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JANUARY/FEBRUARY 2010

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FlyDonna, a women's aviation event in Italy, celebrates women in aviation with fun and networking at Caposile Field. Story on page 10.

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COVER PHOTO

Silke Heidenreich works her ATC station at DFS, outside Frankfurt, Germany. Photo by Chris Sorensen

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PRESIDENT'S MESSAGE

JOHN SLEMP



DR. PEGGY CHABRIAN

Dear Members:

Happy New Year! The end of 2009 provided some exciting opportunities for WAI and our members. In partnership with AOPA we co-sponsored the new Women's Wing area during the AOPA Aviation Summit in Tampa, Florida.

Visitors and conference attendees were greeted by WAI members, including volunteers from our Daytona Beach chapters on the last day of the event, and AOPA staff. A Frasca simulator was located in the room for an "orientation ride" to visitors in the Wing. Attendees received information on learning to fly, and a special commemorative take home photo. There were book signings by aviation authors, and those who stopped by had a chance to mingle with other women attending the event.

There were also forums hosted by WAI, which included several WAI members. The forums covered topics on *Women throughout Aviation History*, *Everything You Wanted to Know About Learning to Fly but were Afraid to Ask*, *Aviation Career Opportunities* and more. A special thank you to all of our presenters and the volunteers who helped in the WAI booth in the exhibit hall as well as the Women's Wing area.

We had a good turnout of 55 individuals who attended the WAI Celebrity Breakfast and heard from motivational speaker and WAI member Jessica Cox. During the breakfast AOPA Executive Vice President of Communications Karen Gebhart signed the paperwork for the initiation of one of our newest WAI chapters—the AOPA chapter in Frederick, Maryland.

And speaking of chapters, our chapter program is growing at a fast pace right now, including new chapters springing up around the globe. AFW Editor Amy Laboda and WAI Chapter Relations Manager Betty Huck were invited as guests of the government of Côte d'Ivoire to be present for a special program and ceremony, recognizing women in aviation in their country. New African chapters are being formed in Côte d'Ivoire and Ghana.

The international component of WAI will be featured during our upcoming 21st annual Conference at Disney's Coronado Springs Resort in Florida, February 25-27. We will have a special room set aside for welcoming our international guests and a place to interact with each other. During the General Session on Saturday we will be recognizing these individuals in a special parade of international attendees.

This year's Conference is shaping up to be one of our best ever. The line up of speakers for the general sessions as well as the myriad of education sessions (more than 50) this year include topics to appeal to all of our attendees. And Walt Disney World® is offering a special late night option and discount price on Friday evening for our Conference attendees. You'll find more information on this on page 23.

I look forward to seeing you in Orlando!

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian
President

INSIDE THIS ISSUE



JOHN RIEDEL

Jessica Cox: just one guest speaker at the WAI Celebrity Breakfast at the AOPA Aviation Summit. **Page 4**



JOHN RIEDEL

Sunny Florida is beckoning. The 2010 WAI Conference is only weeks away and the excitement is building. **Page 20**



KELLY NELSON

How can you turn a road trip into an aviation experience to be remembered? Learn how WAI'ers do it on **Page 32**

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Please visit us at booths 617, 618 and 619 at the 2010 Women in Aviation International Conference.



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Coming to the Authors' Table at the 2010 WAI Conference

Susan Butler
East to the Dawn

Ann Cooper
Stars of the Sky

Carol Ann Garratt
Upon Silver Wings

Bernice Haydu
Letters Home 1944-1945

Jonna Doolittle Hoppes
Just Doing My Job

Sue Hughes
Claire Bear Presents the Pilot Alphabet; Claire Bear's First Solo

Tracy Lunquist
Masterminds Unleashed: Selling for Geniuses

Sarah Rickman
Nancy Batson Crews: Alabama's First Lady of Flight Nancy Love and the WASP Ferry Pilots of WWII



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WAI at AOPA Aviation Summit



Bolen

Bunce

Chabrian

Coyne

Women in Aviation, International was a highlight of the Aircraft Owners and Pilots Association's first AOPA Summit, where we played a defining role in the activities.

Dr. Peggy Chabrian participated in the AOPA Aviation Summit opening session with **Tom Poberezny**, EAA President and Chairman; **Paula Derks**, AEA President; **Jim Coyne**, NATA President; **Ed Bolen**, NBAA President, and **Pete Bunce**, GAMA President. The panel was moderated by AOPA President **Craig Fuller**.

On the Summit Exhibit Hall floor volunteers organized by Chapter Relations Manager Betty Huck covered WAI's booth and explained our goals to numerous curious passersby.

WAI Chapter members, along with AOPA staff, covered the Women's Wing, a special room that included a fully functioning Frasca flight simulator, where people could gather information about opportunities for learning to fly

and careers in aviation and aerospace.

At a WAI Connect Breakfast on Friday, November 6, AOPA Vice President **Karen Gebhart** signed the final forms to help create the AOPA Chapter of Women in Aviation, a new provisional chapter based in Frederick, Maryland.



Gebhart



Derks

Poberezny

Fuller



That afternoon there were two WAI panels. The panels included: **Jessica Cox**, motivational speaker; **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, and **Martha King**, co-owner of King Schools. Activity in the Women's Wing picked up after the panels, with book signings and lots of positive interactions. WAI looks forward to participating in more productive partnerships with AOPA and other organizations in 2010. ✈



Wagstaff



Frasca Simulator

CHICAGO'S
LEADING EDGE CHAPTER

A new chapter has formed in the Chicago area, and its first meeting was quite a success. More than 70 members, new members and friends joined.

Lewis University and **Bill Brogan** (WAI #40606), Chair of the Aviation and Transportation Department, provided use of the hangar and catering for the event. The Lewis University Women in Aviation Student Organization and their Advisor and LU Asst. Chief Pilot **Megan Montgomery** (WAI #3052), took charge of organizing the catering, decorating and set up for the event. Member **Lora Yowell** (WAI 1941) who has opened her second Aviation World Pilot Supplies provided everyone with a \$10 gift certificate from Aviation World and offered an exclusive 10% member discount. **Suzanne Massel** (WAI #30553), partner in the law firm of Madsen, Farkas & Powen, and **Nick Hantel** attended the event. Massel and her firm were very generous in their donation of \$900 toward a Chapter scholarship to be awarded and used for transportation, lodging and registration for the 2010 Annual WAI Conference in Orlando. ✈



Maverick chapter members (left to right) Lulu A. Ferdous (WAI #30706) and Amber Keyes (WAI #17923) at the UNO Aviation Expo, where they had a booth and handed out information for recruiting new members.

UNO "MAVERICK" CHAPTER

The UNO Maverick Chapter went to Bellevue for the premier of the movie "Amelia." For fund-raising, they have been working at the university's newspaper *The Gateway*, where the chapter members put advertisements and other promotional items inside the newspaper and the chapter gets paid for the newspapers they stuff. ✈



CHANNEL ISLAND CHAPTER

A new chapter is forming in the Ventura, California, area. They have the expertise of past Hawaii 50 Chapter president Suzi Swim helping them.



Kathleen Veatch (WAI #13312), Beckie Kearns (WAI #41507), Susanne (Suzi) Swim (WAI #15257), Jodi Lopez (WAI #44632), Brooke Kintz (WAI #40507), and Jennifer Reilly.



GREAT SALT LAKE CHAPTER

The Great Salt Lake Chapter returned to the Wendover Airfield for their annual air show. They spoke with potential students and Women in Aviation, International members and raffled off a flight in the Micco SP26 to raise money for the chapter.

Photos show chapter president **Hannah Hoke** (WAI #3043) at the information booth (above), and (below) a group of students and friends of Westminster tried to stay cool during the 85-degree weather. It was fun and gave them a good opportunity to let aviation enthusiasts know about WAI and the chapter. ➔



WESTERN MICHIGAN UNIVERSITY

Nickie Young (WAI #27299), **Mackenzzy McCarthy** (WAI #39283), and **Karen Kropornicki** (WAI #39421) members of the Western Michigan University Chapter spent a Saturday afternoon volunteering to make food packets with the organization Kids Against Hunger. These food packets are sent all over the world to areas suffering from malnutrition, poverty, and natural disasters. The food packets contain rice, soy, vitamin powder, and dried vegetables. One bag can feed up to six adults. That day they helped put together more than 20,000 food packets. ➔

WAI Welcomes Official Chapters

Nigeria Chapter has achieved its official status. Formerly Provisional Chapter #64P, the Nigeria Chapter in Lagos, Nigeria, is now **Official Chapter #68**.

Rejoice Ndudinachi, President
Mojisola Olufunke Dokun, Vice President
Felicia Nnenna Agubata, Secretary
Modinat Sowemimo, Treasurer
Julie Neze Obumselu, Membership Chair
Salamatu B Umar-Eluma, Outreach Chair

Box D Chapter has achieved its official status. Formerly Provisional Chapter #83P, the Box D Chapter is now **Official Chapter #69**.

Sarina Houston, President
Jess Bishop, Vice President
Rebecca Ghesquiere, Secretary
Michelle Pryor, Treasurer
Nicole Shanks, Membership Chair
Jennifer Crossman, Outreach Chair

New Provisional WAI Chapters

Women in Aviation, Southern England Chapter #91P

West Sussex, England
Jane Middleton, President
Kristiina Tervo, Vice President
Ella Bartczak, Secretary
Annabelle Burroughes, Treasurer
Carrie Anderson, Outreach Chair

Women in Aviation, Chicago's Leading Edge Chapter #92P

Chicago Area, Illinois
Dolores Pavletic, President
Bette Lawrence-Water, Vice President
Megan Montgomery, Secretary
Roberta Weimer, Treasurer
Teresa Guillemot, Membership Co-Chair
Christa Mabry, Membership Co-Chair
Jamie Feger, **Lora Yowell**, Outreach Co-Chairs

Women in Aviation, AOPA Chapter #93P

AOPA Headquarters, Frederick, Maryland
Jennifer Storm, President
Kathleen Vasconcelos, Vice President
Jill Tallman, Secretary
Brittney Miculka, Treasurer
Joey Colleran, Membership Chair
Sandi Terkelsen, Outreach Chair

Women in Aviation, Dowling College Chapter #94P

Long Island, New York
Gloria Bouillon, President
Heather Raffaele, Vice President
Yeliz Tuncel, Secretary
Cecilia Curley, Treasurer
Megan Chartrand, Membership Chair
Amy Blechman, Outreach Chair
Ryan Leick, Advisor

GONE WITH THE WIND CHAPTER

The Atlanta Gone With the Wind (GWTW) Chapter started the fall season off with a gathering to introduce the new Chapter Board and to celebrate the grand re-opening of local aviator favorite, the 57th Fighter Group Restaurant, located at Peachtree DeKalb Airport (PDK). The GWTW Chapter participated in the Great Georgia Air Show at Falcon Field Airport (FFC) in October for a membership drive, and in November toured the National Museum of Commercial Aviation near Hartsfield-Jackson Atlanta International Airport. The GWTW Chapter volunteered at a national bookstore chain for a holiday fundraiser to raise money for an aviation scholarship. ➔

UPPER CANADA CHAPTER

**UPPER CANADA CHAPTER**

After a busy summer, the Upper Canada Chapter elected to keep their September meeting simple and refreshing by enduring a night out at Alice Fazoolie's. Attendees included long time members and friends in hopes to find future membership. They were: **Monica Leone** (WAI #42649), **Dawn Wells** (WAI #889), **Lisa Graham** (WAI #8030), **June Hughes**, **Mo McIntosh** (WAI #44010), **Anne Benyon**, **Contessa Bishop** (WAI #13464), **Kathleen Alexander** (WAI #44101), **Carli VanArendonk** (WAI #44089), **Alexandra Sinclair**, **Andrea Mikloska**. ➔



Soaring Capital Eagles, left to right: Brenda Benza (WAI #41146), Lisa McDonald (WAI #42945), Marsha Wike (WAI #44132), Jessica Kunert (WAI #44028), Stacey Brown (WAI #41147), Alison Mandel (WAI #42587), Marian Cutting (WAI #42939), Karen Robbins (WAI #41131), Diana Sellmann (WAI 42946), Cynthia Smith (WAI #42937).

