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NOVEMBER/DECEMBER 2009

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

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WOMEN
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ON THE DECK
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1920



1927



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1931

First Varney Speed Lines' Lockheed - October 1931



1947



1958



1970



1987



10:18:06

AviationforWomen

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Aviation for Women, (ISSN 1525-7762), Volume 12, Number 6, 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.



BRIAN BARR

Sean D. Tucker at the Dayton Air Show with one of WAI's newest members.

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COVER PHOTO

Lt. Erica Hayes prepares to fly her newest bird, the Navy's P-3 Orion. Photo courtesy of the U.S. Navy

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PRESIDENT'S MESSAGE

JOHN SLEMP



DR. PEGGY
CHABRIAN

Dear Members:

Looking ahead to the future is something we all do periodically, whether it is considering retirement, vacation plans for next year, or just what to have for dinner tonight. Even as I prepare for our upcoming role at the AOPA Aviation Summit in Tampa, Florida, (November 5-7), I am looking forward to the 21st annual International Women in Aviation Conference in Orlando, February 25-27. Last year, several individuals thought it would be a down year for our Conference because of the impact of the change in the economy. Instead we achieved a near record attendance in Atlanta, and it was an extremely successful event.

We are looking ahead to another great Conference in 2010. Our early indications show we will have an exhibit hall as large or larger than last year. The excitement is building for a special event to be held as part of our luncheon this year. A tribute to general aviation will be a part of the Conference activities in 2010, as well as a special salute to our international members and attendees. Behind-the-scenes tours of Walt Disney World and a special tour to Fantasy of Flight are also a part of this Conference's activities.

As always, there will be the outstanding programs, aviation speakers, and professional development workshops and seminars you have come to rely on each year to re-energize and rejuvenate. Visit www.wai.org and sign up while the early bird discounts are still in effect and to learn of new updates. Don't miss being there—you won't regret it!

If you would like to get together with us sooner, join us at AOPA's Aviation Summit being held in Tampa, Florida, November 5-7. We are partnering with AOPA to host an area known as the Women's Wing and will have special speakers, forums, a flight simulator, information on learning to fly, and more in this room. And you will not want to miss attending our WAI Connect breakfast Friday morning, November 6, to hear our special guest, Jessica Cox.

As you receive this magazine, the holidays are just around the corner. Consider the gift of a WAI membership or Conference registration and share the enthusiasm with a friend or family member. It is a gift that can open their eyes to a whole new world of possibilities.

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian
President

INSIDE THIS ISSUE



GREAT SALT LAKE CHAPTER

All our Chapters are hard at work. Here the Great Salt Lake chapter helps renovate historic Wendover Airfield. **Page 8**

Women in Aviation, International



Hurry and send in your scholarship application. The deadline for most scholarships is November 20. **Page 11**



MARCC. LEE

Zoe Lee's History Day project profiled ATA pilot Nancy Stratford, and it was a real education. **Page 34**

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

Photography: Jim Barrett

“If I can do it, anyone can do it.”

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

Learning To Fly Is Learning To Live

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

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

What Sets Her Apart Brings Us All Together

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

She reads FLYING every month

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



FLYING®

SETS YOU APART



Congratulations on another great job at EAA's AirVenture! The exposure for Women in Aviation, International, was tremendous. I have the group photo as my computer desktop background. What a fun day Friday was—actually the entire week. I don't remember being as busy at AirVenture as I was this year. Let's hope this is the start of an upswing in the industry. I think the breakfast was a huge success (would just maybe suggest two more food lines next year and start a bit earlier)!

Debra McFarland (WAI #134)
Executive Vice President
Aircraft Electronics Association
Lee's Summit, Missouri

In August, I had the thrill of attending my very first EAA AirVenture event in Oshkosh, Wisconsin. My family and I are proud close friends with a member of the Misty Blues All Women Skydiving Team. Needless to say, I was truly inspired to personally meet all the other members of the Misty Blues team along with numerous other professional women aviators who have inspired and been admired by many young girls and women aspiring to become a part of the aviation industry. While I am not involved in the industry other than being an interested fan, I was absolutely thrilled to meet the likes of Julie Clark and Patty Wagstaff, whom I've heard so much about.

Having such a grand experience, I was anxious to read the latest WAI publication which I was certain would document the very first EAA All Female Airshow in great detail. I must say, I was very excited when I opened

the magazine to page 1 and saw a wonderful photo of the industry's greats. However, I was sadly disappointed with the fact that only certain individual performers had their names specifically identified while teams are only named. I know I was disappointed by this lack of detail and can only imagine how those who were left unidentified, many of who are certainly WAI

brating these tremendous accomplishments by all women in aviation.

Respectfully submitted,
Jennifer Arkett

Fourteen years ago I came to my first WAI Conference, chasing my dying dream to be a military pilot. Little did I know how differently my life would turn out or how great this organization would



Here at last are the names of those Misty Blues teammates from left to right: Lonnie Marshall, Amanda Scheffler, Allison Harper, Bambi Knight, Cindy Irish, Kay Hoiby

members, felt. I turned to page 8 to reminisce about the WASP that I had the good fortune to meet at the show, but again found that these famous pioneers remain anonymous and were only identified as a group of women. I think that this is an unfortunate oversight on your part and a disservice to your readers. Most importantly, however, it is a dishonor to those women who have dedicated their talents and lives to the promotion of women in aviation and your industry.

I too am a dedicated professional woman in a male-dominated industry. The one thing that makes my efforts and dedication feel genuinely appreciated is the support and recognition that I receive from my peers, notably women. Please reconsider your handling of footnoting names with photographs as it means so very much to those appearing in them that they be named and recognized as the true professionals that they are and the contributions they have made and continue to make to the aviation industry. Women typically have to overachieve for recognition. Please beat your drum a bit harder and do a better job of supporting and cele-

be for both my life and my career. I have to thank the WAI staff, the board of directors, the sponsors and the members who make this such an awesome organization.

After that first exciting Conference and at the ones that followed I would make many close friends, find outstanding mentors, receive the ATP Aircraft Technician of the Year Award, and the Bombardier Learjet 31A Scholarship. Without WAI I don't know if I would have realized my new dream to be a Fortune 500 corporate pilot—and get there in record time. I would not have had WAI friends and mentors to guide me along the way, either.

My life has truly been changed by WAI and those who belong to it. I just wanted to thank you for helping to make my dreams come true.

Ava C. N. Shubat (WAI #215)
Bentonville, Arkansas

.....
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

SCHOLARSHIPS: SEPARATING THE WHEAT FROM THE CHAFF

Want to know the truth? I sign up for everything. Really. I have to keep a separate email account designed just to hold the spam emails I receive as penance for giving in to my irresistible urge to be a part of every web promotion, direct mail, product demo or sweepstakes carrot dangled in front of me on a daily basis. I've got two kids in college, and yes, I'm

always looking at scholarship opportunities for them, too.

In so many ways it is time-wasting behavior. The time-expended : reward-garnered ratio is pretty low. But, then again, every now and again the gift card or verified, legitimate check really has come in the mail. So has the nice T-shirt (yeah, yeah, logo applied, but I'm not proud—I'll wear your logo if you give me the cap or the T-shirt). We haven't "won" a scholarship yet, though. No sweepstakes, either. But for all the time wasted, I can say the behavior has polished my ability to sniff out the really good promotions from those that are almost guaranteed to be information harvesting scams. I've become quite good at separating the wheat from the chaff, especially with scholarship opportunities.

I bring this up because here we are, just a few weeks from the November 20, 2009, Women in Aviation, International scholarship deadline, and it is time for you to spend a few minutes online looking into one of the best "deals" you'll find for time-expended : reward-garnered ratio anywhere on the planet, much less the web. It is all at **www.wai.org**.

There are a lot of scholarship sites out there, including **Fast-Web**, **Scholarships.com**, **FinAid.org** and more, and every one of them both harvests information it can then share (read the disclaimer) as well as pushes on you databases with thousands of scholarships that you have to weed through to see what might apply to your special situation. The pickin's for those of us interested in aviation-related scholarships are pretty thin.

Contrast that to what you'll find at Women in Aviation, International. Yes, in interest of full disclosure, you have to be a member to apply for a scholarship with WAI. Yes, that costs money, but it is not a scholarship application fee. Your membership dollars go to deliver you a class-act magazine and newsletter, for top-notch networking and mentoring opportunities, for industry discounts, and to give you access to job opportunities that are often posted nowhere else. WAI is a support system for you to help you reach your loftiest goals. And that includes help-

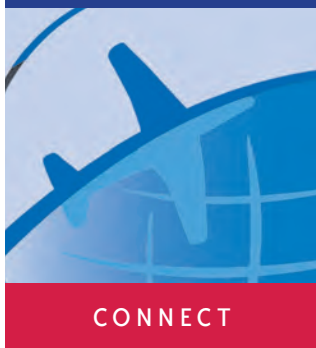
ing you apply for and succeed in being awarded a scholarship that could boot-strap you in achieving your dreams.

Our scholarships are tailor-made for people interested in a diverse variety of aviation careers, and for enthusiasts, with a decided emphasis on women, too. Want a flight dispatcher's certificate? There's a scholarship for that. Want to pilot a seaplane? There's a scholarship for that. Want to be an industrial or aeronautical, or even a mechanical engineer? There are a few for that, too. Mechanics, pilots and students with keen business acumen will find unique scholarships that appeal to their special needs. And there are a few unusual scholarships that are geared for those adventurous souls who want to do something other than go to school or get that first, second or third career. There is even a special scholarship that is awarded to a deserving member who applied for other scholarships but simply missed the cut—and probably not by much.

There is one other absolute truth I have to tell you—no one has ever won a WAI scholarship without applying for one. Sure, it takes time. You'll have to do more than just sit at your computer and fill out a few lines on a form. You'll have to ask for recommendations and endorsements from colleagues, teachers and friends. And you'll have to do a little photocopying, and spend a tad on postage (not too much if you don't dally). But we promise we won't harvest your information and share it with anyone else. And we promise we'll handle your application with care and respect, and give you a call if we can help you in any way to increase your chances of earning a scholarship (particularly if your application comes to us incomplete in some way). And we promise your odds of rising to the top are better, if you are qualified, than you'll get from any random online scholarship clearinghouse that carries thousands of scholarships to millions of web surfers every day.

Ask the hundreds of women and men who have succeeded with help from WAI scholarships in the past 14 years. They'll tell you our time-expended : reward-garnered ratio is one of the best you'll find. ➔

**Our scholarships
are tailor-made
for people
interested in a
diverse variety of
aviation careers.**



WAI AT AOPA AVIATION SUMMIT

Come visit us at the AOPA Aviation Summit in the WAI Booth #1008 in the exhibit hall, and contact Betty Huck (bhuck@wai.org) if you think you've got some time to volunteer in the Women's Wing.

Dr. Peggy Chabrian has been invited by AOPA President **Craig Fuller** to participate in the AOPA Aviation Summit opening session titled "One Voice" on Thursday, November 5, 9:00–9:45 a.m. Other

participants will include **Tom Poberezny**, EAA President and Chairman, **Paula Derks**, AEA President, **Jim Coyne**, NATA President, and **Ed Bolen**, NBAA President.

Friday November 6 is an action-packed day for WAI at the Summit. Our WAI Connect Breakfast will be in Room #11 on the first floor of the Tampa Convention Center from 8:00–9:00 a.m., where you can meet and mingle. Then stay around because you won't want to miss the "Women Leaders in Aviation" forum from 2:00–3:30 p.m. The Panel Moderators are Dr. Peggy Chabrian and **Martha King**, co-owner, King Schools, and the panelists are: **Jessica Cox**, motivational speaker and first person without arms to obtain sport pilot certificate; **Debby Rihn Harvey**, Southwest Airlines Captain, air show performer, aerobatic champion and aerobatic school owner; **Arlynn McMahon**, CFI of the Year 2009, Vice President and Director of Aero-Tech; and **Melissa Rudinger**, AOPA Vice President, Assistant to the President. ➔

WAI Connect Breakfast at AOPA Aviation Summit

Friday, November 6
8:00 a.m. – 9:00 a.m.

Room #11, First floor
Tampa Convention Center

Guest speaker: Jessica Cox
Cost: \$28 (thru November 2)
\$32 (on site)

Call: (937) 839-4647 to sign up



Walt Disney World® Commemorative Design

Women in Aviation, International has ordered up a special aviation-themed design featuring Disney characters, and you can order your collectible WAI 2010 T-shirt now. You will want to be sure to wear it during the 2010 Conference at *Disney's Coronado Springs Resort*. It would also make a great gift for a friend or family member. This design is available only through Women in Aviation, International.

Unisex White T-shirt
with four-color design
Sizes: S, M, L, XL — \$24
Size: 2XL — \$28

It's easy to order,
just call

(937) 839-4647.



WAI Conference to be the Site for the NAA Katherine and Marjorie Stinson Award in 2010

The Stinson Award was created in 1997 by the National Aviation Club (now part of the National Aeronautic Association) to honor the accomplishments of Katherine and Marjorie Stinson. These sisters were among the first 11 American women to be certified as airplane pilots through the Aero Club of America (the predecessor of NAA). Their flying school helped numerous U.S. and foreign pilots to earn their Aero Club licenses, the precursor to FAA pilot certificates.

The award recognizes a living woman for an outstanding and enduring contribution, a meritorious flight, or a singular technical development in the field of aviation, aeronautics, space or related sciences. The nomination must be limited to three pages, not including the citation. Attachments, reprints of articles, will not be considered unless incorporated into and made part of the three pages.

Nominations must be received by NAA before November 30, 2009 and should be submitted by email as a Word Document to **awards@naa.aero** with "Stinson" in the subject line. For additional information, please e-mail **awards@naa.aero**. ➔

The Stuff Dreams are Made of: First Women Aviators in Africa Conference

The First Women Aviators in Africa Conference was the brainchild of Women in Aviation, International member **Kajuju Laiboni** (WAI #40386). A Kenya native, Laiboni was a student studying aviation near Stockholm, Sweden, when she was sponsored by WAI members **Liz Clark** (WAI #64) and **Trish Beckman** (WAI #17) to go to the 2008 Aviation and Women in Europe Conference, held near Oslo, Norway.

Laiboni says she came away from that conference convinced that she needed to bring together women involved in aviation in Africa, so that they could meet each other and be re-energized. She teamed up with South African Police helicopter pilot **Refilwe Ledwaba** (WAI #41890). By December 2008 a core group was formed and called itself WAFRIC, and some 28 people began to organize the one-day conference.

Held at the PanAfric Hotel in downtown Nairobi, Kenya, the WAFRIC Conference drew 50 people from Kenya, Uganda, South Africa, Nigeria, Mexico, China, Sweden and the United States. Speakers included the first female Air Traffic Controller in East Africa, **Mrs. Chocho**; head of the Kenya Air Traffic Controllers Association, **James Seda**; Amy Laboda, Editor of *Aviation for Women* magazine; **Maggie Mutahi**, first female Kenyan helicopter pilot in Kenya; **Puleng Cadribo**, first officer for South African Express Airways; and **Sospeter and Mary Muriuki**, meteorologists in Kenya.

Outside of the one day of speaker seminars, the attendees visited The Academy for Hidden Talents, an orphanage and school located in a down-trodden area of Nairobi where as many as 600 children are being rehabilitated from experiences in refugee camps, or from losing their families. The group

later participated in a fly-out event at the Kenya School of Flying at Wilson Airport, cosponsored by conference attendee **Sandra Clifford** (WAI #1631). Twelve children from various high schools and orphanages within Kenya earned the flights by writing essays about aviation and their dreams. The teens attended the conference and spoke eloquently about the experience.

by Amy Laboda

The day after the conference several attendees traveled together on the optional tour to Aboseli National Park for a safari across the plains in the shadow of Mount Kilimanjaro. Photos prove they had the privilege of getting up close with elephants, lions, baboons, zebras and water buffalo, to name just a few of the animals they encountered. The predawn outing was declared a success!

