

Avoid Scholarship Blunders—See Inside!

Aviation *for* Women[®]

SEPTEMBER/OCTOBER 2009

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

**FLIGHT NURSES
CIVILIAN, MILITARY
THEN AND NOW**

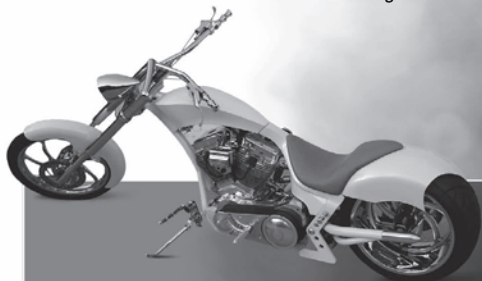


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**WOMEN IN
THE BUSINESS
OF AVIATION**

PUBLICATIONS AGREEMENT NO. 40042433

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*Denise Jones
Orientation & Onboarding Facilitator
AirTran Airways
Wings member since 2007*



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Aviation for Women, (ISSN 1525-7762), Volume 12, Number 5, is published bimonthly by Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, OH 45381; Tel. (937) 839-4647; Fax (937) 839-4645. Reproduction by any means in whole or in part of any copy, photograph, or illustration without written permission from the publisher is prohibited. Periodicals postage paid at West Alexandria, OH, and additional mailing office. **Postmaster:** Send address changes to Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, OH 45381.

Canadian Publications Agreement No. 400-42-433; Canadian return address: Station A, PO Box 54, Windsor, ON, N9A 6J5; E-mail: cpcreturns@wdsmail.com

Membership dues include Aviation for Women subscription valued at \$30/year.

Non-member subscription rates:
Domestic-\$30/year; Foreign-\$40/year
Single copies-\$5.00

PRINTED IN U.S.A.



ANNETTE CALICOAT

EAA AirVenture featured an all-woman air show. The performers were (front row) the Misty Blues skydiving team and (left to right, back row) Teresa Stokes, Patty Wagstaff, Susan Dacy, Jill Long, Melissa Pemberton, Debby Rihn-Harvey, Julie Clark, Suzanne Asbury-Oliver, Debbie Gary

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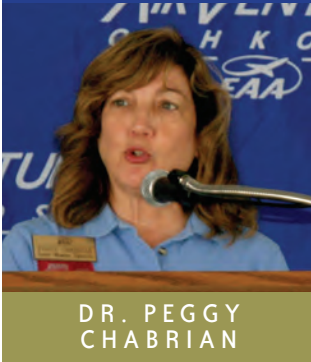
COVER PHOTO

Pam Witt Hillen, R.N., ThedaStar flight nurse, stands beside her ride, a Eurocopter EC135. Photo by Scott M. Spangler

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PRESIDENT'S MESSAGE

AMY LABODA



DR. PEGGY CHABRIAN

Women in Aviation, International held two press conferences during EAA Airventure, taking the opportunities to spread the word about our team efforts with both EAA and AOPA.

During a meeting in June in Frederick, Maryland, I signed an agreement with Aircraft Owners and Pilots Association (AOPA) President, Craig Fuller, agreeing to promote each other's organizations and enhance the visibility of opportunities in aviation, particularly encouraging women to become involved. During AOPA's Aviation Summit this November in Tampa, Florida, WAI will host a forum with a panel of women pilots representing a variety of aviation opportunities. We will also be hosting an area called the Women's Wing. Women attending AOPA's Summit will be able to "Get answers, get connected, and get inspired." Features will include scheduled breakout sessions

Dear Members:

How is it that autumn is nearly here? Women in Aviation, International and its members have been involved in a myriad of activities this past summer including WomenVenture and Women Soar at EAA's AirVenture event in Oshkosh, Wisconsin (see more details on pages 6-8 in this issue), the Women of Wings program and Aviation Teacher Workshop in Dayton, Ohio, as well as other events and air shows that our chapters have been involved in.

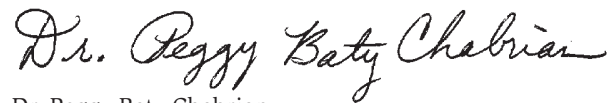
on topics such as "Women in Aviation—Yesterday, Today, Tomorrow," "Everything You Wanted to Know about Learning to Fly but were Afraid to Ask," and "Aviation Career Opportunities." There will be a meet-and-greet area for special guest appearances and complimentary commemorative photos (individual photos that will later be turned into a mosaic group photo), too. Finally, WAI will be hosting one of its WAI Connect breakfasts on Friday, November 6th from 8:00 - 9:00 a.m. Hope to see you there!

On another note, our Scholarship program is growing again. As this issue goes to the printer we have a total of 53 different scholarships, with a total value of \$309,500. These scholarships cover all facets of aviation including flight, maintenance, engineering, management and more. No other organization offers such diversity. Be sure to check out the new scholarships offered since our last issue and visit our web site at www.wai.org for all of the scholarships available.

Exciting plans are underway for our annual Conference next February in Orlando. Look for your Conference brochure in the mail shortly.

I look forward to seeing you at one of our events soon!

Sincerely,



Dr. Peggy Baty Chabrian
President

INSIDE THIS ISSUE



AMY LABODA

Women in Aviation, International



SCHOLARSHIPS

We have 10 more scholarships to announce in this issue, and advice from Jenny Beatty on how to win. **Page 18**



PHOTO COURTESY OF THE DELP FAMILY

Imagine this: you're a battlefield nurse in a glider with critical patients, and a C-47 is your only tow out of there. **Page 28**

Frank Hawks' record breaking, high speed transcontinental flight. Charles Lindbergh's nonstop to Europe. And on and on over the decades. Throughout its rich history, the biggest names in aviation have relied on one of the biggest names in fuel. Chevron Global Aviation. We take great pride in our 90 years of experience in aviation, with countless milestones and advancements along the way. Always with an eye toward safety. We invite you to be a part of aviation history as well. Can you name all of the aircraft below? Test your knowledge at www.chevronaviationhistory.com



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1920



1927



1929

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1931

FIRST VARNEY SPEED LINES' LOCKHEED - OCTOBER 1931



1947



1958



1970



1987



10:18:06



Maj. Nicole Malachowski and myself, both WAI members, were on hand to witness the signing of the bill awarding the Congressional Gold Medal to the Women Airforce Service Pilots (see photo, page 13). It was truly an honor and privilege to attend the ceremony. I can only imagine Nicole's pride that day after all her hard work. She has been working with the WASP for many years and after years of frustration in watching the WASP movement gain no traction, sat down one weekend and drafted the language for the bill. She gained audiences with Representatives and Senators and in less than six months, these great women are finally receiving recognition they have so long deserved.

Kara Sandifur (WAI #4702)

I want to send out a huge "thank you" for the opportunity to attend the Aerospace Teacher's Workshop during the past 20th Anniversary International Women in Aviation Conference. This conference recharged my batteries, enabling me to complete my 30-year teaching career with renewed zeal.

I was enthused to meet so many inspiring women in the aviation and aerospace field, to gather great reading and instructional materials, to purchase some fabulous books and yes, I was even tickled to purchase a Kirby the Aviator Bear for a gifted former student who had fallen in love with Bessie Coleman and is determined to become an aviation attorney.

I am not a pilot, so I was awed to see so many female pilots strolling around. On behalf of my students, present and future, I was delighted to establish new

network associates, among them Linda Chatman, Southern Region FAA Aviation and Space Education Outreach Program Manager, and Beth Ann White, NASA INSPiRE Education Specialist.

Above all I was honored to have pictures taken with Mary Feik, first female recipient of the FAA Charles Taylor Mas-

As the event date approached, I became more and more impressed with Ms. Cascella. The level of planning and organization provided by her was above and beyond expectations. From the site layout, to the experience of those doing the washing, down to the professional look of each WWW member, everything was



Front Row: Jen Moore, Keri Evans; Middle Row: Phil Sinayuk, Diana Camp, Karan Hofmann, Gail Birkenmeier, Teresa Camp, Anne Mongiovi, Barb Hoberock, Eve Cascella; Back Row: Steve Hofmann, LaVonne Deck, Bill Camp, Melody King, Monty Sauder

ST. LOUIS WOMEN WITH WINGS CHAPTER

ter Mechanic Award, and two WASP. What a blessing these women were to their times, and to all of us who carry forth their legacies.

My experience at the conference, even though it was short (the Workshop was free and included a chance to see the exhibit hall), was so phenomenal on all levels that I am joining Women in Aviation, International, and I will attend the entire conference next year in Orlando, Florida!

Donna Brockmann (WAI #42740)

Georgia Association For Gifted Children
2009 Teacher of the Year
Stone Mountain, Georgia

I want to tell everyone at Women in Aviation, International about the outstanding fund raising and promotional effort recently performed by the Women With Wings (WWW), St. Louis Chapter of Women in Aviation International, at Mt. Vernon Outland Airport (KMVN). The wonderfully organized and superbly executed aircraft wash raised more than \$1,100 for the local scholarship fund and helped to promote aviation in general. Ms. Eve Cascella, WWW planning coordinator, and I worked on our respective ends to promote the event during the months of April and May.

first class. I knew that I did not have to worry about anything.

The event was a success in multiple ways: funds were raised for future generations of women aviators, awareness with regard to women engaged in aviation was on display (not just in printed form but in "living form"), pilots from Illinois, Missouri, Kentucky, and Indiana were brought together to enjoy a fun day of aviation, and the general public saw their airport at work due to the significant amount of aircraft operations in support of the aircraft wash and breakfast.

Thanks again to Ms. Cascella and the hardworking members of Women With Wings for playing such a large role in a great weekend at the airport. You can be proud of your St. Louis Chapter of Women in Aviation, International.

Chris Collins, Airport Director
Mt. Vernon Outland Airport
St. Louis, Missouri

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



AMY LABODA

MY CHANCE...FINALLY!

I remember when I thought I would never, ever turn 17 years old. Really. I thought I would be 16 forever, and that was not, at the time, perceived as a good thing. You see, I started taking flying lessons on a whim (of my father's, not mine, if you want full disclosure here) at about 15 and a half. My instructor, hand-picked by my parents, was Robley Greilick (then Geddes), a 40-

something single lady with several years of flying experience behind her and the kind of calm demeanor that you might hope for in someone who routinely allows student operators to horse her around the sky while they figure out the ropes of the airplane *du jour*. Only today do I know how competent a flight instructor Greilick really was.

By the time I was 16 years old I'd been learning to fly for six months and of course, I was ready to solo. Greilick agreed and cut me loose. At that point I had just a few cross countries, some night time and a smidgen of practice instrument instruction left to tackle before I would be competent to go for my private pilot examination. The problem was, I had a year to kill before I was old enough to sit for that exam. It was devastating (mostly because I was a 16-year-old girl prone to drama).

As most moms, I've spent the bulk of my parenting years trying not to repeat the mistakes of my parents. Of course, I've invented a whole new genre of "what not to do" parenting behaviors, as is always the case when you begin a quest by stating "I know what I'm not going to do!"

I did not want my own daughters, who are prone to their own brand of dramatic antics, to "suffer" the way I did as a teen (though I suppose I have ruined them on the subject of delayed gratification). In any case, that was my primary premise for why I never encouraged them toward taking up flying at an early age. Yes, I did send one daughter who showed interest to glider camp at 14 and 15 years old, but I did it because she was old enough to solo and earn the flight certificate (she didn't, but she did have fun).

This summer the girls are 17 and 18, and both have spent the spring talking about how they think it might be good to learn to fly. No problem! Both of their parents are current FAA-certificated flight instructors and we own a venerable Kitfox 4 that their father built 16 years ago. They can learn to fly at the introductory Sport Pilot level in this legacy Light Sport Aircraft and then decide if they want to pursue loftier goals in aviation.

That looked good on paper, but there was, maybe, one prob-

lem: the Kitfox 4 is a classic taildragger and the old-fashioned bungee-cord style mains and spring steel tail gear had already seen hundreds of hours of service in a moist, corrosive environment. The system is fine for skilled pilots who can consistently set the airplane down straight and gently. It was not ready, however, for the punishment of student pilots.

So we, the family, opted to modernize the landing gear and prep it for the trials of training. Our choice (and there are a



few) was to go with aluminum one-piece main landing gear that grace the Kitfox 5-7 series, and Grove Aircraft Inc. sells a retrofit for the Kitfox 4 that bolted right on to the airplane once the original landing gear was removed. The system demanded new brakes, brake lines, wheels and tires, and just to make things more interesting, just after we installed the new mains the tailwheel steel spring failed (fortunately on the ground)—so we got a new tailwheel and double-strength spring, too.

Now the airplane is ready for its next challenge—actually teaching an eager student about how she flies. I'll be there to give a few tips and demos, to supply technical information, and of course, to make sure no one gets hurt and nothing gets broken, but ultimately, learning to fly a light aircraft is about relationship-building between the student and the airplane.

I've been waiting, patiently and for quite a while to get my chance to fly in this airplane with these special students. Finally, it feels like it is time. ➔



OSHKOSH 2009

WomenVenture at EAA AirVenture: *They came, they gathered, they shared*

The day before the second annual EAA/WAI team effort of WomenVenture 2009 it rained hard. The air show grounds turned to mud, the sun hardly shone, and the mood, if you could call it a mood, was somber. Fortunately, the cold front pushed through, and the next day, WomenVenture Day, dawned cool and clear. You could not get a better day to have an air show. More than 230 people attended the WAI Celebrity Breakfast, sponsored by Chevron Global Aviation, where *Stars of the Sky* author **Ann Cooper** and illustrator **Sharon Rajnus** signed books. WAI handed out terrific door-prizes, including a Disney Monopoly game and a 2010 Conference registration.

After breakfast the crowd moved out toward AeroShell Square, where the Virgin Galactic White Knight II sat next to the behemoth Airbus A380, parked near a venerable Avro Lancaster bomber. Within the course of an hour the concrete in front of the airplanes became awash in lavender, as women pilots of all ilks, from students to airline transport pilots, all wearing pale purple Women Soar, WomenVenture T-shirts, gathered for what is fast becoming an annual tradition: the group picture. More than 750 women had signed the official Women-



Debbie Rihn-Harvey with Women Soar participants



WAI Celebrity Breakfast

PHOTOGRAPHY BY
JOHN SLEMP



WomenVenture/Women Soar participants Lt. Col. Jill Long (left), Patty Wagstaff (center) and Jessica Cox.



Venture logbook either in person or online as of July 31st.

Dr. Peggy Chabrian, WAI president, said there are two reasons events like WomenVenture are important. "It's the camaraderie, meeting other women pilots and interacting," she said. "But as these women are walking around in their T-shirts, hopefully other women and children will go up to them and talk to them about what this is all about. This event will spark interest in aviation for women. It tells them it's okay to be involved."

Chabrian said she's heard success stories in just the year that the program has been operating. "Some women have told me the program last year motivated them to finish their pilot training or to start working on it," he said.

2009 marks the first all-day WomenVenture, with a full afternoon of women air show performers, beginning with the **Misty Blues** skydiving team, which brought in the U.S. flag to kick off the show. **Suzanne Asbury-Oliver, Julie Clark, Susan Dacy, Debbie Gary, Lt. Col. Jill Long, Melissa Pemberton, Debby Rihn-Harvey, Teresa Stokes** and **Patty Wagstaff** all spent time flying in front of the crowd. This was



Long's first time flying as an aerobatic performer at the EAA AirVenture air show.

"It's quite an honor flying at Oshkosh," Long said. "I was given opportunities based on people who came before me like the WASP," she said. "I'm hopeful I can do the same for the people who will come after me, for when you follow your dream you can become whatever you want to become."