SOARING CAPITAL EAGLES CHAPTER

SOARING CAPITAL EAGLES CHAPTER

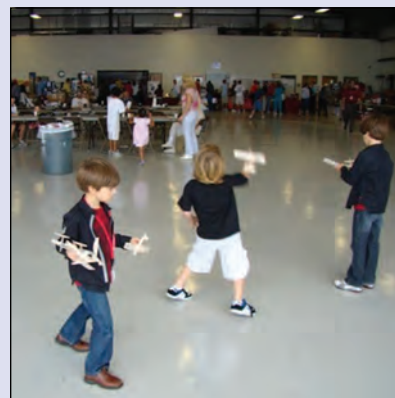
The Soaring Capital Eagles Chapter, located in Horseheads, New York, toured Sikorsky's Hawk Works facility. **Diana Sellmann** (WAI #42946), a chapter member and a Schweizer employee, was the host. She provided the members with insight into how Sikorsky manufactures the Blackhawk and Seahawk helicopters, which are used by the U.S. military, and other foreign governments.

The Chapter's first stop was the assembly floor where employees were assembling and modifying Seahawks and Blackhawks. During the tour, the members were able to ask questions about the helicopters. They learned, for example, that it takes a considerable amount of time and manpower to manufacture a Seahawk helicopter. The next stop was the flight hangar to take a look at completed helicopters. The Chapter was then allowed to explore the exterior of a Seahawk aircraft and ask more questions. They learned that the Seahawk (pictured behind the chapter members in the photo) is powered by two General Electric T700-GE-401C turboshaft engines. The Chapter was also lucky enough to witness a Blackhawk ground run. Sellmann provided the Soaring Capital Eagles with super insights into the Sikorsky Hawk Works facility. The Eagles now have an increased appreciation for what it takes to get a helicopter from components to flight. ➔

FLORIDA INSTITUTE OF TECHNOLOGY

The Florida Tech Chapter held one of their balsa wood airplane contests during aviation day at Melbourne International Airport. All Women in Aviation, International chapters should try an outreach activity that includes these facets. The kids love it, the parents love it, and 15 years from now they will all become pilots (well, maybe).

The chapter also sold homemade sweets and T-shirts at the event, which provided about \$300 to help offset the WAI Conference costs. ➔



FLORIDA TECH CHAPTER



Winners of the 2009 Memphis Belles Essay Contest: Joey Ou, Darius Hooker, Wesley Carter, Latoya Jackson, Samuel Edwards, Amber George, Jazmyn Broady, and Anthony Walters.

MEMPHIS BELLES CHAPTER

The Memphis Belles held its Annual Scholarship Preparedness Event. **Pat Thompson** was the Master of Ceremonies. **Sandra Stone** (WAI 6684) did the Welcome and Purpose. **Elizabeth Clark** (WAI #64), President, covered "How to Win a Scholarship." **Lisa Slate** (WAI #11527) presented the prizes to the Winners of the 2009 Memphis Belles Essay Contest to: **Joey Ou, Darius Hooker, Wesley Carter, Latoya Jackson, Samuel Edwards, Amber George, Jazmyn Broady, and Anthony Walters**. The Belles honored **Jeff Holmes** with a special gift for being the teacher with the most essays and for inspiring children to choose aviation careers. Holmes teaches youth how to fly at Wooddale High School and has encouraged numerous students to attend Tennessee Technology Center aviation maintenance program.

The Chapter used some of the paper donated by International Paper to print a list of web addresses and the scholarships offered by Women in Aviation, International and other aviation organizations. The printouts were given to the attendees, who were encouraged to apply.

In an effort to help their audience better understand the globalization of aircraft maintenance, the Chapter gave them the company profiles/booklets of GE Aviation, Revima APU, Pratt & Whitney, Rolls Royce North America, Boeing 777 Freighter, and the companies of FedEx Corporation.

Elizabeth Clark thanked all of the sponsors: FedEx Express; GE Aviation; International Paper; Pratt & Whitney; Revima APU; Rolls Royce; and Tennessee Technology Center Aviation Division for their generous support. ➔

WOMEN WITH WINGS CHAPTER

The Women with Wings chapter participated in the St. Louis Science Center's ScienceFest '09. The event was a fun filled day with various organizations setting up booths and attractions to help kids and families get excited about all things science related. The chapter set up their booth with a backdrop highlighting historical female aviators. There was also a table for kids (and adults) to build paper airplanes. Once complete, they were invited to try their flying skill by attempting to land their paper creation on an aircraft carrier mock-up. Some had very specific models they wanted to demonstrate how to make, while others needed the chapter's "Master Paper Airplane Maker" Jen, to lead them through the process step by step. By the end of the first hour there were lots of paper airplanes on the static ramp (table) and kids were picking the one they wanted to fly...or...wanted to try to recreate. There was a lot of competition between kids and parents! The chapter also had a giant Greeting Card for the 3rd platoon, which they asked all who participated to sign, explaining who the card was for. The chapter will include that in their next care package. Both kids and adults enjoyed the experience, and the chapter members even managed to learn a few new paper airplane designs!

The chapter was part of a multi-organization sponsored event to see Dr. Sandra Magnus, speak about her experiences as the Flight Engineer 2 and Science Officer aboard the International Space Station as part of Expedition 18. Her experiences of living for 4.5 months in the Station were inspiring and very interesting. She explained how important the experiments that they do there are for all of us on Earth. Her favorite places to see out the window were the Caribbean and the Sahara Desert. They traveled fast enough to see a sunset or sunrise every 45 minutes. The two languages used aboard are English and Russian. Any participants must speak those languages fluently. She answered all kinds of questions. Her most enthusiastic remark was, "You have no idea how great gravity is! To be able to put something down and have it stay there."

Recently the chapter gathered at the home of member **Eve Cascella** (WAI #29490) to make cards that the adopted Platoon can use to send back to family and friends, including holiday cards, birthday cards, and so on. The cards will be sent in the next care package that goes to Iraq. ➔

YORK COLLEGE/CUNY CHAPTER

York College/CUNY Chapter had a wonderful article in the October 29, 2009, issue of AVweb. Several chapter



members were interviewed by **Alice Speri** about "What Does a Pilot Look Like?" **Daysi Manzano** (WAI #41676), **Hanna Mohammed** (WAI #41688), **Jenny Chimbo** (WAI #41160), **Faiza Parveen** (WAI #41686). The WAI Connect Daily Blog picked it up and it can be read at www.waishowdaily.blogspot.com/2009/11/what-does-pilot-look-like.html. ➔



Ferrara Airfield on Sunday morning

AVIATION AND WOMEN IN EUROPE

Buongiorno, ciao, grazie, andiamo— OK, that is the extent of my Italian vocabulary, but it did not prevent me from having a wonderful time at a couple of women + aviation events in Italy.

I attended the 5th Aviation and Women in Europe (AWE) Conference in Ferrara, Italy, organized by **Michelle Bassanesi** (WAI #8195). The AWE Conference was scheduled concurrent with the EAA Chapter N.459's fly-in in Ferrara.

The theme of the conference was "Courage to be the Change." Friday evening's Welcome Dinner was at the Aero Club Restaurant. It was fantastic to sit at dinner and speak with people from Spain, Norway, Ireland, Germany, Italy—a multitude of accents and cultures.

Saturday morning we heard guest speaker **Rodolfo Galli** who spoke about home-built aircraft construction and regulation in Italy. Then **Giancarlo Zanardo** showed videos of various aircraft replications he has built and flown.

Both of these presentations were in Italian so **Luca Salvadori** translated.

Patricia Campos Domenech (WAI #41726), the first and only female helicopter and jet pilot in the Spanish Armed Forces, told her story of deciding to go into the military to become a pilot. Her advice—"you have to try."

Dorothy Pooley (WAI #39411) from the U.K. gave a most inspirational presenta-

tion for "Change for the Better." She told about her journey through life to get to the position now of being the owner of Pooley Flying and she specialize in the instructing of flight instructors.

Monica Passuello spoke of her job as an ULM Flight Instructor for FLARE, Italian Flight Design dealer.

Kristiina Tervo (WAI #820), currently instructing civil and military crews in Dassault Falcon 7X at CAE Burgess Hill, U.K. center, spoke about the importance of safety and training and her career in business and corporate aviation.

by Betty Huck

Annabelle Burroughes (WAI #42651) shared her stories about aerobatics in her Bucker Jungman and the joys and problems of building an RV 7 with her friends. She currently is selling business jets with Jet Finders Limited.

Umberto Guidoni, a Reserve Officer in the Italian Air Force, spoke about Italy's involvement in space. He spoke about his NASA mission in 1996 as a Payload Specialist on STS-75/TSS-1R—Tethered Satellite System and in 2001 on the Space Shuttle's STS-100 mission.

Karen Kahn (WAI #1254), one of the first women to be hired by a major air-



Patricia Campos Domenech



Dorothy Pooley



Kristiina Tervo



Annabelle Burroughes



Karen Kahn



Donatella Ricci, Betty Huck, Charlotte Costantini at FlyDonna



The 3rd annual FlyDonna banner signed by participants



Caposile Airfield as we arrived for FlyDonna



Giovanna Liverzani, Fiorenza de Bernardi (Italy's first woman airline pilot in 1967), Maddalena Schiavi, Sarah Cappelletti

line in 1977, shared secrets from her 29 years in an airline cockpit on ways to get ahead and bolster your confidence, assertiveness and leadership skills.

Three students attended the conference on scholarships. The winners and their sponsors were **Luca Guidoni**, sponsored by **Karin Muller** (WAI #7884), **Federica Ercolani**, sponsored by **Trish Beckman** (WAI #17), and **Rachel Gibson**, sponsored by **Women in Corporate Aviation** and presented by **Tim Kirkwood** (WAI #2339).

Sunday I was off to the Ferrara Airport for my transportation to my next international event. All I knew was that a **Carlo Pallaoro** was going to pick me up in an R-44 gray helicopter to go to the FlyDonna at the Caposile Airfield—I could handle that. Dr. Pallaoro (Specialista in Chirurgia Plastica in Padova and a sponsor of FlyDonna) provided me a trip of a lifetime flying over the Italian countryside and cities at just a few hundred feet! We flew over the Po River and over Lido Is-

land with its beautiful beaches, which put me close enough to see the infamous skyline of Venice in the distance.

We flew into this beautiful little airfield with airplanes, gyros, helicopters, colorful booths, umbrellas for shade, and tables set for lunch. As I got out of the helicopter the WeFly! Team was taking off for their air demonstration!

FlyDonna is an international meeting for women pilots. The idea was to create the opportunity for pilots from every aeronautical activity to meet each other, to exchange experiences, and to discover new friendships. This was the third FlyDonna event organized by

Donatella Ricci (WAI #44165). I met **Fiorenza de Bernardi** from Roma, who was a 2002 inductee in the WAI Pioneer Hall of Fame. I met women military pilots who had flown into the event and even talked with a young U.S. military man who was there to support his girlfriend who is in the Italian military. I talked with **Samantha Cristoforetti**, an Italian fighter pilot accepted in the space program. I chatted with **Diana Ferrero** from Italy, **Ingrid Hopman** from Austria, and **Helga Wimmer** from Germany.

