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MARCH/APRIL 2010

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

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MARCH/APRIL 2010

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BOB MULLINS

This crowd is part of the Youth Aviation Adventure. Christine Murakami tells us all about it "in her own words" on page 48.

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COVER PHOTO — Denise Wilson, President and Chief Pilot of Desert Jet. Photo by Steven Richardson, Point7West

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PRESIDENT'S MESSAGE

JOHN SLEMP



DR. PEGGY
CHABRIAN

Dear Members:

There's a saying in the magazine business: we are always thinking ahead. As I write this letter we are actually in the final days of preparation for our 21st Annual International Women in Aviation Conference. Of course, the first of you to receive this issue will be at the Conference

itself, so, welcome! If you are reading this online or at home because circumstances made it impossible for you to join us, be sure to click through to the *WAI Connect Blog* (waishow-daily.blogspot.com) and follow along as we report daily happenings from there. It will whet your appetite for our 2011 Conference in Reno, Nevada!

The opportunity for WAI members to meet and interact in person is important to all of us and expresses the energy, enthusiasm and benefits of the organization. The professionalism and high energy displayed by our members is always an asset noticed by those attending the Conference for the first time.

We received a record number of scholarship applications this year—with more than 520 individuals applying—up 40 percent from our previous high. And the continued support of our WAI Sponsors, Corporate members and individual members who supply these scholarships is tremendously appreciated. Watch

for the announcement of our winners on the web site and in the May/June issue of this magazine.

Meanwhile, as you read this the Sun 'n Fun Fly-In is just around the corner and WAI will again be exhibiting and reaching out to the air show attendees to let them know who we are and what we do. We will present a forum at Sun 'n Fun titled "Aviation Scholarships: Not Just for Kids" about the availability of career-oriented and fun-oriented aviation scholarships. We are doing this outreach to inform as many people as possible about the unique scholarships available to WAI members each year.

Plans have also begun for WomenVenture 2010 in cooperation with EAA during their convention in Oshkosh in late July. Watch for more details regarding WAI's involvement in the next several months. I hope to see you at one of these events. And if you are one of our cherished WAI volunteers, thank you for everything you do to help make Women in Aviation, International a tremendous resource for aviation and aerospace enthusiasts and "vocation-ists" alike.

Sincerely,

Dr. Peggy Baty Chabrian

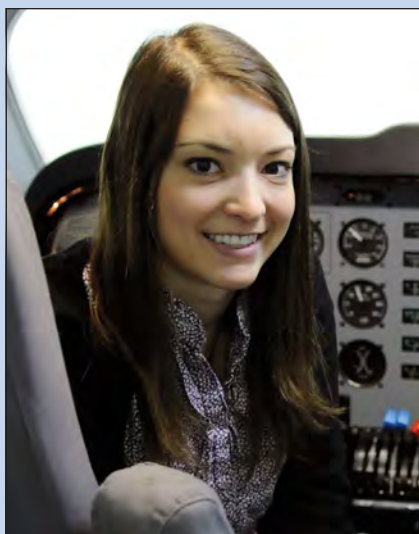
Dr. Peggy Baty Chabrian
President

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BETTY HUCK

Women in Aviation, International's outreach crosses oceans, not just borders. **Page 7**



COURTESY OF LISA EHN

So where does a Women in Aviation, International scholarship take you? Read all about it. **Page 12**



COURTESY OF JENNY BEATTY

Sometimes fate puts aviation into your life, and sometimes it is simply genetic. **Page 30**

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On May 15, 2007, Women In Aviation, International held a regional conference in Anchorage, Alaska. I was one of several speakers that day and what fun we had! It so inspired me to fly again that the following spring I applied with Air Logistics, went to the interview and was hired on the spot. I truly believe that had it not been for that conference and what I took home with me that night, I might not have taken that leap of faith and gotten back into flying helicopters. It had been close to 13 years since I'd flown professionally.

I'm now a Captain flying a BH407 on the North Slope of Alaska on contract for the Alyeska Pipeline and loving it.

Caroline Caine (WAI #39213)
(Formerly Caroline Lachman-Spivak)
Anchorage, Alaska

I really enjoyed the article Jenny Beatty wrote for the December 2009 *WAI Connect* newsletter. Well done! This was an exciting story that obviously has a happy ending with the survival of all passengers. It was a relief to know that everyone was okay early on but the article was still fast-paced and kept me interested to the end.

Thanks for sharing Amy Laboda's story. I know that we try to be prepared should these things happen but to know it and to actually be in a situation where you have to do it are two very different things.

As a parent and a pilot, the article has better prepared me to plan for my son Dean's first flight. I will know to really make sure he is involved in the entire process and that he is given a thorough briefing tailored for his age to convey the importance of this adventure. This

is timely because Dean, age five, just earned a reward from me for doing well in kindergarten this fall. I told him if he could get ten green cards in a row then I would know that he is responsible enough for me to take him flying. Green cards are given to a child at the end of each day if they do their work and behave as a good citizen. For a five-year-old boy to get 10 in a row is a great accomplishment. He kept his eye on the prize the entire time so I had better be sure to fulfill the promise!

Thanks again, ladies. I always enjoy what you have to share each issue and I am inspired by you both.

Joanne M. Damato (WAI #6829)
NBAA Director
Operations & Educational Development
Sterling, Virginia

Well, it's that time of year again. The New Year has rolled in, the crocuses are popping and it's time to fill my pocket with business cards and get my

flight to Orlando for the 21st Annual Women In Aviation Conference. As a founding board member it is with pride and amazement that I have watched this Conference bloom. Every year, I look forward to seeing old friends, meeting new ones and sharing our aviation experiences and, hopefully, motivating others. Watching aviation's response to the crisis in Haiti again emphasizes how important aviation is to the world, how quickly the aviation community rallies in any crisis and how very fortunate we are to be a part of this amazing community. See you in Orlando!

Cassandra Bosco (WAI #3)
President, Tailwinds Communications
Washington, D.C.

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

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Sun 'n' Fun Forum

Are you looking for the perfect forum to attend during this year's Sun 'n' Fun Fly-In in Lakeland, Florida? Come join Women in Aviation, International's President, Dr. Peggy Chabrian, when she speaks on Thursday April 15th at 1:00 p.m. in tent #4, about aviation scholarships. The forum, titled "Aviation Scholarships: Not Just for Kids" is directed at all of us who have ever dreamed of changing up our careers, interests and hobbies a little later in life.

Women in Aviation, International and its sponsors offer more than 50 scholarships every year to deserving WAI members of all ages, genders and ethnicities worldwide.

Log on to www.wai.org today and click on the SCHOLARSHIPS tab on the homepage. You can find great articles on "How to Win a Scholarship" and learn what you need to know to apply for next year's batch. Get started today!

Chapter Relations Manager Betty Huck and WAI President Peggy Chabrian attended the NBAA Schedulers and Dispatchers Conference in late January (San Antonio, Texas). WAI gave away a Dispatcher scholarship thanks to Danny Mortensen (of long-standing WAI Corporate member Airline Ground School). Dr. Chabrian gave a presentation during the conference titled "Formula for Success," which included a discussion of the WAI scholarship program.

WAI Welcomes Official Chapter

Wings of Excellence Chapter, formerly Provisional Chapter #84P, is now **Official Chapter #70**

The Wings of Excellence Chapter is located at the Benjamin Oliver Davis, Jr. Aerospace Technical High School in Detroit, Michigan. They will be reaching out to students and adults in the area. Davis Aerospace is an approved Part 147 School.

Olivia Hawkains, President
Andrea Micou, Vice President
Amelia Latimer, Secretary
Mariah Williams, Treasurer
Cynthia Turner, Membership Chair
Danielle Williams, Outreach Chair
Nina Hicks, Advisor
Clifford Miller, Advisor

New Provisional WAI Chapters

Women in Aviation, Channel Islands Chapter #95P

Ventura, California
Kathleen Veatch, President
Suzanne Swim, Vice President
Beckie Kearns, Secretary
Jen Reilly, Treasurer
Brooke Kintz, Membership Chair
Jodi Lopez, Outreach Chair

Women in Aviation, Western Aviatrix Chapter #96P

University of Western Ontario
 London, Ontario, Canada
Joan Finegan, President
Suzanne Kearns, Vice President
Katlyne McCauley, Secretary
Christine Stolarz, Treasurer & Advisor
Jessica Aitchison, Membership Chair
Victor Ujimoto, Outreach Chair

Women in Aviation, NW Arkansas Chapter #97P

Rogers, Arkansas
Donna Hanson, President
Camelia Smith, Vice President
Orla Engstrom, Secretary & Treasurer
Ava Shubat, Membership Chair
Al Iller, Outreach Chair



WomenVenture Rising

It's official, Women in Aviation, International and the Experimental Aircraft Association are partnering again in a WomenVenture during the annual EAA AirVenture Fly-In, held July 26-August 1. This year's events will begin with the annual Women Soar Youth Initiative the first two days of the show, followed by a WomenVenture panel presentation featuring women astronauts Thursday evening, July 29, a Women in Aviation, International Celebrity Breakfast on Friday morning, July 30, and a gathering for what has become an annual tradition, the photograph, shortly thereafter, at AeroShell Square. This year's complimentary t-shirt is a brilliant yellow, and will make us all vibrantly visible all day long. Plan on being a part of our crowd!



JOHN SLEMP

WAI in Africa



Marie Delesse and Amy Laboda



President Gbagbo



Betty Huck



Awards Ceremony



Côte d'Ivoire air traffic control tower

PHOTOS BY BETTY HUCK

It is commonly assumed among those WAI'ers in the know that Chapter Relations Manager Betty Huck never actually unpacks her suitcase. Late last autumn she accompanied *Aviation for Women* magazine Editor Amy Laboda to represent Women in Aviation, International at the first Women in Aviation Day held in Yamoussoukro, Côte d'Ivoire. The two were invited by the Counselor to the President of Côte d'Ivoire, **Madame Marie Delesse**, who discovered Women in Aviation, International several years ago when she was studying aviation in St. Augustine, Florida.

