

2010 WAI Scholarships – First Look Inside

AviationforWomen®

JULY/AUGUST 2009

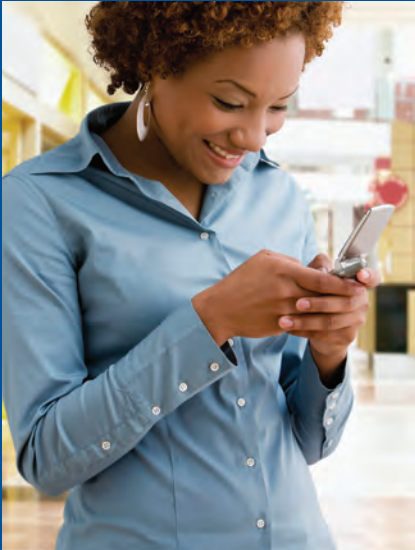
The official publication of Women in Aviation, International®

DEBBY RIHN-HARVEY

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COURTESY OF THE U.S. ARMY GOLDEN KNIGHTS

The U.S. Army Golden Knights Parachute demo team members practice their freefall routine in a high-powered skydiving simulator.

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COVER PHOTO

Debby Rihn-Harvey's quarter century of aerobatic experience makes her performance a highlight of any air show.
Photo by Scott Slocum.

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PRESIDENT'S MESSAGE

NANCY BINK



DR. PEGGY
CHABRIAN

Last year at EAA AirVenture the T-shirts were pink and the atmosphere was electric. This year EAA and WAI have planned even more exciting events and the shirts will be lavender. WomenVenture—join us and be counted!

Friday, July 31 kicks off WAI and EAA's team effort to showcase women in aviation with a WAI Celebrity Breakfast, sponsored by Chevron Global Aviation, in the EAA Nature Center Pavilion at 8:00 a.m. There breakfast participants can pick up a free lavender commemorative T-shirt and, following breakfast, take part in the women pilot photo opportunity in AeroShell Square at 10:30 a.m. The afternoon air show July 31 is all about women, featuring only female performers, and in the Theater in the Woods that evening, WAI is hosting an informative panel of women in aviation (see more information on page 3).

Following our teamwork with EAA, WAI is also participating in AOPA's Summit (previously known as AOPA Expo)

Dear Members:
Summertime is here in Ohio. The grass runway is growing, the sun is shining through the grove by the picnic table, and inside the Women in Aviation, International office the energy is palpable as WAI staff are busy preparing for the upcoming WomenVenture activities during EAA's AirVenture later this month in Oshkosh, Wisconsin.

Friday, July 31 kicks off WAI and EAA's team effort to showcase women in aviation with a WAI Celebrity Breakfast, sponsored by

in Tampa in November. I will be moderating a panel featuring women general aviation pilots, corporate pilots and airline pilots. Along with our participation in the Summit, WAI is partnering with AOPA's General Aviation Serves America campaign to promote the benefits of general aviation to this country (learn more at www.gaservesamerica.com).

Finally, I want to remind you that it's not too early to begin plans for WAI's 21st annual Conference being held February 25-27, 2010 at Disney's Coronado Springs Resort. Exciting tours and the Disney Magical Express free luggage pick-up and shuttle transportation to/from the Orlando International airport are only some of the added values that will be part of your Conference experience next year. Focusing on the "International" in our name our 21st Conference will make a point of celebrating WAI members worldwide with special activities. You can make your hotel reservation when you sign up on the WAI web site through a direct link. See pages 8-9 in this issue for more Conference details.

Look for us at EAA's AirVenture in Hangar B, Booth #2041, and make sure to sign up for the breakfast and get your free T-shirt. See you there!

Sincerely,

Dr. Peggy Chabrian

Dr. Peggy Chabrian
President/Founder

INSIDE THIS ISSUE



AMY LABODA

The door prizes were great, as always, at the WAI Connect Breakfast during Sun 'n' Fun. **Page 5**

Women in Aviation, International

2010 SCHOLARSHIPS

We are ready for you to apply for 2010 WAI Scholarships. Check out this terrific lineup of opportunities on **Page 16**



COURTESY OF REBECCA ELKINS

Talk about your dream job—flying a balloon around the country and talking to kids about it! **Page 36**

OSHKOSH 2009

EAA AirVenture WomenVenture FRIDAY, JULY 31

8:00 a.m.

Women in Aviation, International
Celebrity Breakfast at the
Nature Pavilion

10:30 a.m.

Group photo opportunity
at AeroShell Square

3:00 p.m.

All Women Air Show, featuring the
following performers

- Melissa Andrejewski
- Julie Clark
- Chandy Clanton
- Susan Dacy
- Debbie Gary
- Jill Long
- Misty Blues Parachute Team
- Suzanne Oliver's skywriting
- Jessie Panzer
- Debby Rihn-Harvey
- Teresa Stokes
- Patty Wagstaff

8:00 p.m.

Theater in the Woods
program with leading women
in the aviation field
Moderated by Dr. Peggy Chabrian
and Martha King

Are you ready to meet us again at the end of July for another round of fun? Women in Aviation, International members will be out in force, participating in EAA's Women Soar outreach to middle school and high school girls, as well as in WomenVenture, our joint effort with EAA to highlight women during the week-long show.

Join us for a WAI Celebrity breakfast July 31 at the Nature Center Pavilion, sponsored by Chevron Global Aviation at 8:00 a.m. (more details on page 47), and then head to AeroShell Square to be photographed with as many as 1,000 or more women aviation enthusiasts at 10:30 a.m. Get a free T-shirt just for signing up.

In the afternoon there's a special air show, and that evening Dr. Peggy Chabrian will be onstage at the Theater in the Woods with a panel presentation you won't want to miss.

For more information log on to www.airventure.org/womenventure, follow the WAI Connect blog from our homepage www.wai.org, or call (937) 839-4647 to reserve your tickets for the breakfast today. We can't wait to see you there!



EAA/DEKEVIN THORNTON



EAA/CHRIS MILLER



COURTESY OF JILL LONG



SCOTT SLOCUM

JOHN RIEDEL



SCOTT D. ELDRIDGE

Fourteen years ago I came to my first WAI Conference chasing my dying dream to be a military pilot. Little did I know how differently my life would turn out or how great this organization would be for my career and my life. I have much to thank the staff and board of WAI, the sponsors, and the members that make this such an awesome organization. After that first exciting Conference and at the ones that followed I would make many close friends, find outstanding mentors, receive the ATP Aircraft Technician of the Year Award, and receive the Bombardier Lear 31A Scholarship. Without WAI I don't know if I would have realized my new dream to be a Fortune 500 pilot and get there in record time. I wouldn't have had the friends and mentors to help and guide me along the way. My life has truly been changed by this organization and those that belong to it. I just wanted to thank you all for helping me make my dreams come true!

Ava C. N. Shubat (Sumpter) (WAI #215)

Dassault Falcon 50EX Pilot
Bentonville, Arkansas

My May/June 2009 *Aviation for Women* magazine arrived today, and it's so classy. I loved reading about the Conference, especially. Good job!

Gerri Schultz (WAI # 6745)

Guadalajara, Mexico

I'm catching up on reading this weekend, and I just wanted to tell you how much I liked Arlynn McMahon's "Failure to Launch" article in the May/June 2009 *Aviation for Women* magazine. It's great advice for anyone looking for any

kind of job—congrats on creating yet another aviation citizen!

Susan Parson (WAI #39023)

Washington, D.C.

I loved the column "Spooling Up" in the May/June *Aviation for Women* magazine written by Arlynn McMahon. It was ever so informative and I have since set out to complete all her recommendations. However, I am having trouble finding information on a DPE Standardization Course in my area. Can you please publish more information about this and any other job hunting tips would be appreciated as well. Keep up the great work!

Lindsey Floyd (WAI #35700)

Flight Instructor
Middle Georgia College
Eastman, Georgia



I have looked at the cover of my May/June *Aviation for Women* magazine for the last week or so and I keep coming up with the same thought; What is it that made Kirby Chambliss' massage therapist worthy of the front cover of the magazine? What was it that recommended her over the pilot on page 30 who lost her job and reinvented herself as a pilot and photographer? Or the woman on page 38 whose dedication to a life in aviation led her to be a published author and one of only seven women named CFI of the year. Ms. Barnes is photogenic, no doubt, but while I'm sure that working closely with an air race pilot is an exciting job, I think saying she has a career in

aviation is like saying the cashier at the movies has a career in entertainment. By putting her on the cover you bypass the women who are actually in aviation, women who are struggling to earn their ratings or working to make careers as pilots or mechanics.

Most of the time I am a huge fan of yours, but this really rubbed me the wrong way. Thanks for listening.

Carol Walker (WAI #41055)

CFI SEL SES MEL Glider DPE

Editor's Reply:

Carol, Thank you for writing. We chose to put Chandoline on the cover because she is far more than Kirby's massage therapist—she pretty much runs the Chambliss air show organization, and to us that is very much a career in aviation. She handles everything that goes into getting the airplane, the pilot and the support crew around the world to different venues and back again safely. During the Red Bull Air Race Championship I watched as she managed both the pilot and his schedule, as well as assisted the crew with the airplane—even helping with maintenance. What we liked about her story is how she started by being hired for one job, and grew into an essential employee within the Chambliss organization. Sometimes it is all about the "foot-in-the-door."

One thing we strive for with Aviation for Women is to show women that there are many, many ways to be a woman with a career in aviation, not just as a pilot or mechanic. Chandoline has definitely chosen one of those paths, and it is important to show that. By the way, the Belangers have a wonderful story, too, and it was not an easy choice to pick the cover. It never is.

I am sorry to disappoint you on this one, but we are consistent about our process. Hang in there with us as we've got some good stuff coming up. —A.L.

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



SUN 'N' FUN

Women in Aviation, International staffers have been busy these past few months with far more than just reconnecting with the office after our 20th Anniversary Conference in Atlanta. At the Sun 'n' Fun Fly In the organization made its presence known by hosting several events in Lakeland, Florida. Our WAI Connect breakfast at the Hilton Garden Inn brought together 45 WAI members and their guests. And a reception for WAI hosted by PilotMall was also an excellent opportunity for members to interact with each other and with staff who were present.

During Sun 'n' Fun Peggy Chabrian met with **Amit Sircar**, the new VP of Marketing and **Andrew Broom**, VP of Communications for AOPA. **Craig Fuller**, President of AOPA, offered WAI the opportunity to put together a panel of women in aviation for the AOPA Aviation Summit.

Best of all, though, our "Women Shine at Sun 'n' Fun" radio show was a tremendous success, with daily 25-minute broadcasts, providing an opportunity to talk about WAI, its programs and member benefits. Individuals interviewed on the show included Craig Fuller, President of AOPA; **Martha King**, co-owner of King Schools; air show performer **Julie Clark**; engineer on the Terrafugia roadable airplane **Anna Dietrich**, as well as WAI staff Amy Laboda and Peggy Chabrian.

New marketing efforts during Sun 'n' Fun included having a banner on one of the trams passing through the grounds each day and a night aerial advertising banner displaying a WAI message from the underside of an airplane. Dr. Chabrian was a guest on FAA Production Studio's radio talk show "Managing Safety" on **FlightlineInternetRadio.com**. We've also continued to offer terrific exposure through our official WAI Facebook page and our WAI Connect Blog, both of which can be reached with one click from **www.wai.org**, our home page. Try it and see!



WAI and ERAU Collaborative Meeting

Peggy Chabrian and Betty Huck, Chapter Relations Manager, attended an event at the home of Embry-Riddle Aeronautical University (ERAU) President **John Johnson**, to honor graduating female

ERAU students. Before the event program began, a meeting with President Johnson confirmed a commitment for a continuing relationship between ERAU and WAI.

CHABRIAN SPEAKS ABOUT WAI SCHOLARSHIPS ON TV

Catch Dr. Chabrian on FAA's Satellite TV July 15 as she talks about WAI Scholarships and opportunities worldwide to FAA Safety Representative **Ernie Strange**. See it at **www.FAAproductionstudios.com**.



Call for Presenters!

Join us in Orlando in 2010
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February 25-27, 2010
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Theme:
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Suggested Topics Include:

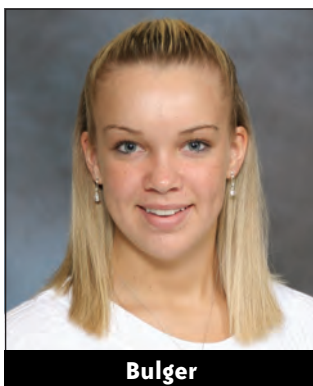
Women in Aviation and Aerospace History, Aviation around the World, Aviation and Aerospace Career Opportunities, New Technologies, Human Factors, Professional Development, Legislation and Regulations, Aviation Safety, Learning to Fly, Maintenance Issues, Aviation and Aerospace Engineering, and NextGen.

Your audience will include women and men, aviation and aerospace professionals and students aspiring to careers in aviation or enjoying aviation for personal use. Submit two copies of your proposed topic with a 100-word abstract and your name, title, affiliation along with a brief biography of those speaking to:

Education Sessions

Women in Aviation, International
3647 S.R. 503 South,
West Alexandria, OH 45381
Email: presenters@wai.org
Fax: (937) 839-4645

**Deadline is
August 14, 2009**



Bulger

UND CHAPTER

Jody Bulger (WAI #41416) was awarded the University of North Dakota Chapter's scholarship during the Student Celebration Banquet on April 18. Bulger is currently a freshman at the University of North Dakota majoring in Air Traffic Control. She is an active member of the Women in Aviation, UND Chapter as well as being involved with both the Student Air Traffic Control Association and the UND Dance Team. After graduation, Bulger hopes to work for Boston Center and move back to her home state of Massachusetts. The UND Chapter fundraises annually in order to award this \$1,000 scholarship to one of its active members. Fundraising efforts include making and selling soy candles, aviation-themed final care packages, and hosting pancake breakfasts. The UND Chapter has awarded this scholarship since the chapter's inception in 1998. ➔

CAPITAL REGION CHAPTER

Women In Aviation, Capital Region Chapter, presented a hands-on exhibit at Girl Scout Day at the National Air and Space Museum, Steven F. Udvar-Hazy Center. The members represented a broad spectrum from the aviation community: controllers, mechanics, military pilots, airline pilots, FAA, NTSB, CFIs and aviation enthusiasts. With an information table and five activity tables, these volunteers spread the word about aviation opportunities to children and adults alike. They made model and candy airplanes, talked aerodynamics, used charts to give lessons in navigation, and enjoyed sharing the Women in Aviation message with the hundreds of families who made their way through the impressive facility.