The afternoon was filled with celebrating, with presentations of certificates for participation, and the signing of the FlyDonna logo banner.

Ah, Italy. Thanks to **Giorgia Bordon**, a young pilot from Caposile, for translating some of the banter of the wind down party for me. Thanks so much to **Charlotte Costantini** (WAI #40933) for inviting me to FlyDonna and spending the day with me.

And thanks especially to **Michelle Bassanesi** and **Donatella Ricci** for making me a part of this year's happenings—two events that I will never forget! I encourage everyone—both International and U.S. WAI members—to check out the web sites for both of these events next year —www.aweu.org and www.flydonna.it. Ciao. ➔

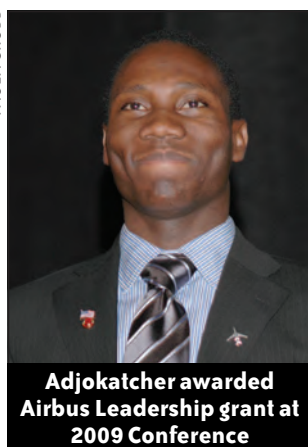


CAREERS

Alfred T. Adjokatcher (WAI #16246) successfully defended his graduate thesis and was conferred a Master of Aviation Science, by the Aviation Department at Everglades University. He also became a Private Pilot this past summer and is currently working on his instrument rating. Adjokatcher says, "These accomplishments could not have come true for me without the support of Airbus with the Airbus Leadership grant that I won at the 20th annual WAI Conference."

Stephanie Amavisca (WAI #41903) and **Rachel Ballou** (WAI #30704) from LeTourneau University took third place in the Message Drop event at Region IV SAFECON competition.

Bertha María Cadena (WAI #18262), Space City Chapter President, was chosen as one of the 2009 100 Hispanic



Adjokatcher awarded Airbus Leadership grant at 2009 Conference

Women in Leadership for her contribution as an "Outstanding Hispanic Community Leader." The Hispanic Women in Leadership (HWIL) unveiled the winners at its recent Leadership Gala event. These women were nominated by their peers for demonstrating significant accomplishments and working tirelessly for their community.

USA Book News announced that **Sue Hughes'** (WAI #1442) *The Pilot Alphabet* is a National "Best Books" 2009 finalist in the Children's Picture Book-Softcover Fiction category. The first in the Claire Bear children's book series by Sue Hughes, *The Pilot Alphabet*, features a pink-clad aviatrix, who presents the phonetic alphabet in a lyrical, rhyming, entertaining way. While the ulterior motive is to attract girls to aviation, the Claire Bear series puts a female in the cockpit, providing a role model girls can relate to.

Evelyn Bryan Johnson (WAI #36), airport manager in Tennessee and highest time flight instructor, was congratulated by Willard Scott on her 100th birthday.

Chinwe Nwaobasi (WAI# 41189), has completed the Aircraft



Cadena



Lora Yowell (WAI #1941) has relocated from Toronto to Chicago to open the first American retail store for Aviation World, featuring Chicago's largest selection of pilot and flight crew supplies. The new Chicago's Leading Edge Chapter members helped launch the event with a free barbeque and discounted merchandise for WAI members.

Photographed at the Chapter event were (left to right): **Lora Yowell** (WAI #1941), author **Rob Mark** (WAI #27536), chapter president **Dolores Pavletic** (WAI #40898), and **Annette Weimer** (WAI #44457).

Dispatcher training she received through her WAI scholarship, and is a certified Aircraft Dispatcher.

Dolores Pavletic (WAI #40898) of Downers Grove, Illinois, was recently honored for achievement in the field of aviation by Lewis University. The Assistant Chief Pilot and Flight Operations Duty Officer for FedEx Express graduated from Lewis University in 1983. Pavletic consistently gives of her time to Lewis University through work in the mentoring program, the development of new course curriculum, the start of the Lewis University Women in Aviation student organization and scholarship development. She also participates as a member of the Lewis University Aviation Advisory Board.



Dolores Pavletic receives alumni achievement award from Brother James Gaffney, President, Lewis University

Tonya Perinchief (WAI #44069) of Orlando, Florida, has won the \$2,500 entry-level Fanning Scholarship. This fall she entered the aviation maintenance science program at Embry-Riddle Aeronautical University after having worked for several companies in the industry.

Georgette Snell (WAI #42774) has won the \$2,500 experienced-level Fanning Scholarship. A student at Sacramento City College, she plans to transfer to Embry-Riddle Aeronautical University and is preparing to take the airframe and powerplant (A&P) test in the near future. She has been an aviation software consultant and worked as a Bell 47 helicopter mechanic's helper.

PAULA GRUBB



Maule inducted into WAI Hall of Fame in 1999

she has worked in almost every aspect of building their airplanes. Maule and her husband were both inducted into the Michigan Aviation Hall of Fame, the Georgia Aviation Hall of Fame and the International Ninety Nines Forest of Friendship. She has been awarded the Katharine Wright Memorial

PASSAGES

June Maule (WAI #3030) of Maule Air, Inc., died on October 29, 2009. She and her husband, B.D., ran the company together until his death in 1995 and she continued on as the president. Over the years

Award, was inducted into the Women in Aviation International Hall of Fame and was Colquitt County's Woman of the Year in 2000. Maule raised five children and most of them are involved in the family business, as are her grandchildren. She will be missed.

WAI is saddened by loss of aviation industry legend and WAI supporter **Ed Stimpson**. In his quarter century as GAMA's chief, he had a hand in nearly every significant aviation policy issue of the era. He guided the industry advocacy effort that led to enactment of the General Aviation Revitalization Act of 1994. He retired from GAMA in 1996 to lead the "Be A Pilot" program. Stimpson was then the U.S. Ambassador to ICAO in Montreal, Canada.

Anna Yegorova, decorated Russian WWII pilot and inductee to the Women in Aviation, International Pioneer Hall of Fame, has died. She was the quintessential woman aviator, combat veteran, and Hero of the Soviet Union. ✈



Yegorova

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AMY LABODA

GOING GLOBAL

I adore days like this. The sun creeps up over the morning horizon in a glorious burst of pink and orange, enough color and light to wake me before the alarm chimes by my bedside. Sure, I want to sleep a little more, but I know better. Why sleep when there is the chance to go out and face the world (okay, the neighborhood) at the dawn of a new decade?

Those moments are a few of my most inspiring. As I walk and the sun traces its early morning course across the sky, I can process reams of disparate thoughts into congruency. By the time I've gone a mile or two I've often done as much work as I'll get done in the next few hours at my desk. It is something about the light, the fresh air, the blood being pushed just a little faster and firmer through the fine capillaries in my brain. It works for me.

This morning I contemplated what it really means for an organization such as Women in Aviation, International to go global. I've only recently returned from my second overseas journey this year for the organization, and both trips were literal eye-openers. I'd suspected that there were areas in the world where women are only just beginning to discover their passion for aviation and aerospace, but I had no idea that there would be so many women, who are so dynamic, and so ready for the camaraderie, networking and benefits that being part of a group such as WAI affords.

In August I journeyed to East Africa, to Kenya, where the first Women Aviators in Africa Conference was pulled together by WAI members **Kajuju Laiboni** and **Refilwe Ledwaba**. If you missed the write-up, go online to our back issues at www.afwdigital.org and look up the story in the November/December 2009 issue. Meeting so many women and men dedicated to grassroots change was inspiring beyond words. Watching the change of heart and the smiles on the faces of 12 disadvantaged teens after their first flight in an airplane made me believe that as a group, we at WAI can do anything—even change the world.

My most recent voyage took me to West Africa, to the country Côte d'Ivoire, with our Chapter Relations Manager Betty Huck. **Mdme. Marie Delesse**, a member of Women in Aviation as a student, now Counselor to the President of the Republic of Côte d'Ivoire, invited us for her Women in Aviation Day, and what

a day it was. His Excellency the President, **Laurent Gbagbo**, addressed the assembly and declared that women should have the privilege of education and opportunities for employment, and that aviation afforded good jobs for women. He talked about the woman he discovered fixing his personal aircraft, and how he insisted on having lunch with her and discovering more about how she had obtained her position as a mechanic on a jet. He asserted that it is better for families, and for the country, if women are independent and have their own careers. In a country that has traversed a rocky course in the past two decades, it was good to hear progressive words.

After the speeches and introductions, and once the President had left the premises, we were besieged by people from more than a dozen African countries who were in attendance and all wanted to know, how does one become a member of WAI?

How do we form a chapter? Can we start today? Betty Huck and I got to work right away, and before we knew it the exhibits area was nearly empty, and we'd given out all of the materials we'd brought across the Atlantic. And still there were people who wanted to talk to us and learn about the organization.

That's what going global is all about. Women in Aviation, International may be based in the heartland of the United States, but we are as diverse an organization as you'll find on the planet, and becoming more so every day. It took nearly 30 hours to get from where I live to Côte d'Ivoire, and just a little less time to get back. But it was a journey well worth taking, just to introduce the concepts of WAI and extending the message of how a diverse aviation and aerospace workforce can benefit us all.

I look forward to seeing so many of my new friends from the other side of "the pond" at the 21st International Women in Aviation Conference next month in Orlando. I know now from experience that the trip will be a long one for them, but I promise it is a voyage worth the price. ✈





DENISE WATERS

I obtained my AMEL (Aircraft Maintenance Engineers License) from the CAA (Civil Aviation Authority) and am interested in converting it to a U.S.A. FAA Mechanic Certificate to work in the United States. What do I need to do?

Title differences on the certificates are the first clue to catch your attention; different countries have different mechanic certificates and often different requirements. Some systems are similar and although there are reciprocating agreements between countries on some maintenance services, such as between the U.S. and Canada, complete certificate reciprocal agreements between countries with different certification procedures are rare. If you have a certificate from another country, the country you are applying to must have confidence that training you did for your original certificate is equal to or greater than what their certificate requires. To “transfer” your license into the U.S., it is best to start by consulting the current FAA regulations, especially any areas dealing with recognition of foreign certificates. Then talk with your FAA representative. You will need to first prove your experience to receive an FAA signoff. This can be done documenting work with your

existing license or totaling at least 30 months experience. Then written, oral and practical tests in General, Airframe and Powerplant must be passed.

I'm a general aviation pilot with a “new to me” aircraft. I want to learn more on the technical side but, because of logistics, I am unable to coordinate my schedule with that of my mechanic. Would you have another recommendation for increasing my understanding of how my aircraft functions?

Not everyone is able to involve themselves in an owner-assisted annual inspection. Logistics sometimes don't work for the mechanic and owner to spend time together for a true transfer of knowledge. Another excellent experience is to compliment the Pilot Operating Handbook with an armchair tour of the aircraft Maintenance Manual, available from the factory or other sources. It is a key source for servicing, repairing, and maintaining the aircraft, engines and propellers. Information on maintenance, inspections, servicing and time limits, plus disassembly and reassembly instructions with descriptive imagery all assist in extending one's aircraft understanding. Troubleshooting charts with probable causes and remedies can be invaluable. This manual will help on the ground, in the air and in communications with your mechanic. It is a must read for any aircraft owner. ✈

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



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www.airraceclassic.org



ABINGDON WATCHES

Abington Watches specializes in aviation watches for women. The company coalesced out of a roundtable dinner conversation between a mix of energetic women pilots and airplane mechanics several years ago. Pilot and company founder Chelsea “Juice” Welch, then a student pilot, listened as her colleagues repeatedly expressed their desires for a



fully functional aviator’s watch that was fashionable, versatile and, most importantly, made for women. In that moment, Juice decided to form Abington Watches, the first com-

pany dedicated to developing top quality, realistically priced watches to meet the needs of female pilots, mechanics, and adventurous women all over the world.