Jill Long was one of six speakers at EAA's Theater in the Woods that evening, where **Martha King** and Peggy Chabrian moderated a dynamic question and answer session between WASP **Dawn Seymour, Julie Clark, Jessica Cox** and Long. The ladies took questions from the packed house before wrapping up the evening to rousing applause.

Miss it this year? Don't feel out of luck. Your next opportunity to get together with WAI is during the AOPA Aviation Summit in Tampa, Florida, November 5-7. WAI will have a WAI Connect Breakfast on Friday, November 6, and there will be another Women in Aviation panel discussion, as well. Meet you there! ➔

Top Left: WAI had a daily slot with the EAA radio station (www.eaaradio.net), where Peggy Chabrian was interviewed each day with a mentor or role model for women in aviation everywhere. Top Right: Six WASP attended EAA AirVenture and participated fully in the Women Venture/Women Soar events. Bottom: Peggy Chabrian, Dawn Seymour, Jill Long, Julie Clark, Jessica Cox and Martha King laugh along with the audience as Seymour recalled her days flying during World War II.



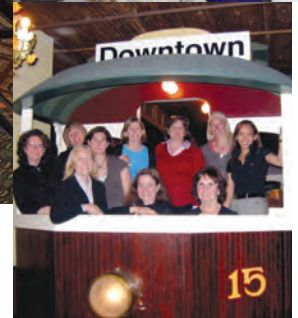
The Aircraft Owners and Pilots Association (AOPA) and Women in Aviation, International (WAI) announced a new collaborative agreement intended to strengthen general aviation and increase the number of women in the aviation industry.

"America's women are a tremendous audience for general aviation and are extremely important for our industry's growth," said Craig Fuller, President and CEO of AOPA.

As part of the collaboration, AOPA and WAI will have a stronger presence at each other's premier events, the AOPA Aviation Summit, November 5-7, 2009, in Tampa, and the 21st Annual WAI Conference, February 25-27, 2010, in Orlando, Florida.



MICHELLE ADAMS



Canadian Women in Aviation Conference a Success

The 10th Biennial Conference of Canadian Women in Aviation was held June 4-6, 2009 in Edmonton, Alberta, Canada. There were 150 attendees, with about 90 from the Canadian military.

The three days were filled with educational sessions and great ways to meet new people and catch up with old friends.

Wednesday evening the Meet & Greet was a wonderful reception and a great kickoff to the conference. Thursday evening randomly assigned teams had the opportunity to go on a scavenger hunt called "Where's Audrey Dining?" to local restaurants in the area. Some teams took the opportunity to have a drink and/or dinner with their team members as they looked for specific items at each restaurant. Friday afternoon provided a trip to the Alberta Aviation Museum to check out some great exhibits. And Fri-

day evening was a Free Night when everyone got an opportunity to check out the city of Edmonton or visit with friends—I got to have dinner with the Upper Canada Chapter members! And Saturday evening was the Gala Dinner with results from the Silent Auction with proceeds to STARS.

I took this as a great opportunity to meet some of the Chapter Members who attended the conference and I was able to give a short presentation on WAI to familiarize both the WAI members and non-members at the conference with WAI.

by Betty Huck

I was really impressed with the number and quality of speakers at the conference and in awe of the jobs that some of these women do, both in the military and civilian life. And the pre-planning for the next CWIA conference in 2011 amazed me—attendees stepped forward to offer to have the next conference, and everyone participated in suggesting ideas for speakers for the event.

This was my first CWIA Conference. When I return to the conference in 2011 in Montreal I'll have lots of friends to catch up with. ➔



2009 CWIA committee



WASHINGTON STATE CHAPTER



Rhonda Burell and Sheree VanBerg represented WAI at Paine Field

WASHINGTON STATE CHAPTER

In May the Washington State Chapter participated in General Aviation Day held at Paine Field Airport in Everett, Washington. For several years they have participated at this event; it is always held on Armed Forces Day to celebrate those who have or are currently serving. The chapter shared space with the Boeing Museum of Flight Restoration Center. The weather was wonderful and there was quite a turnout. ➔

ATLANTIC AVIATORS

In late May the Southeastern Massachusetts Chapter, The Atlantic Aviators, co-hosted with the New Bedford Regional Pilot's Association and the New Bedford Regional Airport (KEWB) the 3rd Annual General Aviation Fun Day at the New Bedford Regional Airport in New Bedford, Massachusetts. The General Aviation Fun Day was open to the public. The weather was beautiful and the day drew a crowd of close to 4,000 people! The day's proceeds are going to the Atlantic Aviators Scholarship Fund.

The day had something fun for everyone. Atlantic Aviators Vice President **April Tracey** (WAI #28801) coordinated the New Bedford Police K9 Unit, Dive Teams and Fire Department for demonstrations and Treasurer **Dot Cunningham** (WAI #12311) handled the parking lots and donation tins. Chapter members **Lisa Rodriguez** (WAI #32405) and **Elin-Mari Heggland** (WAI #528) managed the New Bedford Regional Pilot's Association sightseeing flights. These pilots donated their time and airplanes to provide kids and adults great sightseeing tours of the area. Chapter Secretary **Christina Chella** (WAI #28910) was the Logistics Queen and helped volunteer **Gary Cunningham** (Treasurer Dot Cunningham's son) coordinate the close to 20 static aircraft displays that were available for the community's viewing. From Cessna 152 and 172 aircraft to commercial planes (Cape Air Cessna 402C, CLS Corp King Air) to home built and sport aircraft, there was a wide array for viewing.

The highlight of the day was the arrival and display of the Massachusetts Army National Guard helicopter as well as aerial formation and flying demos. The group was treated to the U.S. Coast Guard Helicopter and Falcon fly-bys and a Black Hawk Helicopter fly-by. There were also well over 50 antique and classic cars on display. Representatives from local businesses in New Bedford and the FAA were on hand to spread the word and support. The New Bedford Buttonwood Park Zoo lent their "Zoo Choo" train for the day and the kids had a blast. Chapter member **Nancy Keith** (WAI #12448) managed the vendors as well as helping out at the Chapter and Raffle Table. Her husband, **Bob Keith** (honorary Atlantic Aviators Member), was the resident photographer.

Chapter members **Denise Garcia** (WAI #12310), **Ellie Marland** (WAI #6720), **Kelly Hansen** (WAI #17899), and **Katie Servis** worked at the Chapter table and raffle table. The raffle prizes were donated from local companies and helped raise money for the chapter's scholarship. Chapter President **Tammie Irwin** (WAI #12312) spent the day floating from each location making sure everything was working and coordinated. The chapter had a lot of help from volunteers from local Civil Air Patrol units as well as the family and friends of all of the chapter members.

The day was a huge success. The chapter and all of the volunteers are already knee deep in preparing for next year's event! ➔



ATLANTIC AVIATORS CHAPTER



GA Fun Day in New Bedford, photographed from the Observation Deck

WAI Welcomes Official Chapters

Women in Aviation, Heart of Georgia Chapter #65

Middle Georgia College, Eastman, Georgia

Brittany Badgett, President

Lisa Rivers, Vice President

Amanda Hawkins, Secretary

Leigh Ann Saliba, Treasurer

Tanna Almond, Membership Chair

Lindsey Floyd, Outreach Chair

Lisa Henry, Advisor

Women in Aviation, Garden State Angels Chapter #66

Jackson, New Jersey

Alyson Beausoleil-Holt, President

Shari Ritchkin, Vice President

Melissa Lekas, Secretary

Allen Scott, Treasurer

Lynn Cyrway, Membership Chair

Yvonne McManus, Outreach Chair

ST. LOUIS WOMEN WITH WINGS CHAPTER

Eve Cascella headed up the group's very successful plane wash scholarship fund raiser at Mt. Vernon, Illinois (KMVN) airport. Although dozens of miles away from St. Louis area, the venue was perfect: held in conjunction with their first Saturday of the month FBO sponsored breakfast; enthusiastic airport manager (**Chris Collins**) who assisted with hard-to-transport things (like ladders and hoses); super supportive volunteers (particularly **Bernie Lillick**) who greatly assisted with publicity and helped moved the planes around; local media ran articles pre- and post-event; and receiving donations from local businesses (like Wicks Aircraft Supplies in Highland, Illinois, with cleaning supplies). Airport volunteers had a professional banner made for the group and **Sheila Antoon** baked a special cake and included the chapter's logo. WWW had a mobile command post (**Karan and Steve Hofmann's** RV) parked on the ramp. The group washed 15 planes in five and a half hours and raised \$1,100. The Chapter owes a lot to the Mt. Vernon Airport and its surrounding area for their wonderful support and their continued support to the aviation community.

And a former adoptee, **LCPL Matt Garvey**, is on his second deployment so the group adopted his entire unit—Marines of 3rd platoon, Kilo Co. 3/24 3rd platoon.

The Chapter also had a pre-Memorial Day trip to Lake of the Ozarks. **Monty Sauder** opened his beautiful lake home to the chapter. ➔



Upper Canada Chapter toured Diamond—(l to r) Monica Leone, Valerie Leung, Katie Alexander, Lisa Graham, Susanne Hart, Contessa Bishop, You-jin Choi, Laura McColl, Eun-mi Choi, Verna Hart, Lou Hart, Sarah Stenabaugh, Jim Stenabaugh

UPPER CANADA CHAPTER

UPPER CANADA CHAPTER

In June, Upper Canada (Toronto) Chapter members had the opportunity to tour Diamond Aircraft's London facility with **Jim Walker** as their guide. London, Ontario is the North American base for this Austrian company whose original aircraft idea was to build a glider with an engine. They use fiberglass to construct composite lightweight single engine aircraft with removable wings for convenient storage. The assembly area is temperature and humidity controlled for consistent drying times. The facility also assembles a multiengine aircraft and has started testing it's prototype single engine jet. All aircraft are built to order and come with a one-week training course. ➔

HOUSTON and SPACE CITY CHAPTERS

On a warm June evening 20 members of the Texas WAI chapters Houston and Space City joined for a memorable tour of the George Bush Intercontinental Airport (IAH) in Houston. It is one of the world's premiere Class B airports handling every conceivable type of aircraft. The tour was led by Airport Manager **Robert Watkins**. After an educational slide presentation the chapter members boarded a bus for an in-depth drive around the airport. The group got up close and personal with airplanes, ground crew and their vehicles, seeing these operations from the inside. Everyone was awed by the tremendous amount of materials, fuel, man-hours and logistics that go into running such a large operation. It is like balancing 100 plates on the ends of sticks...all at the same time!

Next on the agenda was a thrilling demonstration of the Houston Airport Fire Department's capabilities. Three full departments are needed for this expansive area and are aptly called Aircraft Rescue Fire Fighters. The tour members especially enjoyed the metal-piercing, water-spraying tool mounted atop the trucks for accessibility into aircraft fuselages when other entrances are not possible. Awesome demonstration! Please know that if you are ever at IAH and need the services of the wonderful Bush Intercontinental Airport or their fire department, you are in very good hands indeed! ➔



Houston and Space City Chapter members with the IAH fire truck from Dept. 99

HOUSTON AND SPACE CITY CHAPTERS



CAREERS

Congratulations to **Cathy Fraser** (WAI #6123) on completing her Captain training on the Boeing 767 at Air Canada.

Sophomore aviation student **Leah Hetzel** (WAI #39362) has been selected as the Spaceport Chapter of the Ninety-Nines recipient

of the Mary Blackwell–Anne Walker Memorial Scholarship for \$1,500. Hetzel, President of the WAI, Jacksonville University Chapter has earned her Commercial Pilot certificate with instrument, single-engine and multiengine ratings. She will soon finish her Flight Instructor certificate (CFI) and will use the scholarship toward her Flight Instructor Instrument (CFII) rating.

Winsome A. Lenfert (WAI #1215), was appointed to Federal Aviation Administration Senior Executive Service as Manager Airports Division Southern Region in Atlanta, Georgia. In her new position, Lenfert administers a Federal grant program for airports in the Southeast that totaled \$687 million in 2008. Lenfert leads a staff of 69 professional engineers, planners and safety inspectors at four offices that oversee FAA activities at 605 airports throughout the Southeast United States.



Prince Philip honors Middleton

Jane Middleton (WAI #1506), Finance Director, Rockwell-Collins U.K., was recently honored with the Air League Association's Illuminated Scroll for her work with Women in Aviation, International awarded by Prince Philip at Buckingham Palace.

Middleton was instrumental in setting up the 4th Annual Aviation and Women in Europe Conference at Gatwick, England in 2007, and is currently President of the Women in Aviation, Southern England Chapter, which holds its next meeting October 17th at Gatwick, England. For more information contact avgasjane@aol.com.

OTHERS MAKE THEIR MARK

Fantasy of Flight General Manager **Kim Long** recently was recognized by her hospitality and tourism industry peers with the "Innovative Marketing Award" from Polk County Tourism and Sports Marketing.

PASSAGES

Chandy Clanton, three-time member of the United States Unlimited Aerobatic Team and several time EAA AirVenture Oshkosh performer, was killed July 10 in her Edge 540 ahead of



COURTESY OF KELLY BURRIS AND ERIN RECKE

AIR RACE CLASSIC

Winners of the \$5,000 top prize in the four-day transcontinental Air Race Classic for 2009 were pilot **Kelly Burris** (WAI #8322) of Pleasant Ridge, Michigan, and copilot **Erin Recke** (WAI #13243), of Newnan, Georgia. Burris—a 950-hour pilot and a patent attorney with the Chicago-based firm of Brinks, Hofer, Gilson, and Lione—owns the 1962 Beechcraft Debonair in which the two competed for their second Air Race Classic. Recke is a 4,000-hour airline pilot with Delta Connection ASA.

the Wingnuts Flying Circus in Tarkio, Missouri. She was 36 years old.

Peggy LoPresti, wife of the late Roy LoPresti and chairman of the board of LoPresti Speed Merchants and LoPresti Aviation of Vero Beach and Sebastian, Florida, died July 17. She was 79. Born in New Jersey, she lived in Vero Beach for 21 years. Her husband Roy, renowned aircraft designer, preceded her in death. Survivors include her daughter, Amy Walsh of Allen, Texas; sons, Curt, Jim, Roy, and David, all of Vero Beach, Florida; and 11 grandchildren. The company helped owners to improve the airplanes they have, and is now developing the LoPresti Fury airplane.

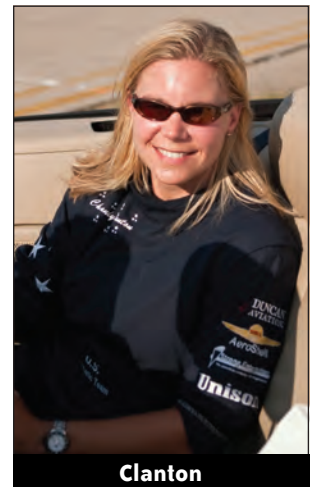


PHOTO COURTESY OF EAA/CHRIS MILLER

Clanton

Phyllis Woodhouse Nold, the first woman to receive a pilot's license in the Hashemite Kingdom of Jordan, a cross-country sports car racer in the 1950s, and a Major in the Civil Air Patrol, died June 3, 2009. She was 83 and had been in ill health, said her daughter **Margaret Nold**, owner of Ikarus Aviation International Inc., an aviation consulting business in Houston, Texas. King Hussein personally authorized Phyllis Nold's pilot's license, her daughter said. ✈



OFFICIAL WHITE HOUSE PHOTO BY PETE SOUZA

President **Barack Obama** signs S.614, a bill to award a Congressional Gold Medal to the Women Airforce Service Pilots, in the Oval Office Wednesday, July 1, 2009. Of the women who received their wings as Women Airforce Service Pilots, approximately 300 are living today. The pilots in attendance were Women Airforce Service Pilots **Elaine Danforth Harmon, Lorraine H. Rodgers, and Bernice Falk Haydu** and Active Duty United States Air Force Pilots **Colonel Dawn Dunlop, Colonel Bobbi Doorenbos, Lieutenant Colonel Wendy Wasik, Major Kara Sandifur and Major Nicole Malachowski.**

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BILL PHELPS' AIRLINE GROUND SCHOOLS

Airline Ground Schools (AGS) has been teaching Air Transport Pilot (ATP), Flight Engineer (FEX), and Aircraft Dispatcher (ADX) test preparation for 40 years. Airline Ground Schools has more than

58,000 pilot and flight dispatcher graduates. Danny Mortensen is President of Bill Phelps' Airline Ground Schools, author of *The Airline Career and Interview Manual* and the 1990 Gold

Trophy winner at the National Championship Air Races. Mortensen is also a former FAA Air Traffic Controller.