Both Huck and Laboda were able to address the delegates at the conference, who represented more than 12 different independent African countries, and explain what Women in Aviation, International, its chapters and its scholarships and networking are all about.

After the morning's regime of speeches and awards, Huck and Laboda spent several hours networking, first in the exhibit area set up outside the main council, then over lunch and at an elaborate sit-down dinner affair at the Presidential hotel nearby. The end result? WAI now has welcomed nearly 190 members from the African continent! ➔

FIRST COAST CHAPTER

Members of the First Coast Chapter enjoyed a detour to Downtown Disney in Orlando after spending the day helping in the WAI booth and the Women's Wing at the AOPA Summit in Tampa. The First Coast Chapter held its annual holiday gathering at Mariachi Mexican Restaurant in Daytona Beach on December 3. They especially enjoyed a surprise visit from WAI's chapter coordinator emeritus, **Gerri Schultz** (WAI #6745).

FIRST COAST CHAPTER

**First Coast group tours Disney**

Yankee Ladies Member
Lindsay Shanks
(WAI #13694)
participating in the
Yankee Air Museum
polishing party

YANKEE LADIES CHAPTER

YANKEE LADIES

Yankee Ladies members enjoyed a "Behind the Scenes Tour" of Detroit Metro Airport, which included the following: a tour of the former FAA tower now utilized by the Wayne County Airport Authority, a chance to meet and speak with airfield maintenance equipment maintainers in the Wayne County Maintenance building, a tour of the Northwest Airlines hangar to meet personnel in maintenance and operations, and a special reception at the Lufthansa VIP lounge.

Yankee Air Museum hosts an annual "Polishing Party" to prep their show aircraft for the upcoming flying season. Members of Yankee Ladies eagerly volunteered to bring their soft cloths and Mother Mag polish to get up close and personal with these beautiful aircraft. The event allowed for networking and meeting many aviation enthusiasts. Several polishing party attendees became new chapter members the day of the event.

Operation Good Cheer is an annual event that provides more than 4,000 children in Michigan foster homes and care facilities with gifts to open on Christmas morning. The Yankee Ladies raised enough donations to sponsor two children in 2009 and enjoyed shopping for special gifts for these two teenagers in foster care. Not only was it a feel-good event, but a great way to showcase the chapter. ➔

CHICAGO'S LEADING EDGE

Chapter members hosted a Women in Aviation exhibit at the Lewis University Aviation Career Conference. In attendance were more than 300 students and parents seeking information on trends in the industry. Chapter President **Dolores Pavletic** (WAI #40898) is an Assistant Chief Pilot, A300/310 Captain and Line Check Airman at Fed Ex and was a presenter on Pilot Careers in the Cargo industry. Members **Barbara Mitchell** (WAI #39496), Treasurer **Roberta Weimer** (WAI #44442) and member **Annette Weimer** (WAI #44457) spoke and provided encouragement.

Chapter members joined forces with Air Classics Museum of Aviation, Sugar Grove, Illinois, to restore a WWII replica. Members helped winterize several of the aircraft that are part of the outdoor display. Chicago's Leading Edge Chapter is currently seeking grant funding for a "History of Women in Aviation" display at ACM, which they will design, create and donate to the museum. Plans are also underway for a Woman in Aviation section in the ACM library, which is a special use library and part of a public library system in Illinois.

Despite its infancy the chapter has made strides in the process of fulfilling requirements for instatement as a full chapter with WAI. Two members of Air Classics Museum leadership, **Wolf Werling** and **Bill Roth** (WAI #44198), came to the Chapter Holiday party and confirmed their commitment to the partnership. It was a wonderful start to the Christmas holidays. ➔

**Mitchell, Pavletic, Roberta and Annette Weimer.**

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NIGERIA

The Official Inauguration of Women in Aviation, Nigeria Chapter was on November 11-12, 2009. The theme for the event was "It's More Than Flying."

As part of the activities for the inauguration, on November 11 the Chapter members were involved in a road walk and vehicular traffic control along the airport road. There was an educational seminar on aviation issues encouraging students to take up courses that will enable them to become aviation professionals in the future. The school visited was State Senior High School Ikeja and there were scholarships for the less privileged—scholarships for the payment of exam fees for the best science students. There were health talks and a stand where doctors who are also chapter members were checking attendees' blood pressure. These activities were organized as an enlightenment program for the main program, which took place on November 12, when top officials in the Aviation industry, diplomats, government officials and others were in attendance to grace the occasion.

The Awards were given during the occasion on November 12. One child in SOS children village Isolo and a guardian who had never traveled by air were given a ticket to any Nigerian destination of their choice. One student in the School of the Blind Airforce Base Ikeja and a guardian were also given a ticket to any Nigeria destination of their choice. The School Award was given and some invitees were also honored at the occasion. ➔



WOMEN WITH WINGS

The members of the St. Louis Women With Wings chapter (along with members from the local chapters of AIAA and The Ninety-Nines) took an exciting historical journey through the history museum of the Boeing Company, formerly McDonnell-Douglas Aircraft Company. The models, dioramas, paintings and photographs depict the exciting history of humankind learning to fly. The group then viewed a movie, *One Six Right, The Romance of Flying*, which is an excellent documentary that celebrates local airports, in the Boeing Theater. Women With Wings would urge all visitors to put this museum on your agenda of "things to do" when you visit St. Louis. Afterwards, the members enjoyed a wonderful Italian dinner in a picturesque restaurant. It was an evening full of comradeship and education.

For the December event the chapter's traditional ornament exchange was highly anticipated. It was held in the warm inviting atmosphere of the home of President **Cindi Pilling** (WAI #12545) and husband **Bruce Darrough** (WAI #28813). The ornament swapping (and stealing!) promoted active participation, and was an opportunity for new and prospective members to meet active members in a fun, relaxed manner.

Let WWW know when you will be in the St. Louis area—the group would love for you to join them at one of their monthly activities. ➔



Sandi Dykes, Kelli Gillam, and Lindsey Floyd assembling junk gliders

HEART OF GEORGIA

The Heart of Georgia Chapter sponsored a "junk glide" in December for the students at the Middle Georgia College aviation campus fun day. Materials that otherwise would have been thrown away were collected throughout the college from students and faculty. Students were required to use the junk provided to construct gliders and a cash prize was awarded for farthest distance. **Jessica Dennis** (WAI #41598) judged touchdown positions and decided the winners. The activity provided fun for all and promoted an eco-conscious attitude toward the future of aviation.

The chapter adopted two families by providing Christmas gifts for their children. Outreach Chair **Mookie Abdullah** (WAI #44466) organized and shopped for the gifts, including a remote control airplane. Mookie and **Lindsey Floyd** delivered the gifts a few days before Christmas and were able to meet the mothers. The moms were glad to have the gifts and said they were especially thankful they were wrapped! ➔

HOUSTON AND SPACE CITY

The Houston and Space City Chapters have chosen to do several events together, which embodies the teamwork attitude everyone should have. December's holidays provided a great atmosphere to join the members, and several guests, in a wonderful Christmas party and dinner at one of Houston's best restaurants. **Bertha Cadena** (WAI #18262) and **Shawna Brownhill** (WAI #17626) of the Space City chapter put together a great slideshow. What a great opportunity to share between two delightful groups! ➔

CHANNEL ISLANDS

The Channel Islands Chapter, based in southern California's Ventura County, is one of WAI's newest provisional chapters. Recently the chapter had a Holiday Mixer, at The Wine Rack in Ventura, with a true mixture of professional aviators. A 20-plus year United Airlines aircraft mechanic, C-130 pilot, air traffic controllers/managers for both Santa Barbara and Camarillo, airline pilots, aero-computer representative, Part 135 pilots, Scholarship Committee representatives, newly certificated pilots and pilots in training. They had a great night with wine and pizza in their own wine tasting room with live entertainment that the establishment provided for the event. They had a raffle drawing and sign-up for potential new members. It was a great night of meeting new people and seeing the diversity in this amazing aviation industry. They are looking out for any new members to join their chapter and join them on a journey of new social and networking endeavors in southern California. ✈

ERAU Daytona Beach

The Embry-Riddle Aeronautical University Chapter of Women in Aviation is an entirely student run organization that consists of an eclectic assortment of students from all degree programs on campus. It consists of students in the flight training program to aviation mechanics, aeronautical engineers to air traffic controllers. The main purpose of the chapter is to help advance both men and women in the aviation industry through mentoring, educational seminars and scholarships. The members of the chapter are lively and active on campus, hosting myriad events. They fundraise for charities, organize socials for their members, and mentor local Girl Scouts. Their dedication and drive is reflected by consistently earning "Gold Wing" status, which is an Embry-Riddle award given to exemplary organizations on campus. This November they hosted personal tutoring sessions the week before fall semester finals. The event was a huge success! Upper-class Women in Aviation members volunteered their time and expertise to tutor students seeking help with math, aeronautical science, air traffic management, and engineering courses. Based on its success, the chapter is looking towards expanding their educational programs in the following semesters to come. ✈



ing help with math, aeronautical science, air traffic management, and engineering courses. Based on its success, the chapter is looking towards expanding their educational programs in the following semesters to come. ✈

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CAREERS

Melissa (WAI #41562) and **David Allsop** are new parents of baby boy Joel.

Gail Birkenmeier (WAI #40720) earned her Private Pilot Certificate.

Congratulations to the 2009 winner for the Toronto Chapter membership rewards program, **Contessa**

Bishop (WAI #13464). Bishop, a chapter board member, arranged and attended many of the meetings and also participated in membership drives at the Canadian and Waterloo Aviation Expos.

Major Maryse Carmichael (WAI #10744), who flew as Snowbird 2 in 2002 and Snowbird 3 in 2001, will be promoted to Lieutenant-Colonel and assume command in time for the 2010 Acceptance Show in May 2010.

Eve Cascella (WAI #29490) is the proud owner of N270JA (a Cessna 172).



Lisa Ehn, a student at Lewis University, won a scholarship from WAI's Chicago Chapter that takes her to the WAI Conference. The scholarship was sponsored by Suzanne Massel.

Continental Airlines elected former Boeing executive **Carolyn Corvi** (WAI #12796) to its Board of Directors.