Located in sunny Santa Monica, California, Abington Watches has taken off with its unique collection of timepieces and is continuing its aim toward creating new designs catering to the traveler of today. The company’s philosophy is one that aims to benefit women all over the world involved in aviation—be it recreationally, commercially, or militarily—as well as frequent travelers, with an underlying message of sisterhood. “I didn’t start this company, women who wanted something made just for them started this company,” said Welch. “Adventurous, worldly women designed our current models, the Amelia and the Jack-

ie, and that thought process is going to continue.” The company philosophy is one that aims to benefit those

Conference. “There is a natural affinity between the company and Women in Aviation, International members,” says



women all over the world who are frequent flyers as well as frequent travelers. Abington’s watches are more than just pretty timepieces, they are tools.

The timepieces are constructed to provide Zulu time conversion, a chronograph, luminous hands, and a simple E6B circular computer for calculating time/distance, fuel burn, metric/english measurement conversions, currency conversions and various other calculations, all with an anti-glare coating to enhance cockpit readability.

Welch, a longtime Women in Aviation, International member, immediately signed up Abington Watches as a Corporate Member and as an Exhibitor at the International Women in Aviation

Welch. “It just makes sense for us to be a part of this organization.”

Currently, Abington Watches is in the process of designing their third model watch and the company is looking for input from women all over the world. “Raymonde will be a first class combination of elegance, femininity, and convenience that you will be able to use for all your wordly travels whether you are traveling across the country to see your loved ones or across the Pacific for business,” says Welch. She’s taking suggestions on features for the Raymonde via email, raymonde@abingtonwatches.com or by calling (310) 736-5673 and speaking with a company representative. ➔

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

General Atomics
Aeronautical Systems, Inc.
STS Aviation Group

CFI TIPS



MEG GODLEWSKI

English is not my first language and as such I am having a terrible time understanding the air traffic controllers. It frightens me when they yell at me. What should I do?

There are many fine radio trainers on the market, such as Comm 1 VFR and Comm 1 Clearances on Request.

These computer-based trainers allow you to listen to a clearance and repeat it back. It gets recorded and can be played back so you can hear yourself. Once you train your ears to understand what they are saying, it will be easier for you to respond. You can also say "student pilot" if the controllers talk too fast. That phrase makes most controllers slow down.

My body temperature tends to run cold anyway and since I have started my instrument training I come back from each flight chilled to the bone. I know it impacts the learning curve. I'm worried about not being able to fly if I am wearing bulky clothes. What should I do?

Cold can really sap your energy and your brain power so you are right to be concerned. Try dressing in layers. Wear a T-shirt, long-sleeve shirt, light sweater, vest, jacket; you get

the idea. Also be sure to wear a hat since most of your body heat escapes from your head.

I am almost ready to solo but I can't seem to get the airplane to land consistently on the centerline. Any tips?

Where are you looking right before the landing flare? You should be looking at the far end of the runway. That should put you on the centerline every time, provided you put the line on your belly button. If you are not in a tandem seat airplane (one seat in front of the other) then you are also not sitting in the center of the airplane, where the nosewheel is. Therefore, you need to realize that your bellybutton, and your line-up of the centerline, should all run just to the left of the center of the windscreen. You can put a small mark on the glareshield to help remind you where to line up the centerline. It works.

I have a student who constantly giggles in the airplane. I know that this is an inappropriate reaction to stress, but I don't know how to help her get past this.

If the student is nervous, find out why. And also, take the edge off of the flights. You need to emphasize the fun aspects of flying. Perhaps you should focus on something that the student does well. Show her how much she enjoys flying and build up her confidence. That should help her focus, and get rid of those distracting giggles. ✈

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Meg Godlewski (WAI #8165) is a Master CFI and active flight instructor. She also writes for www.GeneralAviationNews.com.

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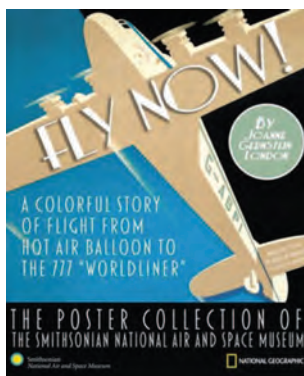
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Fly Now! The Poster Collection of the Smithsonian National Air and Space Museum

by Joanne Gernstein London with an introduction by Herb Kelleher, founder of Southwest Airlines.

Review by Kristy Kiernan

Before television, before the internet, before you could download Southwest's jingle to your iPhone, airlines lured passengers with posters advertising their sleek, powerful aircraft and exotic destinations. *Fly Now!* uses these beautiful images to take us back to the adventure and romance of aviation's early years. In these days of crowded flights and security hassles, it is refreshing to recall the excitement and awe that accompanied an ordinary airline flight. But this book is more than just a nostalgic look at the days when you could board a plane without taking off your shoes. Written by a curator at the Air and Space Museum, *Fly Now!* weaves together art, aviation, and history to tell the story of commercial aviation, from barnstorming to transatlantic jet service. A few unexpected gems include an early ballooning poster touting the exploits of "Miss Stena," who used to hang by her hair from a hot-air balloon, and another promoting Wilson Airways in East Africa, founded by Florence Kerr Wilson. Not only will this book look great on your coffee table, but you'll learn about a fascinating part of aviation's past.

ISBN 978-1-4262-0088-5
Published by National Geographic, Washington DC, 2007
192 pages, \$25.00
Available at your local bookstore or www.amazon.com



What's A Shusokumb®?

Millions of people wear sneakers or flats as they make their way to and from their place of work. The Shusokumb® (Shoes, Socks and Umbrella bag) is a tote for those who make the switch from their sneakers or other comfortable casual shoe for a more workplace appropriate shoe. Its top-loading feature and many varied sized pockets make it a contender for a fashion-conscious flight bag, too.

Shusokumb® conveniently carries dress shoes, socks, umbrella, and a cell phone in special pockets, but its rectangular profile is perfectly sized for carrying up to a 15.4 inch widescreen laptop, as well. Best of all, the bag includes a wrap-around zipper that allows you to open it up and retrieve or load any item quickly from its designated pocket. No more digging into the bottom of the bag hoping to grab the right thing. You can find the Shusokumb® in several colors at www.Shusokumb.com.



Crazy Fun Flying a P-51

Ever dreamed of flying a P-51 Mustang? I recently had the unbridled joy of flying "Crazy Horse," a P-51D converted to a two-seater (TF-51), at Stallion 51 in Kissimmee, Florida. From the hangar floor so clean you could eat off of it to the well stocked gift shop, Stallion 51 is first class all the way.

My orientation flight was conducted by Lee Lauderback, the man whose vision and love of Mustangs created this operation. In addition to running Stallion 51, Lee conducts military style aerobatic routines at air shows and participates in the USAF Heritage Flight Program. Following a pre-flight briefing, we flew for nearly an hour running through stalls and a series of aerobatic maneuvers. With only momentary exceptions, I was in control of the plane under Lee's tutelage. A debrief and review of the in-flight video, taken from the tail and cockpit, concluded our amazing session. It was an experience I will cherish forever.

In addition to half-hour and one-hour orientation flights, Stallion 51 offers pilot checkout training, demonstration flights, unusual attitude training, maintenance and test pilot assessments for the P-51.

Recently, they have incorporated three new divisions: Group 51, dealing in sales of P-51 and other vintage war birds and rare parts; AVMED 51, an aviation medicine and pilot oriented medical clinic specializing in FAA special issuance medicine and all classes of aviation medical exams as well as general ophthalmologic and vision care for aviators and aircrew; Texan Flight Ops, providing orientation flights, checkout training and recurrent training in the North American T-6 Texan.

Whatever your interest, Stallion 51 brings safety, integrity and experience to every one of its businesses.

For more information contact Angela West at Angela@Stallion51.com or John Lauderback at John@Stallion51.com or call (407) 846-4400.—Annette Calicoat

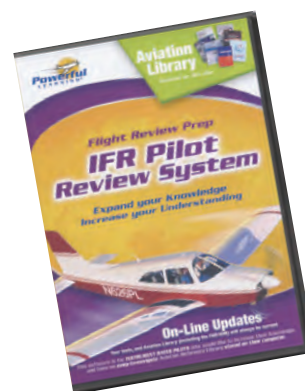


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Dave Meindl is the President of Powerful Learning, Inc., which has developed a series of CD prep-ware for Microsoft Windows based computers with internet updates for aspiring pilots and pilots looking for comprehensive VFR and IFR reviews. Meindl's software contains an innovative rubric that helps pilots study and self-test efficiently. The flashcard study mode is especially effective for reinforcing facts and figures needed to score well on oral and written FAA exams.

The company's online aviation library includes nine different books such as *Aviation Weather*, the *Airplane Flying Handbook*, the *Handbook of Aeronautical Knowledge*, the *FARs*, and the *Aeronautical Information Manual*, as well as a number of different advisory circulars. The library is constantly updated, negating the need to continually buy revised versions of the books.

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Aviation—It's A Small World

21st International Women in Aviation Conference

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*
- 3:30 PM - 4:30 PM WAI University Chapter Members Meeting
- 4:30 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

- 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

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

(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
- 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 5% discount agreement is valid **February 22-March 4, 2010** for travel to Orlando, Florida. The Promotion Code is **6720AG**. 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. There will be a separate charge of \$20 USD per ticket if you buy 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 local reservations and refer to the Promotion Code **(STARfile 6720AG)**.

JetBlue is offering WAI Conference attendees a 5% discount off the lowest available fare by simply booking online. Just go to **www.jetblue.com/promo** and enter the code: **WOMENINAVIATION**. (Available for Travel Dates: Outbound: February 17-26, 2010; Return: February 27-March 6, 2010.)

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**



Walt Disney World® Theme Park Tickets

Choose the Ticket That's Right for You! —After 2pm or After 4pm Conference-goers Tickets At the Conference all day? These Tickets were designed with your schedule in mind! Visit the **Walt Disney World® Theme Parks** after your seminars end. Each day one Park opens an hour early or closes late just for **Walt Disney World® Resort** guests. (**Epcot®** will be open until 1:00 a.m. on Friday, February 26) You can buy these tickets now through **www.wai.org**.

Note: the After 2pm and After 4pm Meeting/Convention Tickets are only available to Conference attendees and their guests and cannot be purchased at the Theme Park ticket windows.

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)

CONTROLLING CENTRAL



EUROPE: DFS RULES

Even though you know that the I in WAI stands for International, you may not fully appreciate, if you live in the United States, that there are women all over the world working in the aviation industry. One such woman is Silke Heidenreich, who works in Germany as an air traffic controller. Unlike many women who have aviation careers, however, Heidenreich did not grow up with her eyes skyward.

In fact, she grew up on a farm, about 50 miles from Frankfurt, with her parents, an older brother and a younger sister. She confesses now that although she enjoyed living on a farm and describes her childhood as having been part of “a perfect family,” she had little interest in farming—or for animals for that matter, other than her own horse. She did start to see the world, however, at a young age with the opportunity to be an exchange student both to France and Ireland.

She had attended school in her early years at a little village school, but then traveled for her further education and to prepare for “abitur” which is the German equivalent of a university-entrance qualifying exam. And even though Heidenreich had no particular interest in aviation (yet), she did enjoy reading and learning. She says, “Yes, I really enjoyed going to school, and I was more of an analytical person. Mathematics was one of my favorite subjects.” So much so that she tutored young students in math for pocket money and later decided to study mathematics in college with the intent of becoming a math teacher.