The next WAFRIC conference is now in the planning stages for 2010. Watch for more information during the upcoming 21st Annual International Women in Aviation Conference, to be held February 25-27, 2010, at *Disney's Coronado Springs Resort* near Orlando, Florida. ➔



COURTESY OF STACY SHEARD

OKLAHOMA STATE UNIVERSITY CHAPTER

In a short time as a chapter, Oklahoma State University Chapter has had a great jump-start to the year. The kick-off event was volleyball and popsicles on campus. Additionally, the chapter hosted airport tours where students and friends were invited to the airport to learn about Women in Aviation as well as the OSU Aviation program and other opportunities at the airport. The board is excited to get involved in the community and to promote WAI. ➔



OKLAHOMA STATE UNIVERSITY CHAPTER

SOARING CAPITAL EAGLES CHAPTER



Soaring Capital Eagles Chapter during their first meeting
(left to right, front) Jill Browning, President Stacey Brown, Karen Robbins,
(back) Terri Krieger, Lisa McDonald, Jess Kunert, Deanna Thomas, Alison
Mandel, Kayla Murphy, Nina Kappanadze, and Brenda Benza.

SOARING CAPITAL EAGLES CHAPTER

The new Soaring Capital Eagles Provisional Chapter held its first official meeting August 19. The chapter has attracted members from the Southern Tier of New York and the Northern Tier of Pennsylvania in a variety of aviation fields, including aircraft manufacturing, aviation museum education, national airline companies, private aviation enthusiasts, and students. Local interest in the chapter has been strong and members are already working on plans to promote Women in Aviation, International at local colleges and airports and to hold educational and service events in the coming months. ➔

ST. LOUIS WOMEN WITH WINGS CHAPTER The Women With Wings chapter gathered for the annual summer picnic. Held at the house of member **Keri Evans** (WAI #10902) in Woodliff Airpark, a great setting for an aviation picnic, members enjoyed the static displays of several of the Airpark's residents' planes. In addition, the chapter was accepting donations for the Marine platoon that they have adopted. The chapter received many items off of the Wish List supplied by the platoon and from both members and neighbors, as well as more than \$200 to buy more items. Seven members, **Barb Hoberock** (WAI #17393), **Karan Hofmann** (WAI #18287), **Jen Moore** (WAI #15221), **Shelby Edwards** (WAI #27739), **Eve Cascella** (WAI #29490), **Gail Birkenmeier** (WAI #40720), and **Ann Mongiovi** (WAI #29329) enjoyed the ultimate summer fun by attending Air Venture 2009.

UPPER CANADA CHAPTER

The Upper Canada Chapter had an active summer, beginning in May with the Canadian Aviation Expo. The Expo moved to its new Hamilton location and was cordially hosted by the Canadian Heritage Warplane Museum. The museum was a great venue with a number of large old war birds and ample hangar space to accommodate the crowd without regard for weather.

Conveniently located across from the Cirrus demonstration, the chapter members met with Minnesota WAI member **Chelsea Welch** (WAI #38687). After enjoying the busy weekend together, Chelsea generously arranged for a demo flight for Upper Canada member **Contessa Bishop** (WAI #13464). Bishop reported it to be a blast and would love to have the opportunity to train her students in a Cirrus.

In May, President **Lynne Atkinson** (WAI #17946) and **Claire Lemiski** (WAI #29380) volunteered at the Wings and Wheels weekend show at Toronto Downsview Airport.

In June, the Waterloo-Wellington Flight Centre hosted a hangar party, proudly starring Canada's own Blue Rodeo. The Flight Centre extended a warm thank you to the Upper Canada Chapter for providing volunteers to help with the show. ➔



**Upper Canada, left to right: Micheline Metcalfe, Susan Davidson,
Lisa Graham, Contessa Bishop, Leah Downey**

UPPER CANADA CHAPTER

WAI Welcomes Official Chapter

Southern Wings Chapter has achieved its official status.

Formerly Provisional Chapter #76P, the Southern Wings Chapter in Savannah, Georgia, is now **Official Chapter #67**.

Carrie Goodwin, President
Diana Smith, Vice President
Elaina Kelly, Secretary
Dawn Wingfield, Treasurer
Fran Bitter, Membership Chair
Sandra Holland, Outreach Chair

New Provisional WAI Chapters

Women in Aviation, Oklahoma State University Chapter #88P

Stillwater, Oklahoma

Jessica Dobie, President
Mary Schott, Vice President
Taylor Ward, Secretary
Hannah Schlesinger, Treasurer
Maegan Berg, Membership Chair
Robin Laws, Outreach Chair
Dr. Todd Hubbard, Advisor

Women in Aviation, Yankee Ladies Chapter #89P

Willow Run Airport (KYIP)
Ypsilanti, Michigan

Amy Kienast Linderman, President
Holly Czupich, Vice President
Rachel Krumwiede, Secretary
Janelle Romer, Treasurer
Theresa Whiting, Membership Chair
Lindsay Shanks, Outreach Chair

Women in Aviation, Soaring Capital Eagles Chapter #90P

Wings of Eagles Discovery Center
Horseheads, New York

Stacey Brown, President
Jill Browning, Vice President
Alison Mandel, Secretary
Terri Krieger, Treasurer
Kayla Murphy, Membership Chair
Lisa McDonald, Outreach Chair



THE POLARIS CHAPTER

While still glowing from their success hosting the 10th Biennial Canadian Women in Aviation Conference 2009 in Edmonton, Alberta, in June (www.cwia.ca/conference.htm) the Polaris Chapter had one of their members, **Audrey Kahovec** (WAI # 17934), participate in the Cross Canada Century of Flight. Audrey, and her husband **Bud**, took their Cessna 172 from Edmonton, and were one of 100 planes to fly from Boundary Bay, British Columbia, across Canada to Baddeck (near Sydney), Nova Scotia. Check it out at www.johnlovelace.com/more/extended/Cross_Canada_Century_Flight.html



Along the way, Audrey stopped in the COPA Convention in Calgary, and met up with members of the Rocky Mountain High Chapter of WAI **Karen Strack** and **Michelle Bentzen** as well as a fellow Polaris Chapter member **Rosella Bjornson**.

PHOTO BY BUD KAHOVEC

GREAT SALT LAKE CHAPTER

The new Great Salt Lake Chapter participated in Westminster College's annual "Helping Hands Day" by organizing a group of 20 aviation students and staff members to go to the historic Wendover Airfield and help with its restoration project. Participants helped out in two areas: clean up of the Enola Gay Hangar, and sanding and painting in one of the other buildings at the airport. The link www.wendoverairbase.com/home tells more about the restoration efforts and the historical significance of the Wendover Airfield. It was hot, dusty work, but it was a great way for the new incoming (and potential) WAI members to meet current Westminster aviation students and WAI members.



PHOTOS COURTESY OF GREAT SALT LAKE CHAPTER

Participating in the annual "Helping Hands Day" at Wendover Airfield were members of the Great Salt Lake Chapter. The work group (photo above) included Great Salt Lake Chapter members: front row starting second from left – Advisor **Julie Paasch** (WAI #17087), **Christina Rzplenski** (future member), Treasurer **Matt Sas** (WAI #41603), Advisor **Gail Avendaño**. Second row far right Membership Coordinator **Jenna Govostes**, back row President **Hannah Hoke** (WAI #41702). (Photo on left) **Jenna Govostes** (WAI #41593) and **Gail Avendaño** (WAI #15000).



CAREERS

NationAir Aviation Insurance announced that it has promoted two employees. **Karen Caudle** (WAI #10285) assumes the role of COPA Program Manager, responsible for servicing Cirrus Aircraft business, along with NationAir's Light Aircraft Branch

Manager, **Dave McCoy**. Caudle is an active member of Women in Aviation, International, the St. Louis Chapter of Women with Wings, the Cirrus Owners and Pilots Association, and the Experimental Aircraft Association. **Jenny Estes** assumes the role of Van's Program Manager, responsible for servicing Van's Aircraft business, together with Dave McCoy.

The Oklahoma State University Chapter of WAI is proud to announce the Private Pilot ratings for President **Jessica Dobie** (WAI #42577), Treasurer **Hannah Schlesinger** (WAI #40969) and **Morgan Jones** (WAI #42763).

Jennifer Hunt (WAI #15279) graduated from the Seattle University MBA Program in August, and has now started the Master of Aeronautical Science Program at Embry Riddle. Hunt currently works for Boeing Commercial Airplanes in Seattle as a Propulsion Flight Test Engineer.

Sarah Stenabaugh (WAI #27662) has graduated from Western University with her Bachelor in Civil Engineering. In the fall she starts work on her Masters specializing in wind.

Congratulations to **Ginny Stromberg** (WAI #42941), member of the Soaring Capital Eagles Chapter in Horseheads, New York. Stromberg received her single engine rating in August at the East Hill Flying Club of Ithaca, New York. She is already pursuing an instrument rating.



Oklahoma State University Chapter's Robin Laws and new Private Pilot Jessica Dobie flying a Cessna 172R

Oklahoma State University Chapter of WAI Secretary **Taylor Ward** (WAI #42588) received college credit this summer while working for USAF 556 ACSS as a training manager for the B2 Weapon Systems Support Center. She monitored training requirements and scheduled/helped facilitate the training in order to make sure both military and civilian employees were compliant.

Lora Yowell (WAI #1941) has become a business partner in Aviation World and moved to Chicago, Illinois, to open their first American location featuring Chicago's largest selection of pilot and flight crew supplies, model airplanes and more.

OTHERS MAKE THEIR MARK

Canada's first female bush pilot will be honored by her peers and Canada Post with a special postage stamp. **Vi Milstead-Warren** performed duties as the first woman bush pilot in Canada, including transporting trappers returning home with supplies and flying surveyors to inspect mining sites. The stamp was released October 17, 2009, on Milstead-Warren's 90th birthday. ➔

What was your dream at Sixteen?

Siena Whiteside (WAI #43999), a cadet pilot at Booker Gliding Club and Corporal in 966 (Wallingford) Squadron ATC, in U.K., achieved an unusual double by going solo on both a glider and a single-engine airplane within a day of her 16th birthday.

Whiteside soloed in a Grob 109B Vigilant at RAF Abingdon. The day was typically un-August like, with heavy showers sweeping in on a strong westerly wind, however, a welcome break in the weather provided a perfect window for Siena to complete a circuit and land, to be congratulated by Squadron Leader **Peter Mockeridge**, Commanding Officer of 612 VGS.

The following day blessed with bright sunshine, Whiteside added a 19-minute solo in G-CKLA, an ASK-13 glider on an aero-tow, from Booker Gliding Centre, at nearby Wycombe Air Park.

This was the realization of a life-long ambition in which Whiteside was assisted by bursaries from the Royal Aeronautical Association, the Caroline Trust and the Air Training corps.

The Caroline Trust is a fund set up by the British Gliding Association to encourage young female students to enter the exciting aviation arena, particularly in gliders. "What an inspiration it has been to watch Siena's dream to 'solo at sixteen' finally fulfilled!" commented her mother **Donna Seymour** (WAI #42746), "and now on to 17 and her full PPL." ➔





MORE WAI SCHOLARSHIPS *JUST ADDED*

Several additional scholarships have been listed on the Women in Aviation, International Scholarship page, www.wai.org/education/scholarships.cfm.

This year's crop of scholarships is one of the most diverse ever, with something for just about every WAI member.

NEW FOR 2010

American Airlines and American Eagle Engineering Scholarship

American Airlines and American Eagle will award one scholarship to a student pursuing a degree in the field of engineering— aerospace/aeronautical, mechanical, or electrical. Candidates will be evaluated on academic standing, personal accomplishments, teamwork, leadership skills and community service involvement. Please submit application according to WAI scholarship guidelines. Finalists will be interviewed at the WAI Conference in Orlando. (Scholarship value \$5,000)

NEW FOR 2010

Anne Baddour Scholarship

The Anne Baddour Scholarship will be awarded to a woman pilot with the following accomplishments:

- a burning desire to become a professional pilot
- have at least a Private Pilot Certificate
- be on track towards the ATP

This award will be used to further the applicant's aims toward an Instrument Rating, Multi-engine Rating and/or Commercial Pilot Certificate. (Scholarship value \$2,000)

This brings the total number of WAI scholarships to 56, worth more than \$321,500. The deadline for sending your scholarship applications is **November 20, 2009**. Download the application form, plus great articles on how to win a scholarship, at www.wai.org/education/scholarships.cfm.

Pass the news on to any friends who could use a little help with college costs, flight or maintenance or technical school training costs, or who you know are worthy of one of the WAI scholarships. ✈

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DONNA COTTRELL

ACCELERATE YOUR EXPERIENCE

Flight hours for any pilot are a finite and valuable commodity in the aviation world. I'd like to help you make the most of each golden hour in the air to get the biggest return on investment for yourself and for your organization. The key to getting the most out of every flight hour begins long before you ever get into an aircraft to go fly a trip.

Keep your head in the game. Pilots are masters at compartmentalizing—that's military lingo for the ability to keep their personal problems tucked away for a required time, namely out of the cockpit. This is an essential skill common to all successful pilots, but it can also be a double-edged sword that might prevent you from taking care of negative personal issues that will eventually affect your flying (and your life). Take care of yourself physically through proper diet and exercise as well as mentally and emotionally by ensuring your relationships are healthy. Don't hesitate to get professional help if you need it. Asking for help is not a sign of weakness, it is good judgment. A healthy pilot is a safe pilot. If you can't take care of yourself, your boss will have serious doubts about your ability to take care of a multi-million dollar aircraft.

Be prepared. Proper preparation for a flight starts at least 24 hours prior to take off. From getting a good night's sleep to eating right to checking the weather, runway conditions and lengths and leaving adequate time for flight planning, proper preparation is critical to a successful flight. Getting behind is a sick feeling and usually occurs because of something not done before the flight. Which leads us to...

Practice good habit patterns. Establish sustainable, repeatable pre-flight routines that cover all the bases. From what you eat for breakfast to how you climb into the aircraft and strap yourself in place, these routines increase your confidence and reduce your stress, which will in turn help you to fly better. Create your own checklist—write down everything you need to do before a flight starting 24 hours ahead of time—and then follow it. This can include clothing you'll wear during the flight to walking your dog or what you'll pack for lunch or where and when you'll check the weather. Make the list comprehensive, but also doable. If it's not realistic, you won't do it.

Use visualization. When I was in flight training, one of the techniques we were encouraged to use was called "chair-flying." This involves sitting in a chair and rehearsing the flight from start to finish. Practice internal and external radio calls, checklists, and verbalize procedures. The more time you spend chair-flying, the better your flight will be. You can also rehearse the flight by walking around an imaginary run-

way and reviewing procedures at various positions: downwind, base, final, landing, missed approach. On-the-ground rehearsal allows you extra practice time on the "easy" segments of the flight, so you can focus on the more difficult things in the air. So don't wait until you're airborne to practice that radio call.

Set process goals. Perhaps your short-term goal is to get your private pilot certificate by a certain date. Think about how you are going to achieve it. Process goals will help you achieve your long-term goals. Examples of process goals are "fly three times per week," "practice one emergency procedure each flight," or "study a system each week."

Keep a professional library. Not just books but articles and notes can be valuable study aids. Some people keep a three-ring binder, others use a file system. Whatever system you use, it's important that it's easy to reference so that you will actually use it.

The above hints are all items you perform on the ground, before you ever touch a flying machine. In the aircraft:

Fly on a regular basis. For an inexperienced pilot, your new skills are extremely perishable. Flying (three times a week or more) on a regular basis has a compounding effect; each builds upon the skills learned in the previous flight. When you fly infrequently, you negate the compounding effect because you have to re-learn previously learned skills each time you fly. If you're on a budget, save your money so you can fly several hours in a month rather than spreading the hours out over time.

Get out of your comfort zone. Comfortable equals stagnant. Real learning happens when you challenge yourself. Failure will reveal where you need practice or extra study. Success will increase your confidence, and in turn, expand your comfort zone. Do something you've never done before or haven't done in awhile. Practice a difficult flight maneuver or familiarize yourself with a system or component you've never used. As you make a habit of challenging yourself, your 200 quality hours will be worth 300 junk hours.