A survey of Girl Scout troop leaders showed that 85% felt the event increased their girls' interest in science and technology, 95% thought the girls learned new things, and 100% said the girls had fun. "We had 1,147 children and 678 adults who were able to enjoy your enthusiasm, expertise, fun activities, and thoughtful information," said **Malinda Smith** of the Girl Scout Council of the Nation's Capital. "Without organizations like yours, we would be unable to provide Girl Scouts with such a wonderful opportunity to explore the fields of science, math, technology, and engineering." ➔

**WAI Welcomes
New Provisional Chapter****Women in Aviation, Great Salt Lake
Chapter #87P**

Westminster College, Salt Lake City, Utah

Hannah Hoke, President

Teresa Griffiths, Vice President

Catherine Turner, Secretary

Matthew Sas, Treasurer

Jenna Govostes, Membership Chair

Caitlin Keith, Outreach Chair

Julie Paasch, Advisor

**GREAT SALT LAKE CHAPTER**

Students from Westminster College have started a chapter for WAI members in the Salt Lake City area. Three of the chapter's officers are shown in the photo when they attended the WAI Conference in Atlanta—(from left) Treasurer **Cat Turner** (WAI #41734), Membership Chair **Jenna Govostes** (WAI #41593), and President **Hannah Hoke** (WAI #41702). ➔



Capital Region Chapter's Elaine Bianco, Sethany Van Lehn, Lin Caywood, Roberta Zimmerman, Saki Mines, Dee Ketterer, WASP Dot Swain Lewis, Virginia Volk, Erin Gormley

MT. SAN ANTONIO CHAPTER

The Mt. San Antonio College chapter participated in their annual “hands-on” maintenance day in April. They received experience in riveting



sheet metal and learning how the components of a magneto work in the Mt. SAC aircraft maintenance hangar. Standing in the jet engine from a Boeing 747 left to right and back to front are **Jonathan Garth, Jo Esparza, Wendy Shew, Rosanne Yliz** (WAI #17257), **Bernice Dominguez, Rudi Barkey** (Carolyn's Dad) and **Carolyn Barkey-Westbrooks** (WAI #42600).

The chapter hosted informational/introductory meetings in March and had 23 new/potential members attend. ✈

YORK COLLEGE/CUNY CHAPTER

JetBlue invited the York College/CUNY Chapter to be part of a memorable event, the 32nd Annual Bishop Wright Air Industry Awards Luncheon held at Russo's On the Bay in Jamaica, New York. During this event sponsored by the Christ for the World Chapel at John F. Kennedy International Airport, **Icema D. Gibbs** was named woman of the year and **William R. DeCota** was man of the year. William R. DeCota is the director of the aviation department for the Port Authority of New York and New Jersey. He is a member of the Advisory Board of CUNY's Aviation Institute at York College. Icema D. Gibbs is the director of the corporate social responsibility for JetBlue Airways. ✈



NEW ENGLAND CHAPTER

In April, the New England Chapter of Women in Aviation took a tour of **Alpha Flying, Inc.** in Portsmouth, New Hampshire. The tour was lead by Chief Pilot **Jerry Johnson** and included the flight and maintenance facilities as well as one of the aircraft: a brand new Pilatus PC12. The Daniel Webster College Chapter joined the tour for a total of 25 WAI members present. Many thanks to Alpha Flying, Inc. for their support. ✈

FIRST COAST CHAPTER

The First Coast Chapter co-sponsored a dinner for women graduating from Embry-Riddle Aeronautical University in Daytona Beach. This event, graciously hosted by ERAU President **John Johnson** and his wife **Maurie** (WAI #39233), drew students, ERAU faculty, and WAI members together to celebrate the students' achievements and to introduce them to the many benefits of WAI membership. The event provided a great opportunity to reaffirm the long-standing partnership between WAI and ERAU. First Coast Chapter President **Tracy Lunquist** accepted the chapter's Official Chapter Certificate for 2009 from Betty Huck. ✈



UPPER CANADA CHAPTER

In April the Upper Canada Chapter held a Girl Guide Badge Day at the Brampton Flying Club. The girls learned about Air Traffic Control, the phonetic alphabet, had a paper airplane flying contest and even got to sit in some airplanes. Thanks go to the Brampton Flying Club for providing the facilities and the aircraft, and chapter members **Lisa Graham, Lora Yowell, M.J. Learmonth** and **Victoria Szewczyk**. ✈

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WAI Conference 2010 Events

You won't want to miss a minute of the excitement, so plan to come early and stay late for these great add-on tours!

www.wai.org/10conference/2010_conf_index.cfm



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(3 hours - \$99 per person, including transportation)

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- **Central Shops**

To sign up for these tours, use this link
<http://disneyurl.com/WomeninAviation>

FANTASY OF FLIGHT

The Attraction Where the Sky's the Limit

WEDNESDAY, FEBRUARY 24
9:30 A.M.-2:30 P.M.

www.fantasyofflight.com

Fire up your sense of wonder and get ready for an amazing adventure back to the time when flight was a seat-of-the-pants, moment-to-moment adrenaline rush. Fantasy of Flight has activities all day long that let you experience the history of aviation at our authentic 1940s airport village.

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CAREERS

Millie Becker (WAI #42070) has been named VP - Business Development at First Aviation Services - Teterboro, the newest and largest FBO/corporate jet terminal at Teterboro Airport, New Jersey.

Kelly K. Burris (WAI #8322) and **Erin Recke**

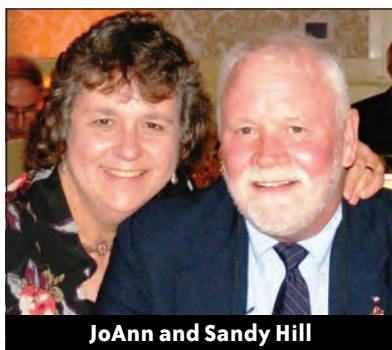
(WAI #13243) committed again to flying the Air Race Classic, raising money for Angel Flight Central charity. Their blog of the race is at <http://NoCloudsForUs.blogspot.com>.

Dr. Peggy Chabrian (WAI #1) was named Board Member Emeritus by EAA at an event held in the EAA Museum.

Master CFIs **JoAnn** (WAI #5642) and **Sandy Hill** have formed Master Instructors, LLC, which recently received a two-year letter of authorization from the FAA qualifying the program for flight instructor certificate renewal. The program is also FAA WINGS-approved. Master Instructors LLC currently has a letter of understanding with SAFE, the Society of Aviation and Flight Educators (www.SafePilots.org). The company is a sponsor and supporter of Advocates for Aviation Safety Foundation, www.AFAF.org, and is pursuing FAA Team industry membership, www.FAATeam.gov. Master Instructors LLC is also pursuing accrediting agreements with the Bonanza Pilot Proficiency Program and the Mooney Aircraft Pilots Association Safety Foundation, among others.



Becker



JoAnn and Sandy Hill

Dr. Phillip Parker (WAI #29733) was recently promoted to the rank of Colonel by the U.S. Air Force. As a member of the Air Force Reserves, Dr. Parker is currently serving as the Individual Augmentee to the Department of Defense Medical Examination Review Board (DoDMERB), which performs medical reviews for all officer candidates joining any branch of the Armed Forces, Coast Guard, and Merchant Marines. Dr. Parker was on Active Duty for 12 years prior to joining Virtual Flight Surgeons and the Aviation Medicine Advisory Service in 2004. During that time, he served as the flight surgeon for the nation's first operational F/A-22 "Raptor" squadron.

Dr. Shirley Phillips (WAI #4959) is an Associate Professor of Aviation at Daniel Webster College and the new Director of the MBA program for Aviation Professionals. She teaches Flight Operations courses, as well as Human Factors in Aviation and, Aviation Safety and Security in the online MBA for Aviation Professionals program.



FUTTRELL AND COLEMAN AWARDED DOCTORATES

Margaret Wheatley in her book, *Leadership and the New Science*, states "It is chaos's great destructive energy that dissolves the past and gives us the gift of a new future."

And so it was for **Alethia Futtrell** (WAI #28010) and **Tweet Coleman** (WAI #434) as they recently completed their journey to pursue doctorate degrees in aerospace aviation education from Oklahoma State University (OSU).

Alethia Futtrell is currently the manager of the Specialized Training Branch, which delivers graduate curriculum for Air Traffic Controllers at the FAA Academy in Oklahoma City, Oklahoma. She has been with the FAA as Air Traffic Control Specialist since 1978. Futtrell has had a wide range of experiences ranging from Nurse's Aide, U.S. postal clerk, New York City police officer, to a youth counselor.

Regarded as a flight safety expert, Tweet Coleman serves as the FAA Academy's International Flight Standards Program Manager. She oversees the design and delivery of training programs offered to the 190 countries in the International Civil Aviation Organization (ICAO). Prior to the FAA, Tweet amassed 12,240 flight hours as an FAA Flight Instructor, Corporate pilot (Lear Jets, Falcon-50) and Part 121 air carrier (B-727 and B-747). ✈

tion and, Aviation Safety and Security in the online MBA for Aviation Professionals program.

OTHERS MAKE THEIR MARK

Anne Ellefson has been appointed to the South Carolina Technology & Aviation Center (SCTAC) Board of Directors. The South Carolina Technology & Aviation Center is unique to the state of South Carolina. It is the largest general aviation airport in South Carolina with more than 50,000 flights annually and its total economic impact is \$222 million, more than all of the general aviation airports in the state combined.

Julie A. Rand has joined Embry-Riddle as the newest development officer at the University's Daytona Beach campus. Rand is a veteran fund-raiser with 20 years of experience in the nonprofit and educational arenas. ✈

CFI TIPS



MEG GODLEWSKI

I have been flying off and on for about three months now but haven't soloed yet. I have 12 hours but my training keeps getting interrupted by weather and life. Recently the school hired a new CFI that I seem to really click with. We've done a few ground sessions and I've learned a

lot already. I'd really like to switch instructors, or fly with both of them. Is that doable?

Talk to your current instructor. Explain that you feel a connection to the new instructor and that you feel this will enhance the learning process. CFIs are supposed to be professionals. If you are experiencing a learning plateau your CFI's job is to get you past it. One of the first things instructors try is a change of CFI. As long as the CFIs share notes, it's okay for you to fly with both of them.

I am working on my Private pilot certificate and I wonder how necessary it is for me to have a headset? They are so expensive and my Dad and uncle learned to fly without them so I don't know how important it is to have one.

Most CFIs today won't fly with you unless you have a headset. Chances are your dad and uncle have some hearing loss

from flying sans headset. You will find flying with a headset less fatiguing than flying without. Yes, they can be expensive, but when you weigh the options of \$300 vs. a lifetime of hearing loss, how does it balance out for you?

I'm getting ready for my PPL check ride and I am having trouble studying. Specifically, keeping focused. I start reading then my mind sort of fades. Any suggestions?

I am a big believer in flash cards. You can make them yourself using 3x5 notecards. Make some for weather, FARs, procedures, etc. They are easy to pack and should do a lot toward getting you prepared.

I just started my flight lessons. My instructor is a young guy who told me that he doesn't really like teaching, he's just doing it to get to the airlines. I can't help but wonder if this instructor will be focused on giving me the best training. What should I do?

I understand your concerns. The CFI you describe is known as a "time builder" or "experience builder." I respect the instructor being upfront with you about his career plans, but if you feel that it could possibly result in poor training for you it's time to find another CFI. ✈

.....
Meg Godlewski (WAI #8165) is a Master CFI and Gold Seal Instructor teaching at Clover Park Technical College in Puyallup, Washington.



United Nation, Department of Field Support LOGISTICS SUPPORT DIVISION

The Department of Field Support, Logistics Support Division, invites qualified experienced candidates to apply for positions at its Headquarters in New York.

The Logistics Support Division at UN Headquarters in New York is currently seeking employees with **aviation, logistics, supply chain management, surface transport, and cartographic expertise**. Working to support United Nations peacekeeping operations provides the opportunity to be a part of a diverse team of international experts whose goal is to build sustainable peace worldwide. Visit the Logistics Support Division online at <http://www.lsd.unlb.org/> to learn more.

All vacancies are advertised on the United Nations eStaffing System at <http://jobs.un.org>. Please choose the link to "Logistics".

The Logistics Support Division is dedicated to the United Nations goal of gender equality. Women are encouraged to apply.



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PROFILE

AUSTRALIAN AIR SAFARIS

Australian Air Safaris principals Mick and Tina Keough thought up the idea of providing flying vacation tours in Australia when fellow pilots kept asking, “When are we going to fly in Australia?”

After months of research and countless late night phone calls, it became clear how relatively simple it would be to fulfill the dream of many pilots—to fly Down Under as pilot-in-command.

The Keoughs were able to put together a fleet of late-model Cessnas at Bankstown Airport, which is located just west of Sydney, Australia, for the use of pilots coming from all over the world to fly in Australia on vacation.

Australian Air Safaris is owned and operated by Australian native Mick Keough and his wife of 16 years, Tina, who currently reside in Georgia. As a new corporate member to Women in Aviation, International, Tina was excited to exhibit at the 2009 International Conference in Atlanta, Georgia. “The show was well coordinated and presented. The fact that there are so many opportunities available today for women in the aviation industry, both leisure and in the workplace, was made readily available and there was something for everyone. A great take-away that came from the show, from our point of view, was the idea to customize tours specifically for WAI members and to introduce them to their sisters in Australia.”

Australian Air Safaris tours are geared towards showing off the diversity and beauty of Australia while providing guest pilots with time to relax and soak up the true-blue Aussie spirit and zest for life. All tours begin in Sydney. Australia has come inline with the international community and is now requiring that all pilots who wish to fly Down Under show proof of English proficiency. If your existing license does not show the words “English Proficiency,” you will need to request an updated certificate from your governing agency prior to filing paperwork for an Australian license. Keep in mind that “Australianese” is a unique language and some of the colloquial expressions will have you scratching your head. The typical

touring pilot will want a 90-day Certificate of Validation license (CV), which requires just a bit of paperwork and a check out upon arrival. There is no requirement to pass an examination for the issue of a Certificate of Validation. All licenses and ratings will be checked with the applicant’s home country aviation regulatory body. Best of all, the fee for issuance of a CV



is included in the price of the tour. Non pilots accompanying a pilot will have the fee deducted from their tour cost.