In her last year of high school, fate intervened. Heidenreich explains, “During the final days of high school, the DFS or Deutsche Flugsicherung was conducting a roadshow in order to motivate people to become air traffic controllers.” (DFS is the company in charge of air traffic control for Germany. Since 1994, DFS has been responsible for handling both civil and military air traf-

fic in peacetime.) Heidenreich was intrigued. She says, “I discovered that my analytical and quick-thinking abilities could be quite helpful for this, and I was still looking for a challenge in life. So I decided to apply and passed the very rigorous assessment test.”

In fact, the assessment test is so difficult that only 5 to 10 percent of applicants are accepted. Heidenreich remembers, “The assessment and interview were conducted by the DFS and the DLR Research Institute in Hamburg. It was a very tough selection process... I was very glad to have passed and be accepted for training.”

Soon after joining the DFS Academy in Langen, Germany, where all DFS controllers are trained, she says, “I developed a strong interest in aviation. Apart from our training as an ATCO I took private flying lessons at nearby Egelsbach Airport where I gained my PPL. That

dar and Coordinator positions. I also gained a qualification as a Trainer and am part of a small team which is preparing new Student Air Traffic Controllers for their on-the-job training in our unit.”

Heidenreich’s unit, Frankfurt Approach Control, is responsible for the airspace that extends 50 nautical miles

by Patricia Luebke
photography by Chris Sorensen

around Frankfurt airport and is one of the busiest in Central Europe. She says, “At peak summer times, Frankfurt airport has between 1400-1500 takeoffs and landings a day which are handled by us. As an Approach Radar Controller, it is my job to pick up all arriving aircraft from our Area Control Center, also located in our Langen Center, and guide them into a landing sequence

“I developed a strong interest in aviation. Apart from our training as an ATCO I took private flying lessons at nearby Egelsbach Airport where I gained my PPL. That was my private interest and had nothing to do with our ATCO training, but it proved to be very helpful for the understanding I needed as an Air Traffic Controller.”

was my private interest and had nothing to do with our ATCO training, but it proved to be very helpful for the understanding I needed as an Air Traffic Controller.”

Today, Heidenreich is a Senior Air Traffic Controller working Frankfurt Approach and Departure Radar Control at the Control Center in Langen, near Frankfurt. She says, “I hold an Approach Radar license with Ratings for six Approach and Departure Ra-

onto final approach taking into consideration different wake turbulence spacing minima and aircraft speeds.” But there’s more. She continues. “As a Departure Radar Controller, I have to separate the departing traffic from the arriving traffic and clear them to climb before handing them over to the Area Control Center. This all involves a lot of teamwork which I enjoy very much.”

A typical day for Heidenreich involves an eight-hour shift. She says,

"The starting time varies almost every day between 5:30 am and 10:00 p.m. Usually my shift starts with a 15-minute briefing time, where I log into our briefing computer and make myself familiar with the latest updates in procedures, etc." Then she starts work in the radar room, relieving a colleague whose shift either ends or who is having a break. She adds, "The maximum board time – that's the time when we actually sit in the radar room – is two hours. Thereafter we have to have at least 30 minutes break with a minimum break time of two hours during a shift."

Even with this regimentation, though, Heidenreich is quick to point out that there is no typical day for her. She says, "Although every day might sound similar, it is not. Different weather conditions, traffic mix and flights requiring special attention or priority." She gives the example of an airplane with a sick passenger on board which is one of the

challenges that any day could bring. What's more, she likes the sometimes odd hours of her job, saying, "It's very comfortable to have part of the morning or afternoon off to go shopping when not everybody is on the street."

Along with her job, Heidenreich enjoys reading, playing the piano, traveling, socializing with friends and spending time with her "lovely husband." As for advice she has for young women starting out in aviation, she advises them to not give up if the first attempt to get an aviation job fails. She says, "The aviation industry is very cyclical. If the employers tell you they do not need any pilots or ATCOs or other ground staff in the foreseeable future, they will certainly start hiring again one day, sometimes sooner than anyone expects." ✈

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Patricia Luebke (WAI #1954) is a New York City based free-lance writer, editor and marketing consultant.

DFS, or Deutsche Flugsicherung, conducts all of its air traffic controller training at Langen, outside of Frankfurt, Germany, on the same campus where the Central Europe Air Route Traffic Control facilities are located.

Right: Air Traffic Control Instructor [Marion Harmes-Krauss](#) (right) works with trainees [Svenja Rottkord](#) (center) and [Vanessa Wilke](#) (left) on a practice screen.

Below: Training simulations for Tower Controllers takes place in a large room with wrap-around video display screens that allow for extremely realistic air traffic control scenario-based simulations to be played out for each team of trainees.





THERE IS NO ONE PATH TO SUCCESS

How one woman rides the rise and fall of the aviation industry, and is still excited to ride the next wave.

She's well known in Everett, Washington, as "The lady that moved the vertical fin." Not just any vertical fin—the fin off of a Boeing 747 that was parked in the 117-degree Arizona summer desert. That fin now sits proudly as the focal point for Paine Field's Future of Flight Aviation Center (note, it's not a museum), of which Melanie Jordan was the founding president. The fin that was



one decision away from being buried hip-deep in mud. More on that later.

You never know what moves in your career will make the biggest impression on those around you, or if anyone is even paying attention. Pulling off the task of having this fin removed from the plane, transported to a train, lifted onto said train by multiple cranes, and making a 1,000-mile trip to its new home is one accomplishment that has since brought Jordan numerous phone calls seeking

her organization and coordination skills for large, complicated and unique aviation opportunities and challenges. Opportunities she never would have imagined she now has, and challenges she

by Kara Dodge Pietila

loves to overcome. Looking back over her more than 40 years in this industry, though, these are challenges she seemed destined to beat handily with her enthusiastic charm and energy.

"I could have been in air conditioning!" she laughs, explaining how she found her first aviation job. It was 1970 and Melanie Jordan would soon be graduating from high school. Her three part-time jobs had recently ended due to the companies going bankrupt (a theme that repeats throughout her career history, and sadly, throughout the cycles of the aviation industry). She grew up in Renton, Washington, where all companies thrived and died based on Boeing's profits or losses, and 1970 wasn't a great time there.



Jordan's mother persuaded her to wait until after graduation to find a new job and she laid some ground rules: Because of the sort-of reliable 1947 Buick she drove, the job had to be within 10 miles of home. But that didn't discourage Melanie.

She recalls how she flipped open the phone book to "A," picked up the phone, and started her quest to put her office skills to good use for the first company that would have her. The answer was "no" until she called Air West Beechcraft Sales & Service, located at Boeing Field. By chance, they needed help. Finally she got an offer.

For a few years she made that 12-mile (her mother consented to the extra two miles) commute, but she knew that office assisting wasn't all she'd ever do. What she didn't know was the bite of the aviation bug that would soon sting, and what that would lead to next.

A new airline called West Pacific had formed down the road at SeaTac, and Jordan got a job there as the office manager. She also wrote operations manuals for the Beechs the airline flew throughout Washington state. Soon enough she moved over to AeroAmerica, an airline based at SeaTac but that flew all over the world in 707s and 720s. She loved the international aspect of the job.

During her tenure at AeroAmerica, one of the airline's pilots arranged an aircraft rental and announced to Jordan that she'd be having her first flying lesson that day. She'd always figured it was too expensive to learn and that she lacked the confidence needed. But she was wrong. While she was "not a natural pilot," she says she did manage to solo in just nine hours, and shortly thereafter earned her private pilot rating at Boeing Field.

She wrote operations manuals, but even more important to the airline was her tremendous talent as the office manager for making order out of paper chaos. Ensuring compliance with the myriad regulations was her specialty, and the airline depended on her for it.

So much so, in fact, that even though she had also just earned both her flight engineer rating and dispatcher license, and a position had opened up in the

company for a dispatcher, she was told: "No. We need you where you are. Besides, you'd have to work nights." As if she didn't know that. Jordan applied anyway, but her application was never acknowledged. Instead, she looked over at the dispatcher's desk one afternoon to find a new young man in that role.

In hindsight, "He gave me an opportunity by telling me no." Who knows if or when she ever would have otherwise left the company. So, with her pride and growing résumé in hand, she applied to and was accepted by the FAA for training and a position as an Air Traffic Control Trainer at the ARTCC just across the hall from AeroAmerica. She thrived on the discipline, organization and professionalism of everyone she encountered. Expectations for job performance were high, and she thoroughly enjoyed the challenge. Besides, now she was the one telling pilots where to go.

A little while later, however, her husband, who had struggled to find a flying job (he was 37, and it was hard to find a job in those days when you were that—gasp!—old), was offered a position at Wien Air in Alaska, flying 737s. So off they went to America's



49th state. Jordan easily became a part of the operation at Wien, as she was always well liked by everyone with whom she worked and was consistently well recommended.

But then Wien Air went bankrupt. It was 1984.

For a few years she "did consulting in a sense." Other airlines needed her help with compliance for their manuals and training materials. And in the meantime, she had a J-3 Cub to fly around. Life was good, aside from airlines going bankrupt through the deregulation of the airlines at the time.

Like anyone determined to have a ca-

reer in aviation, though, Jordan rode the waves of the cycles, and always found a new way to use her growing list of skills. (Along the way, her job titles have included Station Manager, Customer Service Agent, and more.) Most important to her success, she notes, was how she cultivated business relationships with not only those who had plowed the path well before her who could pull her



up and along with them—but also with her own contemporaries.

It might seem that someone newly finding their way to and in a career can't be of help as a mentor or contact. As those persons grow in their own career, however, you can't imagine where or how your paths will cross again—after all, it's a small industry.

In 1988, Jordan found herself in a different situation. She was newly single, and needed steady work. In an uncharacteristic move, she turned to her father for some advice. The long-time owner of a gravel company, he said, "I need some help." Really, she says, he probably just wanted to spend more time with his daughter. Not overly excited about the new job, she knew she "could do anything for a year," so moved back to Washington to run his modest office in Snohomish.

She soon discovered her father's company was out of compliance for the regulations within its industry, and so were a lot of other small gravel businesses in the area. For not just one, but for 15 years she made a good living working for her father and doing compliance projects on the side.

But she missed the airplanes, and even more than that, the many people she had come to know during her years with airlines, and the recent time she had spent involved with the activities at nearby Arlington Airport.



In 2003, her father passed away, and the business was closed. It was time to reevaluate priorities and goals.

At the same time, something called The Future of Flight Foundation was formed at Paine Field in Washington state, where The Boeing Company builds their airplanes. Known throughout the Pacific Northwest for her start-up skills and creativity, Jordan was invited to sit on the board. She became the founding president.

Suddenly she had the time, and not surprisingly, she had the passion to help see a building go from the groundbreaking ceremony to doors opening in just 13 months. The Future of Flight Aviation Center & Boeing Tour opened in December 2005 with the intent to share with visitors a glimpse into the future of commercial aviation. Today visitors are taken into the Boeing plant itself where the 787 Dreamliner is under construction, and then into The Future of Flight, where a life-size mock-up of the aircraft's cabin welcomes visitors to experience first-hand what that flight experience will be like. This is the only public tour of a commercial jet assembly plant in North America. Visitors walk through part of the largest building in the world by volume (472,000,000 cubic feet) and see airplanes in various stages of assembly, manufacture and flight test for airline customers around the world. Other exhibits inside the Center include several learning zones with themes: Materials, Passenger Experience, XJ5 Flight Simulator, Flight Systems, Flight Deck, Manufacturing, Propulsion/Engines,



and Future Concepts. Best of all, you can taxi right up to The Future of Flight in your own airplane, making for a fun variation on the \$100 hamburger.