Mortensen paints an optimistic picture for those seeking aviation jobs. "We're carrying more people on the airlines, nationwide and worldwide, today than we were before September 11th," he says. "The majors, or the legacy carriers, have been passing off their short and medium haul runs, or routes, to the junior partners, the commuters, and they are going into the international market more," Mortensen says, adding, "That means all the smaller carriers are carrying more people, they need to hire more pilots, and they need more dispatchers."

"The aviation industry typically runs in 10-year cycles," says Mortensen. "Dispatchers are as equally responsible for the airplane as the Captain—both sign the dispatch papers saying that the equipment is ready and that the FAA regulated preflight planning and paperwork have been completed and are acceptable. Dispatchers make about half what an airline Captain makes, generally."

Mortensen became a dispatcher examiner for the FAA in the early 1990s. "There are about 12,000 certificated dispatchers in the FAA registry, but it is difficult to tell how many are actively working. The larger airlines have substantial dispatch departments, with little growth or turnover. Regional airlines, however, have been growing their dispatcher ranks as they add routes (typically picked up as larger airlines shed them)," explains Mortensen.

The Dispatcher course can be done in a manner of weeks through distance learning programs such as the one provided by Airline Ground Schools. You will have to turn up for some classroom time (six days) and testing at the end, but, Mortensen says, it is not a difficult course, especially if you already have an aviation background of some kind. "Where

JOHN RIEDEL



Mortensen

you might have to spend \$40,000 to be a pilot, you can get into dispatching for much, much less."

What makes AGS different is that AGS instructors are employed by the airlines as flight dispatchers and airline pilots. Airline Ground Schools presents the training program on a real-world basis, not just from an academic point of view. AGS is also a subcontractor to several airlines providing initial, upgrade, recurrent and crew resource management training for flight dispatchers, flight followers, and pilots.

One- and two-day seminars are available nationwide for groups of five or more at \$150 per person per day plus expenses. Special rates are available for larger groups.

Individual Crew Resource Management courses are designed and tailored specifically for cockpit crew, aircraft dispatchers, mechanics, and flight attendants. These professional groups can be combined to create a team approach to human behavior and interaction to further enhance safety of flight.

The AGS web site (www.agschools.com) includes online training, a bookstore, FAA test preps, dispatcher training, interview preps, contract training, CRM seminars, job listings for AGS graduates and more.

One look at the AGS Board of Directors says it all—WAI member Wally Funk and aviation instructor and humorist Rod Machado are both on it. Bill Phelps' Airline Ground Schools has been a corporate member of Women in Aviation, International for seven years, and has exhibited at the International WAI Conference for nearly all of those years. Airline Ground Schools also annually awards a scholarship to a deserving Women in Aviation, International member.

For more information about Bill Phelps' Airline Ground Schools call (800) 824-4170 or write Airline Ground Schools, 73 Cavalier Blvd. #216, Florence, KY 41042. ➔

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

George T. Baker Aviation School



DENISE WATERS

I am enrolled in an Aviation Maintenance Degree program and contemplating a commercial airline career in maintenance.

What are your recommendations for following this path?

First, if you haven't already done so, find yourself a mentor. Mentors not only provide essential background information to you about your chosen area, but also help prepare your expectations of what is entailed in becoming successful in your field. Better yet, mentors often open doors for you. Women in Aviation, International (WAI) can connect you to a mentor.

Two other excellent career-building resources are scholarships and internships. This year WAI is offering both as part of their 2010 scholarship program. Available this year are a \$5,000 maintenance scholarship and a 13-week paid 2010 internship with a major international airline—opportunities not to be missed. Both scholarships include a full ride ticket to the 21st Annual International Women in Aviation Conference at Disney's Coronado Springs Resort, near Orlando, Florida, so hope to see you there! For more details about the many scholarships available, check out pages 20-21 in this issue or go to <http://www.wai.org/education/scholarships.cfm>.

This was my first year going to the Experimental Aircraft Association (EAA) AirVenture air show in Oshkosh, Wisconsin. What an incredible experience! I got so jazzed on the idea of building my own aircraft. What are your thoughts on where to start?

Glad to hear you didn't sign on the dotted line with the first kit manufacturer who caught your eye (and your ear). Do your research first. Emotions run high, especially your first time seeing all the incredible possibilities for building your own aircraft. There are plenty of sleek birds on the AirVenture grounds during the show, and great deals are alluring, but without prior research you could start down a path that turns out to be more challenging than you ever imagined.

Are you a builder, flyer or both? Unless you truly enjoy the building process, the probability is high that your project's destiny is "incomplete." If building is right for you, what are your goals and planned use of the aircraft? Do you fly solo for currency and fun? Are you into cross-country flights with passengers and gear? Thinking of building as a project with a group? There are as many uses as available kits. Research what is available that corresponds to your desired use. "Women Who Build" seminars can be found at the WAI Conferences, Sun 'n' Fun and Oshkosh. Connect with a mentor and other builders to learn from their experiences so you can soar in both the building and flying of your aircraft. ➔

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

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We're very proud of our students' accomplishments. LeTourneau University is the 2009 recipient of the Loening Trophy, the oldest and most prestigious award for collegiate aviation programs. This award comes after our own Emily Brown, LETU '08, brought home for the second time the Candi Kubeck Award (top scoring female contestant) at the National Intercollegiate Flying Association's SAFECON National Competition.

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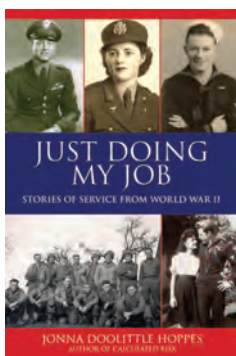


Emily Brown, LETU '08



*Just Doing My Job
Stories of Service During
World War II*
by Jonna Doolittle Hoppes

World War II is described by some as “the last good war” because it was a time when all of America pulled together to defeat a common foe. You didn’t have to be in uniform to do your part for the war effort. Jonna Doolittle Hoppes, granddaughter of General Jimmy Doolittle, has collected stories from across the gamut and presents them in *Just Doing My Job, Stories of Service during World War II*. The book contains vignettes from servicemen and women as well as those who served on the home front.



Some of the recollections will take you by surprise. The detail is especially striking. You may get the feeling that you are sitting at your grandfather or grandmother’s knee poring over a family photo album. Black and white photos depict the storyteller at their age during WWII, and each chapter concludes with a paragraph on what happened to them after the war. —A.L.

ISBN 978-1-59580-042-8

Published by Santa Monica Press; 2009
Hard cover; 312 pages; \$16.47
www.santamonica.com



FitDeck® Exercise Playing Cards

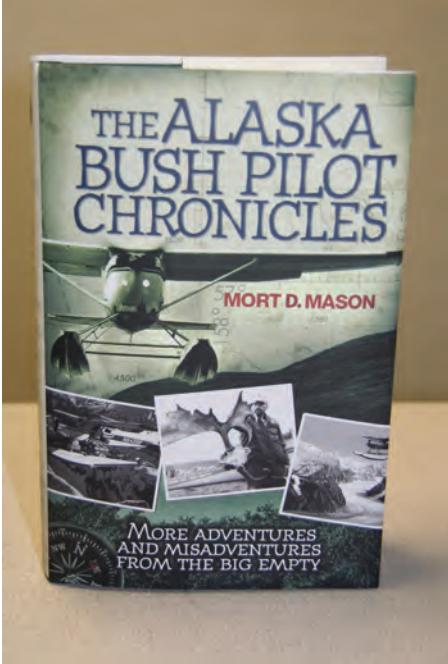
Travel is hard on an exercise routine. So is the occasional boredom of sticking with a plan long-term. The inventors of FitDeck exercise playing cards understand the limitations of travel, the office workplace, and even our bodies after intensely stressful events, and have designed sets of exercise playing cards that can help you get back into shape (or stay in shape) without excess baggage or stress.

Each FitDeck card set offers 50 different exercises that can be performed in the predetermined setting or conditions with no extra equipment (just you!). There are six instructional cards in each deck to help you get the idea, but basically, shuffle, pull four or five cards (your “hand” for the exercise session) decide whether you’ll pursue the beginner’s, intermediate or advanced track, and follow the instructions for the exercise on the respective card (pictures included).

FitDeck cards are available for Pilates, Prenatal, Post-Natal, Travel, Yoga, Office, Body Weight and Kettlebell, and give visible results to those who can stick with the game. Not bad for something the size of a deck of cards that costs \$14.95. For more information go to www.fitdeck.com or call (800) 226-6022. ➔

WAI GETAWAY PACKAGE
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Sonesta Maho Beach Resort & Casino’s new “Ladies Luck” package offers room upgrades to Ocean View, all meals and drinks, a massage at the spa, admission to the island’s hottest nightclub, and vouchers for Casino Royale at \$155 per person, per night, based on double occupancy for travel valid until December 15, 2009, with a minimum of three nights. Rate includes all tax and service charges. Whether it is a bachelorette party, a mother/daughter weekend or a long-overdue reunion, enjoy the perfect island escape and even duty-free shopping at the boutiques in the Maho Promenade. Visit www.sonesta.com/mahobeach for more information or call (800) 223-0757. ➔



The Alaska Bush Pilot Chronicles
by Mort D. Mason

Review by Meę Godlewski

There's hardly a pilot among us who doesn't dream of taking an airplane into the backcountry of Alaska. If that is not in the cards for you (yet) or you'd rather have the margin of safety that comes from piloting an arm chair, fly along with Alaska bush pilot Mort Mason through the pages of *The Alaska Bush Pilot Chronicles*.

Mason's career spans 30 years and includes flying hunters, fishermen and sightseers to the most remote and most scenic parts of the "Big Empty."

Mason recounts his experiences of landing on sandbars, navigating mountain passes and skirting deadly weather. Although you may never fly in the backcountry,

you may learn a thing or two that could help you avoid a dangerous situation.

Interspersed with his own experiences, Mason describes events that happened to other pilots who attempted to fly Alaska when they didn't have the skill, proficiency or the right equipment to do so. You think to yourself, 'I'd never do that!' and learn from it. He also shares the exploits of famous pilots he's known, including those who continue to fly in the remote corners of the world.

Mason tells the stories in a folksy, relaxed style and you almost feel as if you're sitting in a rustic lodge listening to a hangar flying session.

ISBN 978-0-7603-3433-1

Published by Voyageur Press; 2009

Hardcover; 319 pages; \$16.50



www.waistore.com

Be sure to check out the merchandise in the WAI Store, like this Red, White and Blue Silver Tone Costume Pin with Spinning Prop
Code: PTP-P205DST; Price: \$15.95

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JENNY T. BEATTY

AVOID THOSE COMMON SCHOLARSHIP BLUNDERS!

The purpose of this article is to reveal the blunders made by other scholarship applicants. Others, but not you,

because you will read this article and learn from their mistakes and not repeat them, right? Because you don't want to give us any reason not to give you money you are qualified for.

But First...

A few words about our sponsors. Many of the scholarships offered through Women in Aviation, International, are sponsored or donated by aviation and aerospace companies, other aviation organizations, and generous individuals. Employees suggested to management that they offer a scholarship to help the up-and-comers in aviation. Executives said, "Let's do it!" Members of organizations generously donated cash. People with the means and the desire shared their wealth.

Add to these sponsors and donors the many volunteers who spend hours poring over applications, interviewing applicants, and doing the final judging, and it probably comes to more than a hundred people in all who make scholarships available to you through Women in Aviation, International.

Those folks are in the happy position of giving away money, a more difficult job than it sounds. More difficult because... well, this article is a summary of the many ways that other applicants—but not you!—make it hard to give them money, and how sometimes it isn't only the applicants' hearts that break.

Glide Past the Velvet Rope

To gain entrance to that trendy new bar, you have to convince the bouncer to lift the velvet rope. To sign onto Facebook and MySpace, you need to enter your password. And if you want to get a scholarship, you had better be sure your application makes it past the screeners, who serve as gatekeepers for the scholarship judges and sponsors who choose the winners.

For Women in Aviation, International, this role is fulfilled by Donna Wallace, the Scholarship Coordinator. "I am the one who follows through with making sure all applications are complete before sending them to the sponsors of each scholarship," Donna explains. "Then once the sponsor has made their decision on who will receive their scholarship, they let me know and I organize the presentations to be made at our annual Conference."

We've all heard it before, but it bears repeating here that applying for a scholarship is like applying for a job. You need to find out what the basic eligibility criteria are and determine if you meet them. You need to follow the instructions. You need to provide all the information requested. And you

need to understand the importance of on-time performance.

Simple, right? Yet basic mistakes are made again and again by other applicants, including: Not being a member of the sponsoring organization when required; not including the proper number of photocopies; not submitting all the required documents that make a complete application package; and forgetting that airlines value on-time performance.

It's frustrating to see good candidates make seemingly small but ultimately costly missteps, like when they "don't put their WAI membership number on the application, don't sign the application, [or] the application is incomplete," says Wallace. Such blunders might mean the race is over for you, before getting out of the starting gate.

Spell Check Is Your Friend

And your friends can be your spell-checkers, as they were for Anna Romer, recipient of 12 national aviation scholarships and current Scholarship Chair for Association for Women in Aviation Maintenance (AWAM). Romer says. "Common mistakes that could make or break your scholarship application or essay are: spelling errors, poor handwriting, and crossing out or scribbling out words."

Blundering in a skill area directly related to the aviation position being sought cannot be overlooked by the scholarship judges. If you want to be an airline pilot, demonstrate your attention to detail. If you aspire to be a technical writer, you don't want your application to contain a single spelling or grammatical error. And if you are aiming at a maintenance position, scribbling out words is a big no-no: Corrections in aircraft logbooks are made by drawing a single line through the incorrect portion, never scratching out or obliterating words.

Completing a scholarship application on a computer or typewriter can produce the best-looking result, but a handwritten application is normally acceptable if it is neat and easy to read. Another aspect of legibility is making photocopies of licenses and certificates that are clear and legible—"almost" legible isn't good enough. Use the spell-check function of your word processing software, and ask a word-savvy friend to go through your application with a critical eye.

Aim for the Goal

A key to winning at soccer is to shoot lots of shots at the goal. So obvious, so fundamental, yet so easily lost among the skills-building exercises, ball handling, passing, sprinting, field positioning, teamwork... Has this happened to you in your aviation career? Did you get so wrapped up in college coursework and training milestones that you lost track of your career goal?

I am not advocating a shotgun approach to scholarship applications. While it is possible that applying for more scholarships may increase your chances of getting one, limit yourself to those that will help you move towards your goal.