Jeff and Shelby Edwards (WAI #27739) successfully "certified" their Lancair Evolution experimental homebuilt aircraft project.

WAI Chicago's Leading Edge Chapter awarded a scholarship to Lewis University student **Lisa Ehn** (WAI #41337) of Porter, Indiana. The award was offered due to a generous donation from **Suzanne Massel** (WAI #30553), a partner at Madsen, Farkas & Powen L.L.C. and chapter member. MFP is a Chicago law firm with a focus on aviation that, already a supporter of Women in Aviation, International, jumped at the chance to become involved with the organization on a local level.

Cecilia Ernst (WAI #40235) earned her Commercial Rating while completing her AOPA fellowship.

Cary Fletcher (WAI #29675) is the proud owner of N1957C (a Bellanca Citabria).



Melissa K. Rudinger

COURTESY OF AOPA

Karen Gebhart (WAI #522) has been promoted to President, AOPA Foundation. Gebhart has worked with or for AOPA for 19 years, most recently as the Association's executive vice president of communications. In that role, she was vital to the success of one of AOPA's key initiatives, General Aviation Serves America, helping to craft the messages that would convince opinion leaders and decision makers of the value of general aviation.

Teresa Perks (WAI #16613) supported the latest Shuttle mission in her new job as NASA flight controller.

Melissa K. Rudinger (WAI #44554) has been promoted to Senior Vice President, Government Affairs, for the Aircraft Owners and Pilots Association (AOPA), after nearly two decades with the company. During that time, she has worked on air traffic issues, aviation security issues, aircraft certification, and other regulatory issues affecting general aviation. She was instrumental in helping get general aviation back in the air following the September 11, 2001, terrorist attacks, acting as a liaison between AOPA and the Federal Aviation Administration.

Jean Runner (WAI #44030), a four-time Master and SAFE member, recently renewed her Master CFI accreditation. Runner is an independent flight instructor at El Cajon's Gillespie Field (SEE). She also serves as a judge for the Pacific Coast Intercollegiate Flying Association (PCIFA), a coach and evaluator for SDCC aviation students, and is a FAAS Team representative in the FAA's San Diego FSDO area.

PASSAGES

Bonnie Higbie (WAI #12226) passed away suddenly at her home near Lakeland, Florida, in late December. For many years Higbie was the Media Chairman for the Sun 'n' Fun Fly-In. In recent years she's been morning show co-host on Sun 'n' Fun Radio, 1510 AM. Each morning, listeners heard her beautiful voice on the air talking about one of the greatest loves of her life, aviation. In her voice, you could hear her love for the event and her excitement in being there. She will be missed. ➔



LAUREN
SMALKOSKI

LIFE AFTER COLLEGE: NOT EXACTLY EASY STREET

As the 2008 Women in Aviation, International Achievement Award recipient, I was privileged to receive \$1,000 towards my flight training. I was also surprised at the Conference with an additional \$1,000 from Lockheed Martin for travel expenses to the Conference. The Achievement award was used towards the completion of my commercial multi-engine

rating, which I completed in March of 2008. In May of 2008 I graduated with a Bachelor of Science degree in Aviation Management and Flight Operations from the University of Dubuque, where I started a WAI chapter and began my aviation career.

Since graduation in 2008, I completed a summer internship with Mesaba Airlines and also worked for CitationAir in the dispatch department. With the economy being slow and jobs scarce I struggled with not having a job that would allow me to fly. After all, that is my passion. Every time I spoke with the pilots while working dispatch I wished it was me in the aircraft. It wasn't easy to figure out a way to find that job where I could fly and still afford to pay all my bills. Life after graduation has been a challenge. I slowly found out that it wasn't as easy as I thought it was going to be in the "real" world.

I relied heavily on my networking within WAI during the last five years and without that support the struggles I went through would not have been easy to deal with. After talking with many WAI members and women who share the same passion and desires, I figured out a way to live that would work for me and my goals. In the spring of 2009 I went back to the University of Dubuque to augment my education.

One of my aspirations in life has always been to serve my country in the military. My father flew helicopters in the Army for 28 years, but I just never pursued it. Then I spoke with several people and the military recruiters about



JOHN RIEDEL

Lauren Smalkoski won two scholarships at the 2008 International Women in Aviation Conference. She is using the mentoring benefits of WAI to help her decide her life after college.

my options and decided to both further my education and also earn a commission as an officer. The Army presented me with an opportunity to complete my Master's degree in business administration and also do two years of Army ROTC. That allows me to earn a commission as a 2nd Lieutenant, and that enables me to fly helicopters.

In order to enroll in the program I had to first complete the Army ROTC Leaders Training Course, which I graduated

from this past July 2009. I am currently enrolled in the Master's program at the University of Dubuque and also well down that road to my commission as a 2nd Lieutenant to serve my country, all the while doing what I am passionate about: flying.

I am grateful for all the support and mentoring through WAI. Without that help I would not have gotten through all the tough times, or figured out what to do with my life after college. ➔

GUIDANCE HELICOPTERS, INC.

Guidance Helicopters, Inc. was founded in November 1998 by John L. Stonecipher with a core belief and vision to provide the highest standard of helicopter flight training. He is committed to this philosophy. Within the highly competitive helicopter pilot market, Guidance Helicopters, Inc. has proven itself as a leader in professionalism, character and ethics. Its graduates con-

tinue to excel in industry and be in high demand. True to its roots, Guidance Helicopters, Inc. continues to seek new and innovative ways to improve training and reduce costs. Each of its instructor pilots and ground personnel has direct influence on all of its customers to insure its continued success during training and in industry.

Guidance Helicopters, Inc. is FAA Part 141 and approved by the Arizona Department of Veterans Affairs Approving Agency to train veterans with Veterans Benefits. It is also a high-altitude training center, taking full advantage of its location in Prescott, Arizona at a base of 5,045 feet. All of these outstanding qualifications has allowed Guidance Helicopters, Inc. to train the best pilots in the industry. Some are members of the Yavapai County Sheriff Air Group, Women in Aviation, International, and Helicopter Association International.

On December 11, 2009, Yavapai College District Governing Board granted approval for the college to offer a two-year Associate of Applied Science Degree in Professional Helicopter Pilot.

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

Certified Aviation Services, LLC

The college selected Guidance Helicopters, Inc. to provide the flight training for the new degree program, which starts in the Spring 2010 semester. The program uses instructional videos, in-class simulators for each student, and

the new Post 9-11 GI Bill. This is a major step and Guidance Helicopters, Inc. is honored to have this opportunity to serve the men and women who have served our country and are seeking an institution of higher learning to be able



(left to right) Marijke Maci Sammeli, Instrument Student; Amanda Alsobrook, Private Student; Courtney Pierce, Instructor Pilot; Mariko Hart, Instrument Student

one-on-one flight instruction in the world's most popular and effective helicopters. This method of instruction reduces time and cost for the student while improving the learning of aircraft systems, aerodynamics, and aeronautical decision making.

Pending approval from Veterans Affairs and the State of Arizona, eligible veterans may have tuition, flight fees, books, and cost of living expenses covered by their veterans benefits under

to enter into the civilian job market. With so many opportunities on the horizon, Guidance Helicopters, Inc. is excited for the new year!

Guidance Helicopters, Inc. has been a proud member of Women in Aviation, International for the past nine years and strongly supports WAI. If you would like further information about Guidance Helicopters, Inc. please call (877) 2FLY-GHI or visit our web site www.guidancehelicopters.com. ➔



DENISE WATERS

What shortens an aircraft tire life? How can it be prevented? Other than cost, why should I be concerned?

Incorrect inflation, misuse and not catching problems early shorten tire life. Tires are one of the most underrated and least understood components. Highly engineered composite structures of steel, rubber and fabric, they are designed to carry loads at high speeds in the smallest and lightest configuration practical. They differ from average passenger vehicle tires by carrying six times the load and traveling twice as fast. They should receive preflight inflation checks and visual inspections, in addition to annual and 100-hour inspections. Proper inflation is critical. Overinflation and underinflation cause uneven wear, reduced traction, excessive heating, and increase stress on wheels. Underinflation coupled with high speed taxiing produces overheating and possible blowouts. Always follow the manufacturer's instructions. Be aware of how your aircraft is loaded (cargo and fuel). Use a calibrated tire gauge. Check tires when they are cool. Never reduce the pressure of a hot tire. Temps rise sharply in excess of 200 degrees F during operations and can take up to three hours after a flight to return to ambient. Slowly tow the aircraft to inspect each

tire thoroughly. What are you looking for? Check for dry rot (small cracks on the sidewalls), flat spots, worn through areas, bulges, bumps or other damage.

I thought that only mechanics used Type Certificate Data Sheets. Why are they important to pilots and aircraft owners?

Type Certificate Data Sheets (TCDS) contain a wealth of information and aircraft-specific aviation knowledge that can save money and time during required inspections, maintenance and aircraft equipment changes. These documents assist you in confirming your airplane's conformance to its initial certification (required to pass inspections). To put it simply, the TCDS is a formal description of the aircraft, engine or propeller, by model, and contains all the limitations and essential information required for U.S. airworthiness and type certification. Reviewing and being familiar with the aircraft TCDS for the aircraft you fly gives you great depth of information about the aircraft and its systems.

All owners and pilots should have copies of the TCDS for their aircraft. You can find the TCDS in digital format for no cost through the FAA web site in the regulations and guidance library section. Find it at: http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgMakeModel.nsf/Frameset?OpenPage ✈

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



Now Boarding WAI Members

On January 4, 2010, FAA First changed its name to SkyOne Federal Credit Union.

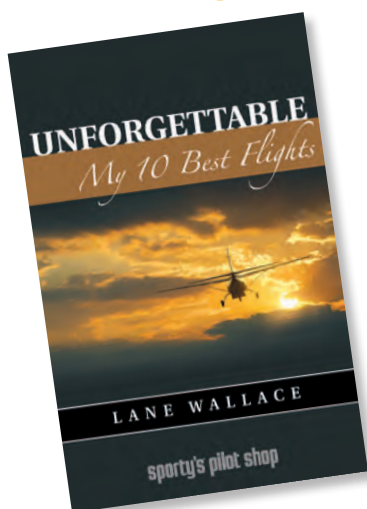
After more than 60 years of service, our new name reflects our commitment to the air transportation industry.