Avoid junk flight hours. Boredom while flying indicates one of two things: fatigue or complacency. Neither is a good

thing. If you or your crew is tired, it's important to stay engaged. If you are the flying pilot, force yourself to methodically scan the instruments. Read them out loud to stay awake. Look outside for potential places to land. Ask yourself, if the engine quit right now, where would I land? If you're not flying, check the chart and determine your position. Where is the nearest airport? What is the highest elevation on your flight path? What is the freezing level? Look at the airport diagram of your destination and make a plan for the landing based on forecast winds. Read all the notes on the approach plate and brief the flying pilot. If boredom is not due to fatigue, then do something that requires more brain power like familiarizing yourself with a system on the aircraft you are unfamiliar with. Or simulate an emergency and talk through the procedures with your crew.

Take notes. As you challenge yourself during each flight, take notes on those procedures or systems you need to study. Review your notes later during your next study session.

It isn't over just because you are back on the ground. You can learn a lot after the flight by:

Seek feedback. If you flew with someone else, go ahead, ask them for feedback. What do you need to work on? What did you do well?

Many people are reluctant to give you feedback that might criticize your flying skills because they don't want to hurt your feelings, so be persistent about getting them to tell you something, no matter how minor. Write down what they say and ask for clarification if necessary, but don't quibble. The best way to shut down constructive criticism is to argue with the person giving it. The person may be testing you to see if you're serious about wanting feedback before they tell you what you really need to hear. If you want to get better and be the best pilot you can be, leave your feelings at home or lock them up in that compartment we talked about earlier, just long enough to hear what your flying partner, co-pilot or safety pilot has to say.

Review. Using your notes from the flight and the feedback you received, do an honest evaluation of your performance. List what went right and what went wrong and what you need to accomplish before the next flight. Do this within 24 hours of landing so that it's fresh in your memory.

Aviation is an extremely rewarding profession and offers a high degree of status. But "to whom much is given, from him much will be required." (*Lu 12:48*) It is a profession that demands a high level of responsibility. Just logging hours is not enough; spend time in deliberate practice both in and out of the aircraft. You are responsible for the safety of yourself, your crew, your passengers and the people on the ground below you. The habits and routines you start now will set the tone for your entire career. ✈

Captain Donna Cottrell (WAI #41997) is Commanding Officer of Coast Guard Air Station Savannah, with 26 pilots and about 100 other support personnel working for her.

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When choosing a flight school be sure to ask questions before signing on the dotted line, all schools are not considered equal.

Accredited schools agree to meet or exceed the Standards of Accreditation dictated by the Accrediting Commission and overseen by the Department of Education. These schools must have sufficient physical facilities and equipment to deliver quality education.

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NOVEMBER/DECEMBER 2009

TECH TIPS



DENISE WATERS

The idea of being an Aircraft Mechanic caught my attention as I contemplate transitioning careers. My background: mechanical engineering and 10 years working in electrical engineering. I was recently laid off from an engineering job, which prompted me to start searching for other options. My goal is

to transition to aeronautical engineering after obtaining my FAA A&P Mechanic certificate and some experience.

What engineering options could I consider then?

Starting with electrical and engineering experience is advantageous. A&P skills are highly sought because of the training, discipline to procedures, safety emphasis and variety in application. A&P training benefits aeronautical engineering and is a résumé plus. Everyone is always looking to go faster, higher and farther efficiently. Besides manufacturers, specialized engineering firms who design and implement certified modifications, and the FAA, all provide additional opportunities. Engineers utilize A&P experience as additional knowledge helping liaison with engineering, mechanical design, electrical design and strength/loads/dynamics engineering. Find assistance along your transition route through WAI 2009 scholarships in Aerospace Engineering and Aviation Main-

tenance. Check the General section for any hidden gems at www.wai.org/education/scholarship_list_2010.cfm.

What electrical maintenance considerations should be addressed for cold weather operations of aircraft?

Start at the heart of the electrical system: the aircraft battery. A fully charged battery, used for starting, lighting and powering avionics, is essential. Serviced incorrectly and left to the cold, batteries lose power, can freeze-up and become damaged. Comprised of various size, capacity and type (wet/refillable or sealed gel), they are electrical storage devices that use a reversible chemical reaction to store energy. Utilizing lead plates, grids and an electrolyte (diluted sulphuric acid), electrical energy is converted into potential chemical energy and back again. The keys to battery life and minimal corrosion are the initial charging, flying regularly and regular, proper servicing (cleaning, watering and charging) by an A&P (or preventive maintenance regulations) according to manufacturer's instructions. Always use proper equipment and fluids. Take great care working on batteries to prevent harming your health and/or damaging equipment. Cold weather operations may leave aircraft quiet for longer periods. If you don't use it, you lose it, is the motto with batteries. So don't forget your battery maintenance before removing snow and ice and preheating. ✈

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

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Claire Bear's First Solo
by Sue Hughes, Illustrated by Wang DaiYu



Claire Bear's First Solo is one of a series of Claire Bear books written by Sue Hughes and illustrated by Wang DaiYu, all available from waistore.org and PowderPuffpilot.com, author Sue Hughes' web site, or by calling (937) 839-4647.

Turns out that Claire Bear's mother, who is also her flight instructor, is a pretty cool cookie. In this 40-page "read-to-me" book Hughes gets all the essential "around-the-pattern" vocabulary in as we share in Claire Bear's great day. — A.L.

ISBN: 978-0-9840603-1-3

Published by Powder Puff Pilot, Aurora, CO
Softcover; 40 pages; \$9.95; www.waistore.org



DVD REVIEW

Close Calls: Lessons to Live By
by James Clark Productions

Pilots Bob Hoover and Wayne Handley have been there, literally. Learn from their experiences what to do, and what not to do in airplanes. Eavesdrop in as these first-rate aviators talk about scrapes and close-calls from years of aviating, and how their strategies saved their lives, and the lives of their passengers.

The DVD costs \$24.95 and is available from James Clark Productions at www.closecallsflying.com or by calling (831) 421-9199.



Qref Checklists Get It Right

There's a balance when it comes to checklists; you can have so many items and so much repetition that the checklist is ponderous and you tend to skip, or you can have a checklist so generalized and short that it misses key safety points. The people at Qref have sweated the details for you and reduced the Garmin G1000 system to either a thick, but handy spiral-bound, tabbed checklist booklet that is amazingly well-organized and comprehensive, or, for those of you who like their checklists shirt-pocket sized, a single two-sided card of quick-reference "how-to's" that every G1000 operator must know.

I am a shirt-pocket person by nature, and I love the Qref version (and not just for its \$14.95 price tag). It hits all the high points, from GO-TO and GO-Direct to LOAD Approach, Activate Approach and the GPS Approach checklist. On the other hand, the \$49.95 comprehensive *Glass Cockpit Success: Button-by-Button* spiral bound

quick reference will get you out of any pinch with a flip, and a 1-2-3. Though thick, it is still well-sized for the flight case. So, take your pick, by calling (877) 660-QREF or going to www.qref.com. With Qref checklists, you'll be safe and sure. — A.L.



BOOK AND DVD REVIEW

EAA Aircraft Building Techniques Aircraft Welding
Compiled and prepared by Wes Schmid
and EAA founder Paul Poberezny

The *EAA Aircraft Building Techniques Aircraft Welding* book is one of a very few mechanical technique manuals written in a conversational manner that teaches modern day aircraft welding. Despite its easy reading and orientation toward the home builder, the book contains facts and procedures helpful to factory welding departments, too.

If you buy the book from EAA, you'll also get a companion DVD on Welding and Corrosion. Host Gregg Ewert and instructor Bill Roerig take you step by step through the process of oxyacetylene welding. The separate corrosion section shows you how to protect different metals common to aircraft, and what corrosion looks like on the inside of aircraft, and under the paint. — A.L.

Book & DVD: \$29.99; www.shop.eaa.org

**GREAT
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Sigvaris Supports

I really hate to admit this, but I'm plenty old enough to be wearing supportive socks and hosiery. In fact, I probably should have been wearing compression socks and hosiery when I was pregnant, (which was a long time ago) and every time I embarked on a long cross country, in my own airplane or commercially. I could have saved myself the bulging veins my somewhat aged legs now sport, had I just taken the extra effort when I was expecting. And I now know that the gradual, calibrated compression that these socks and pantyhose offer enhances my leg circulation when I'm stuck in a seat for long hours while flying—and that could help me avoid Deep Vein Thrombosis (DVT) and potentially fatal blood clots.

Sigvaris Corporation is a worldwide producer of compression stockings and socks, and their variety of offerings makes picking the right pair an easy task, whether you wear a skirt or pants as your everyday work clothes. Best of all, these hosiery rely on a hefty cotton content and silky, stretchy materials for extra comfort. For more information or to locate a supplier near you, go to www.sigvaris.com.



GREAT
GIFT
IDEA



WAI FOR WINTER CLIMATES

Feather Yarn Knit Scarf with WAI Logo. Soft and plush, this scarf will keep you warm and fuzzy all season long. Made with "feather yarn" 97% polyester, 3% spandex; available in pink and black. Pink: #30131p; Black: #30131b; Price: \$16.00

WAI FOR FLORIDA SUNSHINE

Wear it to school, bring it to the 2010 Conference, the WAI T-shirt is a versatile all-around shirt that makes a great impression. Sizes: S-XL
Navy: #30056n
Azalea: #30056a
Price: \$12.00



THE GIFT OF MEMBERSHIP

The perfect gift for any aviation enthusiast is a membership in WAI...a gift that they can use all year long.

Individual—\$39

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Family—\$20 (individuals in same household, additional magazine not included)

We make it easy for you. Just go to www.wai.org, or use the form on page 41, or call (937) 839-4647



Lisa A. Spencer has a non-profit gift shop called The Purple Acorn at the military hospital in Bethesda, Maryland. Profits go to supporting warrior, family, and staff needs in the compound of the National Military Medical Center.

The brown shirts are the same as the undershirts our military men and women wear (same shirts as Mommy or Daddy's). The name tapes are the same, but instead of their last name—"Born Free" is embroidered in blue for boys and pink for girls.

They also have all black with camo trim, onesies and T-shirts. The only place to get these is from The Purple Acorn. Email order for Boy or Girl with size info (sizes Premie through Toddler) to BornFreeBaby@gmail.com or call (301) 530-GIFT.

Want FAA WINGS Credit? Check out Sporty's Videos

Three additional Sporty's training videos are FAA WINGS approved and may be used to satisfy the FAA Pilot Proficiency Program requirement. The newly-added videos are *Garmin G1000 Checkout*, *VFR Communications*, and *Pilot's Guide to Runway Safety*. Already WINGS approved are: *Airspace and Weather Format Review*, *Flight Review* and *Instrument Proficiency Check*. Interested pilots may either purchase the DVD or video download at www.sportys.com. Completion of a phase of the WINGS program satisfies the requirement for a flight review and may also make pilots eligible for savings on their insurance premiums. To earn WINGS credit with Sporty's programs, the pilot first views the video and then goes to the WINGS Learning Center at www.faa-safety.gov and completes a brief review and exam on the program content. Credit is then awarded to the WINGS program participant. The WINGS – Pilot Proficiency Program is designed to help individual pilots construct a unique and personal educational curriculum through a variety of courses. For more information, visit www.sportys.com/WINGS. All Sporty's DVDs may be ordered at sportys.com or by calling Sporty's at 1.800.SPORTYS. ✈





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- Banquet, Pioneer Hall of Fame and Scholarship Awards

Register Early and SAVE!
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Conference Schedule 2010

Wednesday, February 24

- 9:30 AM - 2:30 PM Tour-Fantasy of Flight
- 2:00 PM - 5:00 PM Tour-Innovation in Action (Disney)
- 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
- 10:30 AM - 12:30 PM Professional Development—*Stretched and Stressed*
- 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 - 5:30 PM Professional Development—*Leaning into Aviation*
- 3:00 PM - 5:00 PM Professional Development—*Six Stages to Leadership*
- 5:00 PM - 6:00 PM College/University Student Seminar
- 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*)
- 11:00 AM - 11:50 AM Networking for FAA Employees
- 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

Invited Speakers

- Randolph Babbitt**—FAA Administrator
- Suzanna Darcy-Hennemann**—Chief Pilot - Director of Training, Boeing Commercial Airplane Services
- Anna Mracek Dietrich**—COO, Terrafugia
- Craig Fuller**—President, AOPA
- Carol Ann Garratt and Carol Foy**—Around The World in a Mooney, Raising Funds to Fight ALS
- Deborah Hersman**—Chairman, NTSB
- Denise Wilson, CAM**—President, Chief Pilot, Desert Jet

Education Opportunities

(as of September 1, 2009; go to www.wai.org for more info)

AVIATION CAREERS

- Corporate Aviation
- Airline Pilot Panel
- Aircraft Dispatcher
- Certified A&P Mechanic
- Three Steps to Build a Profitable Aviation Business
- Flight Guide for Success
- Working Parent, Flying Parent
- Professional Pilot Moms
- Employment Opportunities at the FAA

AVIATION MEDICAL ISSUES

- Baby on Board – Health and Legal Issues

GENERAL AVIATION

- Secrets in Aviation (Soaring)
- “Check Ride-itis”—Banished!
- The Path to Blimp Flying
- Flying Beyond Your Horizons
- Fly Your Own Fighter Jet
- Flying Helps Me in My Job
- Flying North of the 48th Parallel

AIR TRAFFIC CONTROL

- Next Generation Air Transportation System (Next Gen)
- ATC Communications with Pilots

AVIATION OUTREACH

- Attracting Kids to Aviation
- Giving Wings to a Dream
- Hosting an ACE Academy
- The Real World Design Challenge
- Pilot for a Day

NEW AVIATION TECHNOLOGY

- Intro to Glass Cockpit
- Advances in Headsets

AVIATION MAINTENANCE

- Climbing the Corporate Ladder with an A&P Certificate
- Maintaining GA & Corporate Aircraft in a Small World
- Federal Aviation Administration Enforcement Issues and Violation Trends

AVIATION ENGINEERING

- Flight Test 101
- Human Centered Design
- Engineering a Cause: Behind Aircraft Accidents

AVIATION SAFETY

- Safety Management Systems (SMS)
- Talent, Skill, Judgment...and Luck in Aviation Safety
- Keys to Surviving a Crisis
- Evolving Approaches to Accidents
- The Latest in FAA Rulemaking
- A Lifetime of Flight Safety in One Hour

INTERNATIONAL AVIATION

- Culture Shock: Working in International Aviation
- The First Ladies of Aviation Around the World
- African Women Aviators
- Running a Global Market Business
- Flying Australia's Coast
- International Flight for GA and Corporate Pilots

PROFESSIONAL DEVELOPMENT

- Dealing with Downsizing
- Write About Aviation
- Selling for Geniuses
- The First Response for First Responders: The Battle Within
- Generations in the Workplace
- Self Defense Session
- Airpark Living
- Make Work Magical!

AVIATION FINANCE

- Financial Planning While Learning to Fly
- The Basics of Credit
- Your Financial Flight Plan

WOMEN IN THE MILITARY

- Striking a Balance
- Leadership in Combat
- Air Refueling

WOMEN IN AVIATION HISTORY

- Meet the WASP
- Celebrating Blanche Stuart Scott – 100 Years Later
- The WASP Ferry Command – The ‘Rest’ of the Story

This is only a sample of the planned Educational Opportunities available to those attending the International Women in Aviation Conference. For a complete and dynamic list, log on to www.wai.org today.

TRAINING APPROVED FOR FAA EMPLOYEES The 2010 International Women in Aviation Conference is approved as training for FAA employees! Managers may approve attendance and funding for the entire Conference. As with all training, approval is at the manager's discretion and subject to operational demands, organizational priorities, and resource availability.

