit

www.wai.org

for more
information

ADVERTISERS INDEX

Aeroindustryjobs.com.....	Page 46
Chevron Global Aviation.....	Page 17
Cirrus Design	Inside Front Cover
Clarity Aloft	Page 19
DTC DUAT	Page 15
Embry-Riddle Aeronautical University.....	Back Cover
FAA First Federal Credit Union... ..	Inside Back Cover
Flying Magazine.....	Page 13
General Aviation News	Page 7
Global Aviation – UVU.....	Page 43
LeTourneau University	Page 41
Pilots in Pink	Page 45
San Juan College/Mesa Airlines ...	Page 43
TIMCO	Page 5
Wings Financial Federal Credit Union	Page 3
Women in Aviation, International.....	Pages 32-36, 39, 45, 47

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KIMBERLY SCOTT

KEEPING THE MICHAEL ANDERSON DREAM ALIVE

In Fall 2008, Washington State honored one of its heroes, Lt. Col. Michael Anderson, an astronaut who perished in the Space Shuttle *Columbia* tragedy February 1, 2003. His dreams of flight and space exploration were deeply rooted in his life, as was his love of family and his faith. He made his dreams become reality through hard work, perseverance and

vision, and he shared these values with his children and young people.

I feel a deep affinity to Michael's love of his country and his goal to help youth achieve their dreams. Michael's legacy is important to me because it resonates with the values that my parents taught me. Be humble. Work hard to achieve your dreams. Work just as hard at service to your country and your community.

All of my life I have had a love for aviation. Growing up near Seattle, Washington, with its rich aviation legacy, my parents took me to enjoy the wonderful air shows at McChord AFB in Tacoma, and at Paine Field in Everett. I was inspired by the military demonstration teams—United States Air Force Thunderbirds and the Navy Blue Angels. At the air shows I loved to walk through the large military cargo aircraft, climb into the fighter cockpits and speak with the pilots.

My parents nurtured my interest in aviation, science and space by visits to museums, air shows and wonderful programs in school, in the community and at our local Pacific Science Center. I applied for and was accepted to the U.S. Air Force Academy in Colorado Springs, Colorado, as a 4th class cadet in 1986. In 1990, I graduated with my Bachelor's of Science degree in Political Science and was commissioned as a 2nd Lt in the United States Air Force. The following year, I graduated from U.S. Air Force pilot training at Laughlin AFB, Texas. I went from admiring the Thunderbirds to performing loops, aileron rolls and formation flying in high performance T-37 and T-38 aircraft! During my active duty Air Force career I became an instructor pilot in the KC-135 Stratotanker refueling aircraft and flew all over the world. I served in post Desert Storm operations, and in support of operations in Bosnia and Kosovo. In 2001 I joined the U.S. Air Force Reserve and I now fly the C-17 Globemaster, the Air Force's premier airlift work horse. With

the 446 Airlift Wing at McChord AFB, Washington, I have flown missions all over the world and in support of operations in Afghanistan and Iraq.

Like Michael Anderson, I am grateful for the opportunities that I have had. It has been a challenging and amazing career. My parents instilled in me the importance of remaining humble and contributing to my community. During the annual Eagle Aviation Day Camp at King County International airport I introduce hundreds of kids to careers in aviation, as well as to airport operations. They receive a ride in a small aircraft, a tour of the airport and a simulator ride. It is wonderful to see the big smiles on their faces when they land from their flights over Seattle.

These kids in the King and Pierce County public schools blow me away with their knowledge of the basic principles of flight, aviation pioneers, and aircraft types. Watching them learn from the Tuskegee Airmen is inspiring.

Today, I still feel joy whenever I fly by majestic Mt. Rainier on my way to landing at either McChord AFB in my C-17 or

in my Alaska Airlines 737 coming in to land at the Seattle-Tacoma Airport. I am humbled, awed and inspired, just as Michael Anderson was by the wonders of aviation.

Now we all have the opportunity to give back and help preserve his legacy.

To help keep his dreams alive, a fundraising campaign is underway to create an interactive and meaningful memorial of Michael Anderson at The Museum of Flight in Seattle. Please send your contributions to Michael P. Anderson Memorial Statue Fund, c/o The Museum of Flight, 9404 East Marginal Way South, Seattle, WA 98108-4079. ➔

For more information about the Michael Anderson Memorial Statue contact Kimberly Scott at fishnpoi@hotmail.com.