What visitors can't see is the trouble gone to by Jordan and the team she formed to bring in the statuesque and striking 747 vertical fin donated by Mountain Air Service to The Future of Flight. There was just one mile of desert to cross to get the fin to the train that would take it north to its new home. And they had a nice big truck to use. If only it were that simple.

Remember that it was the middle of August, and so that meant it was monsoon season in Arizona. The woman who loaned the low-boy truck to Jordan's crew for the one-mile across-the-desert trip put it succinctly: "We have monsoons," the woman told her. "You don't want to do this."

Yet they didn't want to trek 35 miles up the road instead of the just one mile across the dust. The team had to avoid the gully-washers that could form in a monsoon instant, so they heeded the advice.

It was a good idea. The biggest storm in 22 years hit that day. They would have been hip-deep in mud, with who knows what kind of expense required

to pull out the fin. The long road, only known to be necessary because of knowing whom to ask for advice, was the right one to take.

Perhaps it's fitting to say that the road Melanie Jordan has charted to her current aviation positions was a long one, too. And a road that without the right attitude could have seemed full of regrets and decisions that would have been made differently. It's that very same road, however, that now has Jordan combining all of her many talents and using them for the improvement and growth of the aviation field. Between serving on The Future of Flight Foundation board, securing resources for a new technical college satellite campus specializing in airframe and powerplant mechanics, and other tasks she just couldn't talk about, Melanie Jordan is one busy and happy woman.

Sometimes you don't end up where you planned. And sometimes you find you couldn't ask for anything better. ➔

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Kara Dodge Pietila (WAI #14855) is Lead Proposal Writer, Public Housing Authority Team at Honeywell International, and an active free-lance writer with a focus on aviation. Pietila is based in Seattle, Washington.

Patty Wagstaff

Patty Wagstaff Airshows Inc.

*National Aviation Hall
of Fame Inductee*

Aerobatic Champion

Typical Pilot

FLYING® Reader

“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

The annual Women in Aviation International Conference is a “must attend” event on many calendars. Ours were no different. For Kelly, the 20th annual Conference would be her fourth, for Kristy it would be her first.

**by Kelly Nelson
and Kristy Hemp**

A quick glance at the finances made it clear airline tickets to Atlanta weren’t in the cards, so we got creative. An Oshkosh-to-Atlanta road trip would certainly be cheaper, but as private pilots it was hard to imagine traveling to an aviation conference by car. So we came up with a compromise: stop at FBOs along the way—as we would be were we flying a Cessna—spread the word about WAI and the Conference, and get to know some of the local airport flavor. As EAA members and employees, and former FBO workers ourselves, we knew we would be welcomed with open arms wherever we arrived, and were certain to collect some amazing stories along the way.

The following is a diary of our adventure—1846 miles, Oshkosh to Atlanta and back.

Tuesday, February 24, 2009

KELLY: *Kristy and I each had about an hour drive from our respective homes to our meeting point in Milwaukee, Wisconsin. It was an early morning for both of us, but the allure of leaving the snowy Wisconsin Winter (there was about a foot of snow on the ground and more in the forecast) was motivation enough to get on the road. After transferring Kristy’s baggage to the back of my Toyota 4Runner, we filled the tank at the gas station down the street and headed south to our first destination, Indianapolis, Indiana.*



KRISTY: *Leaving cold Milwaukee, Wisconsin knowing sunny days lie ahead was not hard to do. About five hours later, we arrived at our first FBO, Eagle Creek Aviation Services (www.Eagle-Creek.com) at Eagle Creek Airport in Indianapolis, Indiana. This is the spot on the trip where my gloves came off... and my boots. We were greeted with 40 degree weather and sunny skies. Yes, 40 degrees Fahrenheit was a welcomed change*

from sub-zero February weather in Wisconsin. After getting the feeling back in our legs, we went over to the front desk feeling slightly awkward that we didn’t fly in. Kelly and I introduced ourselves and our “northern” accents were recognized immediately. After joking around about “coke” versus “soda” and “bubbler” versus “water fountain,” we filled the staff in on our road trip. They were somewhat familiar with Women in Aviation, International, and welcomed our request to leave brochures. At this point, we needed something other than a turkey sandwich and potato chips to eat. Per the FBO staff recommendations, we headed across the street to Rick’s Café. Then it was back on the road. Destination: Lexington, Kentucky. One FBO down. So far, so good.



KELLY: *Indy Eagle Creek came highly recommended from some of our more well-traveled*

TRAVELING TO THE WAI CONFERENCE ON A BUDGET or Bust

traveled by commercial air and were already at a restaurant near the hotel). It was 11:00 p.m. before we finally made it to our room, and we had to get some rest for the next day's start of what was sure to be another great WAI weekend.

KRISTY: As Atlanta got closer, I started thinking about what the Conference would be like. I had an idea in my head from past Conference pictures, stories from other members, and literature that was sent to me. But those mental images were missing an important element—the energy of being there. We arrived with just enough time to unpack, put our schedule together for Thursday, and get our energy back for the three-day Conference.



The Conference

KELLY: This was my fourth annual Conference, so I was excited to hit the ground running and get my fix of the positive energy that was everywhere. Working for The Daily is a fantastic ice breaker as you're constantly meeting someone new and recording their story to share with other attendees. I hardly had time to think about walking the exhibit halls, plus I was armed with a schedule of sessions I really wanted to attend. There would be no rest for the weary here. Some of the real joy, however, comes from being there with a first-time attendee. I have brought someone new with me every year, and it was always great to get Kristy's perspective each night at dinner.

KRISTY: Since we both write professionally, Kelly and I volunteered to write for The Daily at the Conference. We headed to press headquarters first thing Thursday morning for our



marching orders. My first thought as I was riding the elevator and walking through the lobby was, "Look at all these women in aviation, in one place (the most I'd ever seen), all here to support each other." Everyone at the Conference was given a lanyard that gave you the 411 on each person with a simple glance. With each glance, I became easily intimidated. But...that would soon change.

As I started my interviews, it was soon apparent that the Conference was like being around a bunch of your girlfriends—except one's an airline captain, another flies F-18s, and then there's the hurricane hunter. But it didn't matter if you were an aviation enthusiast or a career pilot—a love for aviation was the common bond. Everyone at the Conference was focused on doing their part to help you achieve your goals and sharing their personal stories to help make your journey easier. Intimidation was replaced by admiration.

Running out of things to do at the Conference was not a problem. Each day we had dozens of seminars to choose from ranging from topics on safer flying to stories from war zones. In between sessions, we could talk to more than 100 exhibitors about anything aviation related ranging from career options to the newest

products on the market. Kelly and I both tried out a spatial disorientation simulator at the Civil Aerospace Medical Institute booth and learned how easy it is to get disoriented with quick head movements in IMC conditions. I especially enjoyed the keynote speakers each morning. One of my favorites was NASA astronaut Peggy Whitson. It's not every day that you get to witness NASA's most experienced astronaut narrate her personal album of space photos. With all the Conference activities, we were still able to get a taste of Atlanta. Kelly and I took a walk downtown on Thursday afternoon to tour CNN headquarters. Our walk included passing through Centennial Park where portions of the 1996 Summer Olympics were held. Everyone at the Conference was treated to a night at the Georgia Aquarium, the largest in the world, Friday

Attending the Conference on a Budget

Traveling isn't cheap, and in an economy like we've been experiencing, it may be the last thing on your mind. But there are ways to get where you're going without breaking the bank. WAI is all about connections, networking, and scholarships, just apply your "can do" spirit and get to the Conference at a price you can afford.

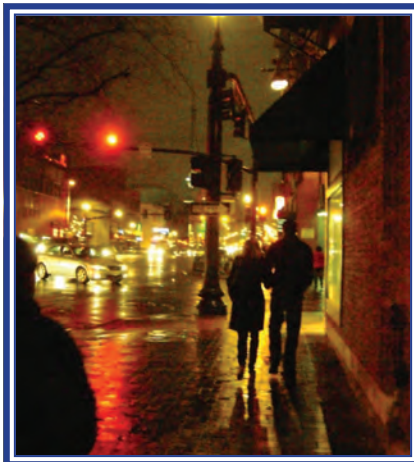
- Each year several full Conference registration scholarships are available though WAI—find out if you're eligible. It doesn't cost anything to ask!
- Not a student? Perhaps your employer would sponsor your attendance. The Conference is recognized as training for FAA employees, and the workshops and sessions offered are wonderful opportunities for professional development, networking, and research.
- Airline ticket prices got you down? Consider a road trip like ours...if you can carve out the extra time (and fill your vehicle with paying passengers) you can save yourself a load of cash by driving yourself. The bonding time and adventures you have on your journey are priceless. Calculate your drive time and gas expenses to see if it would be worth your while—but don't forget to consider what it might cost to park and the price of lodging along your way.



KELLY: Unfortunately for our coworkers aligning it back to Wisconsin, the trip was extended by a day due to being snowed in at the Atlanta airport. Kristy and I were on our way though, with the Atlanta skyline in our rearview mirror by sunset and a relatively short leg to Nashville ahead of us. We quickly found lodging, despite the fact that the city was busy hosting thousands of hockey fans that night. After dinner at the Hard Rock Café, we set out to find the next big thing in country music, and returned to our hotel room about the same time that the snow storm caught up with us.

KRISTY: *The drive to Atlanta was split up over a couple days, but the drive home was going to be straight through, well almost. We decided to make a pit stop in Nashville and paint the town Saturday night. We left Atlanta hoping to beat the blizzard. It greeted us in Music City. But, being Wisconsinites, that didn't dampen our spirits and we enjoyed a night of live music.*

KELLY: *We brushed the one-inch dusting of snow off of our car the next morning and snagged some goodies from the hotel's continental breakfast offerings before hitting the road for the drive home. We hadn't planned any exciting stops this time around because in order to maximize our time at the Conference we had to cut any leisure out of the drive home. It was unfortunate because I saw far too many signs pointing to destinations I have not yet visited. Fort Knox. Louisville.*



and points beyond. Still, I had the feeling you get after eating an incredibly satisfying Thanksgiving dinner. The Conference sent me homeward with a renewed passion for the industry, and a new set of goals for the next calendar year. This trip was certainly time well spent.



KRISTY: *The next morning we set off for our nine hour drive back and a lot of reflecting on our trip. We talked about places we would visit again, the people we met at the Conference, and our grassroots effort to spread the word about Women in Aviation, International. The Conference left us motivated and inspired. Just like our road trip, the Conference is an environment for bonding. It's your chance to talk with other women like you. It's something you just can't do through e-mail or on the phone. The best way I can sum up my first trip is to tell you that next year's Conference is already penned in on my calendar. Will it be a road trip again? We'll have to wait and see!*

Kelly Nelson (WAI #18201), is associate editor for EAA Publications. Kristy Hemp (WAI #41214), is EAA's Promotional Copywriter.





KIMBERLY KELSEY

WHEN ONE DOOR CLOSES, ANOTHER ONE OPENS

What did my scholarship do to change my life? It did the best thing it could; it landed me a job. Less than six months ago I was an Instructor Pilot, flying cargo with a company that I loved working for, and I was having the time of my life. I was still in the props, but they had a fleet of Lear 35s, and I was waiting patiently in hopes that one day I would

be able to take the controls. When I first received the Lear 31A type rating scholarship in 2008 at the WAI Conference, I was pretty excited because I figured that I would be saving the company a lot of money since I already would have the type rating. Then one day I received the unfortunate news that my department was being downsized. Four of us would have to make the choice of either taking a run that was currently open or be furloughed. They gave us each 60 days to decide before automatically being laid off. Unfortunately, since I was still fairly low on the seniority list compared to the other three who were affected, the runs that were open for me to take were not very appealing. Over the next several weeks I carefully weighed my options and decided that being furloughed was best, so I joined the thousands of other people out there who were unemployed.