Depending on the tour requested, Australian Air Safaris sights vary from the Great Barrier Reef, Ayers Rock (Uluru) in the Red Centre, swimming with dolphins or whale sharks and a flyover of the Sydney Harbour Bridge at low altitude. The company excels in organizing custom group tours that are all-inclusive vacations...all the pilots have to do is get to Sydney.

For example, one special request tour organized for November 2009 will take guests to some of the world’s best wineries. We fly, stay two nights at each location and fly again on the third day. Not only is this much more relaxing, but the pilots get an opportunity to “savor a drop” of local fare as well. Daily options on the tour are a micro-brewery, a cheese and chocolate factory, horse carriage rides for the romantically inclined, kangaroo and koala petting, a haute cuisine cooking class for those who don’t mind cooking while on vacation, and of course, lots and lots of great Aussie wines.

Check out the Australian Air Safaris web site for more details and tour itineraries at www.AustralianAirSafaris.com or call their USA office directly at (770) 889-6554. ➔

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

PAI Consulting
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DENISE WATERS

Bird nests appear frequently in preflight contests, strategically tucked away in an aircraft. I've never seen this for real. What problems do they cause?

Bird nests seldom cause fatal accidents, but they do result in serious damage or messy, challenging clean ups. As these furry flight friends prepare for their

chick's arrival, aircraft structures provide shelter from the elements and predator protection. Choice building sites, deep inside structures, often go unnoticed in preflight. These FAA uncertified additions block cooling airflow to engine cylinders and oil coolers, resulting in high oil temps. Nesting materials trap water and debris in aircraft structures promoting corrosion. Damage to navigation light wiring, power supplies and materials jamming control surfaces are possible.

To avoid this mess, first, identify squatters. Notice birds carrying debris flying near tied-down aircraft. Check for droppings. Use a flashlight and mirror. Check areas not readily seen in engine compartments and lightening holes. Hangared aircraft are hardly immune. Inviting doors are often open. Nest construction materials abound. Resident hangar birds can relocate. Listen for chirping when pulling aircraft in for maintenance.

Remove nesting debris completely, especially in engine

compartments. Cowling removal and more may be required. During your next inspection, mechanics and pilots should share details on bird activity or nest evidence.

Use preventative measures to protect your aircraft. Block access to desirable aircraft cavities. Use canopy covers and foam engine compartment plugs. Verify they are labeled properly with prominent "remove before flight" tags. When tying down in new locations check bird pattern activity. Birds are persistent, returning to rebuild even if nests are removed, and they find alternate entrances when paths are blocked.

I'm new managing maintenance crews. Are there any special considerations for working crews during the summer?

Keep your crews cool so they perform their best. Heat related mishaps are well documented, and heat-stress induced dehydration impacts mental functions. Crews working inside cramped aircraft or out on a 90°F ramp have challenges with heat. Train yourself and your crews to notice heat stress and dehydration effects: tiredness, headaches, nausea, vomiting, muscle weakness, cramps, pale skin, high temperature, dizziness, aching joints and stress indigestion. Emphasize drinking liquid even when not thirsty. Verify that cool drinks, water and fruit juice are readily available in break areas. Avoid tea and coffee, which dehydrate. Encourage frequent short breaks in the shade during extreme conditions.

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

Congratulations to Amanda Steele (above), winner of the Telex Scholarship at the 2008 Women in Aviation Show.



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or logging your **20,000th hour**
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A BETTER WAY

OREGON AERO'S BOOST



I'm 5'2" and have a slight problem—all my height is above my waist, which means my feet have a tough time reaching those rudder pedals in the airplanes I fly. I've had a couple of pillows that I've carried around but they were either uncomfortable or always slipping out from behind me.

by Betty Huck

Now I have the perfect solution—the SoftSeat Portable Seat Cushion with a Full Back Cushion from Oregon Aero (\$179-\$199 at www.oregonaero.com). I primarily got the Full Cushion Back with Adjustable Lumbar Support to move me 2-3 inches closer to the pedals. Not having full rudder travel just doesn't work!

The seat cushion was simply to keep the back cushion in place in the airplane since I didn't really have the height problem. But the big benefit I have discovered with the seat cushion is that I can use it in my car and relieve the ache that develops in my leg and hip when I drive any distance.

The back and seat cushions are connected with a zipper and the bottom cushion has straps that wrap around the seat to keep it in place. There are easy-to-grasp handles for transporting between your vehicles, or, if you are renting, between different aircraft.

The SoftSeat Portable Seat Cushion and Full Cushion Back have become all-around companions for me in both the airplane and car. The three parts can be used separately, too. If I am restricted on head space I can remove the seat cushion and only use the seat back. If I need less forward push I can remove the lumbar support. The SoftSeat has taken care of my safety as well as my comfort issues.

For more information about the SoftSeat portable seat cushion go to www.oregonaero.com or call (800) 888-6910.



FLYBAG

Review by Amy Laboda

I didn't think I needed a better way to hold my liquid toiletries for clearing security at the airport, but since I've been using the sturdy, clear plastic Flybag I've been convinced there is a better way. The Flybag (\$16 at



Amazon.com) has an industrial zipper and plenty of room for me to cram all of the mini bottles and tubes of toothpaste, lotion and hair stuff I need for a week's journey anywhere. I can even wedge a full 2.6 ounce stick of deodorant and a couple hair fasteners in and still get the zipper closed. I don't use the eye mask or the earplugs that came with the bag, but they are a nice touch. If you travel constantly you might consider upgrading to Flybag's rugged, TSA-approved container, and ditch that dingy Ziploc you've been bagging, before it splits on you.

Head to the Members Only section
of the web site for current
JOB POSTINGS

EAA/Sporty's Young Eagles Partnership

Hal Shevers, longtime advocate for youth in aviation and founder of Sport's Pilot Shop, wants to "move Young Eagles from the right seat to the left seat." To do that Shevers is offering Young Eagles free online flight school ground training through www.Sportys.com as well as providing them with their first ever logbook to log flight training.

Each Young Eagle will be given an access code to log on to the Sporty's On-line Complete Pilot Course as well as the compact logbook. "Our course guarantees that the motivated student will pass the written, oral and flight tests," says Shevers. For more information about this partnership, contact EAA at www.eaa.org or (800) 564-6322. ✈



The Pacific Aviation Museum's Ford Island location in the middle of Hawaii's Pearl Harbor is one of the most historically significant sites in America. The hangars that house the museum are the same ones that bore witness to the Japanese attack on the 7th of December, 1941 that triggered the United States' entry into World War II.

by Syd Jones & KT Budde-Jones

Hangar 79 dominates the muse-

um's property, in size as well as historical presence. The largely original structure encloses two acres of floor space and at each end the towering door's blue glass windows are still riddled with bullet holes left by the Japanese attack. During the war it was a maintenance and engine repair facility, filled with fighters, bombers and patrol aircraft that were based in Pearl Harbor or transiting through to the front lines. Today part of Hangar 9 is back to its original WWII maintenance configuration, and modern day restoration activities act as an interactive way of presenting the techniques and stories of the maintenance crews.

The newly refurbished restoration facility is named “Lt. Ted Shealy’s Restoration Shop.” Shealy was an exceptional aircraft maintenance man whose naval career spanned naval biplane fighters in 1936 all the way to F-4 Phantoms during the Cold War. During WWII he was stationed on Ford Island, served aboard the USS *Enterprise* during the Battle of Midway and would later return to Hawaii, being stationed at Barbers Point where he would meet his future wife (a WAVE aircraft maintenance worker). The shop is dedicated to those whose ability, dedication, perseverance and can-do attitude helped keep them flying.

Visitors can picture themselves there, shooting rivets, supporting the war effort and feeling like they made a difference. The current project in the restoration shop is a Stinson L-5E that was actually based on Ford Island late in the war. Though used extensively in the Pacific, this particular aircraft was built in July 1945 and arrived in Hawaii too late to be sent off to combat. It is the air ambulance version, capable of carrying a stretcher behind the pilot.

With the restoration shop up and running again you can hear the faint beating of Hangar 79's heart waiting for its turn to be restored back to its former glory.

Pacific Aviation Museum Pearl Harbor is open daily from 9:00 a.m. to 5:00 p.m. featuring vintage aircraft, flight simulators, a restaurant and Museum Store. Call (808) 441-1000 or visit **www.PacificAviationMuseum.org** for tickets and more information. ✈

Syd Jones is Restoration Director and KT Budde-Jones (WAI #38173) is Education Director of the Pacific Aviation Museum–Pearl Harbor.

Women in Aviation, International

2010 SCHOLARSHIPS

Scholarship awards are a major benefit of membership in Women in Aviation, International. There is an award for nearly everyone here, from the college student to the woman returning to the workforce, from teachers to air racers, managers and dispatchers to pilots, engineers, technicians and mechanics.

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

You must be a member of Women in Aviation, International to apply for these scholarships. You can join online at www.wai.org, or by filling out the membership form on page 29 of this magazine and mailing it in. It will be the best \$39 (only \$29 for students) that you'll spend this year.

Dispatcher Scholarships

Airline Ground Schools, Inc.

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

Airline Dispatcher's Federation Scholarships

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

Engineering Scholarships

Delta Air Lines Engineering Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in a Baccalaureate degree in Aerospace/Aeronautical, Electrical, or Mechanical Engineering. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 21st Annual International Women in Aviation Conference (includes roundtrip airfare, hotel accommodations and Conference fee). Applicants must be full-time students at the junior or senior level with a minimum of two semesters (as of March 2010), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

IN ADDITION to all WAI requirements you must also include a detailed essay (500-1,000 words), double spaced, type written which addresses the following topics:

1. Who or What inspired you to pursue a career in Aerospace/Aeronautical, Electrical, or Mechanical Engineering?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else were to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?
5. Why are you the most qualified candidate for the Delta Air Lines Engineering Scholarship?

(Scholarship value \$5,000; Estimated total value \$6,000)

WAI Connecticut Chapter Engineering Scholarship

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

Requirements:

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

Limitations are:

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

Flight Scholarships

Airbus A320 Type Rating Certificate Scholarships (2)

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

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

Delta Air Lines will award two B737-800 Type Rating Certificates to qualified recipients who are currently enrolled or have a Baccalaureate Degree. Candidates must have a minimum GPA of 2.5 (on a 4.0 scale) and have leadership potential. All training will be approximately six concurrent weeks and conducted in Atlanta, Georgia. Lodging accommodations and roundtrip airfare will be provided during training (meals not included). In addition to the B737-800 Type Certificate, each recipient will receive a trip to the 21st Annual International Women in Aviation Conference (including roundtrip airfare, hotel accommodations and Conference fee).

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

Minimum qualifications include the following: commercial, instrument, and multiengine land certificates, a minimum of 1,000 hours total time, and a current first class FAA medical certificate. Candidates must include a copy of their automobile driver's license, current passport, and list any moving violations, dates, locations and associated details for the last seven years. Candidates must include a statement of conviction (any type of violation of the law, moving or not) with complete dates and locations. Candidates should provide details pertinent to any letters from the FAA regarding any aircraft incidents or accidents, and a complete list of all FAA check ride failures. (Scholarship value \$35,000 each. Total value \$70,000)

Delta Connection Academy Scholarship

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

1. Why do I deserve this scholarship?
2. What contributions do I feel I will make to the future of aviation?
3. What will I do to ensure my success in the Delta Connection Academy?

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

ExpressJet Airlines, DBA Continental Express, Regional Jet Transition Course

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

Minimum Hours:

- 250 hours TT
- 100 hours ME

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

From Rose to Rise Scholarship

This scholarship will be given to someone who has soloed and is working toward a private pilot certificate, and shows a well-rounded aviation interest besides piloting, such as active participation in aviation groups, and demonstrated interest/participation in aviation history, promotion, and/or education. Preference will be given to female applicants over the age of 30. The scholarship must be used within one year and will be paid directly to a flight school for the recipient. Include in your essay an explanation of the depth of aviation interest/participation and why the scholarship would be beneficial to you. (Scholarship value \$500)

The Keep Flying Scholarship 2010

The Keep Flying Scholarship was created after 9/11 to offer an intermediate level flight scholarship. Sponsors Deborah Hecker, Evelyne Tinkl and Janet Patton are offering one \$3,000 scholarship to an individual working on an instrument or multiengine rating, commercial or CFI rating certificate. Payments will be made directly to your flight school. Flight training must be completed within one year. Finalists are interviewed at the annual Women in Aviation Conference. Minimum requirements: private pilot certificate, 100 hours of flight time, copy of current written test (passing grade required) only for the certificate/rating sought. In your essay tell how the funds will be used, your goals and other information you feel is relevant. One letter of recommendation must be from a pilot with whom you have flown. (Scholarship value \$3,000)

Ride The Sun Scholarship

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

Apply it toward:

- Air Racing expenses
- Training: Aerobatic, Formation Flight, Mountain, Soaring, Ballooning

(continued on next page)

- Special volunteer flights
- Record setting (NAA) flights
- International competitions and more...

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

Sporty's Foundation Flight Training Scholarships (2)

Sporty's Foundation is offering two Recreational Pilot Flight Training Scholarships for small aircraft maintenance technicians. The award money is not intended for use in achieving instrument rating, commercial, multiengine, instructor certificate or any other endorsements. Award money is to be used for flight training costs only. Award recipient must plan to pursue a Recreational Pilot certificate within six months of receiving the scholarship. Award money will be sent to flight trainer and award recipient and will require two endorsements for deposit. Award recipients will also receive a copy of Sporty's Complete Recreational Pilot Flight Training Course on interactive DVD. (Scholarship value \$5,000)

Women Military Aviators – Dream of Flight Scholarship 2010

Women Military Aviators (WMA) seeks to preserve, for history, the important role women have played in creating and supporting the American Spirit through their contributions to flight, aeronautics and space. WMA is an elite group of women who have changed and continue to change the way the world works and who put their lives on the line in defense of their country and for the love of aviation. WMA is committed to passing this legacy from one generation of women to another and has established an annual scholarship program in support of this commitment. Advocating the love of aviation, WMA offers an annual scholarship to advance a young woman in her pursuit of flight ratings at an accredited institution or FAA part 141 approved flight school. For 30 years this scholarship has been given to candidates so that they may pursue opportunities in aviation and so they can support the advancement of women in civilian and military aviation.