Rebecca Hempel, a two-time winner of the Ninety-Nines Amelia Earhart Memorial Scholarship, often sees a problem with goal-setting in the applications she reviews. “The statement of a goal doesn’t seem to get a lot of thought— it often seems just thrown in, rather than the logical result of a series of steps laid out in a well thought-out plan,” she says.

This is also readily apparent to scholarship sponsors, according to Donna Wallace. “They can tell those applicants who have set realistic goals for themselves, have done their homework, and know how to reach their dream,” she says.

One possible reason you may find it difficult to define your goals in a scholarship application is that you haven’t defined them for yourself. Ask a trusted mentor or a role model, do some research, or seek out a formal career advancement program. When you are able to explain your plans or goals in aviation in a sentence, or two, you are ready to put them down in a scholarship application.

Another possibility is that you simply aren’t ready to narrow down your career options quite yet. In that case, don’t just tell us what you think we want to hear. Target those scholarships that are deliberately designed to assist people who are just starting out, still exploring options, or who don’t fit into well-defined categories.

Tell Me About Yourself

“The personal essay is really the most important part of the application package,” says Evelyne Tinkl. “This is the only way we scholarship sponsors can get a sense of who our applicants are.”

Tinkl and her friend Deborah Hecker know what a difference a good scholarship essay can make. Hecker’s breakthrough was winning an American Airlines B727 Type Rating Scholarship, which led to a job with American. When Tinkl went up on stage to receive her Airbus Industries Type Rating scholarship, she caught the eye of United Airlines recruiters; she now flies the Airbus A319/320 there.

After 9/11, Tinkl and Hecker put their heads together and started The Keep Flying Scholarship to help women pilots who run out of time, money, ideas, and options all at once. “We want to get them a step closer to earning money in aviation,” Evelyne says. But for you to merit their support, they need to get to know you—through your essay.

“Follow instructions: A 500-word essay means one page, not three. Three pages may be a good first draft; then start editing,” emphasizes Tinkl. “The tone of the essay is important: there is a fine line between ‘I need financial help’ and whining about lack of money.”

The essay is so important that many applicants get stuck on it, because the best way to write it is not always obvious. Or maybe writing is not your forte—get help from your friends, mentors, or teachers.

Robin Lamar, a past president for AWAM who now serves

as AWAM Ambassador, got her scholarship application essay all wrong. Already a professional in aviation and confident she knew what she was doing, she carefully wrote the 500-word essay and sent it off to a friend for review. “She told me to scrap it!” Lamar exclaims. “I had written a biography—nothing related to where I was headed and how the scholarship could help. It sounds obvious, but I had missed it.”

Lamar re-wrote her essay, won that Pratt & Whitney Scholarship, and it changed her career and her life. “That’s why you really must write a different essay for each scholarship you apply for,” Robin says. “You as an individual have a different relationship to each opportunity.”

There is also the problem of not telling enough. Wallace cites essays that “include the whole history of Amelia Earhart, and not enough about the applicant.” Also, go easy on the romance of flight. Rebecca Hempel says, “I think everyone thinks their story is original.” It probably isn’t.

I Highly Recommend...

...that you solicit new letters of recommendation. Everyone handling scholarship applications complained about these.

“We just don’t get good letters that address all the required points,” says Hempel. “Applicants need to make it clear to the people who write a testimony to their character what that means.” She points out that a person’s pastor may not be a good judge of whether the applicant is, or will make, a good pilot, but is a better judge of character.

“The letters must be relevant and current,” says Tinkl. “My least favorite are those that say very little or nothing about the applicant even though they were written by the nicest person on the planet. We actually had one applicant include a letter from 1987! And another wrote them herself, complete with bogus phone numbers.” Tinkl recommends that you suggest a topic to the letter-writer, such as balancing school and a job or volunteerism. Anna Romer notes that many recommendation letters convey a sense of having been mass-produced, rather than tailored for the particular scholarship.

Heartbreakers

Running out of qualified scholarship applicants before running out of money. Getting the perfect application from the perfect applicant—past the deadline. FedExing your application to UPS. Receiving an application before the deadline, but with insufficient time to request a missing document. “When applicants don’t return emails and phone calls in reference to their scholarship application,” says Donna Wallace. “It may have been something simple that needed to be clarified.”

Despite these frustrations, Evelyne Tinkl speaks for everyone offering scholarships through Women in Aviation, International, when she says, “The Keep Flying Scholarship is one of the most rewarding things I’ve ever done!” ➔

.....
Jenny Beatty (WAI #144) was awarded a United Airlines B747 Type Rating from the Ninety-Nines Amelia Earhart Memorial Scholarship Fund in 1995, and has helped interview applicants for ISA + 21 scholarships. She flies for American Airlines.

Women in Aviation, International

2010 SCHOLARSHIPS

Scholarship awards are a major benefit of membership in Women in Aviation, International. It is how our members reach out and contribute to growing a future for the aviation industry, including both commercial and general aviation around the world. We have listed 32 scholarship opportunities in the July/August issue of *Aviation for Women*. Listed here are 10 additional scholarships that were not included in the previous listing. To see the complete list, go to www.wai.org and click on Scholarships.

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 39 of this magazine and mailing it in. It will be the best \$39 (only \$29 for students) that you'll spend this year.

Flight Scholarships

NEW FOR 2010

AOPA Student Pilot Scholarship

Since 1939, the Aircraft Owners and Pilots Association (AOPA), has worked to keep general aviation fun, safe, and affordable. As part of its commitment to growing the pilot population, AOPA will award a \$3,000 scholarship to a woman pursuing a private, recreational, or sport pilot certificate who has obtained a student pilot certificate.

The recipient will be chosen based on merit, including previous accomplishments, ability to set and achieve goals, and commitment to flight training.

Each applicant should include her thoughts on general aviation's role in supporting local communities in the descriptive essay.

Applicants must be U.S. citizens and full-time students enrolled in high school, an accredited flight program, or an accredited college or university with a cumulative GPA of 3.0 or better (on a 4.0 scale). Funds will be paid directly to the recipient's flight school and must be used within one year of the award. (Scholarship value \$3,000)

NEW FOR 2010

Betsy Goldbach Aviation Scholarship

I love flying and would like to encourage others to explore the

wonders of the sky. This scholarship may be used towards a Private Pilot Certificate or a Seaplane Rating.

Scholarship may be used at a school of your choice and must be used within one year of acceptance. Funds will be paid directly to school under recipient's name. (Scholarship value \$5,000)

Bombardier Business Aircraft Services

Lear 31A Pilot Training Type-Rating Scholarships (2)

In memory of Richard E. Blose, Learjet 31A Instructor Pilot, Bombardier Business Aircraft Services is offering two (2) Learjet 31A pilot type-rating scholarships. Upon successful completion of the training course, the recipient will be able to conduct a 100 percent type rating check ride in the LR31A simulator. Selected candidates must be a holder of a Private Pilot Certificate with Multi Engine and Instrument-Airplane Rating. The course lasts 16 days and will be conducted in Dallas, Texas. The applicant is responsible for all lodging and travel costs. (Scholarship value \$20,300 each. Total scholarship value \$40,600)

Continental Airlines 737 Flight Training Scholarships (2)

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

To apply for these scholarships, apply online using the following procedures. The deadline for applications is **January 15, 2010**.

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

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

- Follow the prompts to create a new AirlineApps.com account.
- Fill out the required information by selecting each item on the list of options on the left side of the page.
- Under the item "Job Targeting" select "Continental Airlines" as the airline you wish to receive your application.
- Under the item "My Addendums" select the option "enter/update" on the line next to "Continental Airlines"
- Complete the information on this page.
- At the top of the page select "Member of Women in Aviation" in the affiliate listing.

To have someone submit an online letter of recommendation, under "Professional Recommendation" select "Send a Request" and enter the email address of the person submitting the recommendation. They should receive shortly an email with a link to a webpage to submit the recommenda-

tion. You can have as many recommendations as you want.

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

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

After completing the application you can then submit your essay via email to Scholarships@wai.org with a copy to Pilotrecruiting@coair.com. Continental’s response to your email will let you know your application is under consideration. You may include a copy of your résumé, but this is not mandatory.

You must be able to attend the full training course as scheduled in the Spring of 2010. The scholarship does not include housing or personal expenses. The course will be trained under Continental Airlines 142 certificate and consists of manuals, CBTs, FTDs, FFS, Oral Validation and Rating Ride. The total training will be conducted over 21-24 day time period. (Scholarship value \$8,000, Total scholarship value \$16,000)

Kathy K. Hodgkins Memorial Scholarship

Kathy K. Hodgkins was a pioneer in the aviation community in Maine. She not only had an airline career with Continental Airlines but she also had a successful floatplane operation with her husband, Tim. She was a teacher and a student; a woman who lived life to the fullest and always looked for new adventures; and who always gave her time and care to others. On August 12, 2004, Kathy perished in a floatplane accident. This scholarship will award the recipient with floatplane train-

ing to successfully complete a seaplane rating. The training will be completed in Maine, and transportation to Maine has been donated to the scholarship fund by Continental Airlines. Applicants should possess at least a private pilot’s certificate and a current medical. (Scholarship value \$1,500)

Aviation Safety Scholarships

NEW FOR 2010

PAI Consulting Aviation Safety Scholarship (3)

PAI Consulting, a women-owned aviation consulting firm that provides support to the government and industry, will award three \$1,000 scholarships to women pursuing aviation safety studies. The scholarships will recognize students who possess a passion for aviation safety.

In addition to the WAI requirements, the recipient must be—

- Currently enrolled at a university (undergraduate or graduate program) with a major or minor in an aviation safety-related field,
- Have a minimum 2.8 cumulative grade point average, and
- Be an active member in their local Women in Aviation Chapter, if applicable.

Limitations—The scholarship money must be used for tuition or school books. Funds will be paid directly to your school. (Scholarship value \$1,000 each. Total value \$3,000)

As more scholarship listings are received, they will be added to the web site, www.wai.org. Don't forget to 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



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**



NICOLE
CAGNOLATTI

CAGNOLATTI HELPS OTHER WOMEN FULFILL THEIR DREAMS

For Nicole Cagnolatti, a life devoted to aviation was destined when her family moved from Florida to California when she was young. However, her pursuit of an aviation career was made easier through Women in Aviation, International scholarships, and rather than just take the scholarships and move on, she decided to give back to the system that helped her by creating

her own Women in Aviation, International scholarship that she awards to someone as deserving as she has been.

Long Beach Airport (LGB) figures prominently in the life of Nicole Cagnolatti. Not only did she grow up three miles from the airport so that she says, "I always saw airplanes," but her

means I sat in a van and monitored aircraft coming in as part of the airport's noise abatement program."

Cagnolatti joined Women in Aviation, International in 2000 when she was enrolled in A&P school at Orange Coast College, and got involved in Association for Women in Aviation Maintenance as well. She applied for, and won, her first WAI scholarship, which was from SimuFlite

by Patricia Luebke

for a maintenance typerating for Cessna Citations. In the same year, she also won a scholarship for a Learjet type rating. She says simply, "That got me a job." The following year, she won a scholarship from Pratt & Whitney for maintenance training on the PW530/535 turbofan engine.

She decided to pay back the Women in Aviation scholarships by providing her own. Her first scholarship was for \$500 and she required the applicants to write an essay. She said, "I knew what I was looking for. I would read the essays and critique them." In giving back, Cagnolatti says she loves turning a person's attitude from "I don't know if I can win" to "I won?"

In 2009, Cagnolatti gave her fourth scholarship. The amount of the scholarship has fluctuated depending on her own personal financial situation. "The money comes out of my own pocket, just from my paycheck," she says. "Giving these scholarships has become a passion for me."

Her scholarships aim to empower women to believe in their aviation dream. That's why she gave her scholarship the name "If You Can Dream It, You Can Do It." Cagnolatti is willing to help fund any aviation dream a Women in Aviation member may have. She says her own attitude has been to assume success is in hand. For example, when she would write her own scholarship entries, she'd tell herself she'd already won. She says, "I want other people to say 'I can do this' or 'I can do that.' I want other people to see there's more out there."

Today she is an aircraft mechanic for Horizon Air, working in Seattle, but living 150 miles away, near Portland. She commutes by airline every night, four nights a week. "My scholarships all led to something else," she says. And that's what she hopes she can do for other women. To check out Cagnolatti's scholarship and others available for a wide variety of purposes, visit the Scholarships section at www.wai.org. ➔

JOHN RIEDEL



"If You Can Dream It, You Can Do It" 2006 winners Kimberly Kelsey (left) and Maria Weybracht with donor Cagnolatti

first job was as a tour guide at the airport. "My mom found a brochure about volunteer guides." She was just 15.

She had the job for seven years, guiding everyone from kindergarten classes to senior citizen groups. "Long Beach Airport is a historical airport," she says, "it was the home of Earl Daugherty, a barnstormer, who founded the airport." He is credited with founding the country's first flight school in 1919 at the site of the airport. There is a mini-museum, with Daugherty's pilot's certificate (#87) signed by Wilbur Wright.

Cagnolatti started flying in 1993, when she was in high school. She learned at Long Beach Airport and she calls 25 Right her "hometown runway." Funding her flight training herself, it took her two years to earn her private certificate. She recalls, "25 Left goes over my high school and I'd tell friends to watch for me. I'd waggle my wings, and my friends on the track team would all wave."

Next stop was an associate's degree from Long Beach City College. She continued as a tour guide, but added two more jobs. One was with a ground support equipment company, the other was as an "airport operations assistant." She explains, "That

COLLECTIVE WISDOM

FOR FLIGHT NURSE PAM WITT HILLEN,
LIFE DEPENDS ON THE ABCS

by **Scott M. Spangler**

Murmuring conversation wafts through a beige conference room in Wisconsin's Appleton Medical Center like steam from the early morning coffee before many of the 50 young faces at long tables. Just out of school, they are in ThedaCare's Nurse Resident Program, which smooths their transition from student to staff with clinical and classroom work guided by veteran RNs.

A trim woman in a royal blue Nomex flight suit stands before them. On a leather nametag, under a caduceus centered in six-armed shield with wings, silver letters spell "Pam Hillen, RN" and "ThedaStar Flight Nurse." Behind stylish rectangular glasses clear blue eyes scan the now quiet room. Her spiky blonde mane suggests Rod Stewart, but her voice is clear and compassionate, without rough edges.

"Being a flight nurse may seem glamorous," she says, but it's just one brushstroke on the canvas of patient care, just one step between first responders and rehab therapists. Patients are a "metabolic machine," Pay says. "At a cellular level there are two reasons people die: lack of oxygen or loss of blood. Optimizing life depends on giving the appropriate care at the appropriate place." Assessment is the key. "When you identify a problem—fix it!"

Assessment starts with the ABCs, which the nurses instantly define: Airway, Breathing, and Circulation. Like sudden blows, photos of Pam's more interesting cases take the nurses by surprise in the dim light. Trauma affecting A, or B, or C, doesn't always have class-

room clarity. Explaining all the variables involved, Pam points to examples: a leg pointing the wrong way, exposing the femoral artery, a flailed chest standing like a rack of ribs after she cut open a shirt.

Assessing patients is an "algorithmic process" that depends on knowledge, Pam says, the collective wisdom built by experience and curiosity. "School is always in session, and every day I learn something that will help me with my next patient."

Last week ThedaStar airlifted a man whose symptoms said heart attack. Hospital diagnostics proved otherwise: Ludwig's Angina, often caused by an abscessed tooth, is a systemic infection that has similar symptoms. An RN since 1977, Pam had never met Ludwig, so she's learning about his "symptoms, signs, and appropriate treatment," and sharing what she's learned at every opportunity. In closing, she paraphrases Aristotle: "Excellence is not an event, it's a habit. You are what you repeatedly do."