As most of you probably know, with the current job market I was coming up with a lot of dead-ends during my job search. I tried to keep my spirit up, but after having absolutely no responses from anyone it started to take a nose dive. Within a few months of being jobless, I was beginning to get pretty ner-

vous (moving back in with my parents wasn't really at the top of my list). But, because of my scholarship, the unfortunate set of events that had occurred completely turned around. I was flying with a student just to keep myself in the air, and he informed me of a friend who had a couple Learjets but not enough crews. Later that day, I was able to get in touch with him and in the end, because of my type rating, I was hired. Now I am one of the lucky ones to have a job

and a great one on top of that. I have always had a love for Learjets and was always hoping to fly one someday down the road in my career; I never imagined that it would be this soon. Flying the Learjet is a dream come true for me. Going from having a good job, to being jobless with absolutely no opportunities available, to landing an amazing job is just so incredible. It just goes to show that when one door closes, another one always opens. ➔





JO DAMATO

IT'S A BIRD, IT'S A PLANE, IT'S SUPERMOM!

Like many of you, I look to *Aviation for Women* magazine and the annual WAI Conference for inspiration and education about the latest topics affecting women in our field. In 2009, I had the honor of speaking at the Conference in Atlanta, where I was struck by a recurring theme to conversations I had with other attendees about work/life balance issues.

I personally had at least a dozen young women approach me after both sessions where I was a speaker asking for more information on how I “do it” with a flying husband. Let me clarify that “doing it” refers to my life as a full-time non-flying aviation professional raising two small children. Almost sounds easy, right? To complicate the situation, our closest family member is three hours away and my airline pilot husband is typically gone five days/four nights a week and has to commute by plane to his base. I married him knowing he would be gone nights, weekends, holidays, birthdays, etc., while I would be a single working mom on most days. As a pilot myself, I also voluntarily clipped my own wings to pursue a non-flying aviation career and have no regrets that I did so.

When the young women in Atlanta were waiting for me to share the magic formula that makes it all work, I was reminded that I was looking for the same answers at my first Conference in 2000. The truth—as many of you well know—is that there is no secret recipe to a fulfilling work/life balance. It takes hard work, commitment, and a great sense of humor, to start. I know many happy families who work hard at keeping it all together when one or both parents are professional pilots. Even so, I reflected on the things that help my household, as one led by two aviation professionals, run smoothly, and as it turns out, the top three are pretty obvious for the success of any busy marriage and family—communi-

cation, support, and not losing a sense of self.

First of all, the most important relationship in my life is the one with Bert, my husband of 10 years. We have weath-

He checks in first thing every morning from a trip after I drop the boys at daycare. We text throughout the day and we finish each night with a telephone play-by-play of our individual days. This helps keep us connected and in sync no matter what the distance.

ered each other's successes and failures and a lengthy post-9/11 airline furlough that really tested our commitment to being a team. Given my own aviation background, I truly understand the path it took him to get to where he is professionally and—furlough and all—I would never ask him to give up a flying career.

When it comes to communication, Bert and I believe in over-communicating with each other. He checks in first thing every morning from a trip after I drop the boys at daycare. We text throughout the day and we finish each night with a telephone play-by-play of our individual days. This helps keep us connected and in sync no matter what the distance.

Second, I cannot survive without my support network. My two best friends are also full-time non-flying aviation professionals raising young children, and their husbands are business aviation pilots. Even separated among three different states on the Eastern Seaboard, they get me and I get them. When I need to vent over being exhausted after four days on my own, they know that I am not complaining about my situation but that I just need to talk to someone who knows what I'm going through. If I said the same thing to anyone else, it would look like I was looking for pity, looking for sainthood, expressing unhappiness with my situation, or all of the above.

To my aviation working moms, if you think you don't have a support network then let me remind you that you already belong to one of the greatest networks as a member of Women in Aviation, International. We can connect virtually through *Aviation for Women* magazine and the new WAI Facebook page. We get an entire event dedicated to our aviation niche at the WAI Annual Conference. If you haven't joined a local WAI Chapter for more frequent interaction then now is the time. Look for opportunities—they are literally everywhere.

Here are just a few of the more than 40 different Educational Seminars you can catch at the upcoming WAI International Conference:

- **Corporate Aviation**
- **Airline Pilot Panel**
- **Aircraft Dispatcher**
- **Certified A&P Mechanic**
- **Build a Profitable Aviation Business**
- **Working Parent, Flying Parent**
- **Professional Pilot Moms**
- **Keys to Surviving a Crisis**

For example, I was having dinner solo with my sons at Friendly's last month and the mom in the booth next to me was dining with her two kids. We exchanged that look halfway through the meal that meant "we were both on our own that night and what the heck were we thinking trying to have a meal out that ended by loading our kids up on ice cream that would make them crazy right before bed?" You know the look that I mean. Anyway, we began talking and learned that we lived in the same neighborhood, our kids are the same age, we are both working moms, and—I am telling the truth—both of

our husbands are airline pilots based in New York! Support network instantly expanded!

Finally, while Berty and our two boys are the most important people in my life, I cannot forget about taking care of me. When Mommy's happy, everyone is happy. This means that I don't feel guilty about pretending not to hear the baby crying on nights when Berty is home or that I might take the long way home from the mall on my way back from Saturday grocery shopping. I've even started flying again on the weekends, and it's amazing what a few hours in a Cirrus SR-20 will do towards renewing my energy.

Besides all of that, Berty's relationship with our boys requires one-on-one time, and it's healthy for Mom to step out when he's home to give them time to bond. All three of them obviously treasure their time together when Berty is not flying and I think this is what makes it easier for them to accept and understand why he's not there most nights. They were born into this lifestyle, and I'm so proud of the people they are becoming.

I hope the working parents out there will look forward to this regular column if for no other reasons than to know that they are not alone, that there are others like them doing this every day, and that there is no right way to achieve a great work/family balance. In each issue, I'll interview other supermoms (and dads), and share their tips for being the best parents and spouses they can be while working in this industry we all love. I'd also like to hear from you. What are your *sur-thrival* tips on keeping it all together and what can other readers learn from your successes and mistakes? Email me at momshavewings@gmail.com. ✈

.....
Joanne M. Damato (WAI #6829) is Director, Operations and Educational Development for NBAA.



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How are your services different from those offered by non-physicians?

Unique to the Aeromedical consultation business, VFS physicians prepare all cases, thoroughly review them to address all of the Aeromedical concerns, and then subsequently present directly to the FAA physician staff as needed. All

of our clients may speak with one of our aerospace medicine physicians each time they call. Unfortunately there are some services that simply package records and ship them to the FAA without the crucial aeromedical review, and provide advice that is either inaccurate or outdated.

Are VFS physicians Aviation Medical Examiners?

Typically our physicians were previously AMEs, but have voluntarily relinquished that designation so that they can offer our clients confidential consultation without a conflict of interest. We have the unique opportunity to advance aviation safety by helping pilots and controllers make informed decisions. Though we are no longer AMEs, it is important to note that we will not purposefully mislead the FAA or cull medical records. We will, however, make every effort to assist a client in getting the proper clinical evaluations to document if their condition is an acceptable aviation risk. We do not communicate a client's status to anyone without specific written permission. ✈

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Dr. Phil Parker (WAI #29733) is the Vice President for military and general aviation safety for Virtual Flight Surgeons Inc. Dr. Parker is also a private pilot. Additional information on these topics and others can be found at www.AviationMedicine.com.

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WAI Member # 9079

Rebecca Elkins
Commercial Balloon Pilot
Beemster Cheese, Private SEL
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"WAI provides its members with networking, timely and relevant information, encouragement and volunteer opportunities. All that wrapped up in a ton of fun."



Photo: Jerry Elkins

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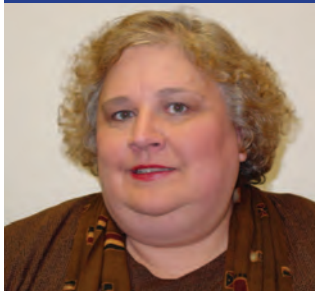
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PATRICIA LUEBKE

MORE THAN JUST A WORD

From time to time I've heard pilots complain when the term "professional pilot" isn't applied to them. As careful and precise pilots who approach their flying seriously, these pilots resent being called anything but professional. As for me, I've always considered a professional pilot someone who derives all or part of their income from flying an airplane—and, in this

case, at least, the word "professional" has nothing to do with how they go about performing their duties. Sure, even a pilot who flies just a few hours a year for fun can conduct themselves in a professional way, but it doesn't make them a professional pilot. That's the problem with the word. Professional is used in so many contexts and used so freely that it has lost some of its meaning. You hear businesses crow about how professional they are when their employees act just the opposite. You hear the word used to kill a creative or fun idea with a warning uttered through clenched teeth, "Oh, that just wouldn't be professional."

So what does professional mean anyway? If you're looking for a job, you better figure it out. Recently a group of human resources executives and business leaders, all of whom make hiring decisions, were polled to talk about the importance of "personal professionalism" in landing a job.

According to a study conducted for the Center for Professional Excellence at York College of Pennsylvania, nearly 60 percent of the hiring decision for new college graduates is based on an assessment of the applicant's professionalism.

These HR pros and business leaders identified five primary characteristics of the professional they are looking to hire. And the bad part is that the research found that a lot of college graduates nationally are not measuring up well in these areas.

The first component of personal professionalism is personal interaction skills. That's a fancy term for old-fashioned courtesy, treating others with respect—the Golden Rule "do unto others" way of behaving. It's really nothing more than one of those "everything I need to know I learned in kindergarten." It's the simple things like punctuality and saying "please" and "thank you."

Next on the list are communication and listening skills. It sounds simple, but it really is a skill to be able to express yourself clearly. And listening? So many people routinely interrupt, not listening to the other person but rather thinking what they are going to say next, simply waiting for the speaker to take a breath so they can jump back in and dominate the conversation.

The third characteristic of personal professionalism is a great work ethic, and being motivated to stay on task until the job is completed. Now things are getting tougher. Of course, we all have to do things for work that we don't want to do, have no interest in doing and feel either bored or resentful about doing.

One of my personal motivators—and I don't remember the exact quote and have never been able to find it—is this: I read once that great things are accomplished in the few minutes after most people would have given up on a task. So when I want to throw up my hands, switch to a computer game or say "tomorrow," I think about that saying. If I can just push a few more minutes, something great will be accomplished.

Okay, so I can't claim it's always something great, but I can say that if

you can push past that wall, that temporary wall, the job will get done. Have you ever considered what a valuable skill it is to be known as the person who can get things done?

The fourth item on the list is more subjective. It's professional appearance. Millions of words have been written about a person's appearance in a job interview, and I've often wondered, "Do you really have to be told not to wear cut offs and a tank top to a job interview?" Evidently you do since anyone who has conducted job interviews could regale us with stories of how people show up inappropriately dressed looking for a job.

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One of my personal favorites occurred one day when I was working at Sporty's Pilot Shop. A young man showed up to fill out a job application wearing a t-shirt that said SLACKER on it. That wasn't exactly a great endorsement of his own work ethic.

It's particularly tough making that transition from the clothes you wear as a college student where almost anything goes to a—here's that word again—professional wardrobe. Probably a good rule of thumb is to see what other people in your workplace wear and when in doubt—if you think something is inappropriate or too revealing or too casual—to leave it out.

The final characteristic of being professional is self-confidence and awareness. To me that means owning responsibility for your actions while awareness means having an appreciation for how your own behavior impacts coworkers. If you're one day late with a project, you must think about the ripple effect that has. Your missing a deadline may mean that someone else down the line gets less time to meet theirs.