The selection criteria include the applicant's ambition to advance women in aviation, demonstrated persistence and determination; financial need; ability to complete training; and ability to bring honor to the women of WMA. All criteria should be addressed by the applicants in their application in addition to identifying their interest in military aviation. Applicants must be able to complete training within one year of the award; be enrolled in high school, an accredited flight program, or an accredited college or university. In addition, applicants should identify the school, college or university in which enrolled and identify the part 141 school where training will be completed. The 2010 Award will be given in honor of the women aviators who have served or are serving in Iraq and Afghanistan. (Scholarship value \$2,500)

NEW FOR 2010

Dare to Dream Scholarship

The sponsor of this scholarship would like to make a differ-

ence in the life of one deserving person who is pursuing her dream in the world of aviation. A \$3,000 scholarship will be awarded to an individual working toward an instrument or multi-engine rating, commercial or CFI certificate. Funds will be paid directly to your flight school and training must be completed within one year. The recipient will be chosen on a basis of merit, career aspirations and dedication, as well as contributions to her community. One letter of recommendation must be from a pilot who has flown with you. (Scholarship value \$3,000)

General Scholarships

NEW FOR 2010

Desert Jet Corporate Aviation Management Scholarship

Desert Jet, an aircraft charter and management company based in the Palm Springs area of California, is sponsoring this scholarship to promote the professional development and leadership skills of business aviation pilots who seek careers in aviation management or desire to start their own aviation-related business. It is envisioned that a pilot would be able to transition into a position of leadership with the training provided by this scholarship.

Suggested uses for the scholarship include (*but are not limited to*);

- Certification in the NBAA Certified Aviation Manager Program
- Aviation Safety Officer Training
- Coursework towards the USC Aviation Safety and Security Certificate
- Attendance at NBAA's Leadership Conference
- Darden Graduate School of Business Corporate Aviation Function Programs
- NBAA Professional Development Program Courses
- Embry-Riddle Aeronautical University Corporate Aviation Management Certificate Program

To apply, submit copies of your résumé, all pilot and flight instructor certificates, current medical certificate, and a copy of the last three pages of your logbook. Please also include an essay which describes your aspirations and how this scholarship will help achieve your goals. (Scholarship value \$1,000)

Airbus Leadership Grant

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

The Boeing Company Career Enhancement Scholarship

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

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

Dassault Falcon Jet Corporation Scholarship

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

The Elisha Hall Memorial Scholarship

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

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

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

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

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

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

Janet Clark Memorial Scholarship

The Washington State Chapter of Women in Aviation, Inter-

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

Applicant must:

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

Scholarship usage criteria:

- The scholarship funds must be used within one year of receipt.
- Scholarship funds will be paid directly to an accredited program.
- Scholarship funds may be used for tuition, books, specific training, or housing (if arranged through the training program). (Scholarship value \$1,500)

Women in Aviation, International Achievement Award (3)

Two scholarships will be awarded to a full-time college or university student pursuing any type of aviation or aviation related career. A third scholarship will be awarded to an individual, not required to be a student, pursuing any type of aviation aspiration. (Scholarship value \$1,000 each scholarship)

Women in Corporate Aviation Career Scholarship

The Women in Corporate Aviation Career Scholarship is offered by the members and sponsors of Women in Corporate Aviation to any man or woman pursuing professional development or career advancement in any job classification of corporate/business aviation. The award must be used toward a specific program of education. Suggested uses include (but are not limited to): Flight training, dispatcher training, maintenance training, corporate flight attendant training and upgrades in aviation education. The award cannot be used for general business course work. Scholarship will not be awarded to previous winners of Women in Corporate Aviation scholarships. If you are currently enrolled in school, please submit school transcripts. If you are a pilot please submit copies of pilot licenses, medical and logbook pages with your application. (Scholarship value \$2,000)

Maintenance Scholarships

Delta Air Lines Aircraft Maintenance Technology Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in Aviation Maintenance Technology. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 21st Annual International Women in Aviation Conference in Orlando, Florida (includes roundtrip airfare, hotel accommodations and Conference fee). Applicants must be a full-time student, with a minimum of two semesters left (as of March 2010), with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens or eligible non-citizens.

IN ADDITION to all WAI requirements, please include a detailed essay (500-1,000 words), double spaced, type written which addresses the following topics:

1. Who or What inspired you to pursue a career in Aviation Maintenance Technology?
 2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
 3. If someone else were to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
 4. What has been your most memorable academic experience and how did you handle this situation?
 5. Why are you the most qualified candidate for the Delta Air Lines Aircraft Maintenance Technology Scholarship?
- (Scholarship value \$5,000; Estimated total value \$6,000)

Delta Air Lines – Engine Maintenance Internship

Delta Air Lines would like to extend a 2010 Summer Internship (13 weeks) opportunity to a student currently enrolled in a Baccalaureate degree in Aerospace/Aeronautical, Mechanical or Industrial Engineering. In addition to an internship position, the recipient will receive a trip to the 21st Annual International Women in Aviation Conference (includes roundtrip airfare, hotel accommodations and Conference fee). Applicants must be full-time students at the junior or senior level with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens. Lodging accommodations will be provided for the duration of the 15 weeks.

Compensation is paid to interns based on the following guidelines:

- Junior \$2,253/month (\$13/hr) – Completed at least 60 hours in college
- Senior \$2,427/month (\$14/hr) – Completed at least 90 hours in college

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

IN ADDITION to all WAI requirements, interested applicants should submit a résumé and cover letter detailing their qualifications. Applicants should list academic honors, schol-

arships, awards and special achievements. (Internship value \$10,159 - \$10,681 including salary, lodging, and Conference)

Pratt & Whitney Maintenance Scholarships (6)

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

Management Scholarships

Delta Air Lines Aviation Maintenance Management/Aviation Business Management Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Associate or Baccalaureate degree in Aviation Maintenance Management or Aviation Business Management. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 21st Annual International Women in Aviation Conference (includes roundtrip airfare, hotel accommodations and Conference fee). Applicants must be full-time college students, with a minimum of two semesters left (as of February 2010), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

IN ADDITION to all WAI requirements, please include a detailed essay (500 -1000 words), double spaced, type written which addresses the following topics:

1. Who or What inspired you to pursue a career in Aviation Maintenance Management/Aviation Business Management?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?
5. Why are you the most qualified candidate for the Delta Air Lines Maintenance Management/Aviation Business Management Scholarship? (Scholarship value \$6,000)

Flo Irwin / Aircraft Spruce Scholarship

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

own aviation business after graduation. The essay should include information on the type of business being considered. (Scholarship value \$1,000)

GAT Wings to the Future Management Scholarship

GAT will give a scholarship to a female student in an aviation management or aviation business program at an accredited college or university. The scholarship will be applied to the tuition of the recipient and cannot be used for flight fees. Applicants must be full-time students with a minimum GPA of 3.0 (on a 4.0 scale). The recipient will also receive travel and lodging expenses to attend the 21st Annual International Women in Aviation Conference in Orlando, Florida, February 25-27, 2010. (Scholarship value \$2,500)

Women in Aviation Management Scholarship

This scholarship will be awarded to a woman in an aviation management field who has exemplified the traits of leadership, community spirit and volunteerism. The scholarship can be used to attend a leadership-related course or seminar to raise the individual's level of management. (Scholarship value \$1,250)

Yeager Foundation WAI Scholarship Award

In 2005 the Chuck Yeager Foundation established a scholarship to assist those who may not otherwise be able to become involved in aviation. This scholarship will be awarded to a deserving WAI member who has applied for other WAI or Corporate Sponsor scholarships and who has unique circumstances that impede their ability to advance their aviation plans. The recipient of this scholarship will be selected from

the applications submitted for other scholarships. The selection will be based on information submitted in the scholarship application package. No separate application package is required. (Scholarship value \$1,000)

FedEx Express B-727 Aircraft



FedEx Express is accepting applications from qualified aviation schools/universities; airport rescue/firefighting groups; government agencies; museums and other aviation education organizations for a B-727 airplane from the company's retiring fleet. To be considered for this donation, please submit a detailed summary of your organization, including information about your program, how the aircraft would enhance your program and any joint use opportunities with other area programs to increase the utilization of the asset. The recipient must have adequate parking space available and will be required to sign a contract that restricts the transfer of ownership, the sale of parts and acknowledges that the aircraft will be used for ground training only. Contract approval and a delivery date will be finalized with the selected organization, and the winner will be announced at the 2010 WAI Conference in Orlando. Applicants must also be a **corporate member** of Women in Aviation, International.

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

Submission Requirements for ALL WAI Scholarships

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

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

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

Descriptive essay or résumé should address the following:

- your aviation history and goals
- what you have done for yourself to achieve your goals
- where you see yourself in five and 10 years
- how the scholarship will help you achieve your objective and your present financial need
- flight or other training/education for which you need assistance; how

your previous training was financed; educational scholarships, awards and honors; where you would obtain the training and the hourly rate for the instructor, aircraft, and simulators, or other costs, **if applying for cash scholarship**

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

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

Selection Factors

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

Awards

All scholarships, unless otherwise noted, will be awarded during the 21st Annual International Women in Aviation Conference, to be held at Disney's Coronado Springs Resort on February 25-27, 2010.

Applications must be postmarked by November 20, 2009

2010

SCHOLARSHIPS

Official Application

FOR

Name of Scholarship
(To be completed by applicant)

Full Name _____ WAI Member # _____

Home Address _____

Work/School Address _____

Home Phone _____

School Phone (Student) _____

Work Phone _____

Cell Phone _____

E-Mail _____

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

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

Overall Grade Point Average _____

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

GPA verification required by advisor or faculty member:

Signature _____

Printed Name _____

Title _____

Phone _____

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

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

Questions?

Contact Donna Wallace: dwallace@wai.org

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



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

Signature of applicant _____

**Applications must be
postmarked by
November 20, 2009**

WAI
CONFERENCE



WAI Pioneer Hall of Fame Nominations

The Women in Aviation, International Pioneer Hall of Fame was initiated in 1992 at the Third Annual International Women in Aviation Conference, which was held in Las Vegas, Nevada.

The purpose of the WAI Pioneer Hall of Fame is to recognize women who have made significant contributions to the aviation industry as record setters, pioneers or innovators. Because Women in Aviation, International is about mentoring and networking, special consideration is given to women who have helped other women become successful in aviation or opened doors of opportunity for other women.

The Hall of Fame has continued to be an annual event, with the induction ceremony being conducted at the annual WAI Conference, during the banquet and before the presentation of scholarship awards. Previous years' winners and a nomination form are available at www.wai.org/resources/pioneers.cfm or by calling (937) 839-4647.

Nomination form deadline is August 31, 2009.

WOMEN IN AVIATION, INTERNATIONAL

2010 Pioneer Hall of Fame

Nomination Invitation

INDUCTION CEREMONY

Saturday, February 27, 2010 – Disney's Coronado Springs Resort
You are invited to submit nominations for Women in Aviation, International's
2010 Pioneer Hall of Fame.

Deadline for submissions: August 31, 2009

WHO IS ELIGIBLE:

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

WHAT TO SUBMIT:

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

WHERE TO SUBMIT:

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

Safety is not an option

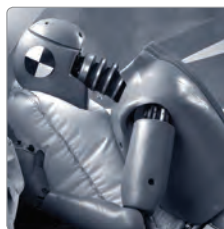


AmSafe Airbags can save a life.

The fact is nearly 80% of new general aviation airplanes have the AmSafe® Airbag system. Now older aircraft can benefit from this life-saving upgrade.

Airbags are standard equipment in cars and you know how effective they've been. Finally, you can retrofit airbags in your airplane. AmSafe Airbags are integral to your seatbelts and provide additional protection to passengers of all sizes. They're easy to install and they're available for most models.

Next time you're in for maintenance, schedule a retrofit of AmSafe Airbags. It could save a life.



AmSafe Aviation.

Makers of the only general aviation airbag. Period.

See us at EAA 2009, booth #2122.

Visit bestultimateupgrade.com for details.

AMSAFE
AMSAFE.COM

DEBBY RIHN-HARVEY: THE HEART





OF A CHAMPION

RIHN-HARVEY HAS THE
DISTINCTION OF BEING
THE LONGEST-STANDING
MEMBER OF THE U.S.
UNLIMITED AEROBATIC TEAM,
HAVING HELD A SPOT
ON THE TEAM 14 TIMES
SINCE 1983.

With an insatiable drive and true passion for aviation, U.S. National Aerobatic Champion Debby Rihn-Harvey was destined to fly. She channeled her energy to reach her goals while inspiring others to do the same.

With more than 30,000 hours in the cockpit, Debby has forged her place in aviation history. In 2006, Rihn-Harvey became the third woman in history to be crowned U. S. National Aerobatic Champion. In 2008, she earned the title a

second time as the top **by Aileen Watkins**
competition aerobatic

pilot in the country. She has the distinction of being the longest-standing member of the U.S. Unlimited Aerobatic Team, having been selected 14 consecutive times since 1983. Her dedication to the sport of aerobatics places her among the world's elite pilots. No other pilot in the world has maintained a consecutive standing on a national aerobatic team longer than she. In addition to her many aerobatic achievements, she owns and operates a successful specialty flight training school, and is a Boeing 737 Captain for Southwest Airlines. She truly loves her multifaceted flying career, and it shows in her enthusiasm for "everything airplane."

HOW IT ALL BEGAN

Rihn-Harvey grew up in Nebraska as part of a flying family. In the 1920s, her grandfather owned a barnstorming business hopping airplane rides. He also operated a trade school for mechanics, manufactured airplanes and taught people to fly. Her father was a pilot and bombardier. After serving his country, he started his own aviation business. Rihn-Harvey and her two brothers, John and Scott, soloed on their 16th birthdays. She received her private pilot certificate during her senior year in high school, then continued earning her ratings during vacations and summers while in college up to her ATP (she was not yet 23).

With limited opportunities in aviation at the time, Rihn-Harvey completed her undergraduate degree in Biology and interned in Medical Technology. In 1974, she relocated to Houston, Texas. She enjoyed her career and considered medical school, but her true passion was aviation. She spent her extra time flying cargo, flight instructing and applying for airline positions even though women were rarely hired in the early 1970s. She remained in the medical profession so that she could afford to fly and continue building hours for her résumé.