Tours and Special Events

*You won't want to miss a minute of the excitement,
so plan to come early and stay late!*



Innovation in Action

WEDNESDAY, FEBRUARY 24
2:00 PM–5:00 PM

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)

- **The Walt Disney World® Nursery and Tree Farm**
- **Textile Services** • **Magic Kingdom® Park**
- **The “Utilidor” System**

Disney By Design

SUNDAY, FEBRUARY 28
2:00 PM–5:00 PM

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®** • **Disney's Wilderness Lodge**
- **Central Shops**

To sign up for these tours, go to **www.wai.org** and click on Conference tab

FANTASY OF FLIGHT

The Attraction Where the Sky's the Limit

WEDNESDAY, FEBRUARY 24
9:30 AM–2:30 PM

www.fantasyofflight.com

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

- **The Flying Collection Is On Display**

B-26 Marauder, B-24 Liberator, a Curtiss TP40 and two P51 Mustangs.

- **Realistic Immersion Environments**

Climb aboard an authentic B-17 Flying Fortress and feel the tension of a World War II bombing mission.

- **Real Restoration Tours**

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

- **Tram Tour**

Tour of the Restricted Areas and visit the Maintenance hangar where the Collection is maintained.

- **Aerial Demonstrations** *(weather permitting)*

Often performed by Owner Kermit Weeks

- **You Take The Controls**

Immerse yourself in the role of a Naval Aviator as you play an aerial battle video game.

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

WAI Banquet and Pioneer Hall of Fame

<http://www.wai.org/resources/pioneers.cfm>

The Women in Aviation, International Pioneer Hall of Fame was established in 1992 to honor women who have made significant contributions as record setters, pioneers, or innovators. Special consideration is given to individuals or groups who have helped other women be successful in aviation or opened doors of opportunity for other women. Come to the banquet to pay tribute to these distinguished women as we celebrate their accomplishments and induct them into the WAI Pioneer Hall of Fame during our Awards Banquet.



Workshops • Training • Seminars

FAA Maintenance Recurrent Training

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

Thursday, February 25 7:00 AM–8:00 AM Registration; 8:00 AM–5:00 PM Seminar

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

Aerospace Educators' Workshop

FAA Presents:

How Small Things Can Make a Big Difference— Harnessing the Power of Aviation Education through Science, Technology, Engineering, and Math.

Presented by FAA AVSED Team

Thursday, February 25 9:00 AM–12:00 PM

Do you love aviation—want to go the extra mile and share that passion with students and teachers? Join the FAA Aviation and Space Education (AVSED) Team for this workshop. We will share ideas and show you how to motivate students and help teachers using simple aviation activities. Even if you already know the benefits of using aerospace to motivate young people, this workshop will help you stay on the path—delivering when it really matters.

You will learn how to:

- Use real life math applications for grades 5-9 with *FlyBy Math*.
- Use hands-on “make it and take it” activities to reinforce science skills and physics of flight.

There will be lots of surprises and prizes—so, what are you waiting for? Let us help you get on the right heading.

FAA Safety Seminar What Went Wrong?

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

Thursday, February 25 7:30 PM–8:30 PM

The audience plays investigator to several different accidents to determine probable cause. From steering clear of weather to maneuvering safely and much more, if you're looking to minimize your chances of being involved in a fatal accident, you'll definitely want to attend this seminar!

Professional Development Seminars

Stretched and Stressed? Pursuing Your Dream Career While Raising Great Kids

Presenters: Madonna Buhr and Nirvana Deck

Thursday, February 25 10:30 AM–12:30 PM

Feeling overwhelmed? Stressed? Does every day feel like a marathon? You are not alone! Women have moved into the offices and factories of corporate America but it has stretched us in ways we never expected. We want to pursue our dreams of having fulfilling careers while parenting successful children. How do we perform at our peak both at work and at home? This workshop will provide strategies for effective time management and stress coping techniques so you can achieve a better work-life balance and reclaim your personal life.

Leaning Into Aviation: Building Airplanes with The Boeing Company

Sponsored by The Boeing Company

Thursday, February 25 1:30 PM–5:30 PM

“Leaning into Aviation” is a hands-on simulation of the build process of a Boeing 777, where the participants assemble building block airplanes and then incrementally improve the process using lean principles introduced during the seminar. Participants work in teams, in a healthy competition to best each other. This event highlights the evolution from traditional aircraft manufacturing into a lean environment where waste is eliminated and continuous process improvement is realized.

The Six Stages to High Altitude Leadership

Presenter: Betty Lewis Shotton

Thursday, February 25 3:00 PM–5:00 PM

“Six Stages to High Altitude Leadership” is designed to provide participants with thought provoking and constructive ideas as they deal with life and business uncertainties. It is a flightplan for facing great challenges or when changing directions; a navigational tool when old ways aren't working and new paths need to be forged.

The Six Stages that will be explored in this interactive presentation are: 1. Choice 2. Possibility 3. Change 4. Courage 5. Commitment 6. Lift Off. The presentation is supported by inspirational video and music depicting aviation analogies for the Six Stages. It is also participative and encourages challenging discussions.

Registration Options

Full Registration includes all meetings, meals, exhibits and social events.

One Day Registration includes all meetings, meals (luncheon or banquet) and exhibits for that day.

Student Registration includes all meetings, meals, exhibits and social events, except the Saturday night banquet.

Miscellaneous Tickets are available for the opening reception, luncheon and banquet for registrants requiring additional tickets.

Military Rate available for active duty, reserve and guard members.

Child Rate available for children of attendees age 6-12 (excludes all food and social events).

Student Sponsorship

Each year there are college students who need financial help to attend the Conference. Please sponsor a student for \$165. Check the box on your registration and send in your donation with your registration fee.

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.

Photos taken by WAI representatives may feature Conference or activity participants. Through participation in WAI activities, all participants grant permission for their photos to appear in any publication or display of the organization.

Exhibit Hall • Trade Show • Job Fair

Visit more than 150 exhibitors including aerospace companies, airlines, associations, manufacturers, the military, museums, publishers, universities, organizations and vendors at the Conference. Some companies conduct on-site interviews. Bring your résumé and start your new career here!

Last year's Conference exhibitors included:

AAR Corp.	Cirrus Design	Hamilton Sundstrand	San Juan College
Aerographs	Colgan Air, Inc.	Hartsfield-Jackson Atlanta International Airport	Sikorsky Aircraft
Air Force Reserve	Comair Airlines	Horizon Air	Silent Auction
Air Line Pilots Association Intl.	Compass Airlines	International Women's Air & Space Museum	SkyWest Airlines
Airline Transport Professionals	Continental Airlines, Inc.	ISA+21	Southern Illinois University Carbondale
Air National Guard	CSC DUATS	Jeppesen	Southern Company
Air Race Classic, Inc.	Daniel Webster College	Kansas State University at Salina	Southwest Airlines
Airline Ground Schools	David Clark Company Inc.	Aviation	Talon Systems
AirTran Airways	Defense Intelligence Agency	LeTourneau University	Telex
Alaska Airlines	Delta Air Lines	Lockheed Martin	The Ohio State University
Alpha Flying, Inc.	Delta Community Credit Union	Mach 2 Management	The University of Tennessee, Aerospace MBA
American Airlines	Delta Connection Academy	Marine Corps Recruiting Command	TransPac Aviation Academy
American Airlines Federal Credit Union	Department of Interior	Mesaba Airlines	U.S. Air Force Academy
American Eagle	Dowling College	Metropolitan State College of Denver	U.S. Coast Guard
American Eurocopter	DTC DUAT Service	Midcoast Aviation	U.S. Navy
AOPA Aircraft Owners & Pilots Association	Elliott Aviation, Inc.	Miss Aerial	UND Aerospace
ASA (Aviation Supplies & Academics, Inc.)	Embry-Riddle Aeronautical University	Museum of Women Pilots	United Nations
Atlantic Southeast Airlines	Experimental Aircraft Association	National Association of Flight Instructors	University Aviation Association
Australian Air Safaris	ExpressJet Airlines	National Business Aviation Assoc.	University of Dubuque
Aviall	FAA - Surveillance & Broadcast Services	National Gay Pilots Association	UPS
AviaNation.com	FAA-System Operations	National Oceanic and Atmospheric Administration	Utah Valley University
AWAM (Association of Women in Aviation Maintenance)	FAA / NACO	NetJets Aviation	Aviation Science
The Boeing Company	FAA First Federal Credit Union	The Ninety-Nines, Inc.	Virgin America
CAMI, Civil Aerospace Medical Institute	Falcon Aviation Academy	Ohio University	Wal-Mart Aviation
Cape Air / Nantucket Airlines	Federal Aviation Administration	Omni Medical Systems	WASP World War II
CBP Air and Marine	FedEx Express	Pinnacle Airlines	Wealth Educators For Aviators
Chevron Global Aviation	FlightSafety International	Plane Mercantile	Westminster College
	FLTOPS.com	Port to Port Air Jewelry	Whirly-Girls
	FLYING Magazine	Pratt & Whitney	Wings Financial
	Garmin International	Professional Women Controllers, Inc.	Wings of Eagles Discovery Center
	Girls With Wings		Women in Corporate Aviation
	Gulfstream		Women Military Aviators
	Gulfstream Training Academy		

Hotel and Transportation

Now is the time to make your hotel reservation at **Disney's Coronado Springs Resort**. Reserve your room **before January 20, 2010** for the discount rate, right from **www.wai.org** or call **(407) 939-1020** and tell them you want the Women in Aviation group rate.

American Airlines A discount agreement is valid **February 22-March 4, 2010** for travel to Orlando, Florida. The Promotion Code is **6720AG**. Attendees will receive a 5% discount off the lowest applicable eligible published air fare. To make a discount reservation, please call the Meeting Services Desk at **(800) 433-1790** from anywhere in the U.S. or Canada and refer to **6720AG** or go online to **www.AA.com** and put **6720AG** in the Promotion code. Note: There will be a separate ticketing charge of \$20 USD per ticket for tickets purchased via the phone or \$30 USD per ticket for tickets purchased at the airport. This amount is subject to change. At this time there is no ticketing fee for reservations made and ticketed on **www.AA.com** for American Airlines and American Eagle flights only. For International attendees, call the local reservations number and refer to the Promotion Code (**STARfile 6720AG**).

With **Disney's Magical Express Service/Transportation** your conference starts with free airport transportation and luggage service to your room at **Disney's Coronado Springs Resort**, so you won't even need a car. Park hours are extended for Disney's hotel guests, too. Find out more and get your tickets at: **www.disneyconventionears.com**



Don't forget the Walt Disney World® Theme Parks!

As a **Disney's Coronado Springs Resort** Guest, you'll enjoy complimentary and continuous transportation throughout the **Walt Disney World® Resort**. Right from your hotel, boats, motor coaches, and monorails are waiting to take you to and from the **Walt Disney World® Theme Parks**, **Water Parks**, **Downtown Disney® Area** and other areas throughout the resort. Park discounts are available for conference attendees, and special discounts are available to all U.S. military personnel. Check with your base to purchase tickets there.

Conference Registration 2010 at 2009 prices!

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

Name _____ WAI Membership Number _____

☐ New Member (please complete Membership Form) ☐ Renewing Member (please complete Membership Form) ☐ Request Address Change

Preferred First Name for Badge _____

Aviation Affiliation/Occupation _____

Company/Educational Institution _____ ☐ FAA Employee

Address ☐ home ☐ work _____

City _____ State/Province _____ Zip/Postal Code _____ Country _____

Preferred Phone ☐ home ☐ work ☐ cell _____ E-mail address _____

☐ First time attendee ☐ I would like to volunteer at the Conference ☐ I am ☐ I am not staying at Disney's Coronado Springs Resort

Register Early and SAVE! PRICING FOR 2010 IS BEING HELD AT 2009 RATES!

EARLY REGISTRATION (by December 4, 2009 midnight EST)

<input type="checkbox"/> Full Registration (includes opening reception, luncheon, and banquet)	<input type="checkbox"/> \$319	<input type="checkbox"/> \$369
<input type="checkbox"/> Student – Full Time (age 13 and up – includes opening reception, luncheon. Banquet NOT included)	<input type="checkbox"/> \$165	<input type="checkbox"/> \$195
<input type="checkbox"/> Child – 6-12 years old (meals and receptions NOT included)	<input type="checkbox"/> \$20	<input type="checkbox"/> \$20

GENERAL REGISTRATION (December 5, 2009 - February 5, 2010 – no refunds after this date)

<input type="checkbox"/> Full Registration (includes opening reception, luncheon and banquet)	<input type="checkbox"/> \$379	<input type="checkbox"/> \$429
<input type="checkbox"/> One Day – Limit 1 (meal function of the day is included) <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday	<input type="checkbox"/> \$180	<input type="checkbox"/> \$220
<input type="checkbox"/> Student – Full Time (age 13 and up – includes opening reception, luncheon. Banquet NOT included)	<input type="checkbox"/> \$165	<input type="checkbox"/> \$195
<input type="checkbox"/> Military Rate (price in effect through February 5, 2010) (branch of military) _____	<input type="checkbox"/> \$319	<input type="checkbox"/> \$369
<input type="checkbox"/> Child – 6-12 years old (meals and receptions NOT included)	<input type="checkbox"/> \$20	<input type="checkbox"/> \$20

On-site registration fee will be \$50 additional - effective February 6, 2010 at 12:01 am EST

I WOULD LIKE TO ORDER THE FOLLOWING TICKETS:

# _____ Extra opening reception or opening reception only (Thursday)–\$35 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
# _____ Extra luncheon or luncheon only (Friday)–\$50 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
# _____ Extra banquet or banquet only (Saturday)–\$75 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____

I WOULD LIKE TO SPONSOR A WAI STUDENT MEMBER:

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

<input type="checkbox"/> Disney Innovation in Action TOUR (Wednesday, February 24, 2:00PM–5:00PM) Go to www.wai.org to register	<input type="checkbox"/> online	<input type="checkbox"/> online
<input type="checkbox"/> Disney by Design TOUR (Sunday, February 28, 2:00PM–5:00PM) Go to www.wai.org to register	<input type="checkbox"/> online	<input type="checkbox"/> online
<input type="checkbox"/> Fantasy of Flight TOUR, Polk City, Florida (Wednesday, February 24, 9:30AM–2:30PM)	<input type="checkbox"/> \$50	<input type="checkbox"/> \$50

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

<input type="checkbox"/> Stretched and Stressed (Thursday, February 25, 10:30AM–12:30PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> Leaning into Aviation (Thursday, February 25, 1:30PM–5:30PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> The Six Stages to High Altitude Leadership (Thursday, February 25, 3:00PM–5:00PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> FAA Maintenance Recurrent Training sponsored by AWAM (Thursday, February 25, 8:00AM–5:00PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> Aerospace Educators' Workshop sponsored by FAA (Thursday, February 25, 9:00AM–12:00NOON)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee

Total Payment \$ _____ \$ _____

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

Refund Policy: Full refunds for cancellations will be given until **December 18, 2009 midnight EST**. From **December 19, 2009 through February 5, 2010 midnight EST**, the registration fee less \$75 will be re-funded. **After February 5 midnight EST, no refunds will be given.**

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



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

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

☐ MasterCard ☐ VISA ☐ Check (Payable to Women in Aviation, International)

Acct. # _____ Exp. Date ____/____/____

Cardholder's Name (Print) _____

Authorized Signature _____

(sign as name appears on credit card)

Women in Aviation, International

Membership Form • *Join Today and SAVE*

Even if you can't come to the Conference in Florida, you can join or renew your membership in Women in Aviation, International today!