As a WAI member, you can join SkyOne and enjoy our first class financial products and services.

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What Is Your Best Flight?



FLYING magazine editor Lane Wallace has flown hundreds of interesting flights, and in *Unforgettable*, she describes her 10 best. The flights run the gamut from taking her parents flying for the first time to flying with an Alaskan bush pilot and landing on a frozen beach, from the Swiss Alps to Key West, from the U-2 to a Piper Cub, and you, the reader, are along for the ride. Each chapter is devoted to one flight and they can be read and enjoyed in any order again and again. Written with Wallace's sense of wonder (and humor) about the world she experiences, *Unforgettable* is filled with insight about the emotions and life lessons flying evokes. ➔

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Historic Photos of The Manhattan Project Text and Captions by Timothy Joseph

Timothy Joseph's experiences during 24 years as a scientist and project manager at the U.S. Department of Energy punctuate this historic picture book of the many workers who, in strict secrecy, helped to usher in the atomic age. Of particular interest to WAI members are all of the women, some, such as Leona Woods Marshall, Miriam Posner Finkel, Frances Dunne and Jane Hamilton Hall, who participated at all levels and in so many different functions, to the success of the Manhattan Project.

History buffs and the curious alike will find the archival photographs of life in Chicago and Los Alamos working on the project to be fascinating. ➔



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Hardcover; 205 pages; \$39.95
www.turnerpublishing.com

**The Fabulous Flight of the
Three Musketeers**
by Gene Nora Jessen

**Book Review
by Jacque Boyd**

Not so long ago, Mr. Cessna built great airplanes for the “every-pilot.” Mr. Piper built a slightly more expensive, but equally popular alternative. Then there was the “Cadillac” of the general aviation world, built by Mr. Beech. Okay, I’ll admit that’s more than a little simplified version of general aviation from the early 1960’s through the mid-1980’s. Well, maybe not!

The Fabulous Flight of the Three Musketeers tells the story of the introduction of a new Beech aircraft, the Musketeer. Beech’s plan was to demonstrate the airplane for the public and the press by flying three of the airplanes for 90 days, in formation flight across the 48 contiguous states. Gene Nora Jessen, the book’s author and one of the “Three Musketeer” pilots, chronicles the delightful journey of the airplane for those 90 days. Jessen, Joyce Case and Mike Gordon were chosen to be the demonstration pilots who, in the summer and fall of 1962, introduced Beech’s new model to the masses.

The Flight of the Three Musketeers is a story of three pilots demonstrating an airplane, but also a treatise of the times. Jessen and Case flew the airplane in dresses and heels with Gordon in a suit or at least a dress shirt and a tie.

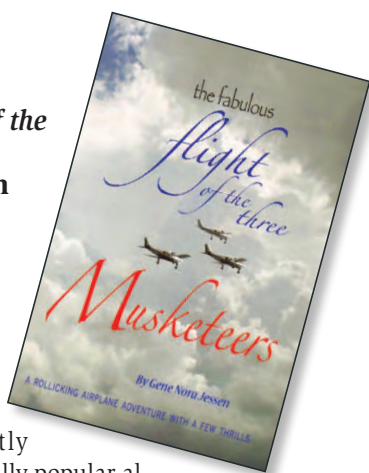
Jessen organizes the “chapters” into the seven legs of the promotional flights. Leg 1 was a six-day trip that began in Wichita, Kansas, to Oklahoma City, Oklahoma. On day two they flew to Dallas. Day 3 included flights to Houston and then separate trips for Jessen to Texas City and Galveston. Add in the thrills of a new airplane to demonstrate, new radios to test, learning to be a sales person, weather glitches, formation flying and oh yes, again flying in high heels.

This book is for you if you’ve ever owned a Beechcraft product—you’ll love the background and the history. This book is for you if you were flying in the “good old days” of the 1960s. This book is for you if you simply enjoy a wonderful aviation story well-told. The photos—and there are a lot of great photos—will make you smile and some of them will make you simply laugh aloud!

Jessen, who had been a flight instructor at the University of Oklahoma, quit her job there in 1961 to take part in some secret physical tests conducted at the Lovelace Clinic in Albuquerque, New Mexico. Does that sound vaguely familiar? Yes, she was one of the women, as she says “light-heartedly tagged *The Mercury 13*.” Jessen is also one of the elite few women who have held the office of President of the Ninety-Nines, Inc., the world’s oldest organization specifically for certificated female pilots. ➔

ISBN: 978-1-4392-3151-7

Booksurge Publishing; Soft cover; \$16.99



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Islands, beaches, Florida's got a few, but it is rare to find such a pristine combination of cultural, educational and relaxing activities inside of one 50-mile area

that has close proximity to several General Aviation and airline-served airports (KSRQ, KTPA, KPIE and KVNC). Sarasota, Florida, on Florida's Golden West Coast, has got it all.

You can begin across from the Sarasota Airport with the John and Mable Ringling Museum Complex, consisting of one of the finest art museums in the country displaying centuries of Italian and Renaissance art, as well as a world-famous circus museum,



a stunning Italian villa, restaurants, and the award-winning Florida State University Asolo State Theatre.

If art and circus kitsch aren't your focus, try the Classic Car museum across U.S. 41, where you'll discover treasures of a completely different sort—but

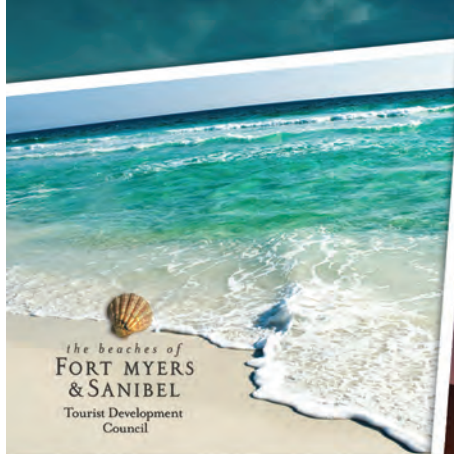


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priceless—all the same. Nature lovers in your party need only follow the shoppers out to St. Armands Key, swing around the circle, then shoot off the northern tributary toward the Mote Marine Laboratory (www.mote.org), where the aquariums and touch tanks are sure to captivate the youngest in the crowd. Mote rescues sea animals in danger as well as studies sharks, and you can

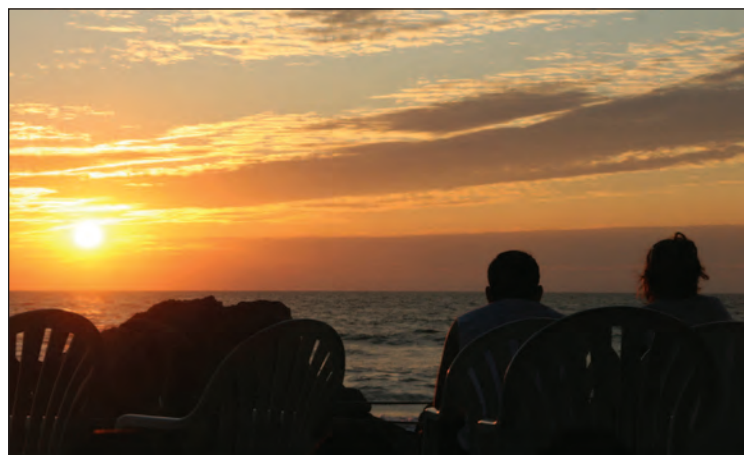


watch and even contribute to these animals' recoveries and re-entry into the wild. Sarasota Bay Explorers sets up private boat charters right from its kiosk at Mote, including kayak tours, a nature safari and a two-hour sea life encounter you can set up with a combo ticket from the aquarium.

Venturing further up the road you cross over to Longboat Key, a stretch of some of the finest powder sand beach, which runs north to Anna Maria Island. If you prefer small and personal accommodations, forgo the towering condos and head up Gulf Drive to stay at the Sandpiper Inn. Just a few one- and two-bedroom suites, all on ground level, share a pristine tropical garden, a beach palapa and, of course, the sand and sea. Each unit's full kitchen and comfortable outdoor barbecue area, and the beach are all that is needed for perfection. Harry's Continental Kitchen, an island stalwart, is within walking distance, if a gourmet meal is in order. Just

a couple miles further the rustic Mar Vista Dockside promises a bay view and superb Bo Minh sandwiches made with fresh fried grouper, served out back under a tangle of ancient scrub oak. If you need more than a beach chair and a view at sunset, head up to Anna Maria and stake out your table at the Beach House, where live honky-tonk music and the sun on its way out, provide the entertainment, and the kitchen cooks scampi and coconut shrimp that make the excursion all the more worthwhile.

Planning a visit? For more information go to www.sarasotafl.org, www.srq-airport.com (941) 359-0117, www.ringling.org (941) 359-5700, www.sarasotacarmuseum.org (941) 355-6228, www.sandpiperinn.com (941) 383-2552, www.harryskitchen.com (941) 383-0777, www.marvista-restaurant.com (941) 383-2391, www.groupersandwich.com (941) 779-2222.






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GLOBAL



Global Aviation is a big deal: big airplanes, big hangars and big offices. And they fly all over the world. So it was with a little trepidation that I flew to Hillsboro Airport (KHIO), Hillsboro, Oregon, in my little homebuilt RV-8 and parked right square in front of the place. I was there to interview Flo Newton, the President of Global Aviation. I wanted to know how she built this magnificent organization.

Trepidation turned **by Lauran Paine Jr.** to smiles in short order. As I shut down, Sterling met me with a pair of chocks. And he was interested in my airplane, asked me a lot of questions about it. Keep in mind, right behind him is a hangar—a *pristine* hangar—full of Lears, Hawkers,

PHOTOS BY HAROLD HUTCHINSON



AVIATION



Challengers and Falcons. And he wanted to talk about *my* little airplane. Let that be a lesson: no matter how big the airplane place, inside there are people who like airplanes, all manner of airplanes. It was a good beginning for what was to come.