ROCK & ROLL MEDICINE

A 1969 graduate of Menasha (Wisconsin) High School, Pam Witt Hillen is a gregarious, compassionate, adventurer. In her fourth year of an engineering degree program at the University of Wisconsin she realized that a predictable cubicle life with a static cast of characters was not for her. A self-described "hippy," Pam wanted a life filled with the variety and spirit of discovery she



Queen of the back seat, ThedaStar flight nurse Pam Witt Hillen has been flying backwards since 1986. With rotating shifts, each day's crew is different. Today it's flight nurse Pam Witt Hillen, Chief Pilot Vinnie Mastropieri, flight nurse Jeff Grimm, and mechanic Jim Seelinger.

tasted the summer she and a girlfriend ("an even bigger hippy") hitchhiked to Canada. So, she quit and hitchhiked home from Madison.

Always interested in the sciences, microbiology lured Pam back to school. That led to nursing, and she earned her BSN from the University of Wisconsin-Oshkosh in 1977. After a short stint at Oshkosh's Parkview Health Center, she became a cardiac nurse at ThedaClark in neighboring Neenah. August 7, 1978, her birthday, was Pam's first day in ThedaClark's ER. She'd found her home. "In



trauma there are no routine calls. A nurse is a detective looking for clues, and everything has to be done quickly and in an organized way," Pam says, her voice ringing with excitement. "It's such a rock and roll show!"

Nursing is rich in opportunities, and ThedaClark, which she affectionately calls "our little hospital," is the mother lode. In 1986 it opened a trauma center (now a Level II facility), bought a Bell LongRanger, and called it ThedaStar. It was the state's third air medical program, after Madison and Milwaukee.

Contract pilots and mechanics take care of the helicopter. ThedaClark recruited its flight nurses in house. "It sounded right up my alley," says Pam.

A flying ER with a single pilot, ThedaStar has a medical crew of two, so they must master skills nurses usually don't do, Pam says, like installing intratracheal airways or a chest tubes. And they must provide this treatment on scene or in the helicopter's small cabin.

The first ThedaStar flight nurses learned these skills in Chicago, riding with fire department EMTs and

flying with the University of Chicago, and in Denver, at St. Anthony's, which launched civilian helicopter medevac in 1972. "That gave us a good foundation," Pam says. The last of the original crew of six RNs, all women, Pam runs the in-house training program that builds their collective body of knowledge with monthly "case reviews with the docs" and topics like Ludwig's Angina. "You have to know," she says, because "you can't make it up."

On call 24/7/365, the nurses work rotating 24-hour shifts that start at 7 a.m.

It was immediately clear that they needed two more nurses, Pam says. Today, the eight-person air medical crew is composed of six RNs (four of them male), and two male paramedics with critical care training. All male and employed by PHI Air Medical, the four pilots work 12-hour shifts that start and end at 6:30, and the two mechanics work seven day on and seven off.

SAFETY IN NUMBERS

“As of [February 9, 2009], ThedaStar has flown 9,221 missions,” Pam says. “In 2008 we made 498 patient flights and missed 300 for weather” and other safety related reasons. In every go/no-go decision, the patient’s condition is not a factor. Flying in risky conditions violates the first rule of medicine, Pam says, “First, do no harm.”

Every member of the crew votes on operational decisions, and a “go” requires unanimous thumbs up. Pilots play no part in medical decisions because “we don’t have a clue what they are talking about,” says Ron Ries, who started his helicopter career with the Army, “but you can tell by the tone of their voices when things aren’t going very well.”

ThedaStar’s pilots always know how aeronautical things are going. PHI Air Medical’s Enhanced Operational Control (EOC) center endlessly updates weather, Notams, and related information. Pilots access this info online, in layers of increasing detail that determines the initial button’s color: green, yellow, or red. As conditions change, pilots update the risk assessment matrix, assigning

When not flying, teaching, or training, ThedaStar flight nurse Pam Witt Hillen and the rest of the ThedaStar medical flight crew work in ThedaClark’s Level II Trauma Center.



BEING A FLIGHT NURSE MAY SEEM GLAMOROUS, BUT IT’S JUST ONE BRUSHSTROKE ON THE CANVAS OF PATIENT CARE, JUST ONE STEP BETWEEN FIRST RESPONDER AND REHAB THERAPISTS WHO REBUILD FRACTURED LIVES.

 **FLIGHT NURSE THEN AND NOW**



numeric values to static and dynamic factors such as crew currency, equipment status, weather, time of day, and scene terrain. When the total reaches 11, Ron says, pilots must discuss a go decision with the EOC. At 16, it's an automatic no-go.

ThedaStar's hangar, dressed in austere brick and metal siding, stands between the hospital and the Fox River. Pilots and nurses have their own offices and bunk rooms. Surrounded by bare concrete block walls and sitting on an electric cart is a spotless red, white, and blue Eurocopter EC 135, which replaced the LongRanger in 2000. Affectionately patting its nose, Pam calls it the "Ferrari of helicopters." It's fast, carries more, and "with two engines, it can fly over water."

"I'm really spoiled," says its pilot. ThedaStar always flies VFR under Part 135 requirements, but the EC 135 is IFR equipped, complete with dual Garmin 430s and radar for weather and altitude. In the panel are three pieces of glass, the primary flight and multifunction displays, and the first limiting indicator, which graphically displays the limit, like torque or turbine outlet temperature, closest to redline, so the pilot can capture critical information in a glance and keep his eyes outside, says Ron. "The people who chose this helicopter put some real thought into it."

Crewmembers wear a radio. Alerted by a grating tone—one for a flight to another hospital, two for an accident scene—ThedaStar will be airborne in seven minutes or less. Outbound, a nurse sits the left seat, a second set of eyes. At night, like the pilot, she dons ANVIS-9 night vision goggles, which PHI introduced with in-house training in 2008. Pam calls them simply "amazing." Ron, a former Army NVG instructor, is more specific: Without goggles night vision is 20/200; with goggles it's 20/30. Every flight has a sterile cockpit, and before landing the pilot must be in radio contact with the scene.

Usually their destination is an accident, Pam says. "I have a job because people don't wear seatbelts, and they drink and drive." Coming in for a landing, she doesn't know much more than "roll-over, patient still trapped, extrication in process." And she doesn't want to, because it can cause tunnel vision. She wants to rely on her collective wisdom in assessing the injuries and determining the correct treatment for them.

EMOTIONAL RESET

"This job is a ringside seat to tragedy," Pam says. Most accidents are "predictable and prevent-

able," and the price "for crossing the stupid line [is] fractured bodies and fractured lives." It takes a toll, but people who deal with it find a way to hit their emotional "reset button." Pam's husband, Chris, a career paramedic firefighter who provided safety at Champ car races worldwide and is now a Neenah/Menasha Fire Rescue firefighter, "gets real quiet...I talk more." And she connects with her patients and their families. Watching them rebuild their lives, "we get to see more miracles than most people do, and each small victory feels like a big one."

That family connection often starts at the scene. If conditions allow, a family member may fly with the patient. "I recently had a burn patient," Pam says quietly. "I don't know if he lived until the rest of the family got [to the burn center in Milwaukee], but his father got to come with him." Pam says she'll be just a rider should the patient turn out to be her son, Tyler, a dedicated outdoorsman who just turned 16, "so all the things I've seen in my lifetime are now mine to worry about."

When she's not flying, Pam is teaching. This month it's the nurse residents, next month it's safe operating practices and landing zone preparation for rural first responders. She reviews cases with EMTs and law enforcement, giving feedback on what was good and how to be better next time. Most first responders are volunteers, she says, "and they don't get the acknowledgement they deserve."

Like her fellow flight nurses, when Pam isn't flying, teaching, or training, she's treating patients in ThedaClark's ER. She plans to keep flying as long as she can meet its physical demands. "My attention is always on the next flight. When you get under that rotor wash, you wonder Where am I going tonight? What will I find? How did I measure up in what I should have done for this patient? That's been a sustaining thing in my career."

That career really started at ThedaClark, Pam's professional home for more than three decades. Tears pool as she talks about the opportunities the hospital has given her, how she's grown in its nurturing environment. "It's been a great journey," and she's not sure what's next. Perhaps the answer can be seen in rapt faces of the nurse residents at the Appleton Medical Center as she shares her collective wisdom with others who help people rebuild their broken lives. ➔

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A freelance writer, editor and photographer who likes to fly when he gets the chance, Scott Spangler covers the heart of fly-over country from his home base in Omro, Wisconsin.

MEDICAL EVAC WITH A GLIDER

by Murdoch Moore

Suella Bernard was a part of what has been called “America’s Greatest Generation.” The year 1940 saw her graduating from the Springfield (Ohio) City Hospital School of Nursing. Bernard immediately became a U.S. Army Air Force flight nurse. Her ward was an 18 stretcher-capable C-47 flying the unfriendly skies of wartime Western Europe.

First Lieutenant Bernard’s trade route was among the newly carved out landing strips and recently captured German airfields. These held casualty evacuation stations. She provided transitory medical care for the wounded as they were flown to rear area receiving hospitals in France and the United Kingdom. Her C-47 was not marked with red crosses – per the “Rules of War” to do so would make them ineligible for hauling troops, fuel, and cargo into those forward airfields.

On March 22nd, 1945, Bernard volunteered to fly across the Rhine River to the Remagen bridgehead to pick up wounded in a Waco CG-4 cargo glider. Her return, if it worked, would be via an aerial snap tow from a C-47.

The following is the personal view of the mission by Suella (Sue) Bernard Delp—

“First the planning had all been done when I came upon the scene and the gliders already (had been) made into hospital ships for transporting patients.

“This was not a completely new operation, since it had been previously been done over mountainous territory in the China-Burma-India theatre, although reportedly not with nurses. At any rate, it was not heroic on my part—Major Haug (our CO) had asked me to go on this flight just after my return from one of our routine flights with patients on a

C-47. I was told I would care for patients in flight, the same as on other trips, and I readily agreed to do so.

“Our landing at the pick-up point—a field—was smooth and uneventful. However, patients were not there and ready to be loaded as anticipated. I later heard that some had been ready the day before and we did not make the flight because of bad weather. There were several army ground personnel milling around, but no patients.

“I remember we waited what seemed like quite a long time and became concerned that the C-47 circling over-head would run out of gas and have to leave without us. The patients did finally arrive, were loaded in the glider, and the C-47 picked us up. There was quite a jolt on takeoff and one of the thongs by which the litters were suspended broke—thus dangling at one corner. Someone riding with me helped me to re-attach it. My one completely unconscious patient happened to be in this group. And I remember worrying a great deal about him.

“I don’t know how long the flight lasted, but one of the wheels collapsed on landing and we came to rest against a fence and had a smooth landing in spite of it. The patients were removed from the glider and taken by army ambulance to a hospital.

“This probably could have become a successful on-going operation, but, since transportation across the Rhine was reestablished shortly thereafter, there was no longer any need for any similar air evac missions.”

While Lieutenant Bernard might have played down the mission and her fortitude, it was not quite an ordinary medevac mission. Glider crew members in a combat zone had roughly a 20 percent mortality rate per mission. This was roughly the attrition (killed, wounded, captured) rate of B-17 crew members flying unescorted missions over Germany in 1943. While the B-17 had ten 50 caliber machine guns to defend itself, the crew defense system on the CG-4 was passive—its canvas skin.

Lieutenant Suella Bernard is the only known nurse, Allied or Axis, to have flown on a combat glider mission in World War II or thereafter. Combat gliders were a stop

Staged with the aid of a mock-up fuselage of a Douglas C-47 transport, nurses of the Air Evacuation Unit at Bowman Field, Kentucky, work on stretcher cases to be “transported” to the base hospital. From First Motion Picture Unit, AAF.

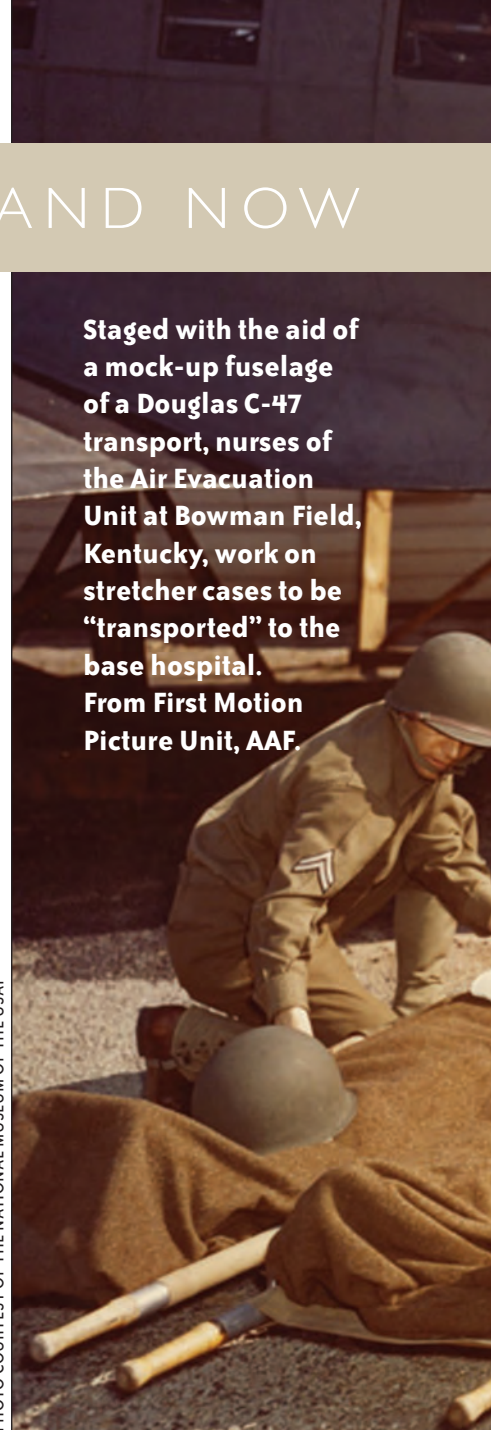


PHOTO COURTESY OF THE NATIONAL MUSEUM OF THE USAF

gap, short field, insertion method quickly superseded by the helicopter.

When she passed away in April 2002, the air mobility community lost an unheralded hero and pioneer, or as she would, no doubt, have seen it, an Air Force flight nurse simply doing her job. ➔

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Murdoch Moore thanks John Delp; Andrea Bernard Stubbs; Rhonda Bernard; Paul Bernard; the Waco Museum, Troy, Ohio; The Silent Wings (Glider) Museum, Lubbock, Texas; and, the U.S. Air Force Museum, Dayton, Ohio for their help concerning Suella Bernard Delp.

LIEUTENANT
 SUELLA BERNARD
 IS THE ONLY
 KNOWN NURSE,
 ALLIED OR AXIS,
 TO HAVE FLOWN
 ON A COMBAT
 GLIDER MISSION
 IN WORLD WAR II
 OR THEREAFTER.



PHOTO COURTESY OF THE DELP FAMILY



PHOTO COURTESY OF SILENT WINGS MUSEUM, LUBBOCK, TEXAS

In this rare photograph of an individual earning the Air Medal (left), First Lieutenant Suella V. Bernard (kneeling center) comforts a wounded soldier just before the modified Waco GC-29 cargo glider they were aboard was “snatched” aloft by a C-297 and heading for a hospital in France. (above) Preparing a CG-29 for patient on-loading during the Remagen med evac mission. The gliders were modified to carry up to 292 patients each.

IRAQ AND BACK

FLIGHT NURSES

TODAY BRING OUR
WOUNDED HOME TO HEAL

by **Tim Malloy**

On a drizzly, foggy night in Germany, aboard an Air Force Reserve cargo jet, Major C. J. Newhouse looks at her watch and prepares to fly 'downrange.' In the next 16 hours, at considerable risk, she will travel 8,000 miles and oversee the evacuation of dozens of soldiers from a still active war zone.