That's what it means to be a professional. This group of

IS THERE A DRESS CODE AT THE INTERNATIONAL WOMEN IN AVIATION CONFERENCE?

You bet! There are human resource personnel in the Exhibit Hall sizing you up for a possible career of a lifetime, so you want to look your professional best. Business or business casual attire is appropriate for most of the events at the International WAI Conference.

The closing banquet is semi-formal, and you can wear business attire or military dress if you choose.

The dress for the Disney and Fantasy of Flight tours is casual.

HR and business executives nearly unanimously agreed (90 percent of them) that professionalism is related to the person and not the position. Consider how professional you are next time you interrupt, want to blow off a deadline or grab something up off the floor to wear one more time to work.

And speaking of deadlines, if you're coming to Orlando for the Conference in February and have an interest in news photography or writing, we need your volunteer help to produce WAI's Conference *Daily*. You don't have to be a professional writer, meaning you don't have to be a writer as your occupation. You don't even have to have been published anywhere. We do need eager and committed volun-

teers to write an article or two during the Conference. If seeing your words in print and sharing your experience with others appeals to you, stop by the volunteer center once you arrive and sign up. See you in Orlando. ✈

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Patricia Luebke (WAI #1954) is a New York City based freelance writer, editor and marketing consultant.

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Emily Brown, LETU '08



SHERRY
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FINANCIAL CHECKLIST FOR THE NEW YEAR

Pilots use a checklist to make sure they do not overlook important items before they take flight. A financial checklist works in precisely the same manner. Work your way through each item, making sure not to skip any steps, and it can help you to chart a course to financial success in the New Year. So, let's discuss some of the most critical of these financial checklist items.

Establish Goals. Goals should be established for the near term (less than one year), intermediate term (five to 10 years) and long-term (more than 10 years). There are three important elements to establishing goals: they should be specific, quantifiable and realistically attainable. The objective is to see progress in reaching your goals and by making the goals specific and quantifiable, progress can be easily measured. Goals should be realistically achievable so that you do not get discouraged. An example of a short-term goal would be to obtain your instrument rating this year. This goal is very specific, there is a time frame for completing it (successful check ride by year-end) and the cost can be estimated. An intermediate goal might be to pay off credit card debt. A long-term goal may be to pay off any education debt.

Build a Budget. A budget is a listing of your sources of income and your expenses. It can be on a piece of paper, or you can use software such as Excel or Quicken to build a more elaborate budget. It is very important to have a budget so that you know where your money is going and if you will have any shortfalls of cash. Many people do not like the idea of a budget because they think it is a restriction on their spending and reminds them of the allowance they got from their parents when they were children. That is not the intent of the budget. Your budget may actually show that your expenses exceed your income, especially if

you have lost your job recently, in which case you really need a budget to see where you may fall short in meeting your expenses. Think of the budget as a tool that can empower you to take control of your finances (be "pilot in command" of your money).

Flexible Spending Accounts. If you participate in your company's flexible spending account programs for medical expenses or dependent care, make sure to turn in any receipts for eligible spending that occurred by the end of the year. Most flexible spending accounts allow you to submit expenses several months after the year has ended, as long as the spending took place in the prior year (2009).

Retirement Contributions. You have until April 15th to contribute to Individual Retirement Accounts (IRAs), so if you have not already made your contribution, plan to do it on or before April 15th.

Tax Planning. Do you expect to receive a substantial refund this year (more than a few hundred dollars)? If so, you should consider adjusting your withholding allowances on your W-4 form. You can make these changes at any time during the year. A refund simply means that you had more taxes withheld from your paycheck than you were required to pay, so the IRS is returning your overpayment to you. In essence, a refund means you gave the government an interest-free loan. Now I know what you are going to say... I would rather receive a refund than have to pay. There is

New Year Checklist

☐ Set goals

1 year _____

5 year _____

10 year _____

☐ Budget for 2010

☐ Flexible Spending account

☐ Make IRA contribution for 2009

☐ Adjust W-4 withholding amounts

☐ Pull tax records together

☐ Insurance due dates

auto _____

house _____

aircraft _____

☐ Check credit report(s)

☐ Aviation related:

Medical due _____

CFI renewal _____

Aircraft annual due _____

Hangar fees due _____

no reason to fear having to pay, however, if you adjust your withholdings to the correct amount. For instance, if your withholding allowances are zero, then you are having the maximum taxes withheld from each paycheck. If you receive a refund, then you need to adjust the withholding allowance to something greater than zero. The W-4 form has a worksheet to help you calculate the correct amount of withholding allowances. In addition, if you go to the IRS web site at www.irs.gov, you can do a search for the W-4 Calculator, which is an online version of this worksheet. Lastly, now is the time to start getting your records together for preparing your 2009 taxes. If you worked for an employer, they are required to send you a W-2 form no later than January 31st, which provides details on the income you earned and taxes paid. If you were an independent contractor, a 1099 form should be mailed to you within the same time frame. Additional documents include documents from creditors showing interest paid on your mortgage or student loans, and documents from your bank or broker showing interest and capital gains earned on investments.

Insurance. Make a list of when insurance payments are due (auto, home, aircraft) and plan to shop around for best rates well in advance of renewal. Insurance rates can change rapidly from year to year and it is a myth that your insurance broker will give you better rates if you are a long-term customer. If the premiums are increasing substantially, consider raising the deductible, especially if you have had a good history with claims.

Check Your Credit Report. You can obtain a free credit report once a year from each of the three credit reporting bureaus: Experian, Equifax and Trans Union. The only online source authorized to provide a free credit report at your request is www.annualcreditreport.com. Beware of other sites that may look and sound familiar. The best practice is to rotate your requests among the three bureaus so that you are monitoring a report three times a year, as the information is often similar between reports.

Miscellaneous Aviator Issues. Do not forget to prepare for those spending items that are specific to us aviators. Is your medical certificate due this year? What about your CFI renewal? If you have an airplane, you will need to set aside money for the annual inspection. Own a hangar? Most likely, there are fees associated with ownership, particularly if your hangar is part of an association, such as land rental, property and liability insurance and utilities.

Just as a pilot's checklist can keep you out of trouble in the sky, a financial checklist can help prevent financial difficulties in the year to come. ➔

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Dr. Sherry Parshley is founder of Sierra Papa Aviation Consulting LLC, which provides a broad range of services for litigation involving General Aviation, Major and Regional Airlines. Parshley is a commercial pilot, certified flight instructor and co-builder of an RV-8 aircraft. She resides in Phoenix, Arizona. Questions for her? She can be reached at sherry@spaviationconsulting.com.

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AVIATION CALENDAR



WINTER & SPRING

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. ➔

2010

February 25-27

21st Annual International Women in Aviation Conference
Disney's Coronado Springs Resort
Lake Buena Vista, Florida
www.wai.org

February 27

Embry-Riddle
Aeronautical University
Alumni Luncheon
Speaker: Cheryl Stearns
www.ERAUalumni.org

April 7-10

53rd International Aircraft Electronics Association Convention & Trade Show
Gaylord Palms Resort
Orlando, Florida
www.aea.net

April 8-11

Aero Friedrichshafen
Friedrichshafen Air Field
Friedrichshafen, Germany
www.aero-expo.com

April 13-18

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

May 11-13

Flight Safety Foundation
55th Annual Corporate Aviation Safety Summit
Hilton El Conquistador
Tucson, Arizona
www.nbaa.org/events/cass/2010

June 22-25

Air Race Classic
Fort Myers, Florida to Frederick, Maryland
www.airraceclassic.org

June 25-27

AeroExpo UK
Wycombe Air Park
London, England
www.expo.aero/london

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RACHEL WELFORD

ME, AN AVIATION ENTHUSIAST? YOU BET!

I have a confession to make: I don't *really* know what an aileron is. Not yet, at least. Despite this, I believe that I am an aviation enthusiast in the truest sense of the term, even though I don't have the lingo down quite yet. So when I boarded my flight to Atlanta, I wasn't sure what to expect. Furthermore, I wasn't exactly sure of how my definition of "aviation enthusiast" would stack up

against the definitions of 3,000 accomplished women in aviation that came to the Atlanta Hyatt for three amazing days at the end of February 2009. Through seminars, tours, and dinners that took place, I was able to learn about the other definitions that existed, and compare them to my own.

So what exactly is an aviation enthusiast? I'd like to start with my own definition. My idea of relaxation isn't yoga or a nap on the beach. Instead, it is an afternoon at Reagan National Airport in Washington DC, snapping photographs of airliners taking off from runway 1L. I head straight for the *New York Times* "Business Day" section each morning, eager to clip the latest aviation story and attempt to make sense of what the new information means for the industry. I am currently learning to fly, and my afternoons spent in that C172 are valued, mostly because the focus required in the cockpit renders it impossible to think about day to day worries. Yet, when asked to describe me, my friends tend to simply refer to me as their close friend who "loves planes." True, I am impressed with the concept of flight, but is that what an aviation enthusiast is? Someone who loves planes? I didn't think so, and the Women in Aviation Conference showed me a few true definitions.

On the tour of the Delta Air Lines Technical Operations center, I was able to come as close to a 777 as I probably ever will in my life. I walked those hangars with an unbreakable focus and fascination with what I was seeing and hearing. As I was walking along with my group, a woman raised her hand and, with barely contained enthusiasm, asked an extraordinarily technical question about a certain engine specification, which, to my untrained ears, may as well have been spoken in Russian. This woman was an avionics technician, and the look in her eyes and the grin on her face as she connected her lifelong career to what she was seeing was something I'll never forget. Aviation enthusiast? I think so.

On the first full day of the Conference, a member of the Canadian Air Force saw me wander over to the AirTran booth in the exhibit hall. I saw a bunch of excited and giggling women trying to throw paper airplanes into a hole on a map in an attempt to win free airline tickets. As I stood there pondering whether I wanted to become one of those giggling women, the

Canadian Air Force member told me to go for it—apparently a nudge was all that I needed. I threw the plane (while giggling, of course) and shot it right through the Orlando hole, thereby qualifying for a round trip ticket at the drawing at 3:00 p.m. I promised my new friend that if I won the drawing, I'd give her the round trip ticket.

I didn't win, but we got to know each other a bit throughout the rest of the Conference and I learned that she was a flight instructor for the Canadian Air Force. She introduced to me to the military side of aviation and explained to me the many roles that women in military aviation can have. The many military servicewomen that swarmed the Conference showcased the importance of military aviation, to be sure, but also the patriotism associated with that aspect of the industry. These women were proud of serving their countries, proud of making their careers in the aviation industry, and proud to be a woman in that industry as well. Aviation enthusiasts? Absolutely.

Unsurprisingly, as a result of my exposure to these wonderful women, my definition of aviation enthusiast changed by the end of the Conference. Sure, many of the same qualities that defined me prior to arriving in Atlanta still existed. But after my time in Atlanta, my definition was tweaked. After hearing Lynn Spencer speak about her work after September 11th, I became interested in aviation security and began to read up on the topic whenever I had the chance. When I attended the "Meet the WASP" seminar, I became much more aware of the significance of being a *woman* interested in the field of aviation. In my circles, it was unique just to be interested in the field. My definition of aviation enthusiast was shaped to include the importance of being female as well.

I can't say enough about my first experience at the Women in Aviation Conference. Needless to say I am looking forward to Orlando in 2010, where I'm sure I will experience and learn much more about aviation, what it means to others, and what it means to me. ➔

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Rachel Welford (WAI #41261) received her Bachelor of Arts degree in December 2008, in Political Science/Organizational Studies, from the University of Michigan.

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