Global Aviation provides executive aircraft management, maintenance and worldwide jet charter, all with efficiency and class. Their mantra is “service” and everything you see and touch and everyone you meet is about just that. It’s not just a slogan with them; it’s a way of life. And that, exactly, is why they’re successful.

The lobby of Global Aviation is impressive without being intimidating. Sandra sits behind the counter and greets you with a smile. In front of the counter, inlaid in the floor, is a globe of the Earth, depicting North and South America. Quality aviation art adorns the walls. Off to one side of the lobby is a statue of children playing leap-frog. Class, function and a little whimsy all at once. I liked it. But, as you well know, successful businesses don’t just happen, they start with an idea and they are built, block by block, over time. And that takes vision, talent and personality. Enter Flo Newton.

Flo Newton worked for several years as an Administrative Assistant for a large lumber firm in Oregon. She also flew as a flight attendant on the company’s corporate jets. She’s always liked airplanes. Her dad took her on a commercial flight and she loved it. She took a ground school course and two hours of dual in a Cessna 182. The 182 scared her but she still liked airplanes. So she went at it differently. And that’s one of the beauties of aviation: you don’t have to be a pilot to be a part of it.

The lumber business can be quite cyclical. During one downturn, management talked of getting rid of the flight department. Newton, having experience with both the administrative side of the company and the flight department, suggested chartering the jets to generate revenue. Management said, “Do it.” So Newton took on the task of obtaining a charter certificate, a learning process all its own. She worked hand-in-hand with the flight department and the FAA and, at the same time, began building a client base of customers. She ended up managing the charter department within the flight department. The flight department

continued for a few more years until yet another downturn in the lumber business and a management change. This time, the flight department was given 30 days’ notice of termination. Period. Poof! Gone!

What would you do? Roll over and cry or find a way to keep doing what you love? Flo Newton chose the latter. She had a client base and knew a network of other charter operators. So when her clients began calling and asking, “What do we do now?” Newton began putting trips together for them, matching client to operator. From her home. With but a telephone and a computer. And she did it all very well, so clients kept returning.

Do you see the ember of a new and successful business building here? You should. In all the challenges facing her, Newton saw opportunity. And all, in the beginning, with little capital outlay. Just initiative and a caring attitude. In 1995, Newton founded Global Aviation.

Newton, obviously, was the catalyst for the founding of Global Aviation. It’s always at this point that I like to know more about the person, about where their strength and initiative come from. I asked Newton about her family. Her mom raised her and her younger brother and her dad owned a business. Then her brother became, and is now, a professional pilot. Ah ha! Caring, a sense of business and a brother who is a pilot. I see Newton more clearly now: she’s doing what she knows and loves. I asked, “Can you beat up your brother?” She said, “I used to. Not anymore.”

When speaking of building a business, Newton is quick to mention that you don’t do so alone. She had a mentor in the lumber industry, Harry Merlot. After he left the lumber industry, he bought the hangar that the company had vacated. Into that vacuum moved Newton and her fledgling aviation business, starting with a client base and one airplane. Brian Lockhart became the Director of Maintenance. Newton trusts him. He shares the service orientation and caring attitude prevalent at Global.

Global flight crews are full-time and type rated in no more than two airplanes at a time. Training is simulator based and top notch. Schedules are published in advance as much as possible but their crews understand the nature of the business and accept the on-call flying, too.

When Global needed more space, they built a new hangar and new offices in 2000. And the adage, “build it and they will

**SO WHEN HER CLIENTS
BEGAN CALLING AND
ASKING, “WHAT DO
WE DO NOW?”
NEWTON BEGAN PUTTING
TRIPS TOGETHER
FOR THEM, MATCHING
CLIENT TO OPERATOR.**

come,” came true. Global grew. You could park your jet with them and Global would care for, schedule, maintain and manage it, all with the mantra of service squarely in the forefront. And that, exactly, is how Global attracts and keeps its customers. Service isn’t just a word with them; it’s a way of life.

Global works with other charter services, including fractionals. If Global’s airplanes aren’t available, they’ll still take care of you, using another operator if necessary. They subscribe to the principle “together we survive.” When airline service falters, new customers come over to them, too.

Newton takes her caring attitude beyond her business life, too. She does philanthropy (as do many of the principals at Global) with World Vision and Medical Teams International. She traveled with Medical Teams to Uzbekistan to assist in an orphanage there.

I asked Newton, “Where do you find the joy in what you do?” She answered, “I enjoy building and growing a business.

I like the challenge. And I enjoy providing customer service that is second to none. When a customer gets more than they expect, that makes me happy.”

As I flew home in my little RV-8, detouring to take in the colors of the beautiful fall day, I was impressed that a business as big and impressive as Global Aviation could have such a warm feel about it. It’s an airplane place, for sure, but it most definitely is a people place, too.

I forgot to ask Newton what her advice would be to a young woman seeking a career in aviation. But, after talking to her and reading between the lines, here’s what I think she’d say: “Do what you love and do it well.” That’s what they do at Global Aviation. ✈

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Lauran Paine Jr. is a retired airline captain and full-time freelance journalist who likes to build airplanes (well, he liked building his airplane, anyhow!).



Desert Bloom

An interview with Denise Wilson, CAM, President and Chief Pilot, Desert Jet

Denise Wilson is the founder, President and Chief Pilot of Desert Jet, an aircraft charter and management company based in the Palm Springs area of California. She manages a fleet of three turbine aircraft and provides turbine transition, initial operating experience and standardization training for pilots new to aircraft type. She is accredited as a Certified Aviation Manager by the National Business Aviation Association (NBAA). She has more than 6,000 hours of flight experience and six type ratings.

How did you begin your career?

I began flying as a hobby. At the time I started flight lessons, I was a musician and had a full-time job as a band and orchestra director for a private school, grades 5-12. I was working very long days and thought flying might be a nice diversion. My initial instructor was very low key and a great teacher. I quickly became hooked on flying, to the point that I was always looking up to the sky when I heard an airplane fly overhead, wishing I was flying.

I so enjoyed training that I was soon flying at every opportunity. I earned my private pilot's certificate in three months, then started right in on training for my instrument rating, then commercial certificate. I found I truly enjoyed training as it gave me a mission and an excuse to go flying. I just continued training and before I knew it I became a CFI. At the end of my CFI ride, my examiner, who had given me most of my check rides, asked me, "When are you going to stop training and just become a pilot?" That began the epiphany of my career change.

The examiner had arranged a part-

time flight instruction position for me, so I started teaching in the evenings after work and on weekends. I snuck

Interview by Cassandra Bosco

in my commercial multi and then MEI—all in a span of a few months while continuing to work full time as a music teacher. When the end of the school year came I resigned and made the leap to being a full time flight instructor.

I flew so much that first summer that I kept bumping up against flight time limits. At the end of the summer I interviewed with American Eagle Airlines and was hired to fly the Saab 340.

As a pilot working through my ratings, my mentors were all flight instructors who had the same goal—to be hired by an airline. That's all I knew at the time, that CFIs aspired to become regional airline pilots. I didn't know anyone who flew a King Air or a Citation. In fact, I had never even seen the inside of a Citation until I was hired for my first jet job. So, I did what all my instructors and fellow CFIs did—I went to a regional airline to build time to become competitive for a major airline job. It wasn't until being furloughed after 9/11 did I have the wonderful opportunity to experience corporate aviation and fly my first jet, a Cessna Citationjet, and to learn from one of the best. That first job led to many opportunities in corporate aviation that just wouldn't have been possible if that first Chief Pilot hadn't given me a chance.

I want to thank Women in Aviation, International for providing so many wonderful scholarship opportunities. I was the recipient of the American Airlines type rating scholarship 10 years



NBAA / MORGAN ANDERSON PHOTOGRAPHY

ago, which helped open several doors for me along my career path.

In 2002, I attended the Women in Aviation Conference in Nashville where I met a group of wonderful gals that I'll never forget. One of them gave me a recommendation for employment at Aloha Airlines. I didn't hear from Aloha for several years, during which time I was happily flying a Citationjet. Out of the blue one day I was offered an interview. When I was offered the position I almost turned it down, but then thought, "When am I ever again going to have the opportunity to fly a 737-200 around the Hawaiian Islands?" I accepted the position and worked for Aloha until they filed their first bankruptcy.



Even though it was a huge detour to my current position, it was just one of those fun opportunities you can't pass up.

When and how did you become interested in aviation?

My mom worked for a subcontractor for Boeing on the P-3 Orion sonobuoy receiver program. She took me along on one of her business trips to Seattle, where she took me to the Museum of Flight—the first time I had ever seen an airplane that wasn't an airliner. I was maybe 12 years old.

After that I was always fascinated by airplanes, but I was never exposed to opportunities to really learn about or explore them. On my 18th birthday, as I was

driving home from school, I passed the same "Learn to Fly" sign that I had driven by for years, wondering what it would be like to fly. I stopped at the flight school at Cable Airport in Upland and asked for a ride in an airplane. That's just what I got—a nice little ride where I was never offered the controls and told not to touch anything. I'm convinced that if I had been assigned a different instructor that day I would have started my career in aviation 10 years earlier.

What made you start a charter company?

I had flown for several charter companies in the past, and I loved the work—not just the flying, but the personal in-

teraction with passengers, the variety of the trips, and never really knowing where you'll be going and for how long. But early in my flying career there were sometimes occasions where I didn't agree with decisions made by others that affected the safety of my flights—especially the ones involving stretching the regs just a bit, or turning an eye on maintenance issues. After finding a company that I felt did things the right way, I soon became involved in safety committee projects and eventually was appointed Director of Safety, then Chief Pilot. It was rewarding work as I felt like I was making a difference.

A turn in my career came when my good friend Mani arranged a position

for me, managing a Part 91 flight department with one Citation, which I was to acquire. It was true freedom, being able to establish and run my own flight department. I discovered a whole new sector of aviation and thrived as an aircraft manager. Soon after, several of the Part 91 flight departments in our area gathered together to start a cooperative, in order to negotiate fleet discounts on fuel, training, insurance and maintenance. The cooperative developed into an aircraft management company. It was just the natural next step to apply for Part 135 certification and begin service in our region. We now have three aircraft in our fleet with plans for more growth due to demand.