Like a coach huddling her team in the final moments of a crucial game, she gathers her young medical team, inventories supplies and preps for a mission. Since the beginning of hostilities in Iraq and Afghanistan, Aeromedical Evacuation, 'AE' crews, have brought home 55,000 warriors injured in the line of duty. For the medical teams, it is a life in constant motion, from their 'real life' jobs in the states, in Major Newhouse's case, as Family nurse practitioner and an Urgent Care nurse in Spokane, to their military jobs, which take them in and out of war zones.

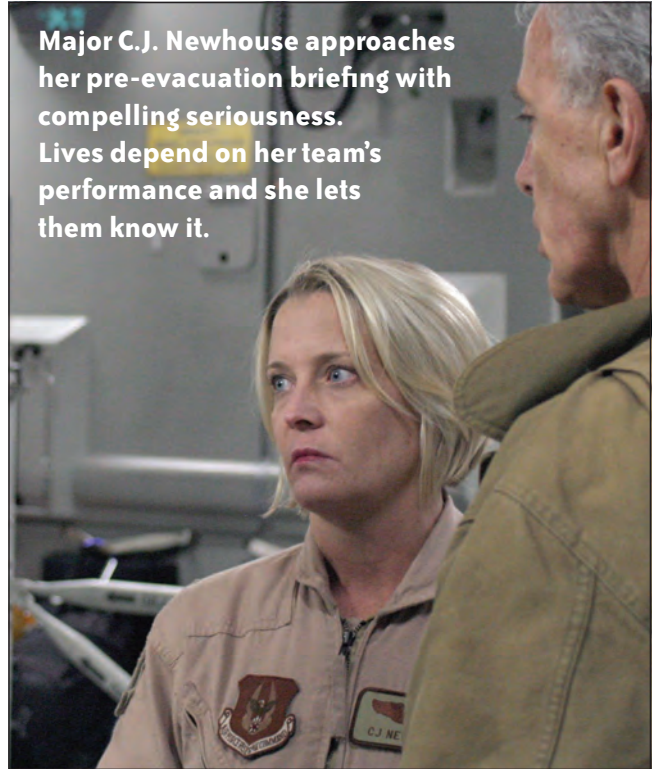
To say she was made for the job would be a dramatic understatement. Born in Bossier, Louisiana, her dad was a B-52 pilot at Barksdale Air Force Base. She has three nephews and a niece in the military. One nephew is an active duty C-130 crew chief, one flies F-16s in the National Guard. Another is an active duty Navy Seal.

The niece is a C-5 Loadmaster in the Reserves. Her husband was an active duty pilot when she met him.

How many of these flights has she taken into harm's way, she is asked. "Hundreds" she says with a smile, as the C-17 engines come to life and we taxi out to the rain swept runway for takeoff. Compact and athletic, "an avid runner and gym rat," she seems imbued with the leadership gene. The first Reservist to be the Flight Nurse Consultant to the Air Force Surgeon General, Major Newhouse joined the Air Force Reserve in 1994 and was activated on 9/11 to assist with evacuations. She was deployed in 2002 in support of *Operation Enduring Freedom* and hasn't looked back.

The flight from Ramstein Air Force Base in Germany is routine until the final hour of the first leg of the mission when the aircraft overflies Turkey and approaches the Iraq border. At that point the brightly illuminated, cavernous hold goes

Major C.J. Newhouse approaches her pre-evacuation briefing with compelling seriousness. Lives depend on her team's performance and she lets them know it.



dark but for a few soft green lights. Body armor is donned as the plane begins a serpentine approach to avoid the ever present threat of small arms fire. Some of the crew strap on side-arms and put on helmets. On either side of the plane, loadmasters wearing headsets connecting them by radio to the cockpit, stand for the final minutes of the flight, peering out of the tiny porthole sized windows, looking for the flashes of shoulder-mounted missiles.

A steep dive...the C-17 seems to snap to horizontal and we are on the ground with a thud, reverse thrust rattling the rows of stretchers as the plane shudders and slows to a stop. With a hydraulic squeal, the C-17's massive rear cargo door unfolds, first upward then out to the tarmac at Bagram which is awash in white hot light. It's three o'clock in the morning in January and we have just completed a nine degree 'combat approach' into the heavily guarded airbase 70 miles north of Baghdad.

A harsh wind howls into the aircraft which serves many roles from troop carrier to transport capable of landing on a short airfield with a 60 ton M1-A 1 tanks in its gut.

For this mission the C-17 has been converted into a flying trauma unit where, if necessary, surgeries can be performed.

Aeromedical crews stand at ready, waiting for the hand signals that will start the clock on a remarkably fast, precisely orchestrated evacuation mission. At the top of the aircraft ramp, Major Newhouse looks down at the approaching buses bearing injured in various degrees of distress. Two flight

 **FLIGHT NURSE THEN AND NOW**

nurses and three aeromedical technicians await the injured. More can be added depending on need.

On this flight there are ambulatory injured, and one critical care patient. During the peak of the Iraq conflict, Major Newhouse would ferry home plane loads of severely injured soldiers and Marines. Stretchers, stacked like three-level bunk beds, fill the hold.

Each stretcher is equipped with life support and diagnostic equipment.

I ask Major Newhouse about the stress inflicted by mission after mission treating so many severely injured young soldiers. "I rely on exercise, my family and my faith," she says crisply.

The clock is running. We have to take off before daylight. One after another, the patients are carried up the ramp into the heart of the C-17, each one assessed by Newhouse's team as they are strapped down for what will be a steep ascent.

Some coming aboard have had mental issues, others are being transported to Ramstein for surgeries or rehab at the now legendary Landstuhl Medical Center, arguably the best trauma center in the world.

It has to be. If you are injured in Iraq or Afghanistan, the sprawling facility in the hills above Ramstein is the first stop before you are taken to Walter Reed or a V.A. facility near your hometown. As the injured are lifted or walk from bus to aircraft, there is a profoundly moving moment.

The AE crew and the Bagram personnel form a gauntlet through which the injured pass, applauding each one. The

sight of 40 of these young people, their gloved applause barely audible over the roar of jet engines, is testimony to the dedication of the evacuation teams. At the top of the ramp, Major Carolyn Newhouse, who has flown so many of these missions, claps as well and directs the traffic aboard.

The last of the patients is loaded aboard and strapped in. The transport phase completed, the medical work begins. Newhouse and her team will stand for the entire flight if necessary to care for the injured. Heart monitors beep, IV's dangle from the stacked litters as the C-17 roars off the runway at an angle so severe, it is impossible to stand without holding onto something firmly attached. Major Newhouse leans over a Marine injured by an IED blast and checks his vitals. It will be five hours up to Ramstein.

An overnight there, then back to Dover or Andrews from which the AE crews will catch commercial flights back home. For Major Newhouse, based out of McChord AFB in Washington, home is Tacoma. It could be a quick turnaround. Flights are being added into Afghanistan.

How long will you do this, I ask her. "I will do this as long as I am needed" she says.

She anticipates a busy summer and several flights 'down-range.' "I won't plant any vegetables since I won't be around to eat them," she figures. ✈

.....
Tim Malloy is a 31-year veteran of the TV news business with five Emmy Awards for journalism excellence to his credit.



En route Newhouse and her team keep their patients comfortable.

FOR THIS MISSION THE C-17 HAS BEEN CONVERTED INTO A FLYING TRAUMA UNIT WHERE, IF NECESSARY, SURGERIES CAN BE PERFORMED.

CATHY AHLES, APR

**Vice President for Marketing and Business Development
Premier Aircraft Sales, Inc.**



Art Spengler, V.P., Cathy Ahles, V.P. and Fred Ahles, President, in front of the Premier Aircraft Sales hangar in Fort Lauderdale, Florida.

Cathy Ahles, APR (Accredited in Public Relations), is Vice President for Marketing and Business Development at Premier Aircraft Sales. Prior to joining Premier, Ahles was Chair and Associate Professor of Advertising and Public Relations at Florida International University in Miami, Florida. She is a nationally recognized expert in integrated marketing communications and public relations.

Her work in public relations has been recognized with 30 national, regional and local awards, including two Silver Anvils. Ahles has been national secretary for the Public Relations Society of America (PRSA) and has been president of both the Detroit and Gulfstream (Fort Lauderdale) chapters of PRSA.

Ahles holds a private pilot's certificate with single-engine land and sea ratings. She has won four trophies in the Michigan SMALL Race, a performance rally that required completion of a 250-mile, three-legged course in a specified period of time using a specified amount of fuel under variable wind conditions.

How did you get interested in aviation?

Actually, I got out of college and I became a newspaper reporter and the office jock. I wrote a story about skydiving. Made the jump. Wrote the story. Made 35 jumps. But I was always scared. Then I thought, perhaps it would just be more productive to fly. And I remembered that I knew someone in college who was a flight instructor—this Ahles guy.

So I sold all my equipment, tracked Fred down, and Fred taught me how to fly. That was my start into aviation. So we became friends, and five years later we got married.

And what brought you to aircraft sales?

Well, Fred has always been in aircraft sales. He started at a Cessna Pilot Center. Shortly after we got married we bought an FBO in Michigan. I have always had an outside job and only in 2008 got involved in this business. I worked for different companies and also had my own consulting company.

I loved teaching, but this place has grown exponentially.

The company's formative years, from 2003, were tough years. The story of how we started this is interesting. In Michigan Signature sent him to FLL to open an office. He was here two months and called me to say this is where we need to be. So, with our three-year-old daughter I pulled up stakes and moved down here. I was a College VP at the third largest Community College in the U.S. and frankly, I did not want to be a college president, so I thought, hey, why not. Let's take the plunge while our daughter is very young.

I hooked up with some friends who had a large PR firm and some aviation clients down here. I bought into the firm and picked up the aviation clients.

Meanwhile Fred was doing great right until the day that he walked into work and they said, "Shut down your division, lay everyone off and sell off the inventory." It was a huge blow for him.

He got a lot of interesting offers, but I knew he had this entrepreneurial spirit and I encouraged him. So he went to the bank, got a loan and bought out his Signature division inventory, partnered with Art Spengler, now Senior Vice President, and set themselves up brokering used aircraft here.

Shortly after they opened this office they were approached to pick up the new Diamond and Mooney dealerships and the rest is history.

Why did you decide to go to work for Premier?

Aviation marketing and PR is great fun. My big client was Colleta, an air cargo firm, and the boss was a rough and tumble guy. I did a variety of other things and was always involved behind the scenes in the FBO and this business. I couldn't not be involved in decision-making, frankly.

About a year or so ago he and his partners began to harass me about coming on full-time at Premier. I loved teaching but I hated the bureaucracy of paperwork as an administrator.

How do you feel about working as a family member in a family business?

I just wrote an article about transitioning from an independent career to going into a family business. It is tricky. How do you manage the income stream for the whole family coming from one place? And I worried that I would not be viewed as an independent professional, only as Fred's wife. But people were gracious, cordial, and it feels family. They totally embraced me.

This is a tough time to go into aircraft sales and marketing, yes?

I made this decision in the fall

of 2007 when business was better than it had ever been. We were selling lots of airplanes. And now the sales have tanked and of course, every penny we spend on marketing is more critical than ever. My job is a lot tougher than I ever saw it being. The reality is that we had no vision or marketing strategy. Now we've had to think much more about our brand image and of course, the messages in our ads. You can't just hire anyone to come up with that stuff.

I don't know how to say this politically correctly but I was surprised when I got into general aviation at how unsophisticated this industry is when it comes to marketing. It started out with me coming in here on my first day and asking for our market research and of course, there was none. But worse, there was hardly any for the entire industry!

What is your take on how aircraft are marketed to women?

You are hitting on a major issue I have with marketing. In general our sales staff does not really grasp the influence that women have when it comes to buying airplanes. Sure, five percent or so of pilots are women. And from that the sales guys think, well, I want the 95 percent. At the Parade of Planes in Dallas a woman walked up to me and started talking about a Cessna she was looking at but said, "I will never buy an airplane from that sales guy, because the entire time I was looking at the airplane he was talking to my husband. My husband doesn't even fly!" she told me.

Another woman was crawling all over the airplane while her husband watched. She was a captain for an airline, it turns out. I'd just given the sales guys a big lecture about it—and at least the sales guy asked, "Are both of you pilots?" before he started his pitch. My experience is that even non-

pilot female spouses will kill a sale if they believe they have not been treated respectfully or as full participants in the process by the sales staff. She's got to like and trust both the airplane and the sales person.

There are two issues for women—particularly those who do not fly—when it comes to buying an aircraft. They have to feel safe and comfortable in it. If they are interested in flying the airplane (or if they do) they'll be interested in plenty of other characteristics. And if they don't fly, they want to be assured that their pilot is capable of flying the airplane.

The fit and the finish on the Diamond DA40 is lovely. That airplane is so tight. We had a customer who had to ditch

his airplane off of Miami, Florida. A monstrous wave washed over, but he ditched fine and got out with his raft and that airplane floated for a long time, he told me. The airplane performed so well. It has a great glide ratio and gave him time to set it up. He let the tail dig in and settled right-side up.

We'd like to do a tour of a Diamond with the seats and carpet torn out so that you can see all the safety features of the airplane. Show the seat attachments, the firewall, the crush zones...so that they can appreciate the airplane's safety features more. A trip to the factory in London, Ontario, is well worth it.

And thanks to Cirrus now people show up for demos (particularly those who don't fly) asking, "Can I have the one with the parachute?" That's what they want. Again, perceived safety.

So who are you slanting your sales efforts toward?

My particular interest is in the Corporate CEO who wants an airplane to fly in (even if she does not fly it), the Flight School Manager who helps choose the airplanes flown, then the pilots, of course. And those who want to be pilots. And we know, there are women who want to be pilots.

The industry's head has been in selling the attributes of the airplane. We have not done a good job of talking about what the airplane will do for you. It is something I've talked about at length with other marketing professionals. We've talked about taking an airplane, creating a map, drawing concentric circles around it and showing what you can see or where you can go (tourist attractions) within 45 minutes in that air-

Since its founding in 2003, Premier Aircraft Sales has grown to a \$73 million aircraft sales and maintenance company serving 14 states in the Southeast U.S. The company represents two of the most dynamic general aviation aircraft manufacturers in the world—Diamond Aircraft and Mooney Airplane Company—and specializes in the resale of late-model pre-owned aircraft. Premier has offices in Fort Lauderdale, Orlando and Vero Beach, Florida; Dallas, Houston and San Antonio, Texas; Atlanta, Georgia; Auburn, Alabama; and Charlotte and Raleigh Durham, North Carolina. For more information about Ahles or Premier, visit the web site at: www.flypas.com or contact Cathy Ahles, (954) 771-0411.

plane. That concept is straightforward and simple, but clear.