Michael Anderson



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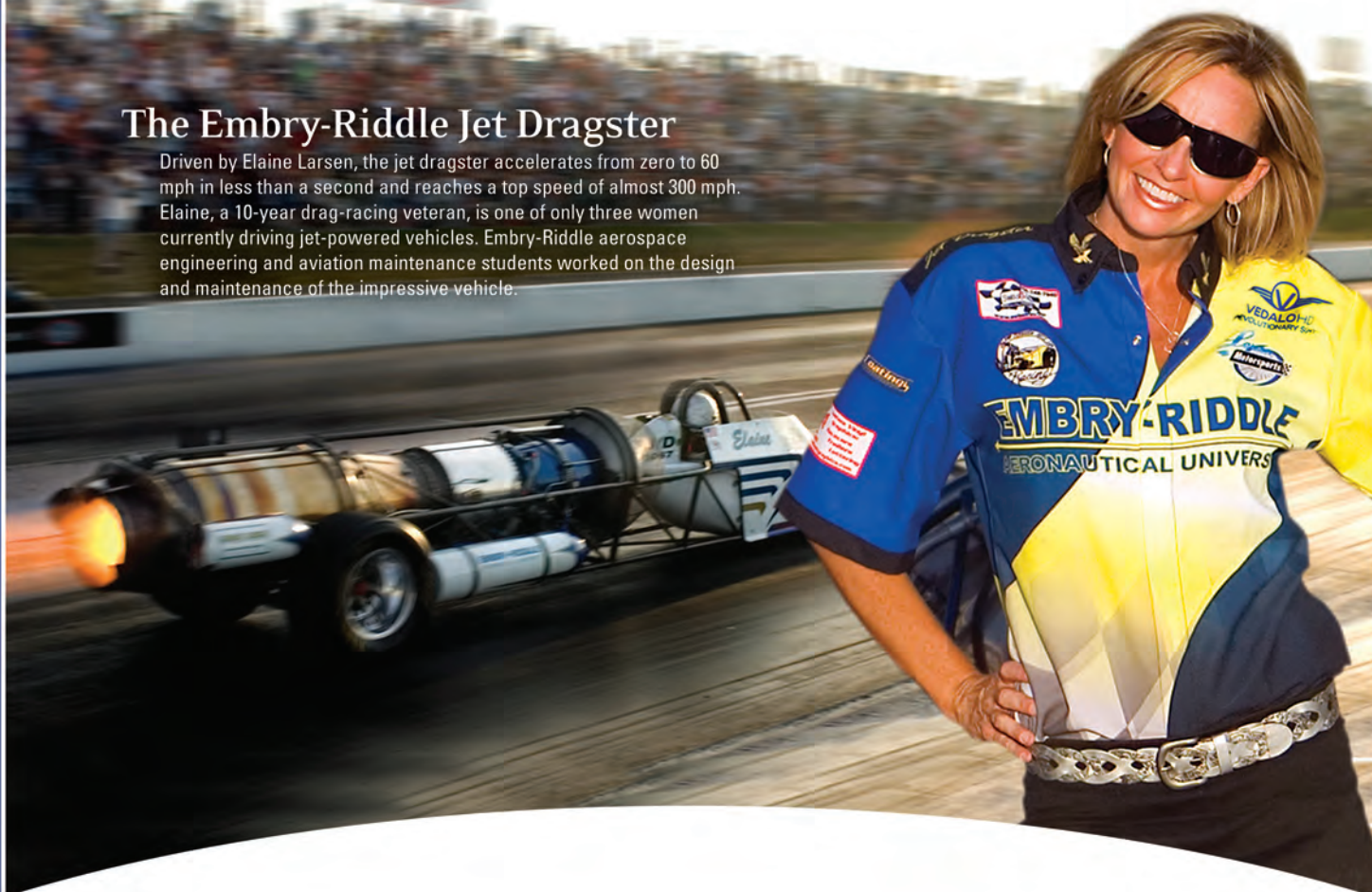
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