In 1976, while working as a laboratory supervisor, she met Dr. Eoin "Doc" Harvey, an avid pilot and aviation enthusiast. He asked her to fly with his daughter. "Doc" and Rihn-Harvey worked well together. They married, and established Harvey & Rihn Aviation in 1979 in LaPorte, Texas.

PHOTOGRAPHY BY SCOTT SLOCUM

While working with Harvey, Rihn-Harvey felt it important to train in aerobatics, emergency maneuvers and spin recovery. Learning to fly the design envelope of the aircraft enabled her to better relate aerodynamic concepts to her students while helping them build their confidence. After many hours of training, practice and coaching, she was eager for a new challenge: aerobatic competition.

Her first contest was in McKinney, Texas, flying a clipped-wing Taylorcraft. The enthusiasm her newfound aerobatic friends had for the sport was infectious. She continued her training and at her second contest she placed third. From that point forward, she knew what she wanted to do.

WORLD-LEVEL COMPETITION AND AIR SHOWS

Rihn-Harvey devoted herself to training and honing her aerobatic skills, and her hard work paid off. She qualified for the United States Aerobatic Team in 1983, and competed at the World Aerobatic Championship in Hungary. It was an incredibly empowering experience for her. She worked together with her teammates and “Doc” in the quest for the gold. “Doc” was not only a physician but was also an Unlimited pilot, aircraft designer and builder. One of her competition aircraft, dubbed the “Texas Hurricane,” was his creation.

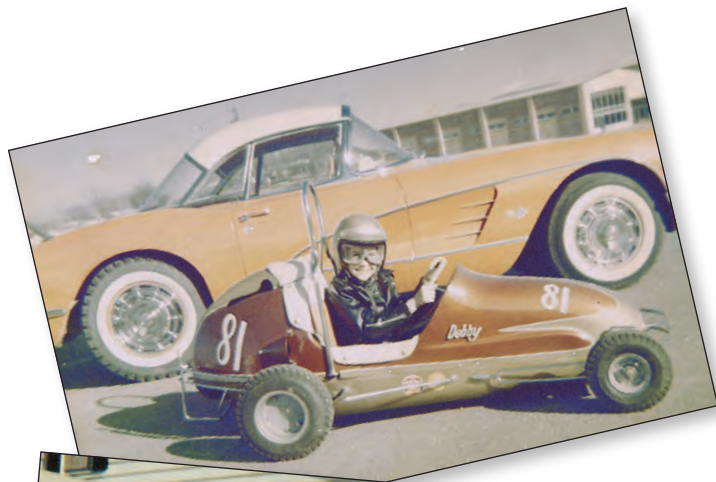
Her countless hours of training, practice and critique have culminated in consistent performances that have earned her the respect of her fellow competitors worldwide. As U.S. National Aerobatic Champion, Rihn-Harvey has been awarded the Mike Murphy Cup twice. She has also won the Betty Skelton Trophy (awarded to the top-placing woman competitor in the Unlimited category at the U.S. Nationals) 10 times.

In the late 1980s Rihn-Harvey started a career with the airlines and began to fly heavy iron along with her aerobatic pursuits.

In November 1995, “Doc” succumbed to liver cancer. Rihn-Harvey continued their flight school and FBO business on her own, and continued aerobatic competition and airshow flying while flying the line at her airline. Her strength and love for her family helped her build upon her career despite her loss.

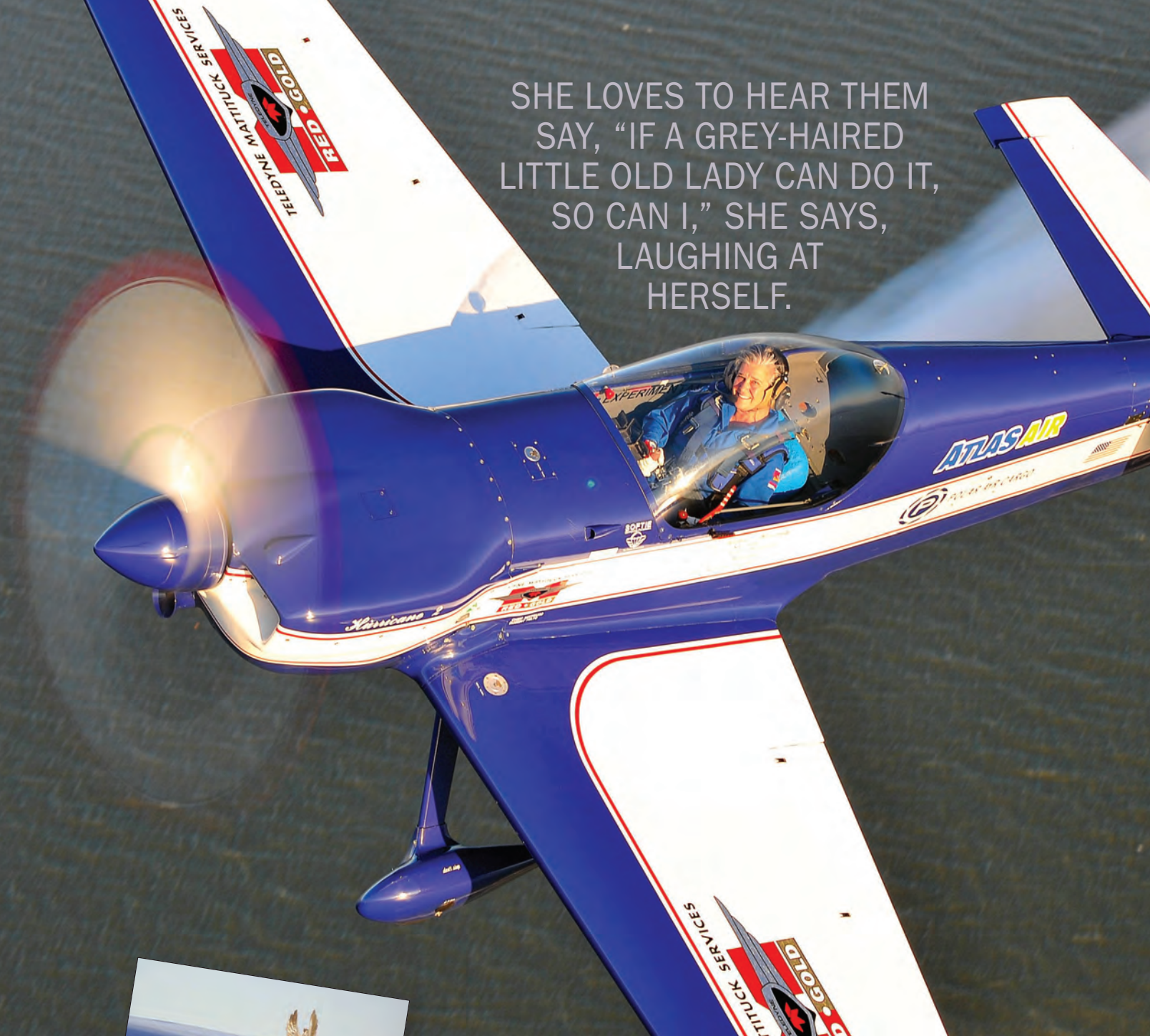
In addition to her other pursuits, Rihn-Harvey is also an active air show performer and Aerobatic Competency Evaluator (ACE) through the International Council of Air Shows (ICAS). She has been an FAA Designated Examiner for 28 years, too.

She recalls her first air show with one word: exciting. She started preparing her routines by flying contest sequences—just flew them a little lower. Over time, the routines evolved into less of the rigid, ultra-precise competition-style maneu-



Above: Debby thrived on challenges. She loved racing cars and demolition derby. Debby was active in Masonic youth organizations, Job's Daughters, and was chosen the DeMolay Nebraska State Sweetheart in 1969. She was selected the Queen of Job's Daughter Bethel #69.

SHE LOVES TO HEAR THEM SAY, "IF A GREY-HAIRED LITTLE OLD LADY CAN DO IT, SO CAN I," SHE SAYS, LAUGHING AT HERSELF.



CLAY SMITH

vers and more into a flowing presentation of complex figures designed with smooth transitions and tumbling gyroscopic maneuvers popular with audiences.

She enjoys entertaining and inspiring others. She loves to hear them say, "If a grey-haired little old lady can do it, so can I," she says, laughing at herself.

ABOUT HER ROAD TO SUCCESS

Rihn-Harvey attributes her success to many years of dedication and commitment to her passion, and she has been careful to thank each person who has helped her along the way.

Her advice to the aspiring pilot who is interested in competition, formation or air show flying is straightforward, "Training is invaluable," she says. "Seek out the professionals out there who are doing it. If you have a role model who you admire, ask for advice, work hard, and you will reap what you earn. The key is dedication to

reaching your goals, because if it is your true goal and desire, you will achieve it. You don't get anywhere on your own, and if you earn it, others will see that drive and ambition, and support you on your quest to succeed."

Rihn-Harvey lives by example. When she began her career as an airline pilot, the occasional "minority comment" would come up. Her response was, "Well, that may be, but perhaps the 9,000 hours I have logged flying counts for something." Finding work back then was difficult, but her professionalism, persistence and patience paid off at her airline.

HER GREATEST ACCOMPLISHMENT

Debby Rihn-Harvey has inspired countless pilots throughout her 44-year career. Whether witnessing a student overcoming a challenge or seeing one hired by major airlines, she enjoys their success. When someone approaches her with thanks, the recognition that she helped them achieve their dream is priceless.

For more information on Rihn-Harvey and the sport of aerobatics, take a look at www.harveyrihn.com, www.debby-rihnharvey.com, and www.iac.org. ➔

.....
Aileen Watkins (WAI #1919) ATP, CFIIME,
lives and works near Houston, Texas.



Above: Aerobatic machines such as Debby's CAP 232, affectionately known as Hurricane 2, are custom-fit for the pilot and her parachute. Notice that there are no gyro-driven instruments in the panel, as they do not hold up well to the beating of extreme aerobatics.

Left: "Hand flying" a sequence before flying helps the pilot consider present winds aloft for positioning in the aerobatic "box."



Join Women in Aviation, International Today...

Become a part of a dynamic group of individuals!

WAI membership is open to women and men from *all* segments of the aviation industry, including general aviation, corporate, commercial and military aviation. Membership is available to anyone with an interest in aviation, including professionals, enthusiasts and students.

When you join WAI you become part of a very dynamic group of individuals! The many benefits of membership include: networking and mentoring, career and volunteer opportunities, local chapters, educational resources, discounts to attend WAI's Annual Conference, *Aviation for Women Magazine* subscription, *WAI Connect* electronic newsletter, and of course... fun!

.....o
WAI Member # 2428
Julie Clark
Airshow Performer
American Aerobatics Inc.
Member Since: 1997



"I looked at WAI as an opportunity for me to help mentor future aviation endeavors for young women."

Discover more at www.wai.org

WAI Member Benefits and Services

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

WAI Membership Application

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

Name _____
Aviation Affiliation/Occupation _____
Company _____
Address ☐ home ☐ work _____
City _____
State/Province _____
Zip/Postal Code _____
Country _____
Phone (home) _____
Phone (work) _____
Fax _____
E-mail _____
Chapter Affiliation _____
Referred to WAI by _____
Gift? Giver's name _____

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

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

Categories of Membership

\$39 ☐ **Individual** Aviation professionals or enthusiasts

\$29 ☐ **Student** Full-time student, any age

School _____

\$49 ☐ **International** Residents outside U.S.

\$39 ☐ **International** w/digital magazine only

\$39 ☐ **International Student** Students outside U.S.

\$29 ☐ **International Student** w/digital magazine only

\$20 ☐ **Family** Individual family members residing in the same household as Individual, Student or International Member (magazine not included)

\$400 ☐ **Corporate** Organizations or Corporations

\$500 ☐ **Supersonic Corporate** Includes member benefits for four employees

Form of Payment (must be payable in U.S. funds)

☐ MasterCard ☐ Visa

☐ Check (payable to Women in Aviation, International)

Account Number _____

Expiration Date _____

Cardholder's Name (print) _____

Authorized Signature _____

(sign as name appears on credit card)

Three Easy Ways to Register!

① **Web** www.wai.org ② **Fax** (937) 839-4645

③ **Mail** Women in Aviation, International

3647 S.R. 503 South, West Alexandria, OH 45381



Jumping Genius

THE WOMEN OF THE GOLDEN KNIGHTS

When I was 19 years old, I had the brave idea to leap from a perfectly good airplane. My best friend and I donned our bikini tops and jean shorts under our jumpsuits, took a 15-minute briefing, boarded an airplane and lived to talk about it. On a college budget I splurged and sent the video overnight to my mom for Mother's Day. I only wish I could have been there to watch her face.

Twelve years later, I planted my two feet next to both my mom and dad, after exclaiming their names from a thousand feet above. They were thrilled to watch this time, but only after they had had a complete tour of the Golden Knights facility and a briefing from my tandem instructor, Mike. This was my second jump with the United States Army Parachute Team at their home base of Fort Bragg, North Carolina.

My first jump with the Golden Knights came about when I was posed with the question if I would like to skydive with the most elite, respected skydiving team in the world. I was actually flying one of the Golden Knights from Phoenix, Arizona, to Yuma in my Cirrus and I can remember gazing down and being so excited that soon I would be free-falling towards the ground below. That first jump in Yuma, Arizona, is where the Golden Knights go through "training camp" in preparation for their competition and air show schedule. There I met Master Sergeant Khalida "Hal" Hendricks and we were friends instantly. Whether you are piloting an aircraft or jumping out of one, we decided the common passion of flight connected us. Hendricks joined me on my jump as a formation flyer.

Raised by her father, Hendricks is intelligent, strong and independent. The linguist program attracted her to the Army. After 11 years in service, she has

earned 187 college credits, an Associate's degree in Intelligence Operations, and an Associate's degree in Arabic.

Motivated to go to the front lines with her friends, Hendricks taught herself Albanian, becoming the only qualified enlisted Albanian linguist in the open Army. It wasn't long before she was being briefed by the General overseeing the entire region.