Fred and I are a good example of the type of families who buy an airplane. We live in Florida, but we have property in North Carolina. Half of Florida has a summer home in North Carolina. That's 13 hours by car. Or 2.5 hours in the Mooney Acclaim that we bought. And we are using our property in North Carolina way more because of the airplane. ✈

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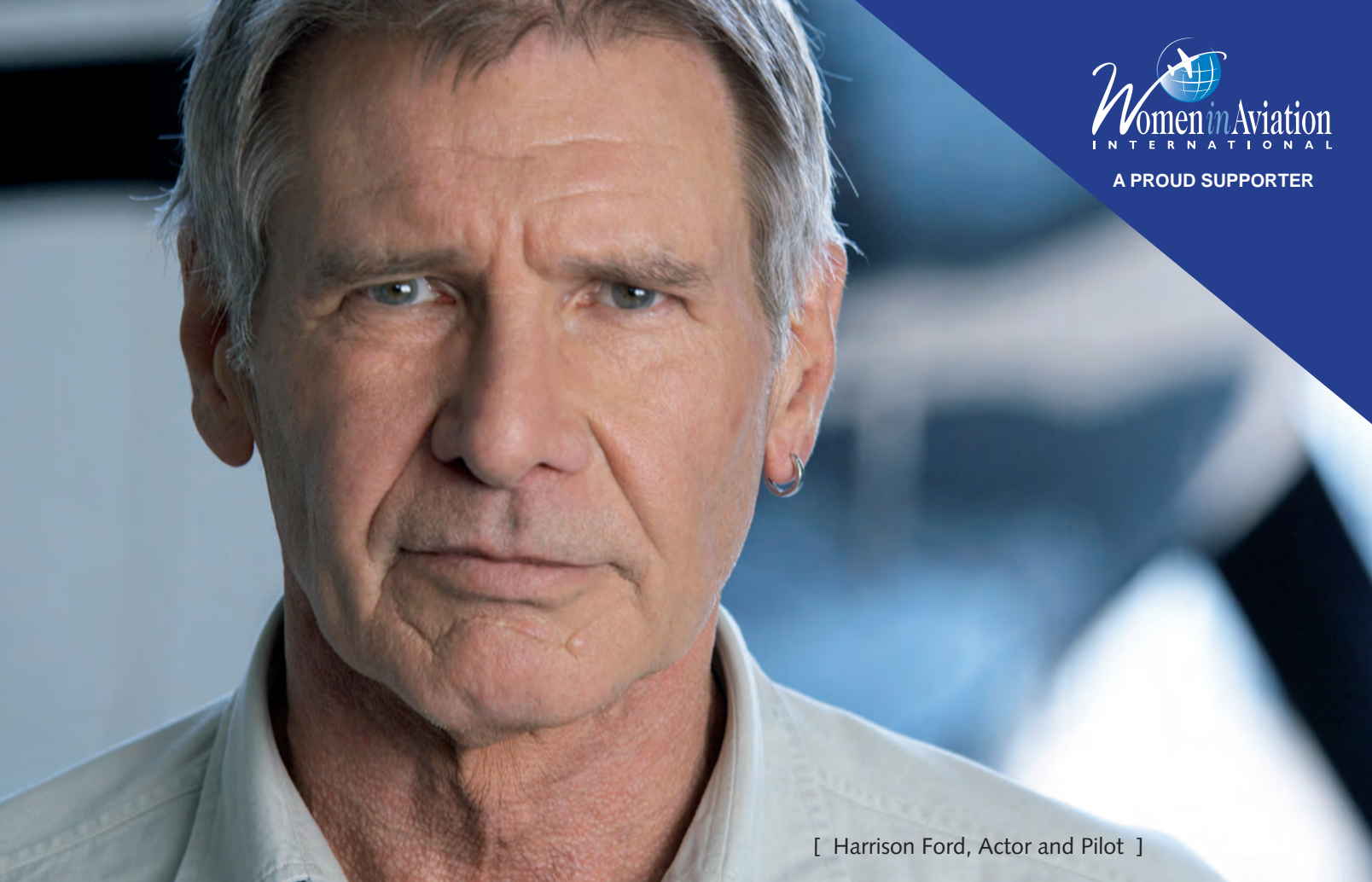
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We would like to thank in advance everyone who applies, as only candidates to be interviewed will be contacted. No telephone inquiries please.

A close-up portrait of Harrison Ford, looking directly at the camera with a serious expression. He has short, graying hair and is wearing a light-colored collared shirt. A small hoop earring is visible in his left ear.

[Harrison Ford, Actor and Pilot]

FIGHT OR FLIGHT? LET'S TRY BOTH.

I'm Harrison Ford and I've volunteered to spread the word about a costly and misguided federal budget scheme that would impose crippling new fees on general aviation that could devastate small communities in every state.

We need your help. And you don't have to be a pilot to pitch in. Working together, we can stop this.

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The background features a stylized globe with a textured, painterly appearance. The globe is tilted, showing the continents of North and South America in shades of brown and orange against a blue ocean. A compass rose is overlaid on the globe, with the letters N, S, E, and W marking the cardinal directions. A blue airplane is depicted flying over the compass rose. The overall color palette is dominated by blues, greens, and earthy tones.

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WEDNESDAY, FEBRUARY 24
2:00 P.M. - 5:00 P.M.

Walt Disney always pushed the limits of technology. During this three-hour behind-the-scenes adventure, you will hear stories about the early days of Walt's career and attendees will visit a variety of locations for an up-close look at innovation.

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

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- **Textile Services • Magic Kingdom® Park**
- **The "Utilidor" System**

Disney By Design

SUNDAY, FEBRUARY 28
2:00 P.M. - 5:00 P.M.

Discover the techniques and "tricks of the trade" used by artists, designers, and landscapers to turn the *Walt Disney World®* Theme Parks and office buildings at the *Walt Disney World®* Resort into masterpieces of illusion.

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

- **Team Disney • Walt Disney World® Casting**
- **Epcot® Park • Disney's Wilderness Lodge**
- **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

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Experience an insider view of what it takes to restore priceless aircraft to flyable condition.

- **Tram Tour**

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- **Aerial Demonstrations** (weather permitting)

Often performed by Owner Kermit Weeks

- **You Take The Controls**

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(5 hours - \$50 per person, includes admission, transportation and lunch. Some events at the museum require additional fees)

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Conference Schedule 2010

Wednesday, February 24

- 2:00 PM - 5:00 PM Tour-Innovation in Action (Disney)
- 9:30 AM - 2:30 PM Tour-Fantasy of Flight
- 3:00 PM - 6:00 PM Registration Open
- 3:00 PM - 6:00 PM WAI Chapter Leadership Workshop
- 6:30 PM - 7:30 PM WAI Chapter Reception (*ticket required*)

Thursday, February 25

- 8:00 AM - 4:30 PM Registration Open
- 8:00 AM - 5:00 PM FAA Maintenance Recurrent Training
- 9:00 AM - 12:00 PM Aerospace Educators' Workshop
- 9:00 AM - 12:00 PM Professional Development Seminar
- 10:00 AM - 10:45 AM New Members' Social
- 11:00 AM - 12:00 PM WAI Membership Meeting
- 1:00 PM - 5:45 PM Exhibits Open
- 1:30 PM - 4:30 PM Professional Development Seminars
- 5:00 PM - 6:00 PM College/University Student Seminar and Social Gathering
- 6:00 PM - 7:15 PM Opening Reception
- 7:30 PM - 8:30 PM FAA Safety Seminar

Friday, February 26

- 7:30 AM - 8:30 AM Media Breakfast (*by invitation only*)
- 9:00 AM - 10:30 AM General Session
- 10:30 AM - 5:00 PM Exhibits Open (*closed during luncheon*)
- 12:00 PM - 1:30 PM Luncheon
- 2:00 PM - 5:00 PM Education Sessions

Saturday, February 27

- 9:00 AM - 10:30 AM General Session
 - 10:30 AM - 3:00 PM Exhibits Open
 - 2:00 PM - 5:00 PM Education Sessions
 - 6:00 PM - 7:00 PM Pre-Banquet Reception
 - 7:00 PM - 10:00 PM 2010 Scholarship Awards Banquet and WAI Pioneer Hall of Fame Induction Ceremony
- Times and events are subject to change*

Conference Activities

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

Tours

Chapter Events

FAA Maintenance Recurrent Training

Aerospace Educators' Workshop

FAA Safety Seminar

Trade Show and Job Fair

Professional Development Seminars

Education Sessions

Awards Banquet

Invited Speakers

Randy Babbitt

FAA Administrator

Suzanna Darcy-Hennemann

Chief Pilot - Director of Training
Boeing Commercial Airplane Services

Anna Mracek Dietrich

COO, Terrafugia

Craig Fuller

President, AOPA

Deborah Hersman

Chairman, NTSB

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

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.....o
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\$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

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SPECIAL SAUCE OF YOUR OWN

The Big Mac.[™] The Quarter Pounder.[™] People young and old, around the world, know these familiar icons. But strip away the cute McDonald's[™] marketing and what you really have is plain ole meat and potatoes. However, burger-lovers would never eye “meat and potatoes” on a McDonald's menu board. Instead, McDonald's management adds a toy to their meat and

potatoes and—*voilà*—you have a Happy Meal.[™] Like magic, a new product is born with a unique personality appealing to a specific segment of burger-eaters. Add two all-beef patties, special sauce and a sesame seed bun and you have a Big Mac. Now McDonald's has two different products serving a wider range of burger-buyers. This is their marketing strategy.

Compare the highly successful marketing strategy of McDonald's to the average flight school, that still rents time on aircraft and instructors “by the hour.” The flight school price-board announces, “C172 \$125 per hour. Instructor \$50 per hour.” Does that stimulate buying-fliers? Or does it sound like meat and potatoes? Maybe your flight school has all the flight time you need, but if not, pump up your product mix and attract new money with new and exciting flight options.

By adding a little “special sauce” of your own, your flight school could have a “WOW! Adventure.” Of course, that would be a half-hour flight with a complimentary photo and a logbook. Or, add a bottle of champagne and conduct that flight at night—call it a “Champagne Date.” Now, climb that plane to 5,280 feet and you have a...never mind, you get the idea. It works. Something as simple as a Discovery Flight is still a half-hour of airplane and instructor, but it's much more, in terms of a specific product to promote.

Does McDonald's charge the same price for a Happy Meal as they do a Combo #1? Of course not, and a flight school should not charge the normal hourly rate for your exciting new products. You aren't just renting an hour of plane and instructor. Even the word “rent” implies that something is only temporary and must be returned. What you are selling is an adventure. You are selling an opportunity to experience what most people only dream about. This is a lifelong memory—never to be returned. Charge a little more for the experience and use this money to promote your new product.

Take just one of these adventures and promote it as only being available for a limited time, one weekend, as an example. Host your adventure in conjunction with an aviation-historical date or a holiday. *Ta Da!* You now have an exciting event. By making it a limited time offer, you stimulate customers to buy now rather than to procrastinate. For instance, in February, offer a Valentine Champagne Date. In June, give Dad

another tie or give him a Wow! Adventure. And if you dare, celebrate Lawrence Sperry's famous first Mile High Flight on that historical November day. In December, bundle a one-half hour introductory flight lesson with a nice book such as Greg Brown's *You Can Fly!* The recipient will have a wonderful gift to unwrap on Christmas morning and your flight school will be busier flying this January than last. You can think of more, can't you?

A fun weekend event excites the media, so let the media know about your event with simple press releases. Media hype excites the community and suddenly, your event is a reason for the general public to visit the airport. With media exposure, could you sell 100 flights? Probably, and in these economic times, what flight school couldn't use that additional cash flow?

It's also a gift someone can purchase for a loved one. By having a name and a specific identity, people can better choose their adventure from your products. Would you like fries with that? Why not find ways to upsize? Additional flight time, a larger aircraft, photos, and souvenirs are all valuable upsells to add additional revenue to your event.

By adding these additional products to your menu board your flight school establishes your “brand” and makes it easier to help people to be introduced to the exciting world of aviation. Why not slip in a coupon for enrollment to your school along with other marketing materials with their receipt?

But be careful. If your new adventure is not considered flight training then a prudent flight school manager must make sure that your school is in compliance with the 91.146 of the Federal Aviation Regulations pertaining to community events. In short, the FAR requires that your event be limited to no more than three days, and you are limited to four such events each year. You must submit a letter to your local FSDO 30 days prior to the event.

A little special sauce can spice up your menu of products, perhaps provide free media coverage, and increase cash flow. Plus it's fun. ➔

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



DR. PHIL
PARKER

WHO PERFORMS YOUR 100-HOUR MEDICAL MAINTENANCE?

Editor: *We often get questions from pilots about where to turn for assistance with medical issues. What suggestions can you provide?*

As you've likely heard me talk about in WAI educational forums in the past, we as pilots need two certificates to fly. We spend a career gaining our pilot certificate and then adding ratings/endorsements, and ensuring we're prepared for biennial flight reviews, etc. Unfortunately the other, our medical certificate, is often neglected until a few weeks before it is due to be renewed. At that point it is often difficult to impossible due to short timelines to get appropriate clarifications to your Aviation Medical Examiner (AME), and as a result the medical gets deferred to the FAA resulting in unplanned grounding. Remember, to the FAA you are only as safe and healthy as you look on paper. Unfortunately, we have also frequently seen many aviators who prematurely give up flying thinking that their condition could not be certified.

The solution I would propose is a personal preventive maintenance plan not unlike a "100 hour inspection" of your aircraft.

The key is making sure you have reliable resources (aviation medical "mechanics") in place before you actually need them.

Editor: *So who do you recommend as our medical "mechanic"?*

Let me start by pointing out that there is no substitute for having an established relationship with an experienced Aviation Medical Examiner (AME) before you are facing difficult certification decisions. Knowing the AME is also a pilot is often reassuring that they at least understand the stress associated with medical certification. As one of my F-15 Eagle pilots astutely remarked one day, "The best we can hope for during an exam is to come out still possessing our wings. There is no extra credit."

You want an AME who is your advocate, but clearly understands FAA standards. Word of mouth is still one of the best ways to find the right examiner. The AME's willingness to readily return your phone call is another. ✈

.....
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.

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PATRICIA LUEBKE

SURFING THE WEB FOR FUN AND INSPIRATION

I've been following a woman for the past few weeks, and have been monitoring her movements with great interest. It's not a matter of stalking, however. I've been following her online. She's a 41-year-old Brit named Roz Savage, who is attempting to be the first woman to row solo across the Pacific. Yes, you read that right. Row, as in boat. Across, as in thousands of

miles. Pacific, as in Ocean. If—I mean when—she succeeds, she will be the first woman to do so. Her fans and followers receive a daily email from her, sent via satellite phone, where she briefs us on the trip and muses about all sorts of topics.

Savage has divided this task into three legs. The first leg, from San Francisco to Hawaii, a distance of 2700 miles, was completed in 99 days. As I write today, she is on the second leg, 37 days out of Hawaii, but because of winds, currents, weather and other variables, her second leg could terminate in any number of places. Today she wrote that she's not too picky where she ends up as long as the place has "an airport, a restaurant and a bar." Sounds like a lot of my pilot friends!

The other day Savage was answering questions she's frequently asked including how she uses the toilet. Turns out she has a "female urinal" and I wondered if it were the same (elegantly named) Lady J (for John, of course)

***It's fun to follow
an adventure
online, such as the
annual all-women
Air Race Classic.***

that my friends at Sporty's Pilot Shop sell. It's a reminder that whether we are gliding through an ocean of air or an ocean of water, Nature calls, even in confined spaces. Inspiration aside—and it is hard to complain about how hard I'm working when Roz is rowing eight hours a day—I've learned a great deal from her. For example, one of her possible landing points for this second leg is a country I'd never heard of: Tuvalu. The country consists of four reef islands and five atolls. At 10 square miles of land area, it's the fourth smallest country in the world. Because the highest elevation in Tuvalu is 15 feet above sea level, it is a country at risk of disappearing if ocean levels rise.

It's fun to follow an adventure online, such as the annual all-women Air Race Classic. This year's course was from Denver to Atlantic, Iowa, and was significant as it celebrated 80 years of women participating in transcontinental air rac-

ing. There hasn't been a race every year since 1929, but that's the year it began with the first Women's Air Derby and 20 pilots flying from Santa Monica to Cleveland. Congratulations to WAI members Kelly Burris and Erin Recke for their win this year (they were rookies just last year!). Think about taking part in your own adventure at next year's Air Race Classic. In 2010, the race will be held June 22 to 25, and will begin in Fort Myers, Florida, and end in Frederick, Maryland. Details are available at www.airraceclassic.com.