Select Your Category:

- Individual** Aviation professionals and enthusiasts **\$39**
- Student** Full-time high school or college students interested in pursuing an aviation career **\$29**
- International** Aviation professionals and enthusiasts who live outside the United States **\$49**
- International** with digital magazine only **\$39**
- International Student** Full-time high school or college students interested in pursuing an aviation career who live outside the United States **\$39**
- International Student** with digital magazine only **\$29**
- Family** Individual family members residing in the same household as Individual, Student or International Member (*magazine not included*) **\$20**
- Corporate** Organizations and/or Companies that support the goals of WAI, includes individual member benefits for one employee **\$400**
- Supersonic Corporate** Same as a corporate membership, but includes individual member benefits for four employees. **\$500**



WAI Member Benefits and Services

- Annual International Conference, Conference registration discount
- Scholarship opportunities
- *Aviation For Women* bimonthly magazine
- Educational outreach programs
- Chapters
- Networking base for career and personal development
- Government and Industry representation
- Resources through our web site: www.wai.org
- Discounts on car rentals and products from sponsoring companies



- ☐ New Member
☐ Renewal—Membership # _____

Name _____

Aviation Affiliation/Occupation _____

Company/Organization _____

Address ☐ home ☐ work _____

City _____

State/Province _____

Zip/Postal Code _____ Country _____

Phone (home) _____

Phone (work) _____

Fax _____

Phone (cell) _____

E-mail _____

Chapter Affiliation _____

Referred to WAI by _____

Gift? Giver's name _____

- ☐ Include me in the "Members Only" Networking on-line directory.
☐ Include my name on the Mentors list in the "Members Only" Mentoring section of the WAI Web site.

Categories of Membership

- ☐ **Individual** Aviation professionals or enthusiasts **\$39**
- ☐ **Student** Full-time high school, undergraduate, or graduate students (School) _____ **\$29**
- ☐ **International** Residents outside U.S. **\$49**
- ☐ **International** digital magazine only **\$39**
- ☐ **International Student** Full-time students outside U.S. **\$39**
- ☐ **International Student** digital magazine only (School) _____ **\$29**
- ☐ **Family** Individual family members residing in the same household as Individual, Student or International Member (magazine not included) **\$20**
- ☐ **Corporate** Organizations/Corporations, benefits for one employee **\$400**
- ☐ **Supersonic Corporate** Organizations/Corporations, includes member benefits for four employees **\$500**

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

- ☐ MasterCard ☐ VISA ☐ Check (Payable to Women in Aviation, International)

Acct. # _____ Exp. Date ____/____/____

Cardholder's Name (Print) _____

Authorized Signature _____

(sign as name appears on credit card)

WOMEN IN NAVAL AVIATION: WALKING THE WALK

It's an overcast wintry morning at Naval Air Station Whiting Field, the U.S. Navy's training site in Milton, Florida, northeast of Pensacola, and the control tower hums with activity, with a Precision Approach Radar landing in process and aircraft lined up on the tarmac awaiting launch. There, primary students train in T-34C airplanes, soon to be replaced by the new turbo prop T-6As, and in helicopters—or “helos” in the Navy's parlance. I stand at attention, listening to Captain David Maloney, USN, Commander of Training Wing Five, describe the immense capacity of the field, the busiest naval air station in the world, and the contributions of military women in making this all happen. On duty nearby is a female African-American controller.

Maloney remarks on females' increasing participation in the Navy and their rising numbers as helo pilots. He looks forward to seeing more women tactical aircraft pilots, too, and shrugs off the typical skewed image of aggressive fighter jocks.

Truly, “this is not your grandfather's military,” a well-used aphorism stated by leaders in the forces. Among the changes and crucial to the U.S. military is diversity, a blend of myriad cultures. In fact, the Navy defines it as employing the different characteristics and attributes of individual aviators and sailors. Yet until recently women's piloting talents were rarely harnessed in the military.

by Kathleen Winters

Although the Women Airforce Service Pilots (WASP) ferried pursuit aircraft and bombers across the country for the U.S. military during the Second World War, and helped in other immeasurable ways, their service ended after a two-year period. Sadly, their contributions received little recognition until the last decade.

Now, women active in the military range from seven to 20 percent of the total force, depending on the service branch, and it's heartening to witness the progress made these last decades. In 1970, when I took my commercial flight test, the examiner said I just might get a



SHE PRAISED THE
OPPORTUNITIES THE NAVY
OFFERS, “WHAT THEY LET
US DO AT A YOUNG AGE!”



PHOTOS COURTESY OF THE U.S. NAVY

Above: Lt. Erica Hayes' P-3 Orion. Lt. Melissa Hyatt in the E-2 Hawkeye. Left: Lt. Wendy Hart, USCG and her H-65 Dauphin. More and more women are becoming Navy and Coast Guard helicopter pilots, according to the Commander of the training wing.

job as a "token woman," whatever that meant. Certainly, women weren't allowed to fly in the military then, and many other positions remained closed to the ladies. (According to *Parade*, 195,605 U.S. military women have served in Iraq and Afghanistan since 2001.)

Fast forward to January 2008, and I found myself visiting NAS Whiting and NAS Pensacola, touring Training Wings 5 and 6, where I met women instructors and students serving in the Navy, Coast Guard, Marine Corps, and

Air Force. The following days I stopped in at the Center for Naval Air Technical Training (CNATT) which sees an annual throughput of 14,000 students and whose commanding officer is Captain Terry Merritt, USN. She is the first female to hold the CO position there. Telephone interviews coordinated by public affairs officers supplemented my in-person meetings.

Whether officers or enlisted, the women are high achievers, hard workers, and patriotic, placing duty and obligations before self interest. "We're fighting for the freedom that you see other people don't have. What I do is serving a greater purpose," says Lieutenant Erica Hayes, USN, P-3C Orion pilot currently instructing in the T-34. At age 25 she'd flown her crew around the world, supporting various missions, in a P-3, a four-engine turbo prop aircraft costing \$36 million. Her flight began in Hawaii, and from there it proceeded west to Japan, to Thailand to assist after the tsunami, then to Bahrain, home of the Fifth Fleet, before heading to Africa, back to Bahrain, to Spain and west to NAS Whidbey Island in Washington. She praised the opportunities the Navy offers, "What they let us do at a young age!" Women in various service branches expressed this same sentiment.

A graduate of the U.S. Naval Academy, Hayes was "winged" in November 2001, a rite of passage that signifies official naval aviator status, the finale to a rigorous training program so grueling students compare it to "drinking from a fire hose." With an enormous amount of material thrown at them, they quickly absorb as much as possible and run with it. Grades are critical, competition is fierce and intense, but the "biggest competitor is yourself," states Lieutenant Commander Elizabeth Meydenbauer, USN, public affairs officer based on the West Coast. "Only you can get the grades you want," she adds. Her sage advice easily transfers to the civilian world.

Not only officers grind away, enlisted men and women also undergo high-stress training. Maintaining good grades is paramount, and staying in shape physically ranks as a high priority for everyone. Petty Officer Second-Class Kyle Kramer, USN, aviation warfare systems operator and search and rescue swimmer, stays in shape with running, swimming, and pull-ups, what she calls a "no slack" program. Gyms are located on ships, and at bases and air stations, with many putting our civilian counterparts to shame. When we toured NAS Whiting, Captain Maloney pointed

out the sprawling new gym, while outside, runners, outfitted in gray tops and sweatpants, sprinted everywhere.

Surprisingly, many civilians aren't aware of the generous benefits the military provides, including a first-rate, free education in all the military service academies, and Reserve Officers' Training Corps (ROTC) scholarships.

Lieutenant, Junior Hillary Allegretti, USCG, introduced to the military while in high school, set her sights on attending the U.S. Coast Guard Academy, from which she graduated in 2005. Life at the Academy, she remembers, taught her to "appreciate the freedom you have as a civilian and to maximize the most of each day." She'd opted for the Coast Guard because it presents few barriers to women, she and several other female "Coasties" told me. Allegretti was mentally prepared for the rigors of the Academy, yet she found that "leading and teaching swabs" required a new skill set that didn't come naturally to her and required development. Still, she treasures the friendships gained and the experiences afforded by the Academy, and wouldn't "trade the experience for anything."

For enlisted sailors, another generous benefit is the Seaman to Admiral Program (STA-21 initiative), its goal to give them opportunities to become naval officers. Ensign Melissa Hiatt, USN, enlisted in 1999, against her father's advice—a Vietnam War officer in the Army Engineer Corps, he preferred she first graduate college. While in VF-211 she maintained and repaired the F-14 Tomcat's electrical system components. Immediately after 9/11, her squadron deployed and was out to sea for seven months, but meantime, she applied to this program. Upon acceptance she went through officers training, then earned a B.S. degree in Electromechanical Engineering Technology through ROTC. Commissioned a Naval Flight Officer, she'll fly in the E-2 Hawkeye, an airborne early warning command and control aircraft known as the electronic eyes of the fleet because it presents the big picture for the battle group.

On the other hand, some candidates are already licensed pilots before join-

ing, as was Lieutenant Kathleen Milligan, USN, who hails from an aviation family—both her grandfather and grandmother flew professionally, and their passion trickled down to Milligan's parents, who were also involved with aviation. At her mother's encouragement, Milligan applied to the Naval Academy. She graduated in May 1999, having majored in oceanography. During a summer program there, she was assigned to a P-3 squadron, which led to her selecting it as her platform.

Of course, the needs of the service branches dictate what platform is awarded, be it props, jet, helicopter, and so forth, but it's like a reward when an avi-

ator's wish is fulfilled. All Navy, Marine Corps, and Coast Guard pilots start primary training in fixed-wing aircraft, then enter the pipeline for their platform.

Milligan, a mission commander and instructor pilot, compares some of the P-3's missions to those of the movie "Black Hawk Down." Although historically used to track submarines, now the aircraft more often conducts surveillance and intelligence gathering over land. Today it overflies desert areas, providing information to ground troops. "With our technology we're able to send



Above: Lead Petty Officer Sheilan Washington instructs firefighting for carrier operations.

Left: The T-34C is the airplane in which most Navy, Coast Guard and Marine pilots begin their training.



Lead Petty Officer First Class Sheilan Washington, right, spends time with Chief Navy air traffic controller Angela Butler. Both have key support duties that are critical to the safe operation of aircraft onboard Navy aircraft carriers.

pictures back right away,” she explains of the P-3 capabilities. It’s also employed in counter-narcotics operations in coastal areas. Despite drug runners’ evasive actions, among them attempting to burn their boats and ditch bales of narcotics, a P-3’s photographs can nail the perpetrators. Of her deployments, Milligan most favored Souda Bay, Greece, remembering it as the “most flying I’ve done and the hardest I’ve worked, with typical flights 12 hours.” During her off time she reveled in the local culture and food. She’s also supported missions in Japan and Bahrain.

But it’s not only abroad that we witness the effectiveness of our troops. It would be a rare person who hasn’t seen TV coverage of helicopters plucking people from roofs and flooded waters. Few pilots were closer to the aftermath of Hurricane Katrina, performing search and rescue missions, than Lieu-

tenant Wendy Hart, USCG, former Blackhawk pilot in the Army. In 2000 she joined the Coast Guard—its motto is *Semper Paratus* (always ready)—and now flies the H-65 Dolphin helicopter out of the Coast Guard’s air station at Mobile, Alabama. After Katrina struck New Orleans Hart and her crew rushed to the scene and rescued 176 people. She de-

scribes the operation: “Sometimes we’d drop the basket, or we landed on rooftops, landed on overpasses, anything we had to. It was more difficult toward the later days, rescuing older people in poor shape from nursing homes.” While hovering in the H-65 over the Ninth Ward, she once counted 18 rescue aircraft from all service branches within less than a mile of her. She downplays the harrowing rescues, saying, “it’s what we’re trained to do.”

At sea 12- or 18-hour shifts are typical, and at first the tight quarters, long hours, and deafening noise aboard can be compared to “culture shock,” says Chief Air Traffic Controller Angela Butler, USN, currently instructing at CNATT. “To see a jet land on a carrier, your jaw drops,” she notes. A controller since 1989, she emphasizes the high level of concentration needed in carrier operations.

Two aircraft can launch and one can land every 37 seconds on the USS *Ronald Reagan*, the Navy’s newest aircraft carrier. Catapults launch aircraft, and a landing aircraft slams down on deck, its tail hook attempting to catch an arresting wire—or successfully “trapping.” Carriers have four arresting wires, but pilots aim for the three wire, and a failure to trap results in a “bolter” or go-around. Throw in a pitching, rolling

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TO “CULTURE SHOCK.”**

THEY CONTEND THE CIVILIAN WORLD CAN'T COME CLOSE TO OFFERING THE BENEFITS, TRAVEL, AND CAREER TRAINING AVAILABLE TO THEM IN THE MILITARY.

ship and night ops, and the adrenaline soars. Virtually no one questions the piloting skills of a carrier-qualified naval aviator.

Supporting operations on the flight deck are aircraft handlers, in charge of launching and removing all aircraft, as well as firefighting and dealing with crashes. The job requires a handler to keep her "head on a swivel and down low, with eyes all over the deck," says Petty Officer First-Class Sheilan Washington, USN, aviation boatswain mate/aircraft handler since 1991. Decks slippery with hydraulic fluid and sea spray further add to the danger and pucker factor. Even though "some people can't handle this job...or get over the fear," Washington says, she likes it and currently teaches the position at CNATT. "Aircraft handlers are proud of what we're doing. We are handling it and maintaining it."

Both Butler and Washington are African-American, and feel that, overall, their race has not hindered their naval careers. "Any incidents were probably caused by sailors who hadn't been around African-Americans before joining," says Butler. Both lauded the ongoing

positive changes they've seen in the military.

Another positive change is the increasing number of leadership positions women hold. The younger generation, used to female leaders in civilian life, readily accepts directives from women. While problems persist, with negative stereotypes lingering, they're becoming rarer. But the burden is on women to prove themselves, although many reiterate if you "pull your own weight" and work hard, gender issues present fewer challenges than in previous years.

Deployments can present problems unique to military women, though, because cultures abroad are downright hostile at times, to the point of foreign controllers refusing to talk with women pilots. In that case, a male colleague steps in to handle radio communications. And life on the ground produces hardships, too, as Lieutenant Elizabeth Zdunich, USN, recalls that a Korean officer shunned her when she landed her crippled helo in Korea, but her male crew chief told him he had to talk to her because she was aircraft commander. By the time the Korean officer got through yelling at her, she says, "my

whole face was covered in his spittle."

Captain Carissa Niemi, USAF, KC-10 pilot and T-34 instructor, most remembers being considered a curiosity in Saudi Arabia, where men stared at her, not believing she was aircraft commander.