Through her specialties with Special Operations and Human Intelligence, Hendricks has utilized her communicating expertise. With deployments to Korea, Kosovo and five assignments in Iraq, Hendricks finds it empowering to see direct results of the foreign people benefiting from her dedication, saying, "I could see missions planned based on my work and the results of those missions being successfully concrete. Working 15- to 18-hour days was okay, because every minute of it was active and very real. And I loved being immersed in the Kosovar and Iraqi cultures."

Hendricks was at that time the only female on the Golden Knights' demo team, which perform at air shows and events throughout the United States promoting the Army.

"I like jumping into stadiums because of the challenging winds and the intimidation factor," says Hendricks. "Actually, a baseball field is a large enough target that I don't worry so much about making it in; rather it is the height of the stands that creates a traffic problem once you breach the rim of the stadium...you simply cannot take a conservative, straight-on approach to your target. Often you have to sort of swirl around the stadium before gently straightening out on landing. The close proximity of thousands of people, jumbo-trons and amazing

by Kara Swensen



MSgt. Khalida Hendricks does outreach with kids

PHOTOS COURTESY OF THE U.S. ARMY GOLDEN KNIGHTS



From left to right:
Sergeant First Class Elisa
Tennyson, Staff Sergeant
Norma Estrella,
Sergeant First Class
Karen Morrison, Sergeant First
Class Angela Nichols.



There's nothing quite like a night jump with pyrotechnics strapped to your ankles to get your adrenaline going. The Golden Knights make this precision formation look easy.

IN 2007 THE PRECISION AND ACCURACY COMPETITION TEAM WAS MADE UP SOLELY OF WOMEN FOR THE FIRST TIME.

scenery combine to make these jumps exhilarating. I also love beach jumps. Humans love the beach for obvious reasons—the meeting of earth, air, and water, the often beautiful horizons, the sun, the soft, warm sand— all of these are magnified when you jump from an airplane and descend onto the beach. The big difference is that while beachgoers may look forward to a swim, I look forward to a soft, dry landing,” she laughs. “Finally, I love jumping into elementary and high schools because they feel personal. I feel like I can somehow inspire or affect a young audience more than an older audience. These kids are just starting their lives, and I like to think that my “dropping in” might positively affect their life choices. I definitely do not just mean the few teenagers who may join the Army after seeing us. I am also speaking of young women who realize that they can succeed at medicine, law, politics, and of course, aviation. I am talking about

young people of any gender who realize that there are more choices out there than our homogenized, televised, media-cized culture often presents. I want young people to realize that if they put their minds to it, they can do anything—even jump from an airplane, fall two miles, and land on a target the size of a basketball.”

Hendricks decided her passion was meeting children and reaching out to as many citizens as possible. The competition team does this, all the while proving the accuracy, speed and precise formation that the Army teaches its soldiers. The Golden Knights are Ambassadors of the Army and in 2007 the Precision and Accuracy Competition Team was made up solely of women for the first time. Collectively, they had more than 24,000 jumps, and won the national skydiving competition in Chicago at the 2007 USPA Nationals.

The leader of that “Precision Accuracy Competition Team”



was Sergeant First Class Elisa Kay Tennyson, and it is quite apparent that relationship leadership, rather than positional leadership, has built the intensity and quality of the four ladies on the team. Tennyson credits her mentor from an early age, Retired CSM Galen Kittleson, for the good advice that led to her successes. He had, she says, the “demeanor that demanded your attention, yet a warm heart, combining family and patriotism.” Through her 24 years in the Army, Tennyson has been a Golden Knight for 16 years, both on the demo and competition teams. She’s the first woman on the demo team, working side-by-side with 11 big brothers looking after her, yet she still had to prove herself to those Army men who had not yet had the opportunity to work with an Army woman. Now Tennyson is at the pinnacle of her career working with individuals whose main goal is to represent the Army as first-class. “A sense of family is the greatest attribute to being a soldier,” she explains, “I see so much good being done by these men and women in uniform, on and off duty.

“My own family has given up a lot for my passion as a soldier and Golden Knight. When I retire, I intend to dedicate myself to the passions of my husband and son,” she

says. “I am able to balance my expertise and demand as a soldier, because I have the support of an understanding, dedicated husband. He gets up with me at 0430 and while I am getting ready for work, he will be making my breakfast and lunch. He gathers all my necessities: phone, sunglasses, wallet, ID card, Diet Coke, starts my car and kisses me...telling me, be careful, I love you.”

Sergeant First Class, Karen Berling-Morrison also gives her family credit for her success. Although skydiving hooked her 21 years ago as her first love, it was quickly surpassed by the love for her husband and their three children. The smiles from her three elementary-aged children are what make her heart beat.

At 22, after a “brief attempt at independence,” Berling-Morrison walked into the recruiter’s office and stated she wanted to travel and loved airplanes and would sign on the dotted line if he sent her to Germany for a job in aviation. Her first job was a helicopter weapons system technician with Cobra Helicopters. Planning to retire in 2010, Berling-Morrison says, “The Army has taught me problem-solving and team work. I have had the opportunity to work with people from all walks of life with different backgrounds and



Practice makes perfect, and one of the best places to practice free-fall formations is in a giant vertical wind tunnel made just for that purpose.



**Master
Sergeant Khalida
Hendricks flies the
POW / MIA Flag at the
Chicago Air and
Water Show.**

beliefs. I have learned that I am capable of more than I ever imagined as a young girl.”

When asked what was their most memorable jump, unanimously it was not a competition, but an event, “Warriors on the Water,” that honors military members in the North Carolina area. Professional bass fishermen donate their time and boats to take soldiers, sailors, airmen and Marines out for a day with a professional angler. With four boats positioned in the water among the many being honored, each lady competitor landed with grace and precision on their designated landing strip...the 3' x 6' platform of a bass boat.

For Staff Sergeant Norma Estrella, her most memorable moment was not a jump but a moment immediately thereafter. While signing autographs, an elderly woman approached Es-

trella with tears in her eyes and grasped her hand tightly. She told her, “I wish when I served in the Women Army Corps that I had had the opportunity that you have.”

Estrella says, “It surprises me at times when people say to me, ‘Wow, they let girls do this too?’ I tell them the truth—women jumpers have been on the team since the 70s. I am far from the first, nor the last female jumper that will serve on this team. The Golden Knights give people the ability to meet soldiers first hand without feeling the intimidation sometimes associated with recruiters. We can tell our stories and share our personal experiences with the public and hopefully dispel the stigmas and stereotypes.”

The team concept of the Golden Knights is that each member is a teammate, an integral element necessary for mission

accomplishment. The entire team and each different section, from the demonstration teams to aviation support, work together using the team concept. Estrella gained an early respect from her teammates as an energetic soldier with drive, determination and a gift to mentor young women. After earning her A.S. in Professional Aeronautics with Embry-Riddle Aeronautical University, Estrella planned to get out of the Army to work on her B.S. Tennyson encouraged her to try out anyway and while accepting the challenge and earning the coveted spot, helped her team win a Gold Medal.

Starting as a Golden Knight on the demo team, Sergeant First Class Angela Nichols was encouraged to tryout for the competition team by Tennyson as well. Angela earned a silver and bronze medal in the championships last summer. Beyond being a champion to her team and a hero to so many children, Nichols is actively working on her B.S. in Nursing and aspires to work in Pediatrics as her career grows with the Army.

Driven by adrenaline, Nichols' career with the Army began as a medic, where she explains things are fast-paced, intense and critical...similar to skydiving. "My career has demonstrated to me that even the darkest of days will eventually see the sunshine again." One of those darkest of times was not necessarily for Angela, but for that of one of her soldiers. She remembers after his traumatic accident, he told her the sole thing he could remember that helped him survive was the sound of her voice calming him and caring for him. "He said that during the ordeal, he thought I was an angel speaking to him. It made me feel so valuable and unbelievably blessed to know I was making



From left to right: Master Sergeant Khalida Hendricks, Staff Sergeant Norma Estrella, Sergeant First Class Karen Morrison, Sergeant First Class Angela Nichols, Sergeant First Class Elisa Tennyson

a difference in helping save a soldier's life and certainly their quality of life thereafter. The feeling is beyond words to me."

At your next air show or skydiving competition make the effort to witness these soldiers' perfect landings, friendly smiles and grateful praise for the opportunities given to them by the United States Army. Their poise, leadership and determination speak to all women in and outside of aviation. ✈

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Kara Swensen (WAI #13154), an avid pilot, is the owner of Alaris Aviation (www.alarisaviation.com), an online aircraft brokerage, located in Phoenix, Arizona. For more information contact her at kara.swensen@alarisaviation.com.

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THIS JOB WORKS FOR ME!

So, if a great company phoned you and said they would provide the aircraft and everything you needed to go on a nationwide flying tour for two months doing what you love to do, you'd say yes, right?

Me too! Especially if it included a chunk of April in a nice warm climate like Florida? **Double yes!**

I like the saying "luck is being prepared to meet opportunity." Because I hold a Commercial Lighter than Air rating and have flown the area for many years, I was called upon last year to assist a Private pilot (Mike Blum) with his Beemster Cheese hot air balloon at a festival in New York (pilots must hold a commercial rating to participate at this particular

event). We got along well and during the course of the weekend, we discussed his future plans for the new balloon. Mike is Director of Beemster (Premium Dutch Gouda) U.S. Sales and Marketing, and although he loves to fly, he simply doesn't have the time to get the balloon out as much as he'd like to. Enter me, prepared to meet opportunity.

by Rebecca Elkins

I have been conducting elementary school educational assemblies featuring hot air balloons for nearly 20 years, and thinking this was a natural fit for Beemster, encouraged Mike to give a balloon tour some consideration. Shortly thereafter, the Healthy Living Hot Air Balloon Tour was developed. In the end, we (myself and crew chief Dennis Zevotek) completed 31 school visits, talked to approximately 10,000 students, gave over 250 tether rides at various functions, flew at four balloon festivals and drove more than 10,000 miles in seven weeks, providing the Beemster Cheese Company with nationwide publicity, spreading good



will and good news. Beemster Cheese generously subsidized in full each of the 31 programs, at a \$2,000/per school value. We visited Texas, Florida (Sun 'n' Fun and the Miami Sunrise Festival), Kentucky (Derby Festival), Illinois, Minnesota, Montana, Washington (Walla Walla Balloon Stampede) and Oregon. Weekends were spent at balloon festivals or driving, and weekdays were spent at a different school each morning.

Our equipment included the balloon itself (Betty Bovine, blue and green with a lovable cow on the sides), a Sprinter van painted in the company colors to drive from venue to venue, various souvenirs and of course, Beemster cheese samples!

The school program has two parts: a balloon demonstra-

**Perhaps most astounding for all children
(and adults) is the realization of
just how big balloons have to be to lift
relatively small amounts of weight.**

tion outside (weather permitting) or inside, and a teaching segment. Typically, we give tethered rides to six adult school staff, which is exciting for the students to see and allows us to demonstrate the lifting force of the hot air. The balloon inflation is followed by age-appropriate presentations that include information on the history and science of hot air balloons, as well as touching on math, physical health, what it takes to be a pilot, reading and how to dream big. Along with coordinating the entire tour (schools and festivals, travel, hotels and propane), I also contacted the various media outlets prior to each performance so that Beemster would be recognized in the press for their generous efforts to inspire young people and help us establish the Beemster name as a sustainable company with a fantastic product.

Nasty weather (tornado warnings) greeted the tour start up in Texas. Fortunately, we have a "weather out" option for the school program which involves filling a special balloon (no fire or propane) in the gym and inviting the students inside the giant aircraft. The looks on the little one's faces are priceless as they enter the giant balloon envelope. Older students are seated in the balloon for their Q/A session. Perhaps most poignant for all children (and adults) is the realization of just how big balloons have to be to lift relatively small amounts of weight.



At Sun 'n' Fun, we put the balloon up in 93 degree heat and what felt like as much humidity, and that was okay by me! It felt great to break a sweat. The Miami Sunrise Festival was a special annual event to raise money and awareness for people with disabilities. Although the flying was a bit touchy (think ocean on one side, Everglades on the other and nonstop urban sprawl in between), the people whom this festival benefits are grateful and loving. The Cuban cuisine was yummy and I cherish the handmade plaque that the event

gave to each of the pilots for participating.

In Kentucky the balloon launch field was located directly under final approach for the Louisville International Airport (Standiford Field), a huge UPS hub. As we were briefing and preparing our balloons for flight, large jets of every stripe and color were only about 700-1000 feet above our heads, gear down, whistling toward a landing just a few moments away. Since I have a fixed wing rating too, I loved the thundering noise and the close look at all those airplane bellies. When it was launch time for us, the tower simply routed the landing aircraft to another runway until we were all clear of the airspace. Once aloft you realized just how close you were to the busy airport and oh, look the other way and there's Churchill Downs, temporary home to very, very expensive ponies...

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best not land there! We were given tickets to box seats at the Downs for the Saturday season opener. It was amazing walking on those hallowed grounds.

Then, we turned our sights to the cold north. By the time we got to Illinois, it was sleeting and snowing. But the show must go on! In Minnesota, we performed at a school for the deaf, which was challenging for me as I tend to talk a million miles per hour, and all that had to be translated into sign language for my audience. My signer's hands are probably still tired. West to Montana and into what passed for a reasonably nice spring week in those beautiful mountains, with flowering trees shamelessly blooming every shade of purple, pink and white.

Wrapping up the tour in Walla Walla, Washington, was wonderful. I have flown at that event before, and it doesn't take a genius to figure out that all those wind generators on the hillsides mean we would have some fast (and fun) landings. Walla Walla is home to tasty sweet onions, more than 100 wineries and my hospitable local crew who insist on making an over-the-top Sunday morning champagne brunch after a weekend of perfect flights. We had a strong finish at this festival because I was chosen as Exemplary Pilot of the Year for Supporting the Event, Professionalism and Safety. The pleasure was all mine.

After another school for the deaf in green, warm Oregon and the last few school programs near Portland, I suddenly found myself waiting for my Alaska Air flight home to Nevada. It's true time flies when you are having fun. Even the flight home

was gorgeous; the priceless views of Mt. Hood mutely demonstrating just why some people have to fly for a living.

It was great to be on the road and in the air with the Beemster Cheese Balloon. I loved stretching my pilot wings to new heights in new places. It appears the company is happy too with the trail we blazed, as it decided to keep the tour going for 2009. My favorite part of the trip was reuniting with beloved friends all over the country; in many cases people I haven't seen in 15 years. It was challenging at times flying in urban areas with someone else's brand new balloon, which is worth a small fortune because of the custom artwork. And, being a female pilot invites additional scrutiny in the hot air balloon industry. To my knowledge, there are just a few female corporate balloon pilots in the U.S. With our educational school programs, I am hoping to change that.