In a Citation II Cockpit

COURTESY OF DENISE WILSON

My advice would be to nurture all of your relationships, both personal or professional, and make the effort to help others in their job search as much as possible. One day the person you had helped will come back to help you in return.

How is the economy affecting the business jet business?

There have been numerous people that lost their short-lived fortunes and can no longer afford to operate or even own their aircraft. This, coupled with the perceived public perception of the business jet as a wasteful use of company resources, has led to an unprecedented parking of the nation's corporate jet fleet. This has caused the value of every corporate jet to plummet, man-

ufacturer orders to disappear, and has affected thousands of aviation support businesses such as FBOs and refurbishment/completion centers, not to mention pilots.

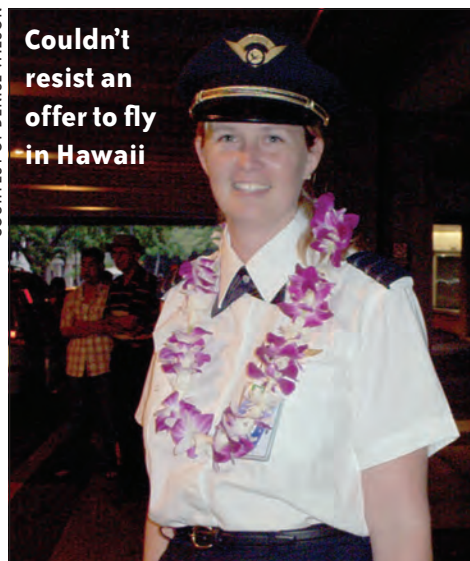
People still need to fly and get business done—that hasn't changed—but we have recently been in a period where many are traveling less and trying to fit more into a single trip. I've also noticed a shift in activity of those that own their own aircraft. Some might be adding partners, downsizing to a smaller aircraft, or just being more cautious about the trips flown due to a perceived view of aircraft usage. For us as a charter company, we saw a huge increase, about nine months ago, of business from clients who previously owned a fractional share or their own aircraft but have downsized or decreased their flying. In the past few weeks, however, we've had two of our clients approach us about acquiring an aircraft for them and then chartering it for them. That is a positive sign that people believe the used aircraft market has hit bottom, and they are ready to get back in and find some bargains.

What do you think about the recent negative publicity and misperceptions of business aviation?

I think it is unfortunate that our entire industry was irreparably damaged by the actions of a few. I wish we had, as a community, been more proactive about communicating the good our industry does so we could be prepared for an attack like this. For years, our industry has quietly supported Corporate Angel Network, Angel Flight, humanitarian relief efforts, Veterans Airlifts—all sorts of worthwhile organizations. Now we need to outwardly show the value smaller airports give to their communities, the value in companies being able to use their aircraft as a tool to give them a competitive edge, and the importance of supporting aircraft manufacturers that provide us with thousands of jobs.

I now try to be very vocal about volunteerism that occurs in corporate aviation and the benefits that aviation provides to the community. I've learned it is the responsibility of every one of us, not just our industry groups, to advocate the benefits of aviation.

COURTESY OF DENISE WILSON



Couldn't resist an offer to fly in Hawaii

What do you love most about your career?

What I love the most about being in aviation is that there is constant change and variety. We travel to different destinations daily and have the opportunity to meet new people. As pilots, we have the opportunity to trigger newness in our daily grind by moving to a new airframe, changing seats, or becoming involved in other aspects of managing the flight department.

What I love the most about my company is our team. Our pilots and support staff are the most dedicated professional and talented people I've ever worked with. It's rewarding for us to finally see our vision come to fruition.

What advice do you have for others interested in a career in aviation?

There are many facets to the aviation industry that will provide a rewarding career. Take a good look at careers in the corporate and private sector. Be prepared for a bumpy road no matter which path you take, and perhaps a long period of time for "paying your dues," but if you love aviation it will be worth the sacrifices.

Networking is so important in aviation. Many of the opportunities I've received over the years are due to picking up leads and recommendations from co-workers and acquaintances. My advice would be to nurture all of your relationships, both personal or professional, and make the effort to help others in their job search as much as possible. One day the person you had helped will come back to help you in return. Attend events such as the Women in Aviation and NBAA conferences to meet more people and learn more about potential career paths.

Social networking is hugely important as well. I know more pilots that I have met online than I have met in person, just because there are so few pilots in our community. One of the best career opportunities ever offered to me was from a flight department manager who read my postings on an internet message board.

Always be looking for the next best opportunity. If you are a copilot, you should be preparing to upgrade. If you are a captain, look at ways to expand your role as a safety officer or chief pilot. If you are a flight department manager, become a Certified Aviation Manager (CAM) and/or pursue an MBA. Explore every opportunity that is offered, even if at first glance it seems to not fit with your goals. You never know where an opportunity might take you.

Apply for every scholarship offered, even if you think you aren't competitive. Apply for every job that interests you, even if they aren't hiring. Your name will get out and that might lead to other opportunities you hadn't even considered.

Be enthusiastic, positive and focused on your goals. Don't let a period of bad luck or unemployment bring you down as negativity affects your ability to see a hidden opportunity. ➔

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Cassandra Bosco is President at TailWinds Communications and handles Public Relations for several large organizations.

DESERT JET – BEING INVOLVED

"We are all like one-winged angels. It is only when we help each other that we can fly."

— Luciano de Crescenzo

Your company is very involved in community service work. What is the motivation?

When I was young, my eight-year-old brother was diagnosed with non-Hodgkins lymphoma. During that time, our family was helped by several volunteer organizations such as the Ronald McDonald House, Camp Good Times and the Make-a-Wish Foundation. That meant a lot to me personally, as there were so many individual people in these organizations that made a huge impact on my brother's state of mind during his recovery.

When I began flight training, I heard about Angel Flight West and thought it was a perfect fit—a way to build my experience and use my developing skills as a pilot to help someone else in need, as my brother was when he was ill. It was very rewarding and one of the most fulfilling experiences I had during my flight training.

My involvement with the Young Eagles grew from sharing my love of flying with my music students. I'd take my students flying after school out of Van Nuys airport and fly them over our school and their homes. Of course I encouraged them to take the controls and try their hand at flying, hoping to recruit more future pilots or at the least, advocates of general aviation.

We also are involved with three wonderful organizations: Lucky Star Cavalier Rescue, Citation Special Olympics Airlift and Angel Flight West. One of our recent missions included providing transportation for six puppies rescued by Lucky Star Cavalier Rescue, a non-profit charitable organization, from a Missouri puppy mill to their new foster and forever homes in California.



In addition, we participate in the Citation Special Olympics Airlift where companies fly Special Olympics participants to the national games. Often it their first time in an aircraft and they are very excited about the upcoming games and their flight.

Another recent mission involved flying children and counselors home from Camp Laurel, a nonprofit organization dedicated to improving the lives of children, youth and families living with HIV and AIDS. This mission was coordinated through Angel Flight West.

LEADING THE SHOP

Surrounded by male aviation mechanics, Mayte Almeida can put many of her co-workers to shame. “She is the toughest one out of them all,” said her former boss Joel Valle, who owns J.V. Air Maintenance. When the guys slack off, Valle used Almeida as a motivator, telling them, “If you can’t do it, I’ll get Mayte...She’ll do it for you.”

Almeida, 33, has been an aircraft technician, specifically an Airframe and Powerplant (A&P) Mechanic and Avionics Technician, for five years. She was a lead technician on Valle’s team.

by Sivan Fraser

“I do not think gender is an obstacle to anything in life,” said Almeida. “I am an example for male mechanics, because nothing stops me from doing what I need to do. I complete jobs that men do not think they could do.”

A native of Havana, Cuba, she first became fascinated with airplanes at 19, after being unable to travel from Venezuela to Cuba to see her family for 12 years.

“With airplanes, the distance does not exist anymore. It is something that fascinates me. You can be wherever you want to be and nothing can stop you,” she said.

Almeida is one of only 6,524 active female airplane mechanics in the United States, according to the *Administrator’s Fact Book*, the Federal Aviation Administration’s source of data and statistics. With more than 320,000 mechanics nationwide, this means that women account for only about two percent of the workforce.

According to Valle, Almeida and other women working in aviation mechanics often have an advantage over their male counterparts. “Female knuckles and hands in general are a lot smaller,” making it easier to correctly position tiny instrument panels and window frames, he explained.

Despite that advantage, the competition is fierce.

“Unfortunately, this industry is dominated by men, so the females have to really excel and try even harder than the guys,” Valle said. “They end up doing it better and faster than the men.”

Almeida sees a connection between her passion for airplanes and her limitless passion for life.

“Being a female in aviation is not a big deal because, from my perspective, I am simply a person, a human being not defined by gender. I am without limitations,” explained Almeida. “The only limitations I have, I put on myself. We make our own limitations.”

If you wish to contact Mayte about being a female airplane mechanic, you can e-mail her at maytealmeida@gmail.com ➔

Sivan Fraser is a senior at Florida Atlantic University, majoring in Multimedia Journalism. She is also a part-time correspondent for Scripps Treasure Coast Newspapers. This article originally appeared in the Miami Herald.



WITH A PASSION TO FIX



Propelled into the

Did you always want to be a pilot? Was your father an airline pilot? What inspired you to learn to fly? Non-pilots commonly ask us these questions because they are curious, and sometimes downright mystified, about why someone might get the wild notion to learn to fly.

Many future pilots do become fascinated by flying machines at a very young age, turning their eyes skyward, begging to be taken to the airport to watch the planes land and take off. A few are intrepid souls in search of adventure and ever-expanding horizons. And others are inspired by their parents and other family members who were pilots or who always dreamt about it.