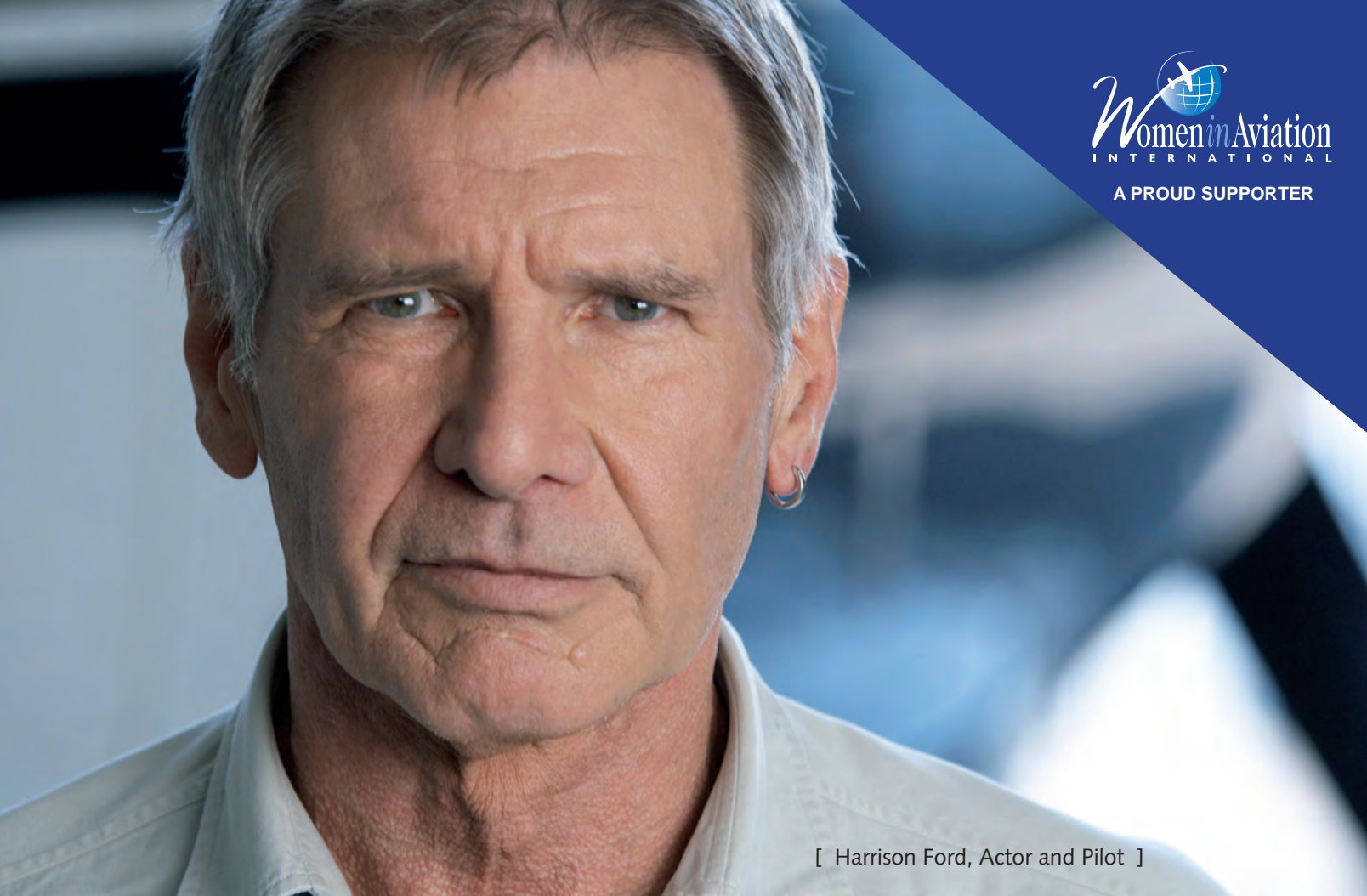
Today these tribulations are becoming rarer, thanks to the women's increasing presence and because "everyone's awareness is continually being raised in a positive way," says Zdunich. The ladies brush off these aberrant situations and move forward, concentrating on the mission.

Despite the dangers, the loneliness, and the extreme regimentation, not one woman I talked with regretted her commitment, including retirees who attribute their current success to their experience gained in the military. They contend the civilian world can't come close to offering the benefits, travel, and career training available to them in the military.

The best benefit, say military aviators: they're paid to fly, as so aptly described by Mary Louise Griffin, one-time naval aviator and now a 737 Captain at American Airlines, who yelled aloud "they pay me to do this!" while taking off on a solo mission at NAS Miramar, in her A-4 Skyhawk.

Looking back at my training in small Cessnas and Pipers, before women flew in the military, I conclude for the nth time that I was born too early. Now, that's not unique to women because I hear men say it too, and wishful thinking wastes time, but the young might do well to investigate opportunities in the military and aim high while doing so. "You are only constrained by your dreams," the late Admiral Jeremy Boorda, Chief of Naval Operations, told Captain Merritt when she sought his advice about a career decision. "If your mind can conceive it and your heart can believe it then you can achieve it," he added. I like to think everyone will heed his solid, optimistic counsel. ➔

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Kathleen Winters (WAI #8922) is the author of the biography Anne Morrow Lindbergh, First Lady of the Air and is currently working on a new book. Visit her web site at www.kathleenwinters.com.

A close-up portrait of Harrison Ford, looking directly at the camera with a serious expression. He has grey hair and is wearing a light-colored shirt.

[Harrison Ford, Actor and Pilot]

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TAKING ON

Facing challenges, delving into the non-traditional, and experiencing the extraordinary is nothing new for me. Some have considered me a bit of a pioneer for a few of the 'firsts' that I have done, but I've never thought that 'pioneer' fit me. I just chased after the opportunities that were out there, and didn't let the fact that I'm a woman slow me down.

At the age of 16, I decided that I was going to be a pilot. I had never flown before, not even commercially, yet I knew that is what I wanted to do as a career. So, at the age of 17, I left my small home town to follow my dream. I graduated from Embry-Riddle Aeronautical University four years later and shortly accumulated more than 1600 flight hours. Somewhere along the way at school, my goal of becoming an airline pilot had fizzled and my focus shifted to serving my country. I felt driven to a bigger challenge and that challenge was to fly for the military. It wasn't an easy task, however, to just walk in and become a military aviator. In fact, I was turned down twice by the Air Force and was even turned down once by the Navy before ultimately being selected into the Navy pilot program. After extensive medical screenings and 13 weeks of Officer Candidate School, military flight training finally began.

By the time I entered the Navy in 1996, women had been authorized to fly combat missions in fighter aircraft for three years. Women were by no means prevalent in Navy flight school at that time. It was clear early on that if I wanted to be respected and to continue to leave the door unbiasedly open for future women military pilots, I needed to set high standards for myself. I would face scrutiny and stereotypes, not just for my gender, but for the adeptness and skill required to be a fighter pilot. I would need to meet these challenges and face my fears with fortitude.

I finished top of my class in flight school and, therefore, was able to have my fleet aircraft of choice. I chose the premier naval aircraft for the time: the F/A-18C Hornet. What a great choice! That airplane was an absolute blast to fly, but it also meant hard work, dedication, and sheer determination to meet the challenges faced with being a Navy fighter pilot.

A PERSONAL PERSPECTIVE ON CIVILIAN LIFE TRANSITION

by Melony Lynch

One of the earliest obstacles I faced came after I completed initial training in the F/A-18C and was assigned to my first fleet squadron—VFA-15, *The Valions*. I would be that squadron's first female aviator since its establishment in 1968 and the Airwing's first female fighter pilot. When I arrived, I was not met warmly nor made to feel welcome. Word had gotten back to me that the pilots weren't happy to have a 'chick' in their squadron and were verbally resisting

my transfer. I didn't enjoy my time at that squadron initially, and things didn't go smoothly. However, the challenges for everyone involved were overcome. Eventually, I was accepted and respected, and when that happened, I had a great time at VFA-15. My experiences deployed on the carrier with the Airwing (my squadron and six other squadrons), thankfully, were less rocky. I still faced the perceived challenges of proving my worth and ability both as an officer on board the carrier, as well as an adept aviator while flying around the ship. Generally, it didn't matter how great of an officer you were on the deck, if you proved yourself to be a clown in the cockpit, then nobody respected you. I never wanted to be known as a clown.

I was deployed onboard the USS *Enterprise* near the Arabian Sea when the tragic events of September 11, 2001, occurred. Within days, I was doing combat missions from the USS *Enterprise* carrier deck into Afghanistan. I was one of the first female fighter pilots flying combat missions for *Operation Enduring Freedom*. It naturally was a demanding time both physically and mentally. As a fellow squadron mate would often say to make light of challenging situations, "Good times, good times." And yet they really were.

My follow on orders from VFA-15 were as an F/A-18 instructor pilot. Although I was losing my combat edge, teaching the next round of future aviators was a very rewarding experience. Plus there was some darn good flying to be had in the valleys near the Sierra Nevada mountain range. Flying at 200 feet and 400 knots during low altitude training missions has always been my favorite. That's good living right there!

My perspective on life changed, though, during my instruc-

I WAS TURNED DOWN TWICE BY THE AIR FORCE AND WAS EVEN TURNED DOWN ONCE BY THE NAVY BEFORE ULTIMATELY BEING SELECTED INTO THE NAVY PILOT PROGRAM.

C H A N G E



Above: The F/A-18C that Melony Lynch flew off the USS Enterprise near the Arabian Sea. Lynch with a group of other fighter pilots from VFA-15, The Valions. Left: Lynch in full water-survival gear ready to go fly. Below: Lynch today with two of her favorite people: her daughter and son.



tor pilot assignment when I had my first child. Although carrier aviation so far was my passion, my priorities shifted to putting my family at the forefront. I struggled being away from my child for extended periods when military duty required me to do so. I was fearful that I would miss out on the many 'firsts' that my child would experience. By the time my second child came along 19 months later, I had a new military assignment that kept me completely out of the cockpit. Part of me greatly missed the thrill of flying but the other part of me was embracing the joys of motherhood.

Although I was no longer in harm's way flying intense missions, the demands of military life were still present. I found it difficult to balance working full time and feeling a need to be primarily with my children. I didn't want to be told where to go or what my next assignment would be. I wanted more control over my life. So, I made the very difficult decision to leave the military after 12 years of service to stay at home and raise my children my way. My decision to leave military service was well thought out and the right decision for me to make. It was largely based on my desire to be with my children, but not the only reason. I miss aspects of my military life, but I have not regretted that decision I made years ago. However, saying goodbye to the military was not an easily closed chapter of my life. Some of my biggest challenges were yet to come.

One of the first that I quickly hurdled was dealing with health care and finances. As responsible adults, my husband and I diligently formulated a respectable budget to prepare ourselves for the loss of my income. Paying for health care, which was blessedly free in the military, was one of our responsibly budgeted items. However, due to lack of understanding and perhaps some ignorance on our part, we just weren't prepared for the real costs involved. In fact, it was a downright shock. Paying civilian health care premiums alone probably has a direct correlation between stress and high blood pressure!

I was also used to the extra discretionary income my family enjoyed when I was also employed. Sticking to a budget now on one income was proving difficult. Initially, dipping into savings was the norm each month as I struggled to find ways to cut costs on our everyday expenses. I begrudgingly had to become a coupon cutter and

ALTHOUGH I WAS NO LONGER IN WHAT I THOUGHT OF AS A PRESTIGIOUS AND IMPRESSIVE PROFESSION, I STILL HAD AN EXTREMELY IMPORTANT JOB TO FILL AS MY CHILDREN'S TEACHER, ROLE MODEL, AND MOTHER. WHAT OTHER JOB IS MORE IMPORTANT? WHAT OTHER JOB IS MORE INFLUENTIAL?

shop the grocery flyer ads. I could no longer justify pampering myself with pretty pedicures and expensive haircuts. It also meant shopping for clothes at the local Goodwill store. Eventually, I adjusted to making those easy financial sacrifices, and I've never minded giving up anything for my children.

The up side of things, even with less money, was that I was able to plan out trips to go visit family and friends whenever I wanted. I didn't have to ask anyone's permission or have a leave request signed. I didn't have the burden of unfinished work hanging over my head to taint my vacation relaxation. When a last-minute invitation popped up, I could blow off the house chores and tote my sweet babes off to a new adventure. I loved this new freedom of planning my life (and even not planning my life) however I wanted.

That said, after several months and after the busywork of settling into a new home wore off, I started to inwardly struggle with my new life and identity. Up until leaving the service, I was a military officer and a Navy fighter pilot. Both were well-respected positions, and I was very proud of my earned identity. I enjoyed the respect of my position and the awe that people displayed upon learning that I flew F/A-18s for a living. I'd puff up with pride and show obvious excitement in my voice when asked questions about my job.

Occasionally, I volunteered time to speak at local schools to tell children about the military and about what I did for a living. I encouraged young adults interested in military aviation to pursue their goals. I'm hoping I also impressed adults along the way as well. I was told on many occasions that I was the first female fighter pilot they'd ever met. Women cheered me on for living my dream and doing the extraordinary. Friends and family lived vicariously through me and loved to hear "sea stories." I even changed a few old-school, good ol' boy attitudes about women aviators in the Navy. My first squadron's Maintenance Master Chief is one of those old-school men that I'm proud to say that I've earned his respect. I even, sadly, have run into people who said they didn't know that the military allowed women pilots! But, now they know, indeed, the military has female aviators; and we're out there flying combat missions too.

As well as having a respected position, I had authority too. In the military you have authority granted to you by your rank as well as by your position. Service members appreciate and respect the traditional role of authority in the military. Properly used, it gets the mission accomplished. When I gave an order, I did not get resistance. I confidently knew that what I asked would get done. But now as a civilian, I had no authority. At home, a simple task directed to my children to pick up

a stuffed animal or to stop coloring on the wall was generally either ignored or resisted. Certainly frustrating, but to be expected from children. Even more frustrating, though, was dealing with adults who were apathetic to provide you with work or service, especially when it was their paid job to do so. I quickly learned my words and requests didn't carry the respect and authority I was used to having.

Yet, probably the greatest challenge I faced during my transition, more so than financial issues and the loss of respect and authority, was feeling like I had lost part of myself. My time in the military defined who I was. My identity was "Navy Fighter Pilot." Now when I went to the park or to the grocery store, I was just another person. I didn't get double-take looks that I sometimes received when I was wearing my flight suit. No one stopped me to talk about my job, or thank me for my service and proudly tell me about their son or daughter who was also serving. No one called me "Ma'am" or "Commander." I was simply unnoticed, as if my presence had deflated. I was ordinary. When asked, "What do you do?" I could only say, "I'm a stay-at-home mom." It was certainly not appropriate to say, "Well, I'm a stay-at-home mom now, but I used to be a living-on-the-edge fighter pilot."

I recall an email from a friend I hadn't been in touch with for some time that helped me adjust my attitude. He asked what I was doing now. I replied that I had left the military and was "just" a stay-at-home mom. His reply chastised me for my erroneous perception of my new position. He opened my eyes to the fact that, although I was no longer in what I thought of as a prestigious and impressive profession, I still had an extremely important job to fill as my children's teacher, role model, and mother. What other job is more important? What other job is more influential? He was right! Being a stay-at-home mom is a respectable and fabulous job. I was blessed to have the opportunity to fill that esteemed role. I needed to stop letting my ego get in the way.

Regardless of changing my view, I still couldn't help but feel like I had lost something. I felt incomplete. Some days I felt frustrated; other days, withdrawn and depressed. It was having an impact on my family life. I wanted to be a terrific wife and great mother, but clearly, things weren't working well. I was struggling with my transition.

I maintained contact with many old squadron mates. We kept in touch through Facebook. We'd share flying videos that we had made with helmet cams and post embarrassing pictures of each other from some European port call we visited on liberty. We'd even throw one-line 'zingers' at each other that were reminiscent of the rough and raunchy ready room

banter. I would often feel melancholy, especially when I spoke with friends who were still flying in the Navy. The fun and excitement was still there for them. However, these friends would also be quick to remind me of the downsides of military life that they dealt with, which in many cases were the very reasons I had left it.

I missed the camaraderie, that closeness and trust only a few truly get to experience. My fellow squadron mates of my first fleet squadron will always be the most memorable, especially the pilots of my equivalent rank. We experienced together the transition from “nugget” pilot (a term used for an inexperienced and new fleet aviator) to accomplished, combat-proven flight leads in the span of three years. We knew each others’ strengths and weaknesses and watched out for each other. We were a tight, close group. We even nicknamed ourselves the “Magnificent Seven.”

I missed those guys. And—I also missed the action. I missed that great sense of pride and fulfillment I felt serving my country. It is an astounding feeling knowing that you are contributing to making the United States and the world a safer, more protected and defended place.

My desire to experience that again was compelling. I realized all those unconquered challenges I was facing both inwardly and outwardly were impacting my life. I had to find balance between my need for identity and my personal desires, or I would continue to toil in my civilian life.

I made another big decision: It was time for me to get back to work! As a family, we’d all benefit with ‘Mommy’ being

professionally involved again. To satisfy my desires to contribute and conquer my struggles, while maintaining some control over my family life, I chose to work in the private defense industry. In simple terms, I am a contractor supporting development of next generation naval aviation weapon systems. The team I work with relies on my experiences to make smart, informed decisions early in weapons system development. I’m no longer out there actively flying and defending our country, but I am out there behind the scenes indirectly serving my country by providing our military with future resources to keep us on the leading edge.

The way I see it, I’ve got it good. I’m contributing to the defense of our country, and have the benefit of being with my family every day. Sure, I’m transitioning again and facing new challenges, but I feel renewed and back in my element with some of my old identity restored. I’m enjoying being around military aviation and working with both active and prior military people with similar experiences. We swap sea stories and flying tales, and even good naturedly poke fun at each other. I feel at home.