COURTESY OF KELLY BURRIS AND ERIN RECKE

If you're more of an armchair adventurer, there's always some aviation adventure to follow. You have until November 2009 to follow Tim Carter, who has set a goal of flying 60 aircraft in the year following his 60th birthday. There's no lofty goal here to promote world peace, just a man who wants to commemorate his own birthday and top off his 37-year aviation career. As of early July, Carter had flown 29 airplanes. You can follow his progress (or if you're feeling generous, volunteer your airplane for him to fly as one of his 60) at www.my60thyear.com.

Of course, the Internet has so much to offer that I don't think a day goes by without my being grateful that it exists. Without it, I'd spend my days at a business library. When I'm proofreading or fact checking, it just takes seconds to find the right spelling of a person's name or whether an aircraft desig-

nation has a hyphen or not. Sure, I know you have to be careful with Internet information—just like when Marion Blakey was FAA Administrator. I could never remember whether her first name ended in “o-n” or “a-n” and there were enough incorrect spellings on web sites to make me seek out the official FAA web site to be sure.

What a luxury to be able to do research without leaving your home or office. The other day a friend mentioned to me something about Alexander Graham Bell’s wife having been involved in aviation. I had never known this, and I thought I knew a lot about him—besides that he invented the telephone. Because of my father’s profession as a teacher of the deaf, I knew Bell was also involved in early deaf education. I knew his wife—Mabel Hubbard Bell—was herself deaf and that’s how they met. He had been her speech teacher.

But other than that, I learned as I Googled that Mabel was an early feminist, an early proponent of female suffrage and hiring women for university faculty positions. She even gave her opinion that female telephone operators were superior to their male counterparts. But when it came to aviation, she, along with her husband, were founders of the Aerial Experiment Association for the purpose of developing heavier-than-air flying machines. The organization was begun in 1907 and funded for its short life by Alexander Graham Bell and Mabel. And, it only survived for as long as it did, thanks to Mabel dipping into her inheritance to finance the research and airplane



Women in Aviation, International

Connect

building. If you’re intrigued by this fascinating couple—she handled all his finances and business affairs—you may want to read *The Sound and the Silence: The Private Lives of Mabel and Alexander Graham Bell*, available on **Amazon.com**.

Next time you’re spending time drifting around the Internet, following links that interest you, stop off at **www.wai.org**. The site is kept up to date and you’ll find all the latest news and happenings at Women in Aviation. What you may not have seen yet is WAI’s blog called Connect. The blog was launched at last year’s Conference to post news for members and others who were not able to attend the Conference. Basically Connect will fill you in not just on WAI news, but news about all sorts of interesting women involved in aviation as well as events and opportunities of interest to members. Leave comments so we know you’ve visited—I think I’ll go there right now and check out what’s new. ➔

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

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YOUR CREDIT SCORE

Scores such as blood pressure or cholesterol often determine our physical health and both of these scores should be low. One of the most important measures of financial health is your credit score. The credit score determines the interest rates you are charged on loans, affects your auto insurance premiums and may even impact your ability to obtain employ-

ment. This is one score that is like that you'd want on your FAA knowledge test: aim high!

Local merchants and banks in your community establish and own credit bureaus. These bureaus collect and store credit information and make it available, for a fee, to members who request it. Local bureaus are linked together nationally through one of the big three national bureaus: Trans-Union, Equifax and Experian. While there are many versions of credit scores, the biggest provider is Fair Isaac & Co. This is the firm that produces the widely used FICO scores. These FICO scores range from 300 to 850 and higher is better.

According to **MyFico.com**, the credit data is grouped into five categories representing the following percentages: payment history (35%), amounts owed (30%), length of credit history (15%), new credit (10%) and types of credit used (10%).

The payment history includes information on the types of credit accounts, such as credit cards, mortgage and auto loans. Payment history also includes consideration of the amount, severity and recency of any delinquent (past due) accounts. The data is derived from public records including bankruptcy filings, liens and wage attachments.

Amounts owed include the amount of accounts with credit balances and the proportion of the balance versus total credit limits. A credit limit is the amount of credit available to you through a credit card or line of credit. If you are using a high proportion of your available credit, you are said to have a high debt burden.

The length of credit history considers the time since the accounts were opened and the time since there has been account activity. This factor means that younger people will be at a slight disadvantage in terms of their credit score.

New credit considers the number of recently opened accounts and the number of recent inquiries into your credit history. An inquiry occurs when you apply for credit and authorize those lenders to ask or inquire

for a copy of your credit report from a credit bureau. The only inquiries that will hurt your score are the ones that result from your applications for new credit. In general, credit inquiries have a small impact on the credit score and are much less important than how timely you pay your bills and your overall debt burden or credit utilization. Multiple inquiries in a short period of time, such as might occur if one is shopping for an auto loan or a mortgage, will generally be considered as one inquiry.

The types of credit include credit cards, retail accounts, mortgages and installment loans. Generally, lenders are looking for variety in the types of credit used when evaluating credit-worthiness.

No one piece of information determines your FICO score, but rather the overall information determines your score. It is important to note that the FICO score only looks at information in your credit report. Potential lenders will consider not only your FICO score, but also your income and the

length of time in your present employment.

All Americans are entitled to receive a free copy of their credit report once a year. To obtain your free report, go to the Web site established by the Federal Trade Commission at **www.annualcreditreport.com** or call toll free: (877) 322-8228. Please note that this is the only official web site for obtaining your free credit report. Beware of the other web sites (frequently advertised on television) that purport to be the of-

It is a common misconception that requesting your credit report will lower your score, but this is a myth. As long as you order a report through an organization authorized to provide credit reports to consumers, your own inquiries will not impact your score.

ficial web site but are really attempts to charge you for services that you do not need.

It is important to periodically review your report for errors. The best approach is to rotate your requests for the free credit report between the three major credit reporting bureaus. For instance, you could request the report from Experian in January, Trans-Union in May, and Equifax in September. With this approach you will be reviewing your report four times a year. The data between the reports is typically similar.

It is a common misconception that requesting your credit report will lower your score, but this is a myth. As long as you order your report through an organization authorized to provide credit reports to consumers, such as MyFico or the annualcreditreport.com web site, your own inquiries will not impact your score.

If you find an error in the report, contact both the credit bureau and the organization that provided the information to the bureau. Under the Fair Credit Reporting Act, both of these parties are responsible for correcting inaccurate or incomplete information. Include copies of the report and copies of any documentation disputing the item. Also, clearly state the facts and explain why you dispute the information and request deletion or correction. In addition, ask the creditor to copy you on correspondence they send to the credit bureau.


Improving your credit score is often compared to learning to fly—it takes time and there is no shortcut method. Some tips include paying your bills on time, getting current on any overdue accounts and being aware that paying off a collection account will not remove it from your credit report; it will stay on your report for seven years. If you are having trouble making your payments, contact the creditors to see if you can work out a payment plan, or visit a legitimate credit counselor, such as the National Foundation for Credit Counseling, also known as the Consumer Credit Counseling Service.

Do not close out accounts, especially older accounts with high credit limits. However, consider that if you are tempted to charge more than you should because you have access to credit, then by all means, close the account. Also, a closed account will still show up on your report and be included in the score.

Keep balances low on credit cards. Pay off debt rather than moving it around. Do not open new credit cards that you do not need in an attempt to increase your available credit. This approach will lower your score. New accounts lower your average account age and building up credit rapidly makes you riskier. Keep in mind that if you are an authorized user on an account, it is included in your credit score as though you are the account holder.

Remember, for good financial health, this is one score that you want to be high! ✈


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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. ➔

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 Convention Center
Tampa, Florida
www.aopa.org

November 6

WAI Connect Breakfast
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MY FIRST BOEING TYPE RATING

A thrill shot through me when I opened the e-mail from the Ninety-Nines with news that I had won a Boeing 737-type rating at the school of my choice. I started bawling like a baby. Luckily, I was in a hotel room far from the curious eyes of passengers and crewmembers. I had worked toward this moment for so long that when it finally arrived, I couldn't believe it.

For three years, I served as a flight attendant at Southwest Airlines. The pilots had always told me that Higher Power Aviation in Fort Worth, Texas, was the place to get the rating when I was ready to come back to Southwest as a pilot. When I met Mark Sterns, co-owner of Higher Power, at a WAI Conference, I had just quit the airline to pursue my dream of becoming a professional pilot. I had hopes of getting hired at a regional airline after completing a semester in a first officer program. Mark encouraged me to continue on my path. After the Conference I wrote to him and he wrote back to tell me that I would succeed.

The morning I received the scholarship news, I called Higher Power to book a class date. Sandy Sirkel, who processed my scholarship at the school, suggested a local hotel that provided discounted rooms and free shuttle service to ground school and the simulator. I ordered the books two months out and studied the limitations, emergency procedures, and the entire systems manual. I had posters of the overhead panel, glare shield and lower pedestal pinned to my kitchen wall and used a preflight flow CD to learn the switch locations. I studied two hours per day preparing for ground school, but when I got to class, I realized how little I had retained. Over the next 13 days, I crammed incessantly, even while soaking in the bathtub.

There were eight of us in class—five regional captains and three military pilots. A written exam the first day tested our preparation for ground school. Then over the next six days, our instructor, Don, reviewed every system on the 737. Each morning, he quizzed us on previously reviewed material, before moving onto a new system. It was a great way to figure out our individual strengths and weaknesses.

Each day after class, we returned to the hotel, where most of us stayed, and studied as a group. The person who knew a system or procedure best would teach the others. We thrived in a pack and the following Sunday, we all passed our oral exams.

The second phase began the next morning with the first simulator session in the Boeing 737-200. I immediately nicknamed it "the beast" because its autopilot doesn't capture altitude, nor does it sync with the flight director. And the trim wheel spins so fast that I worried about losing a finger

or smashing a kneecap. My partner and I had failed to study the 39-page simulator packet until the night before our initial session, so at first, our callouts were non-existent. We did practice V-1 cuts that day (an engine failure at the go-speed on takeoff) and it was easier than the airplane I flew back in



PHOTO COURTESY OF LINDA BERLIN

Denver, so that made me feel a bit better. We were done by 11:30 each morning and that gave us ample time to cram on the callouts and chair-fly the approaches.

For me, the third day in the simulator proved most painful. I messed up on the circle-to-land maneuver and almost stalled the plane by not bringing the power in fast enough while leveling off at the minimum descent altitude. That night, I couldn't sleep. I called a friend and told him I was a terrible pilot. He listened patiently and convinced me that I had to try again. The next morning, completely exhausted, I managed to perform all the maneuvers and approaches within limits. Go figure.

"I told you it would all come together on sim four," barked Turner, my sim instructor. I hadn't believed him until that moment. Two days later, I passed my check ride. As I walked through the airport to catch a flight back to Denver, my cheeks flushed and my heart raced: I was one step closer to my goal. ➔

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Linda Berlin (WAI #10243) is a Dash-8 captain based in Denver, Colorado. E-mail her at berlindasky@yahoo.com

Patty Wagstaff
 Patty Wagstaff AirShows Inc.
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“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

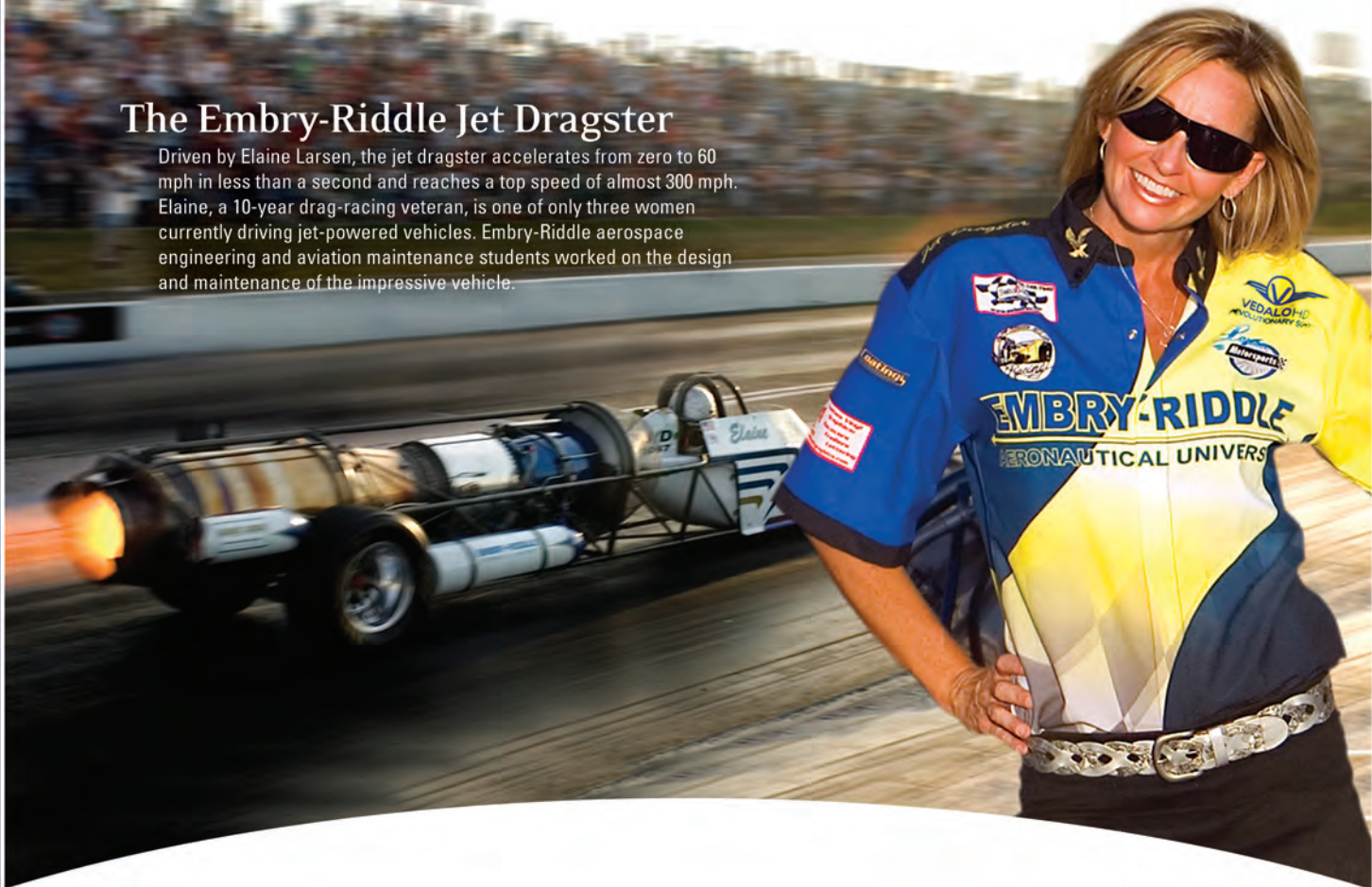
There's something else that Patty has in common with most women in aviation. She reads *FLYING* every month, so should you. "I always tell people to read *FLYING*. I've learned a ton from it over the years and I still learn from every issue."



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Driven by Elaine Larsen, the jet dragster accelerates from zero to 60 mph in less than a second and reaches a top speed of almost 300 mph. Elaine, a 10-year drag-racing veteran, is one of only three women currently driving jet-powered vehicles. Embry-Riddle aerospace engineering and aviation maintenance students worked on the design and maintenance of the impressive vehicle.



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