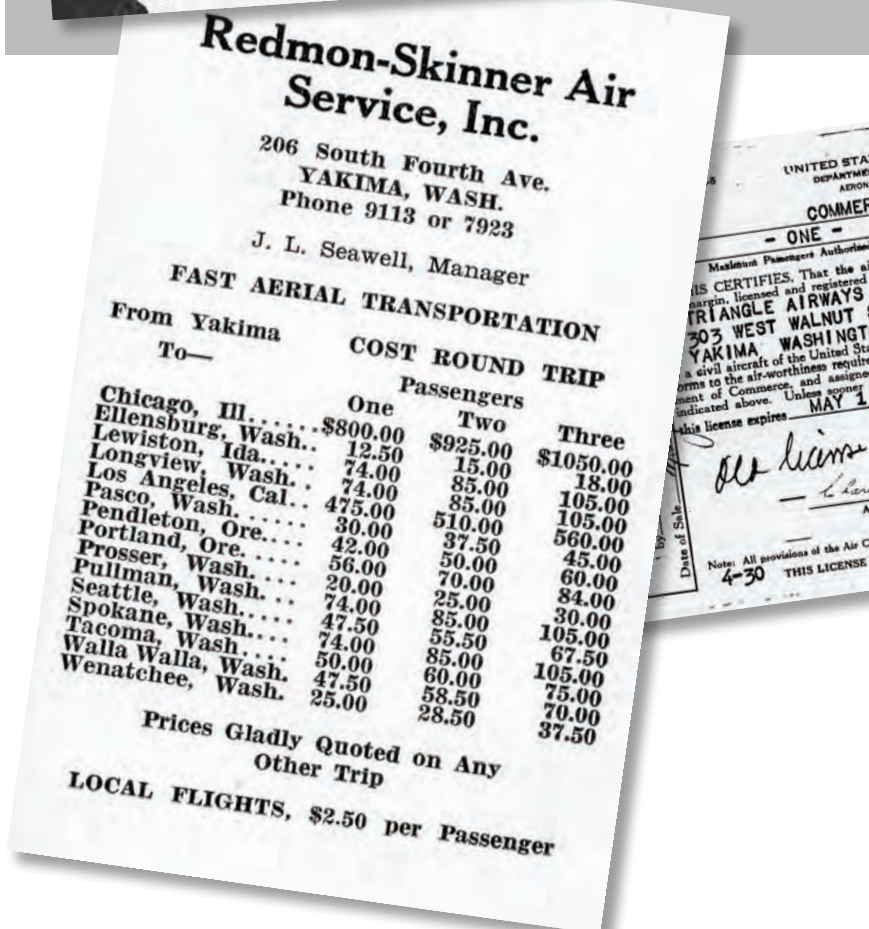
You might think it is easy to follow in a parent's footsteps to become a pilot, and for some it is. But this path can be complicated by parental expectations, teenage rebellion, competition, and other challenging family dynamics.

This is a story about four pilots who inspired, challenged, and propelled each other into the skies. It is based on long-ago family recollections, home movies, and a box of news clippings, memorabilia, and personal records that recently came into my hands.

It starts with Dr. H. H. Skinner and Dora Davis Skinner of Yakima, Washington. Hal was an obstetrician and his wife, Dora, was a former nurse, and they had two children named Harlow and Ellouise.

Over the years, Dora gave many different reasons for wanting to learn to fly. "The airplane always fascinated me," she told the Yakima Rotary Club in 1931. In Hampton Roads, where she was a Red Cross nurse and Hal was an Army doctor during World War I, "the air was never free of airplanes from Langley Field or hydroplanes from the Norfolk Base," she said. "I tried every conceivable way I knew to manage to get a ride, but for a civilian to get a pass on a government plane—it just practically couldn't be done. But Dr. S. did get up in a hydroplane for a two-hour ride."

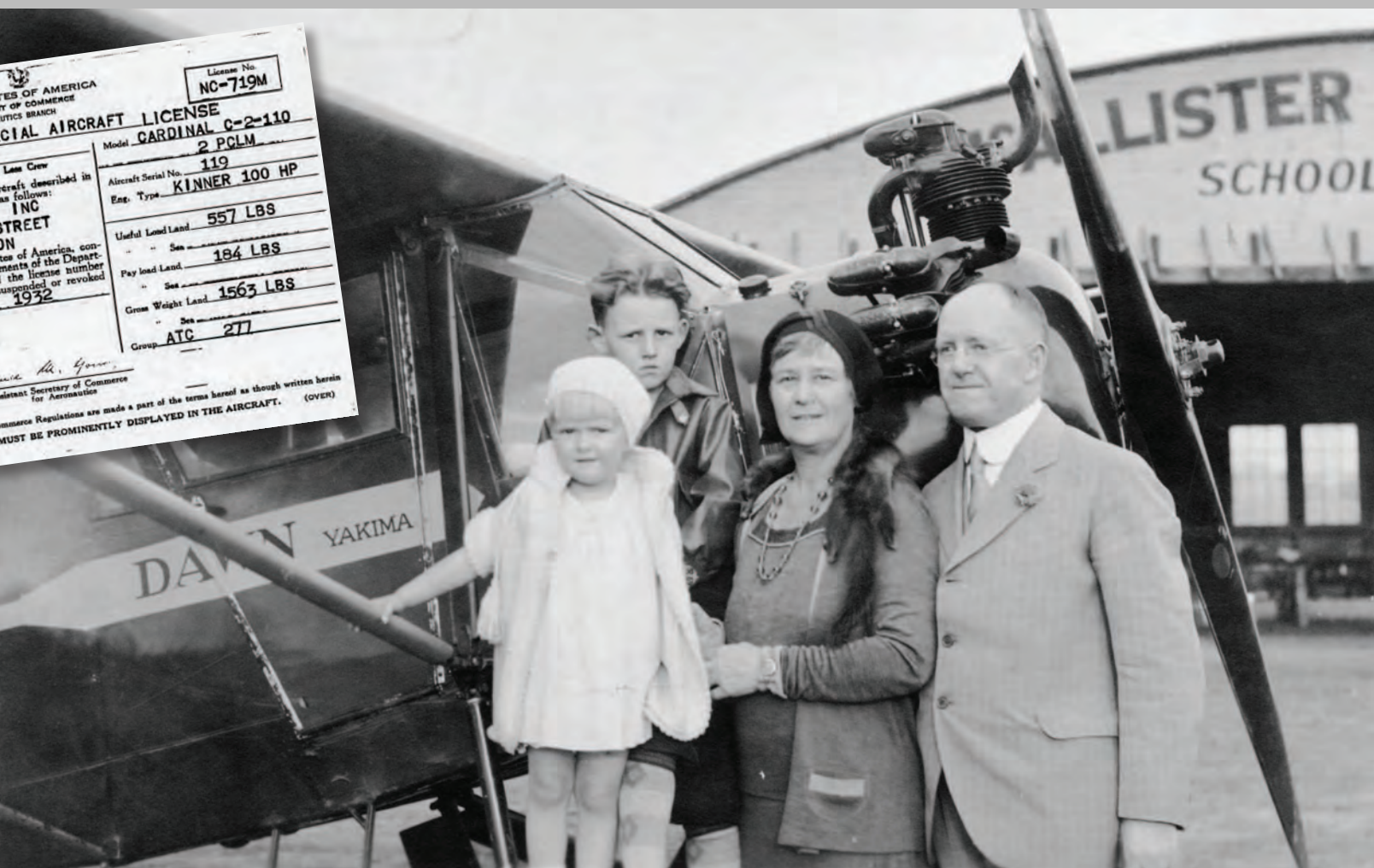
Airplanes and air travel were still a novelty in 1919, but within a decade, Charles Lindbergh and Amelia Earhart were catapulted to fame by their flying exploits, sparking a worldwide aviation boom.





Skies

The conclusion was that children will fly in spite of their parents, and according to Dora, "Our next question was, 'Why wait for our children?' Dr. S. and I decided we would learn while we were still teachable."



It is difficult to exaggerate their influence—crowds of thousands thronged to their public appearances, while their every utterance was sent across the news wires. Hardly a day passed without a front-page news story about them or another pilot or airplane.

Over at the Skinners', young Harlow received an autographed picture postcard from Charles Lindbergh, mass-produced after his historic 1927 flight across the Atlantic, in which Lucky Lindy encourages him to "send his letters by Air Mail."

The years 1929 and 1930 were momentous ones for the Skinners. Hal rode in a Ford trimotor from Berlin to Brussels and, on a dare from her brother, Dora got her first airplane ride, flying in a Maddox trimotor from Los Angeles to San Diego. In a *Yakima Daily Republic* story, Dora says that she was inspired to learn to fly in 1929 when she heard about The Ninety-Nines, an organization for licensed women pilots formed by Amelia Earhart. "Dora had read that by the end of 1930 there would be a possible 500 women fliers in the country," the article says. "Thinking what a thrill it would be to be one of the 500, she started studying."

She later claimed to be the 385th licensed woman pilot in the country, but in her speech to the Rotarians, Dora cites another inspiration for learning to fly. As parents of 10-year-old Harlow and two-year-old Ellouise, she and Hal read an article in *Parent's Magazine* about "Shall we allow our children to fly?" The conclusion was that children will fly in spite of their parents, and according to Dora, "Our next question was, 'Why wait for our children?' Dr. S. and I decided we would learn while we were still teachable."

Ellouise believes that Dora learned to fly because she was not to be outdone by husband Hal. From reading her own words, I believe that Dora was propelled into the skies by an innate sense of adventure and independence that flourished under uniquely favorable circumstances.

What is crystal clear is that Hal and Dora caught the aviation bug. In 1930 they formed Triangle Airways with local partners, named Dora president, hired a pilot, bought a four-seat Curtiss Robin airplane with an enclosed cabin—and promptly began taking flying lessons. Hal flew his first solo flight on July 22, while Dora soloed on November 5. The momentous occasion was reported in the local paper with Dora saying, "It's lots of fun and I'm going up again tomorrow." She was 46 years old.

Although the airline venture floundered, the Skinners took off. Dora bought the Curtiss Robin outright, christened it *Dawn*, and became "Yakima's most enthusiastic woman flier." Throughout the 1930s and into the 1940s, Hal flew to medical meetings in the region. Dora joined several aviation organizations and flew *Dawn* to Seattle and elsewhere to meet up with other pilots, many of them women. She did a fly-over for the Armistice Day parade, and flew in the 1931 Northwest Air Tour.