My advice to any pilot who would like to have a career flying is to put yourself out there. Gather experience flying different aircraft in different areas in different conditions, network, and never say no to even the smallest assignment. You never know who is watching or what opportunities may develop because you made the effort, did the work and last but not least, showed up. ✈

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Rebecca Elkins (WAI #9079) is a member of the WAI jazz band and helped create the New Horizons Memorial Flight Scholarship. She holds a teaching degree and has flown several corporate balloons internationally. Please contact Rebecca@beemstercheese.us for information regarding school visits.



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DR. PHIL
PARKER

DIABETES: WHAT YOU DON'T KNOW CAN HURT YOU

I recently had a wellness exam and my doctor told me I am pre-diabetic. Could you tell me more about

this condition and will it keep me from flying?

First let me reassure you that this extremely common among pilots and should not shorten your flying career. I can't tell you how many times we encounter pilots who neglect controlling blood sugar for fear of losing their medical. Adult onset diabetes really exists as a spectrum, and for the most part the course of the disease is very dependent on lifestyle choices such as eating right and staying physically active. The American Diabetes Association estimates there are 23.6 million children and adults in the United States, or almost eight percent of the population, who have diabetes. There are 9.7 million diabetic women. Of these nearly one-quarter are unaware that they have the disease. There are another estimated 57 million people in the U.S. who have pre-diabetes, so you are definitely not alone.

The term "pre-diabetes" has more recently been recommended to take the place of the various conditions previously reported as impaired fasting glucose, glucose intolerance, etc. (e.g. elevated fasting blood sugar that doesn't quite meet the definition of diabetes—typically above laboratory normal values, but below 126 mg/dl). We often see pilots and controllers who do not have optimal control of their blood sugar, but they convince their providers not to call their condition diabetes for fear of losing their medical certification. One of the most prominent examples of this was the indictment of a Cape Air commuter pilot who in 2002 allegedly concealed his diabetes leading to inflight incapacitation and a miraculous belly landing by Melanie Oswalt, a student pilot and Cape Air security trainer on the flight. One can only presume that had the pilot focused on managing his diabetes appropriately rather than concealing the condition, the accident would not have occurred. This was particularly senseless since diet-controlled diabetes is not disqualifying and it is relatively straightforward to get a Special Issuance or waiver should you eventually need medications to help control the condition.

Furthermore, the spectrum of diabetes and its complications such as heart, eye, and kidney disease are in direct correlation with poorer blood sugar control. By now labeling this condition "pre-diabetes," the hope is individuals will realize that if they do not make significant lifestyle changes, they are likely to develop diabetes within the next few years.

More recent research is showing that women may be even more at risk for diabetic complications than men. For instance, women may be a much greater risk for diabetic coma. Additionally there is the additional risk of pregnancy related or "gestational" diabetes, which may also result in birth defects, complicated delivery, and even miscarriage. Though the exact pathophysiology is still open for debate, a number of studies have shown that women may have more prominent microvascular disease. Diabetes can preferentially affect this microvascular system resulting in higher risks for heart attacks, and women diabetics tend to have a higher chance of dying from a first heart attack compared to men. There may also be an increased risk for depression.

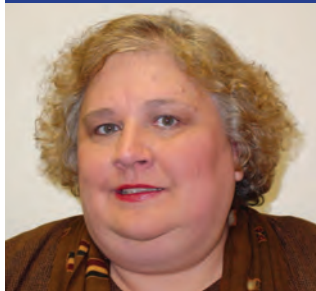
The American Diabetes Association has an online assessment tool for determining if you are at risk for "pre-diabetes" at www.diabetes.org/risk-test.jsp. Their web site has a great deal of useful information. To receive information about women and diabetes, you can also call the ADA Call Center at 1-800-DIABETES (342-2383). The ADA recommends screening for anyone who is 45 and overweight. Pilots and controllers may also want to review the related article on our web site

at www.AviationMedicine.com that addresses further certification issues about the spectrum of disease and medications currently allowed by the FAA. ➔

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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



PATRICIA LUEBKE

GRAB YOUR SUNSCREEN AND HEAD TO OSHKOSH

It's almost time for that annual summer ritual for everyone involved in aviation: it's Oshkosh time, also known by its formal name, EAA AirVenture. If you've been to Oshkosh, you know what's in store. If you haven't, imagine 10,000 airplanes, including 2,500 showplanes, 800 exhibitors and nearly 1,000 forums, presentations and educational sessions. Add in daily

air shows, aviation celebrities and thousands of people with a passion for flight, and you can begin to imagine Oshkosh, Wisconsin, from Monday, July 27 to Sunday, August 2.

But for Women in Aviation, International and women in aviation in general, there's an even better reason to come to Oshkosh this year. Because of the tremendous popularity of last year's WomenVenture, the program is going to be enhanced at this year's EAA AirVenture. With one year of WomenVenture under our belts, WomenVenture 2009 is shaping up to be an amazing experience both for women pilots as well as those women and girls who share a passion for aviation.

EAA's Elissa Lines, who, with Peggy Chabrian, is the co-chair of WomenVenture, says, "WomenVenture is a chance to build camaraderie and to use our collective voice to inspire and motivate women of all ages to get engaged in aviation—for fun and/or as part of their career aspirations."

This year, special AirVenture attractions include a visit from an Airbus A380, the public debut of *WhiteKnightTwo* and an appearance by the cockpit crew of US Airways Flight 1549 to discuss their safe emergency landing in the Hudson River. The Doobie Brothers will give a free concert, too.

If your time or budget has limits, then just make sure you are at AirVenture on Friday, July 31. You'll begin at the EAA Nature Center for WAI's Celebrity Breakfast. Meet with friends, make new ones and enjoy an interesting program. Then it's on to AeroShell Square for a mass photo of women pilots. Last year, the hundreds of women pilots formed a sea of pink T-shirts. This year, the T-shirts are lavender, but the best thing about them is that they are free when you register for WomenVenture (while supplies last). Women who took part in last year's photo still talk about the power of bonding with all the other enthusiastic women pilots in attendance.

Starting at 3:00 p.m. is the first-ever all-women air show at AirVenture. Confirmed performers are Melissa Andrejewski, Julie Clark, Chandy Clanton, Susan Dacy, Debbie Gary, Jill Long, Misty Blues, Suzanne Oliver, Debby Rihn-Harvey,

Teresa Stokes, and Patty Wagstaff. Other pilots may be added. Additionally, Connie Bowlin will be flying a P-51 Mustang during the Warbirds segment of the show that day. Where else but Oshkosh could you see this incredible array of talent?

But the day's not over yet. An evening program in Theater in the Woods will feature leading women in aviation and will be moderated by Peggy Chabrian, President of WAI, and Martha King, co-founder of King Schools. Invited participants are combat pilot Major Jill Long of the U.S. Air Force, Jessica Cox, who inspired us at the WAI Conference by relating how she became a pilot even though she has no arms, and a WASP (we will know which WASP soon).

I know what you're thinking: how do I get my free T-shirt? You have to register as a WomenVenture participant. You can do that starting on Monday, July 27, at the EAA Member Welcome Center, or by coming by the WAI booth in Hangar B. A logbook will also be kept at the EAA Member Welcome Center in which you can record your participation on any day. The logbook will also be available at the Women in Aviation Breakfast, in the Nature Center Pavilion from 8:00-9:00 a.m. on Friday, July 31. Don't forget you need a ticket for the WAI breakfast so call to get one at (937) 839-4647 today.

WomenVenture presents us with the opportunity to heighten the visibility of women who love airplanes. The great part about it is that you can encourage other women, be a role model to other women, inspire, inform and educate other women just by your very presence and participation in WomenVenture. And you'll have the time of your life to boot. Remember that you don't have to be a pilot to take part in WomenVenture so grab your sunscreen, gather your girlfriends and head to Oshkosh this summer. Until then visit www.airventure.org/attractions/womenventure.html to learn more. ➔

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

***If your time or
budget has limits,
then make sure you
are at AirVenture on
Friday, July 31.***



JACQUE BOYD PhD

AN AVIATION ANTI-AGING PROGRAM

If I've learned anything in my almost-two-years as a Director of a Charter high school, it's that adults are really pretty boring creatures. Frankly, I don't know how I survived my twelve years in business working only with adults and still held on to a sense of humor. Working with teenagers has honed my sense of humor to a fine edge—emphasis on the term “edge”

here. I have some friends who will swear I have no social life aside from supervising soccer games and basketball games. My birthday “celebration” this year consisted of playing a killer-game of 4-square and eating so many chocolate chip cookies with the seniors that I had to lie down on the sidewalk to keep from getting sick. I have not aged—I’ve “younged” in this job.

So, I'm going to share my anti-aging secret with you. Run as quickly as you can from your office environment—get out of the cockpit—crawl out from under that airplane—go to your nearest school. I swear to you that you'll “young-up” in no time.

Summer is a perfect time for you to get into practice being around young people again. Who among us doesn't love to spend time at an air show? Every EAA Chapter, Women in Aviation Chapter, Ninety-Nines Chapter or local aviation group gets tapped to help with air shows. So GO!

If young people scare you a bit, the summer camaraderie of an air show will help quell those fears. The more time you have this summer the more you'll be ready for my next suggestion on the “anti-aging” program.

Take Your Expertise “On the Road”

You went into your aviation profession for a reason. Now, it's time to share your expertise. Call a local school and explain that you'd like to get involved. If you can't spend time in a classroom, think about bringing a group to your work place. If that's not a possibility, think about volunteering to do a “program” for an after-school activity. Find a local Girl Scout or Boy Scout troop and help them earn a merit badge based on your aviation expertise. Just get out there and share.

Many schools and communities are actively engaged in building partnerships. As a community member and aviation “expert” you're going to help add a new dimension to the partnership. And NO you don't have to have school-age

children to begin the partnership. Be prepared to have a résumé in hand so the school officials know who you are. A few letters of recommendation will help solidify your legitimacy. Most schools have a policy for visitors to check in at the office so don't just wander in. Call first and set up a visit with the administrators as an introduction.

Let's assume that you've taken care of the introductory phase of the “anti-aging” process and you're ready to share. Here are a few tips.

Speech and Language and Presentation

First piece of advice: don't talk “down.” You'll see that you really won't have to change your language. Depending on your specialty you can always find words to replace the really technical terms. Think about explaining your world to an adult who has little background for it—you'll be fine with kids.

I had an education professor who gave me this very necessary piece of advice: Never Turn Your Back on a Kindergartener. In fact, never turn your back on a student—no matter what the age. Make eye contact. If you're speaking to little ones, get down on their level physically. Be eyeball-to-eyeball. With any level, speak TO, not AT. Be genuine.

Visuals are a big help—and I'm not talking about movies, slides or static photos. Do something to make it real. Is there something you can bring that they can work on WITH you? Build a model WITH them. Have them develop a scenario WITH you. Can you tell what the over-riding principle is here? Make it real and interactive. The more involved and hands-on your presentation is the better the attention from the group will be.

Resources and Materials

Even if you're new at this, there are loads of resources out there. Be not afraid! The FAA, NASA, the CAP, EAA, the Ninety-Nines and Women in Aviation all have educational materials and

***I had an education
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Never Turn Your
Back on a
Kindergartener.***

resources available. Get on their web sites and explore a bit.

My high school offers American Sign Language as one of our language choices. In my search for new materials I found a web site that has an interactive section with ASL signs specific to aviation and space. Now, the ASL teacher and I are working together to develop a project for all our students to use.

Look to professional organizations for help. AAUW, the American Association of University Women, offers tremendous materials for working with young women. Girls Inc. also has materials that will help you develop programs for working with young women. If there are Boy's Clubs or Girl's Clubs in your area they may be of help, too.

When in doubt: Google. If you Google "Take Your Daughter to Work" there are a number of activities and recommendations about what you can do to make your job site an educational experience. Your company may well already have materials or programs available to help you explore sharing your profession with young people. Go to your Human Resources department and see if they can point you in the right direction.

Simply talk to coworkers or other friends in the aviation community. Everyone has great ideas and by discussing them with friends it might be amazing about what you can develop and share.

**Sometimes we
have to go outside
our "realm" to find
out just how exciting
our professions
really are.**

Benefits and Perks of an "Anti-Aging" Program

When was the last time you laughed? I mean, REALLY laughed—laughed so hard you could spurt a carbonated beverage right out of your nose. That illustrates part of the anti-aging plan. Young people have a way of bringing a special reality to a world that can be just way too serious.

When was the last time you described your "job" in terms that might make someone else want to do the same thing?

When was the last time you were actually excited about spending eight hours doing what you've chosen to do to make a living? Sometimes we have to go outside our "realm" to find out just how exciting our professions really are.

No matter what part of aviation you call "home" there are students out there who really do want to hear about it. Concentrate on making it real. Concentrate on making it "hands-on." Remember just why it was you chose to go down the "aviation road" and speak genuinely and passionately about it. If you can do this, you'll become the most wonderful resource the aviation and education community has. ✈

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Jacque Boyd, Ph.D. (WAI #32), an avid aviator, is the director of a Charter High School and a freelance writer living in Angel Fire, New Mexico.

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SHERRY
PARSHLEY PhD

LIFE INSURANCE FOR AVIATION PROFESSIONALS, PART 2

It is often said that what goes up, must come down, hence every take-off will be followed by a landing. Another certainty we will all face is death. Life insurance policies do not insure the possibility of death, but rather a premature death. Life insurance does not attempt to put the individual in the same financial position as before the loss, but rather to mitigate the loss.

Life insurance is divided into two basic types: term insurance and permanent insurance. In our last issue, we discussed term insurance, also known as pure insurance. It pays a death benefit if a person dies during a specified time period (known as the term of the policy). There is no cash value or loan element to the policy. If the policy is renewed at the end of the term, the premiums will increase. Some term life policies have a renewability option, which is the right to renew the contract without a medical examination or other evidence of insurability (i.e. the insurance company does not want to insure a person that already has a life-threatening health issue). A convertibility clause allows the policyholder to exchange the term life policy for a permanent policy without evidence of insurability.