Challenges are inevitable. It gives us character and shapes our lives. I’ve learned some are conquerable, and some you just have to tame. ✈

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Melony Lynch (WAI #42685) works for System Planning Corporation at Lexington Park, Maryland, as a Senior Program Management Analyst. She served 12 years in the United States Navy as an F/A-18C pilot.

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A 'Spitfire Girl' *Remembers*

Amidst all the talk of how to recruit more young people into aviation, this 90-year-old aviatrix provides the perfect example.

Nancy Stratford does not walk slowly. She is neither frail of body nor languorous of mind. At 90 years old, Nancy Stratford displays the vitality of women half her age. Perhaps this is a normal trait for a woman who has piloted nearly every great fighter and bomber flown in WWII.

At the moment, Nancy Stratford (born Nancy Miller) is bent over an aging scrapbook—one bound in leather, with pages as big as a newspaper—and is showing it to an eager 10-year-old girl. The scrapbook is filled with the photos, clippings, writings and memories of a lifetime spent in the air. The young girl happens to be my daughter, Zoe, and she is part of why I'm here.

"Oh, that's my favorite of them all," Stratford smiles to my daughter, pointing at the worn photo of the legendary Supermarine Spitfire fighter. "It flew so wonderfully!" She says it as though flying a WW II fighter—and in this case one of the finest—is something every woman has done. She runs her hand over the photo, as if to grasp just a little piece of the wonderful machine to bring back to the present. Page after page, Zoe follows the history unfolding before her young eyes.

I'm here to listen to Nancy Stratford talk about her life in aviation—but it wasn't Stratford's idea. My daughter—who fell in love with flying from the moment I took her up in a little yellow Piper Cub a couple of years ago—decided to do a report on women in aviation for California's annual "History Day" academic competition—a big deal in the scholastic world. Zoe asked me to help her find a female pilot she could interview.

In a flash of inspiration (and after several failed leads), I called Women in Aviation, International. I write for an aviation magazine, and my editor belongs to WAI and has spoken of the organization often.

I received a quick response from Cynthia Kaase, a CFI, helicopter pilot and Outreach Chair for the WAI San Diego chapter. She put me in touch with Diane Hager, an airline pilot whom



my daughter could interview. Cynthia also offered that I should contact a personal friend of hers—a woman who had flown in WW II—Nancy Stratford. After several e-mail exchanges with the technology-savvy nonagenarian, I secured a date for an interview.

Now, on a glorious spring day, Zoe and I arrive at Stratford's home near San Diego. The noon sun perfectly outlines Stratford's elegant white hair and her piercing blue eyes. They're small lapis pools that sparkle with each turn of the scrapbook page. The book is meticulously detailed with

names, airplane models, engine sizes and flight times. "Spitfire XIV, 2000 HP," reads one entry. "Lovely! Flies beautifully," describes another.

Nancy Stratford was one of 24 American women pilots recruited personally by legendary aviatrix Jackie Cochran, to head to England and ferry aircraft for the Air Transport Auxiliary (ATA). The ATA had been formed by the British, in anticipation of WWII and the need to get airplanes from factories to front-line air bases. It was 1942 and Cochran needed good female pilots who could help the ATA and who would act as pioneers for the Women Airforce Service Pilots (WASP), a later Cochran creation.

Stratford—and the few American women among the cosmopolitan group representing some 30 countries—began an 18-month contract flying just about every fighter and bomber in the Allied inventory. Those were the dark days of WWII, after the relentless German bombing "Blitz" that left much of London under piles of rubble. The ATA pilots' mission was to transport aircraft from factories all over England to the front-line operational squadrons, thus allowing combat pilots to stay and fight.

Although there were thousands of male pilots flying these same airplanes in combat conditions, ATA women faced different challenges. Stratford flew alone. Even in multiengine

by Marc C. Lee



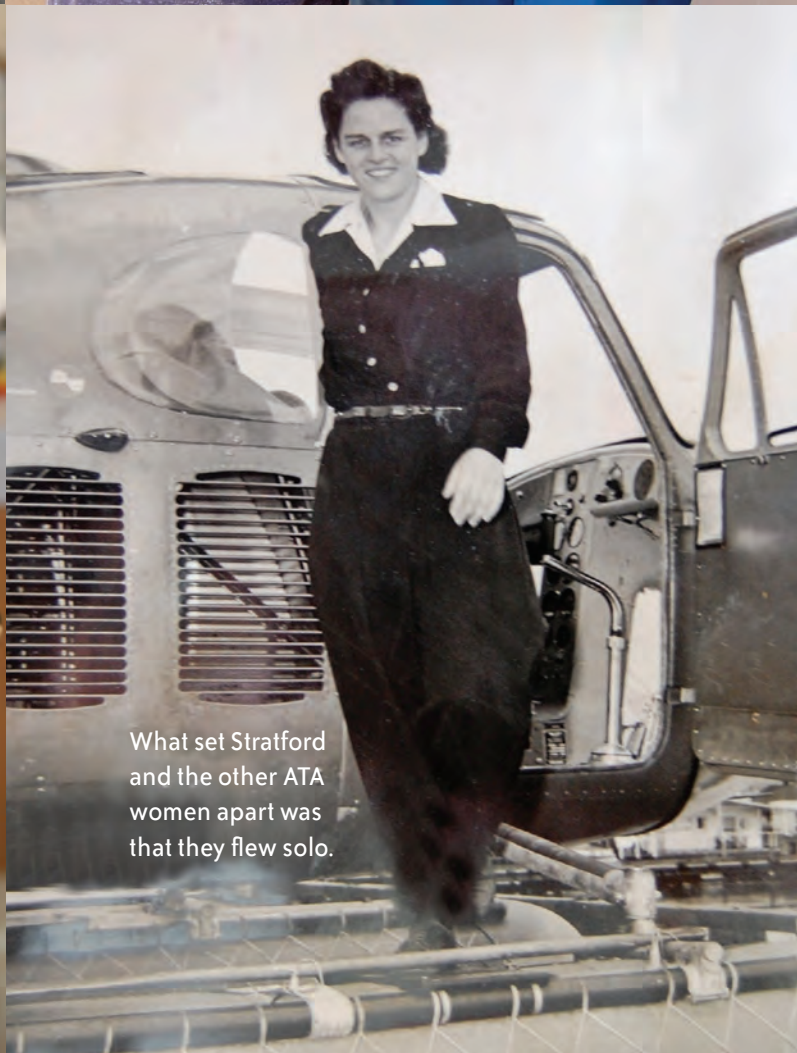
Stratford (then Nancy Miller) and her favorite flier, the Spitfire.



Mentor and Mentee: Zoe and Stratford.



A much worn flying helmet from the ATA days.



What set Stratford and the other ATA women apart was that they flew solo.

bombers and transports, the pilot shortage eliminated copilots for ferrying operations. There were no radios for communication or navigation because of the need for radio silence. She wore only a leather flying helmet, without any communication capability.

There was no wingman for companionship on a long flight, or time to get used to an airplane. While operational squadrons checked their pilots out in specific airplanes—and gave them time to become familiar with them—ATA pilots just had to do their best while flying each type. “If we were lucky we’d get a cockpit checkout,” remembers Stratford, “but that was it. Some of those women went over with just 100 or 200 flying hours!”

She flew VFR, rarely over 2000 feet. “In England you can’t follow roads because nothing is straight,” she laughs. “Cities have spokes of railroads coming out of them, and you had to hope you followed the right one.” She dodged mechanical mishaps and the wet and dreary weather England is known for. Still, after 18 months of hard flying, Nancy Stratford signed up for 18 more. “I loved the flying,” she says, her voice trailing off, “and I really loved the Spitfire.” Some had given the ATA women the nickname, “Spitfire girls.”

In all, Stratford made 612 aircraft deliveries and flew some 900 hours in 50 different types of aircraft; 35 single and 15 twin-engine. She spent three years in England, from 1942 to 1945, during the height of the war. “I could have come back to the States to fly with the WASP, but I felt I was doing more by being there—in the war—than back home,” says Stratford.

After the war, Stratford had plenty of flying to do. “From 1946 to 1960 I worked as an instructor and also flew the AT-6 in air shows,” she recalls. “I dusted crops in a 450 HP Stearman and delivered new Piper aircraft from the factory.” Stratford is too humble to tell you she was the second woman in the United States to earn a commercial helicopter pilot rating, and the fourth in the world. When she moved to Juneau, Alaska, in 1960, she was the first and only woman helicopter pilot in the state.

Back at Stratford’s home, my daughter asks her about her beginnings in flying, about how a young girl in 1939 got involved with airplanes. “My brother gave me a ride in a Cub as a birthday gift,” remembers Stratford. “I thought it was just okay. But then the pilot did a slip to land, and I remember the airplane dropping fast and shaking sideways in the wind—I loved it!” Stratford earned her Private certificate through the Civilian Pilot Training (CPT) program in 1940 at UC Berkeley.

As with most things in life, Stratford paid a price for her adventures aloft: she lost much of her hearing. The droning bombers, the cackling 12-cylinder Merlin engines, and the flimsy leather flying helmet, all took their toll on her ears. She retired in 1977 because of it, but decided not to miss flying. “I made up my mind I wouldn’t miss it,” she says. “I had 40 wonderful years in the air.”

Out of a small box, she brings a prized memento. It is her original ATA uniform hat, wrapped in paper that crinkles as she carefully unfolds each layer. Stratford places it on Zoe’s head and angles it just so, nodding in approval. In that moment, it’s as if aviation is changing hands.

Not long after our visit, I took my daughter flying in the Cub again. It’s a 1941 model, just like Stratford had trained in 70 years earlier. “You know, you’re a part of this chain now,” I said through the hum of the headset. “You’re kind of a part of the history of women in aviation.” Zoe has a way of cocking her head when she’s thinking and I could see her young wheels turning. “Wow, I never thought about that,” she said, looking out the Cub’s square windows. “Dad, show me a slip...”

Stratford had, in some way, passed a torch to Zoe, and in doing so, had kept the passion—the fire of flight—burning. I was sure that, no matter where her dreams took her, my daughter’s life would always be punctuated by the beat of a propeller and the sound of air flowing over wings.

Zoe’s History Day report won first place in her division. She went on to Sacramento where she was selected as a State Finalist. She corresponds with Stratford regularly and now signs letters to her friends, “Happy Landings,” something she learned from Stratford.

I banked the Cub around and headed for home. We were in a flying time machine that had let me see both the future as my daughter saw it, and the past as Nancy Miller Stratford had seen it. It was Zoe’s turn to fly. “You’ve got the airplane,” I told Zoe. “Okay, Dad, I’ve got it now.” Thanks to Nancy, I knew she did. ➔

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Marc C. Lee is a freelance writer living in California. He is a regular contributor to Plane & Pilot magazine.





Stratford marks where, and who, she used to fly with.





RUTH MAESTRE &
DENISE WATERS

“RIDE THE SUN” SCHOLARSHIP

After a quick turn on the ground, we had our twin Comanche airborne, like Helios, the Greek mythological Sun God, riding our chariot across the sky. Gear up, checklists complete, our routine continues: fly the airplane, monitor, verify and recheck. Daily intertropical convergence weather dancing had begun again. Unlike yesterday’s dark, angry, grey after-

noon skies, where we threaded our way to landing runways with standing water, today’s were bright, blue shades permeated by white, puffy cumulus filling with potential. At it since 3:30 am, when we departed a country where our language was not spoken, all systems were now “go” for a smooth, fast flight continuing along our 28-day “kangaroo route.” Evening destination: Darwin, Australia, some 1,500 nm down under. To date, the longest distance we have flown in one day! We have nearly completed the adventure of a lifetime made possible by many; some we didn’t even know. How fortunate we were to be riding that sun.

Halfway around the world the annual WAI Conference had recently concluded. My package was in the mix for a WAI maintenance scholarship. Had I been lucky? I would find out

later the answer was yes. Breaks in our routine allowed for scholarship conversation. WAI’s batch are great. They are for more than just college students. They are for life students, such as me—or you?

We wanted to lend support and pass on our fortune. What could we do? Excellent scholarship opportunities already existed. Our funds were limited. Perhaps, we could think outside the box, as so much of our flying had been? How could we give what we had received, increase others’ knowledge, promote safety and have fun working hard? Back on U.S. soil, a few years passed before once again, flying fast, now across our country, conversation turned to making it happen.

“Ride the Sun’s” unique assistance extends horizons and increases aviation skills by decreasing out-of-the-ordinary flight



2005 Ross



2006 Greenhalgh



2007 Mikols

Evie (Ross) Tompkins – First Ride the Sun recipient; Seaplane rating – Professional “first generation” pilot, trained and flight instructed at Kansas State University. WAI conferences and college revealed a wider realm of career choices. Currently a Safety Engineer (Space Shuttle), Kennedy Space Center. **Janna Greenhalgh** – Spin Recognition & Recovery Training – Combining a love for biology with a passion for aviation, Janna aspires to become a Biologist Pilot flying U.S. Fish and Wildlife Service (FWS) missions. Her background is as varied and colorful as the wildlife she studies. **Robin (Mikols) Laws** – Air Racing – Air Race Classic – An air racing pilot currently working on Masters of Natural Science: Aviation and Space Option at Okla-

expenses. Apply it toward anything except primary ratings (i.e. Private, Instrument, Commercial, CFI, CFII or ATP). Usually not the total bill payment, it supports your dream joining in formation part of the way. Past recipients, pictured below, represent variety in experience, dreams and talent; a start where you could take off from. The sky is the limit for your application. "Ride the Sun" is more than mythological. Our team name, chosen from web site followers' submitted entries, is an anagram utilizing our first names.

Reading past recipients' highlights show goals met, still climbing or changing in course. It is about the journey, attaining your dream or incorporating life's changes, then refocusing to create new. WAI scholarships give you the freedom to support your goals on this journey.

What about your WAI 2010 scholarship application? Read the requirements carefully. Find mentor assistance if needed. First review of submitted applications usually singles out complete, legible packages. Verifying requirements met leads to reading essays and recommendations. Besides the basic requirements, "Ride the Sun" looks for out-of-the-ordinary flight needs; striving for flight excellence, not necessarily job-related, but for individual growth and safety, and sharing the

passion. What makes your application unique? "To Soar with Bugs!" was one we received. You have to admit, as a goal, it catches attention. We are enlightened each year by applicants' talents, creativity and needs. Final decisions are difficult knowing it denies some very qualified women. Our intention was to give to others. Surprisingly, through our recipients, it is we who have been given intangible gifts in return.

"Ride the Sun," like many WAI Scholarships, helps get you started, lends support, increases your network and helps make your world larger. It continues past the award ceremony and flights. Says Evie Ross Tompkins, our first scholarship recipient, "Getting my seaplane rating was the most fun I've ever had in an airplane. I would love to fly seaplanes for an island-hopping company to combine my love of surfing water

and aviation. I now get up in the air when I can, keep my certifications current and look forward to doing something with flight again in the future. I will never let that go."

Can you "Ride the Sun" for 2010? Doesn't fit your goals? Variety abounds on the WAI scholarship listing. One is there for you. Applications are being accepted now. Visit www.wai.org/education/scholarship_list_2010.cfm. ✈

Previous Award Recipients

2005

Evelyn Ross – Seaplane Rating

2006

Janna Greenhalgh – Spin Recognition and Recovery Training

2007

Robin Mikols – Air Racing

2008

Deanne Lynn Campbell – Mountain Flying and Area Familiarization

2009

Kristin MacKenzie – Soaring



homa State who still finds time for flying and teaching as she aspires toward corporate aviation. **Deanne Lynn Campbell** – Mountain Flying & Area Familiarization – A Subject Matter Expert, King Schools, Inc. relocated to California "learned how to pass over mountain ridges and experienced the turbulence and downdrafts associated with high terrain first-hand, rather than just reading about it." Aerobatic and tailwheel training are on a future list. **Kristin MacKenzie** - Soaring – U. S. Naval Academy dean's list Midshipman, preparing for a commission as a Naval Officer, sought to transition her airplane power rating to soaring, promote competition soaring to create a school soaring program, become a soaring instructor and leave available funds for another.



DR. PHIL
PARKER

MEDICALS: IS THERE AN OUT?

Editor: *What recourse is there for a pilot who wants to leave during the process of a medical when something is not agreed upon?*

Can a medical be halted mid-stream, without

completion? Is it reported to the FAA as such? Does it raise any red flags?

Dr. Parker: Once a pilot starts to complete the FAA application, that process must be completed with that AME. The medical application, Form 8500-8, has a federally controlled number so the AME can't simply throw it away without an explanation. The AME is allowed to hold the medical up to two weeks while pilots gather additional information such as clarifying abnormal test results. If you feel an examiner is not following procedures, I would recommend completing the examination, and then getting further assistance immediately.

Editor: *Where can an airman turn when she realizes she may need additional expertise? And how do you know if you are getting reputable help?*

Dr. Parker: Obviously our firm's physicians have a long-

standing reputation of representing the vast majority of commercial airline pilots in the country along with many corporate and private aviators and controllers. However, we are not the only option available. The following questions are important to ask of any of the groups, free services, associations, or even your Aviation Medical Examiner (AME) when you have an aeromedical certification issue:

1. How many of my type of case have you handled?
2. What are the costs up front, if any?
3. Who will handle my case (e.g. physician trained in aviation medicine, technician, administrative staff)?
4. Will I have direct access to this person and will they be my advocate throughout this process?
5. If my personal physicians have questions while completing the necessary clinical documentation and evaluation, who will they be able to talk with?
6. If direct physician advocacy is needed with an FAA medical reviewer, who will do that on my behalf and what is their training/qualification to do this effectively?

.....
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 on these topics and others can be found at www.AviationMedicine.com.

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New owner for Commander Aircraft p. 12
Ask Paul: Which cylinder is where? p. 38
No user fees — for next two years p. 9

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Rebecca Elkins
Commercial Balloon Pilot
Beemster Cheese, Private SEL
Member Since: 2001

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Photo: Jerry Elkins

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Country _____

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Phone (work) _____

Fax _____

E-mail _____

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Referred to WAI by _____

Gift? Giver's name _____

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

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JACQUE BOYD PhD

PASSION PLAY

I have always been a firm believer in choosing change before change chooses me. Ah, yes—I am happy to embrace my comfort with my control issues. If changes comes your way just how prepared are you to change? According to recent employment figures from the Bureau of Labor Statistics the average person born between 1957 and 1964 held an average of 10.8

jobs between the ages of 18 and 42. How many jobs have you held? How many airlines or companies have you worked for?

In a recent *Chicago Tribune* column by Bonnie Miller Rubin she said: “Even more good news for those twitching for change: experts say times of transition—and who can doubt that we’re in one now?—can be oddly liberating, unleashing creativity, fearlessness and the kind of “blue-sky” think necessary to turn a daydream into reality.” Again, in our industry many times that “re-tooling” is not by choice.

Years and years ago—and once I mention the airline’s name you’ll know just how long ago this was—a furloughed Braniff pilot installed a sprinkler system at my house. He had skills to fall back on. Just a few years ago a furlough American Eagle pilot installed my business’ computer system. She also had skills beyond her primary job training.

What made the transition into another line-of-work easier and more successful? Both of these individuals had a liberal arts education and outside interests which they morphed into paying employment opportunities.

If you’re in high school or college and thinking about your career path I’ll give you the same advice I give my high school students. Think long and hard about specializing too narrowly for your Bachelor’s degree. Sometimes I have parents suggest that I’m playing into a teenager’s inability to make a choice, however the ability to foster a wide-ranging collection of subjects into a solid basic education will move you far. My Bachelor’s degree came from a small liberal arts college in Nebraska. To move it even further, my degree was in elementary education. There was a little bit of math, a little bit of reading, history, science, art, English—you name it, I took a class in it. I could explore areas of interest and it all counted toward my degree. I had my coursework finished in

three years so that I could student teach in two totally different disciplines, and, much to my mother’s chagrin, I also had time for a social life. My specialization occurred during my Master’s degree and further with my Ph.D.

Even with a specialized degree, many businesses really take a look at how well-rounded an education their employees might have. Can you foster an interest area into something that your company or business might also value? There’s a bit of the philosophy of making yourself indispensable in a world where every little bit counts. I’ve told my faculty to take a look at their transcripts and see just where they might expand a bit and obtain certifications in areas other than where they’re currently assigned. The more subjects I can cover and still have highly qualified certified teachers, the more I can offer to the students. Now, that’s a win-win for everyone!

The former-Braniff pilot never did go back into the airlines. Instead he chose to formally open his own business and fly for fun. He’s reached the point where his business has gone beyond simply installing sprinkler systems, to now designing and installing eco-friendly systems. He serves on several boards which help feed his true passion to sustain the environment. Emphasis here is on the word passion.

Are you passionate about what you do? Consider how much time you spend at the “job” where you earn your living, doing the thing you do to pay the rent, put food on the table, buy the necessities and feed the occasional splurges. Are you truly passionate about that position or are you just putting in time?

First comes the difficult and honest evaluation of why you have the “job” you have. Ask yourself why it is you chose your profession. Are you making someone else happy or are you making yourself happy? Miller Rubin’s article mentions a young man with a doctorate in neuroscience who opted out

**Consider how much
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Are you truly
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are you just
putting in time?**

of becoming a research scientist to become a teacher in one of Chicago's Teaching Fellow's program. He said his mother is embarrassed by his sudden departure from what was supposed to be his "prescribed path." He says, "To her, this is a job that anyone can get...she never introduces me as a teacher; she just says I have a Ph.D." Are you willing to take the chance of disappointing those around you in order to pursue something that makes you feel fulfilled? Big questions—difficult to answer.

So, what if you really do have a "job" that you love—a job that feeds your passion and challenges your expertise every day? How long can you stay in that position? Do you have a choice?

Being "retired" has taken on an entirely different definition in the past few years. Older is a lot younger than it used to be and our economy has forced a change for many people who thought they had the funds ready for retirement. A pilot retiring at 60 or 65 has a lot of years ahead of them and an extremely different retirement fund situation than just a few years ago.

I have a pillow on my couch with a saying embroidered on it: "Do Something Every Day That Scares You." Some jobs have a built-in fear factor and being a high school principal certainly fills that bill. Morphing into my present job came as a complete surprise. It was absolutely not planned, but an opportunity presented itself and I said YES! Every day I experience something that I never thought I'd encounter. Research says this keeps your brain young—maybe, maybe not, but

Get your advice here:

Did you know that there are more than 50 Educational Sessions scheduled for the 21st Annual International Women in Aviation Conference this coming February? And did you know that the day the Conference starts you can participate in at least six different workshops, some in the morning, some in the afternoon (and even one that runs all day, for those of you interested in taking aircraft apart and putting them back together right). Check out the schedule at www.wai.org or on page 22, and register today. Yes, it is a little scary to commit now to an educational extravaganza in February that does change lives, but you'll thank yourself once you're there. Trust me. —J.B.

life certainly isn't dull or boring. As long as I do what needs to be done I can have a great job far longer than I ever saw myself "working."

Foster your interests and your abilities. Play to your strengths. Whether a job change is a direct outcome of the economic climate or a conscious leap into the unknown, the more you are prepared the better off you can be. ➔

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

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SHERRY
PARSHLEY PhD

PAYING FOR COLLEGE IMPORTANT NEW DEVELOPMENTS

With the deadline rapidly approaching to apply for the Women in Aviation, International scholarships, now is a good time to discuss the tax implications of scholarships, along with some recent changes in education debt repayment and the GI Bill.

A scholarship is generally an amount that is paid for the benefit of a student at an educa-

tional institution to aid in the pursuit of studies. The student may be an undergraduate or graduate and if you receive a qualified scholarship or fellowship grant, all or part of the amounts you receive may be tax-free. According to IRS Publication 970, qualified tuition and related expenses are tuition and fees required for the enrollment or attendance of a student at an educational institution. Related expenses include fees, books, supplies and equipment required for courses of instruction at such educational organization.

Qualified scholarship and fellowship grants may be tax-free if the following conditions are met:

- You are a candidate for a degree at an educational institution that maintains a regular faculty and curriculum and normally has a regular enrolled body of students in attendance at the place where it carries on its educational activities; and
- Amounts you receive as a scholarship or fellowship are used for tuition and fees required for enrollment or attendance at the educational institution, or for books, and equipment required for courses of instruction.

When filing your taxes, you must include in your gross income amounts used for incidental expenses, such as room and board, travel, and optional equipment, and generally amounts received as payments for teaching, research, or other services required as a condition for receiving the scholarship or fellowship grant. If any part of your scholarship or fellowship grant is taxable, you may have to make estimated tax payments. For more information on this topic, please see IRS Publication 970, Tax Benefits for Education which can be accessed at the www.irs.gov web site.

For military veterans, the Post-9/11 Veterans Education Assistance Act of 2008 made important changes to the GI Bill, bringing some exciting new additions. The new GI Bill offers

additional benefits for those serving after September 11, 2001, and covers education and training that starts on or after August 1, 2009. The Act provides financial support for education and housing to individuals with at least 90 days of aggregate service on or after September 11, 2001, or individuals charged with a service-connected disability after 30 days. You must have received an honorable discharge to be eligible for the Post 9/11 GI Bill.

The amount of support that an individual qualifies for depends on where they live and what type of degree they are pursuing. Approved training under the Post-9/11 GI Bill includes graduate and undergraduate degrees, and vocational/technical training. All training programs must be offered by an institution of higher learning and approved for GI Bill benefits. Additionally, tutorial assistance, and licensing and certification test reimbursement are approved under the Post-9/11 GI Bill.

Under the new bill, veterans and service members can receive a variety of educational benefits, including paid tuition and fees, \$1,000 stipend for books and other supplies and a monthly stipend for housing. In addition, \$2,000 is also available for one certification or licensing test, and \$1,200 is available for a year's worth of tutoring assistance. Tuition benefits include up to the maximum tuition rate charged by a public institution in your state. This means that if the most expensive public school tuition is \$10,000 per year, no matter what school you attend, you will be covered up to \$10,000 per year.

The Post-9/11 GI Bill expands the number of people who qualify for education support from the Veterans Administration and will provide education benefits for service members who have served on active duty for 90 or more days since September 10, 2001. These benefits are tiered based on the number of days serviced on active duty, creating a benefit package

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can make your loan
payments more
affordable by
capping your
monthly payments
based on your
income and
family size.***

that gives current and previously activated National Guard and Reserve members the same benefits as active duty service members.

For many eligible participants, the Post-9/11 GI Bill is a better solution than the other education benefit programs, such as the Montgomery GI Bill-Active Duty, Montgomery GI Bill -Selected Reserve and the Reserve Education Assistance Program (REAP). This decision, however, depends on several factors, including the type of education or training you plan to take and the amount of benefits received under each program.

In choosing the VA education benefit that is best suited for you, the following questions must be considered:

- What Post-9/11 GI Bill tier are you eligible for?
- Are you receiving other aid?
- What type of training will you pursue (i.e. bachelor's degree, flight training, on-the-job, etc.)?
- How much of your training will be online (distance learning)?
- Where will you be living when you pursue your training?
- Is the timeframe to utilize benefits important to you?
- Were you a member of the Armed Forces on August 1, 2009?

For more information about these important new benefits, please visit the VA GI Bill web site at www.gibill.va.gov or call toll-free 1-888-GIBILL-1 (1-888-442-4551).

Another important development that occurred recently was that Income-Based Repayment became available on July 1, 2009, for people with federal student loans. Income-Based Re-

payment (IBR) can make your loan payments more affordable by capping your monthly payments based on your income and family size. The program covers almost all federal loans made to undergraduate and graduate students, past, present, or future, including both Direct Loans and federal loans from a private lender like Sallie Mae or Citibank. In addition, any debt and interest remaining after 25 years of payments will be forgiven. If you work in a government, nonprofit, or other public service job, your federal student loans could be forgiven in as few as 10 years of IBR or other qualifying payments.

Please see the Federal Student Aid web site at <http://studentaid.ed.gov> for further information on Income-Based Repayment.

I hope you have found this information helpful and please keep in mind that scholarship applications for the Women in Aviation International 2010 scholarships must be postmarked by November 20, 2009. Please refer to Jenny Beatty's article in the September/October 2009 issue of *Aviation for Women* for information on how to *Avoid Those Common Scholarship Blunders!* ✈

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Dr. Sherry Parshley is an aviation 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 Sierra Papa Aviation Consulting at c462c@yahoo.com.

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Use your benefits!

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 Email: wai@wai.org





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. ➔

November 5-7

AOPA Aviation Summit
Tampa Convention Center
Tampa, Florida
www.aopa.org

November 6

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2010

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Upcoming WAI Conferences

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2012 Dallas, Texas (Hilton Anatole) March 8-10, 2012

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MARIJKE UNGER

ON WINGS OF HOPE: FLYING MY FIRST ARC FOR A GOOD CAUSE

A couple of years ago, a fellow aviatrix planted the notion of flying the Air Race Classic in my imagination, and I was captivated by the idea of following in the footsteps of Louise Thaden, Amelia Earhart, Pancho Barnes and so many of their intrepid contemporaries. Much has changed since they first flew the Powder Puff Derby in 1929, but I like to think

that the joy of aviation and the spirit of adventure will be as strong as we pull up to the start line in a few short weeks as they were 80 years ago.

In 1929, the race was a means for women to show that they were as competent in the cockpit as their male counterparts, and their successes opened doors to all women in aviation. In 2009, thanks to their efforts, we don't have the same things to prove. But I wanted to fly the race for something more than the experience, the camaraderie, and the thrill. I wanted it to somehow make a difference on a larger scale, to be something that would live on after we cross that finish line.

So I decided to raise funds for Wings of Hope, an organization dedicated to fighting poverty worldwide and providing air ambulance services here in the U.S. They

I wanted it to somehow make a difference on a larger scale, to be something that would live on after we crossed that finish line.

children who should be enjoying good food and a solid education to fight merely for survival. It also perpetuates conflict and strife. The philosophy behind Wings of Hope is based on "teach a man to fish" rather than free handouts. I appreciate this approach, and think it has potential for long-term success and empowerment of the communities they reach. I am also

impressed with the quality of their operations and the dedication of their staff. With five paid employees and over 3,000 volunteers, the organization reaches more than a million people each year and saves countless lives.



Marijke Unger (left) with her co-pilot Kara Pruitt

PHOTO COURTESY OF MARIJKE UNGER

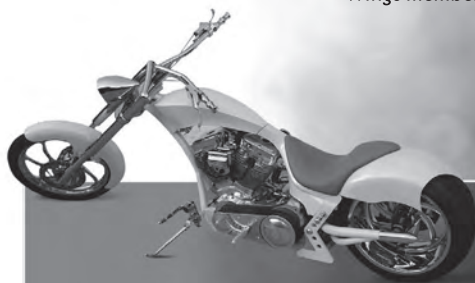
Learning to fly has brought me great joy and let me see the world from a different perspective. Some of the most rewarding experiences have involved sharing these special moments with others, mentoring student pilots, taking a passenger up for their first ride in a small plane, hearing the delighted squeal of someone experiencing their first loop or roll. Now I'm humbled and honored to take that to the next level, making a difference on another kind of scale, and using my skills to help whole communities face a brighter future. The journey thus far has been both overwhelming and overwhelmingly rewarding, and I am touched by the generosity and kindness I've experienced along the way.

To find out more about my adventures as a rookie air racer, please visit www.myfirstairrace.com.

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Marijke Unger (WAI #20403) has the ultimate goal to fly Twin Otters on skis in Antarctica.

“It’s one of a kind – and thanks to Wings, it’s mine.”

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



Denise Jones’ first bike wasn’t a bike at all, but a souped-up riding mower. Her horrified mom soon agreed to a dirt bike. Denise continued to pursue her passion, hoping to one day own a custom motorcycle. When she finally found “the one,” she called Wings – and was approved right away. “You can’t go anywhere else and get approved that fast. Wings helped me fulfill a longtime dream.”

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