Permanent insurance never expires and the policy never has to be renewed or converted. The protection is guaranteed as long as policyholders continue to pay premiums. Permanent policies have a cash value and loan element. Permanent insurance includes whole life insurance, universal life insurance, and variable life insurance.

The cash value of a permanent insurance policy acts as a savings fund for the policyholder. The policy can be viewed as having two parts: the portion of the cash value and the pure insurance. Cash value policies permit borrowing on the policy up to a specified percentage of cash value.

Whole life insurance involves the fixed payment of premiums over a very long period of time. Premiums must be paid when due or when the policy lapses. These policies provide a guaranteed but fixed death benefit. Whole life policies offer a balance between protection and cash accumula-

tion. This is an important point: the insured does not control the investment vehicle in a whole life policy. Instead, the insurance company invests the premiums in investment-grade bonds and high-quality mortgages. The result is a modest return on invested funds. Whole life policies do not provide a hedge against inflation. During inflationary periods, the cash value loses purchasing power. In addition, the insured trusts that the insurance company is really investing in high quality mortgages. As we have seen with recent economic events, many insurance companies, such as AIG, were not investing in high quality mortgages.

Universal life insurance permits a policyholder to increase or decrease the death benefit coverage with satisfactory evidence of insurability. The policyholder can also increase or decrease the amount and frequency of premium payments as long as the cash value is sufficient to cover the cost of continuing the policy. Universal life insurance differs from a whole life policy in specific ways: the premium is flexible; the death benefit is adjustable; and the investment and mortality risks are shifted from the insurance company to the policyholder. A universal life policy has very few guarantees. The premium is not guaranteed and the mortality costs are not guaranteed. There is usually a minimum guaranteed rate, which is usually around four percent. In fact, the premium, the insurance amount (death benefit) and cash value may vary.

With variable life insurance, the policy owner selects the investments to which the savings element will be directed. There is no guaranteed cash value. Investments are held in separate accounts that look much like mutual funds. In a down market, a policyholder runs the risk of being surprised with a premium notice that a substantial payment must be made just to keep the

A universal life policy has very few guarantees.

The premium is not guaranteed and the mortality costs are not guaranteed.

One big caution with variable life is that it should be looked upon as a permanent commitment.

policy in force. A variable life insurance policy shifts the investment risk to the insured and lets the insured direct some or all of the policy's cash value into the securities market (stocks or bonds). The guaranteed minimum death benefit is only equal to the initial face amount of the policy. Above the minimum, the death benefit depends on the performance of the policy owner's selected investments.

One big caution with variable life is that it should be looked upon as a permanent commitment. The insured should never

***If possible,
purchase the
insurance from an
agent who has no
financial interest
in the outcome.***

cash out of the policy or let the policy lapse unless unusual circumstances are present. If that happens, all of the investment earnings and gains within the policy over its lifetime will become taxable income. The cash value is not all that is taxed. The taxable amount is the

amount of earnings that have occurred within the life of the policy. This tax liability may come at a time when the client has little cash available to pay the income taxes.

When deciding which type of coverage to obtain, you must consider the purpose of the coverage and the length of time required. Term insurance is for short-term needs. Its sole purpose is to protect the family if the insured dies prematurely. Permanent insurance is used for long-term needs. It can provide death benefit protection and savings. However, life insurance should not be looked upon as a pure savings vehicle. An individual who has no need for death protection but purchases life insurance as an investment incurs costs for death benefits and commissions that would be avoided with other investments.

The key to it all is to be an informed purchaser of insurance. If you do not have anyone depending on you for your income, or other support (a caretaker, stay-at-home parent), then you should not be buying life insurance, as the primary objective of life insurance is to protect your dependents should you die prematurely. If possible, purchase the insurance from an agent who has no financial interest in the outcome (does not make a commission on the product that you purchase) so that you can be more confident that the agent is looking out for your best interests, not his own. Lastly, if you are a pilot, make sure that the life insurance does not exclude loss of life while piloting an airplane, a common exclusion in most life insurance policies. ✈

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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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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. ➔*

July 27-August 2

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

July 26

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

July 31

WAI Celebrity Breakfast
EAA AirVenture
sponsored by Chevron
Global Aviation
8:00 a.m. - 9:00 a.m.
\$20 reservation requested
Nature Center Pavilion
Oshkosh, Wisconsin
www.wai.org

August 6-9

Women Aviators in
Africa Conference
Nairobi, Kenya
kajujul@yahoo.se

September 3-6

Aviation and Women
in Europe Conference
Ferrara, Italy
www.aweu.org

October 20-22

National Business
Aviation Association
62nd Annual Meeting
& Convention
Orlando, Florida
www.nbaa.org

October 28-31

University Aviation
Association Fall Education
Conference
Wichita, Kansas
www.uaa.aero

November 5-7

AOPA Aviation Summit
Tampa, Florida
www.aopa.org

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ALLÉZ VOLER!

Alléz! Plus vite! Ténez la manche bien au ventre!” Throughout my flight training I worked with several flight instructors, and several more after I passed my flight test. Up until last week,

however, very few of them exclaimed French phrases to me from the right seat in the middle of a touch-and-go. To reassure all concerned, it wasn’t that my landing was so bad that my

instructor had to resort to foreign languages out of fear. *Au contraire*, on a wonderful Thursday morning I found myself as the pilot in command of a Jodel DR220A taildragger at Le Plessis Belleville outside of Paris, France. The one shouting in French? None other than Claude, the retired Air France and French Air Force pilot, and my instructor for the day.

While spending a year in France, I searched for a way to merge my love of French with my love of aviation. To my delight, I stumbled upon a tiny *aérodrome* outside of Paris packed with aviation enthusiasts and builders.

I arrived at the airport on a typical misty November morning. As I walked into the hangar a wonderful and familiar smell swept over me—gas and oil, mixed with the scent of old stories and adventures.

I was soon introduced to Claude, a calm and reserved elderly pilot wearing a scarf and a little golfer hat. I shook his hand and explained to him I wanted to learn how to fly taildraggers and his eyes lit up. He shook my hand enthusiastically, responding, “Oui, oui!” He skipped from the plane to the hangar doors, studying the clouds in the distance and muttering to himself in French. After a few more paces here and there he returned and said triumphantly, “It is ok!”

Claude led me to a tiny and frigid briefing room and spent the next 20 minutes explaining how to fly “un avion classique” known to the English-speaking world as a taildragger. He energetically sketched green airplanes across the board, magnificent stick figures showing take off and landing configurations for tricycle gear and tailwheel airplanes. I couldn’t help but smile at how absurd yet wonderful our discussion was, knowing that it would remain my most memorable pre-flight briefing for years to come. When Claude was satisfied that I understood his French/English directions, I skipped down the stairs, eager to get in the plane.

As I climbed into the cockpit, the excitement washed over me as it always does. Every pilot knows this feeling; the knowledge that my wings would soon be flying above the ground, slipping gracefully through the air. Together we went through the usual engine startup checklist, apart from the fact that it was in French rather than English of course. The engine started humming right away, eager to be in the air.

My heart beat faster as we started our roll down the runway. Claude guided me through all the steps. “Apply pressure on the stick to bring the tail up! Stay in the center! Eh allez! Tirez! Op!” Here we go! “Pull! Op! Bien!” Claude exclaimed.

As we climbed up and turned downwind I was acutely aware I was about to land a taildragger, on a grass strip, in the middle of France. My imagination was running wild.

All those anxieties melted away on short final, the place where it’s just you and the ground, approaching each other in a delicate sort of dance. I put in the second notch of flaps (*les volants*) and pointed the nose gently down towards the grass. As we were nearing the ground, Claude exclaimed, “Regardez loin devant vous!” “Keep looking far in front of you!” Though his advice was in French, I saw the truth and value in it as if for the first time. It is imperative advice to get the flare just right before touching down. My eyes darted to the end of the runway and I adjusted the stick just as our wheels touched. My uneasiness with grass runways was instantly replaced with gratitude to be offered such a friendly landing surface.

Our time on the ground was short. As soon as Claude was satisfied that all three wheels were on the ground, our flaps were up one notch, the carburetor heat was back off, and “Allez op!” the tail teetered up and we were off once again.

Soon enough we were turning final for another go. Floating over the ground, the tires flirting with the earth before setting down, Claude interjected once more, “Tenez la manche bien au ventre!” and I pulled the stick back to my stomach as we touched down gently on three wheels. Four landings later, I found myself a new and unexpected convert to grass runways, taildraggers, and French *aérodromes* in general.

On our taxi back to the hangar, noticing that I was beaming, Claude asked me, “Ça va? It’s ok?”. There was of course only one way I could answer. With a resounding “Oui. Magnifique.” Little did he know the wisdom he impressed upon me that morning, advice that crosses cultures and languages alike. *Regardez loin devant vous*. Perceptions change when looking too closely at the ground rushing past. As pilots, and as people, it’s the big picture that helps us get things just right. ➔

.....
Allison Happ (WAI #17269) lives in Utah when not in France.

Patty Wagstaff
Patty Wagstaff Airshows Inc.
National Aviation Hall
of Fame Inductee
Aerobatic Champion
Typical Pilot
FLYING® Reader

Photography: Jim Barrett

“If I can do it, anyone can do it.”

Anyone can do what? Win the U.S. National Aerobatic Championship three times? Have their airplane enshrined in the Air & Space Museum? Be inducted into the Aviation Hall of Fame? Actually, Patty Wagstaff is talking about something more basic and far more important as far as she is concerned. It's a theme she constantly repeats, especially to other women. “Aviation changed my life dramatically from the day I first soloed. It gave me the confidence in myself that I needed to face life's challenges and helped me attain my personal and professional goals.”

Learning To Fly Is Learning To Live

Most people who don't fly believe it's something that only a select few can do. Superhumans with laser vision, Einstein

brains and blinding white teeth. She says, “When I tell people, ‘If I can do it, you can do it,’ it's true. I'm not any different than a lot of people. People will ask me if it's too late to learn to fly. No it's not. You'll be a lot better at it.”

What Sets Her Apart Brings Us All Together

You may look at Patty and think she's one in a million, but the point is that all women in aviation are like Patty. You don't have to fly for a living to be crazy about it. You don't have to be well-known to feel that aviation makes you different from the rest of the world. “What's so neat about it is there's room for everyone to create her own niche. It attracts women with energy and drive, all winners like you.”

She reads FLYING every month

There's something else that Patty has in common with most women in aviation. She reads *FLYING* every month, so should you. “I always tell people to read *FLYING*. I've learned a ton from it over the years and I still learn from every issue.”

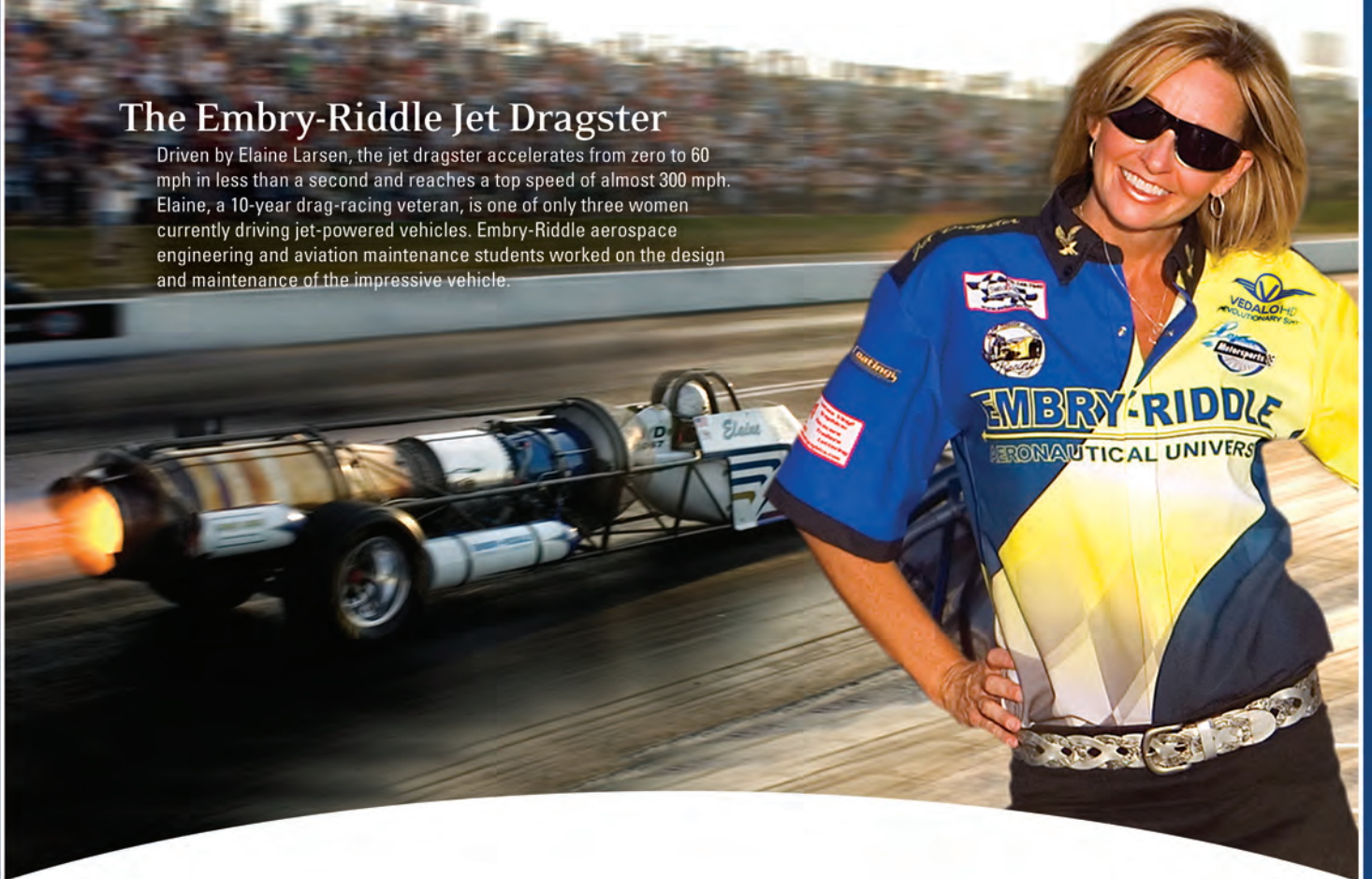


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