In 1933, Dora flew to Portland, Oregon, to meet Amelia Earhart and escort her to Seattle, meriting several inch-

es of newsprint in the local papers. Even the most mundane flights, such as to nearby Pasco for lunch with a friend, were documented in the local newspaper and preserved in Dora's scrapbook. Sometimes Hal filmed her flights with his movie camera. Several home movies and photographs show Dora posing proudly with both her airplane and her eight-passenger Series 15 Franklin car.

In addition to being an enthusiastic pilot, Dora eagerly promoted aviation to others. She gave many talks to civic organizations, women's clubs, and school groups, in addition to mentoring up-and-coming women pilots. She also hoped her children would take to the skies.

Daughter Ellouise reportedly enjoyed her first airplane ride, at age two. "She thinks she will always fly like mother-dear does," says a brief item about pilot mothers in the *News of the Ninety-Nines*. "With two flying parents and an airplane in the family, it is not illogical that both she and her young brother will be flying like mother-dear by the time they reach soloing age."

Right: Ellouise Skinner is pictured just before her first solo in a Taylorcraft in 1945 (notice the parachute she has donned for the occasion). Below: Ellouise at the controls of a late-model Piper single-engine airplane, with her enthusiastic daughter (behind) and flight instructor (beside).

As it turned out, Harlow suffered from airsickness and preferred not to go flying. But the prediction was spot-on for Ellouise. When asked about it recently, Ellouise said that she worked for several local fruit orchards and canneries during the summer while in high school, and her mother, Dora, urged her to dedicate her earnings to flying lessons. So she got up at dawn and rode her bike to the airport for lessons before going to work.

Recalling her first solo flight in 1944 at age 16, Ellouise says, "She [Dora] used to watch me from a hill by the airport, and must have talked to my instructor, because she found out the day I was going to solo. I was surprised to see them there with a photographer when I landed." She reacted like the teenager she was. Her first solo is documented in a photograph and home movie, complete with a scowl and dirty look thrown at her mother.

Ellouise most enjoyed flying aerobatics in a Stearman biplane. She left the flying behind when she went off to college, and by that time, her parents were slowing down, too. Her father Hal died just a few years later.

While Dora was quite proud of her daughter, the sentiment was not reciprocated. Ellouise looks back on those years with some discomfort: While much of the country was struggling with poverty and hunger during the Great Depression, her parents were buying new cars and an airplane to fly around in. Above all, Ellouise did not share her mother's desire for



Ellouise's first solo is documented in a photograph and home movie, complete with a scowl and dirty look thrown at her mother, who secretly arranged for the photographer.



the status of being a doctor's wife and "lady who lunches" with a regular mention in the society column. She went away to live a quite different life.

Ellouise studied as an organist and earned her Masters in Sacred Music, then accepted a church choir director position in Madison, Wisconsin, where she met and married her college professor husband. They had four daughters, and when the girls were in their teens, the family hosted a high school foreign exchange student. Upon hearing that Ellouise was a licensed pilot, he asked, "Are you going to take me up?"

It was 1976, after the upheaval of civil rights, anti-war protests, and the Women's Movement. Where before she had been a teen reluctantly pushed into the limelight by her mother, Ellouise was now an accomplished, confident woman of 49 working as a computer programmer. This was a fresh chance to spread her wings.

After a break of more than 30 years, she found the actual flying to be much the same; the challenge was new technology in navigation and communication as well as many

new regulations. Once she was checked out to fly on her own again, Ellouise took the exchange student, her husband, and each of her daughters up for a flight, as well as many friends, several of whom were inspired to learn to fly themselves.

From my perspective, Ellouise has quite a bit in common with her mother, Dora. They both were independent-minded women, both always carried their pilot's license in their wallet, and both were quite proud to propel their daughters into the skies.

My mother, Ellouise Skinner Beatty, is now 82. Seeing her at the controls of an airplane when I was an impressionable teenager made me see her in a new light, and opened my eyes to new opportunities.

I soloed on July 25, 1981, my grandmother Dora's 97th birthday. Today, a wooden propeller from an airplane called *Dawn* is a reminder of who propelled me into the skies. ✈

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Jenny T. Beatty (WAI #144) is a first officer with American Airlines based in the U.S. She has been a columnist for Aviation for Women for 10 years.

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

Photography: Jim Barrett

“If I can do it, anyone can do it.”

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

Learning To Fly Is Learning To Live

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

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

What Sets Her Apart Brings Us All Together

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

She reads FLYING every month

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



FLYING®

SETS YOU APART



DR. PHIL
PARKER

HOW TO PROTECT AGAINST BUGS, THUGS, AND HUGS

My company occasionally flies internationally. How can I ensure that I've taken appropriate medical precautions during travel?

The fact that you're asking this question shows me you already have the first and likely most important layer of defense, which is a healthy awareness of potential increased threats due to international travel. This traveler's "situational awareness" will serve you well whether walking down streets in Denver or Dakar. You can certainly add another layer of protection by having access to professional advice such as through a Travel Medicine clinic.

Ideally companies flying internationally on a regular basis will have already conducted detailed reviews of potential destinations that include food, flora, fauna threat analysis and contingency plans, possibly even including in-country assets for medical care. If you do not have access to such plans, a Travel Medicine clinic can actually assist you to develop one. You would typically want to contact them at least six months before travel as some vaccinations have boosters to be accomplished several months after the initial visit. Be sure your adult immunization schedule is current to include Hepatitis A and B, especially if traveling to areas where food and water sources are of questionable reliability. Other specialty vaccinations such as Yellow Fever and Meningococcal Meningitis may be an entry requirement as well.

You can also do your own research online. Several great sites include the Centers for Disease Control and Prevention's (CDC) traveler's section at www.CDC.gov/travel and the U.S. Department of State's site at <http://travel.state.gov>. The CDC has country-specific information about health threats, including its "Yellow Book," that is often referenced by Travel Medicine clinicians. The State Department site also contains invaluable "travel warnings" and alerts based on civil unrest, etc. If you have the luxury of an internal planning department, they may want to subscribe to commercial services such as the Travax EnCompass product offered by Shoreland which allows detailed reports including verified in-country medical resources where available.

The CDC site has some useful information about avoiding food-borne and waterborne diseases. There are also some guidelines about avoiding counterfeit (fake) medications. Other advice can vary depending on region such as avoiding cultural items such as "coca tea," which contains metabolites that would cause a DOT drug test to return positive for illegal substance use. Also, pilots don't always take to heart the warnings about avoiding "intimate social" contact with hired evening escorts. That said, in some areas sexually transmitted illnesses such as hepatitis and HIV are prevalent.

Other advice can vary depending on region, such as avoiding cultural items such as "coca tea," which contains metabolites that would cause a DOT drug test to return positive for illegal substance use.

A detailed guide for vector-borne disease (diseases such as Dengue, Yellow Fever, and Malaria carried by mosquitoes, sand flies) is way beyond the space allotted here, but there are some simple steps aircrew and travelers can take to minimize risk. Avoiding contact by using long sleeves, bed netting and repellents containing DEET is always good advice. In the case of malaria prevention, when medications or "chemoprophylaxis" are or are not indicated can be a complicated decision. Different species of mosquitoes, differing species of malaria, varying resistance to medications based on geography, time and duration of visit, specific location of visit... all have to be taken into consideration. Also, certain health conditions may preclude safe administration of some of the medications. For aircrew some medications are not allowed, such as mefloquine, which is a once-weekly medication frequently used for travel to certain areas of Africa. In fact, if this is used by pilots or controllers while on vacation, the FAA requires a four-week wash-out period before return to aviation duties. Doxycycline, a common antibiotic, is often used for aircrew, but can have side effects such as gastric upset and sensitization to the sun.

With a little planning, aviators can see the world without putting themselves at too much risk. Common sense, risk awareness, and simple hand washing can go a long way. When considering travel to some of the more exotic destinations, guidance from someone with expertise in Travel Medicine is invaluable. ➔

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Dr. Phil Parker (WAI #29733) is the Director of Clinical Services 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.

Join Women in Aviation, International Today...

Become a part of a dynamic group of individuals!

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

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

WAI Member # 9079

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



"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

WAI Member Benefits and Services

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- Educational Outreach Programs
- Chapters
- Networking Base for Career and Personal Development
- Government and Industry Representation

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

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

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③ **Mail** Women in Aviation, International

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Discover more at www.wai.org





JACQUE BOYD PhD

THE POWER OF THE PURSE

What does it mean to be a philanthropist? Do you need to have large amounts of money to be a philanthropist? When I asked these questions of some of my high school students they all answered that money was indeed a prerequisite to being a philanthropist. And, much to my dismay, it appeared that they assigned the major role of philanthropy to men more than women.

Thus began more than a week's worth of debate on the issue.

We started by taking a look at good old Mr. Webster's *New World College Dictionary*. A philanthropist is defined as "a person, especially a wealthy one, who practices philanthropy." The students gave me the "ah-ha" look when we read the word wealthy. However, the definition right above philanthropist is philanthropic. Philanthropic is defined as "showing or constituting philanthropy; charitable; benevolent; humane." The citation goes on to explain "philanthropic implies interest in the general human welfare esp. as shown in large-scale gifts to charities or the endowment of institutions for human advancement; humanitarian implies more direct concern with promoting the welfare of humanity esp. through reducing pain and suffering; charitable implies the giving of money or other help to those in need; altruistic implies a putting of the welfare of others before one's own interest and therefore stresses freedom from selfishness." Now I had some ammunition that had little to do with money.

My high school requires accumulating 40 hours of "community service" as a graduation requirement. It's easy for some students and others are left scrambling in April of their senior year, when graduation looms large. Because we were concerned that some of the "service" opportunities were little more than filing paperwork, we've also instituted opportunities for service learning projects during the school year. We've had everything from general clean-up and recycling work to helping the village build major extensions to the walking trail system in our valley. When I brought our own work into the discussion of philanthropy, the conversation began to morph into something more realistic as a use of giving time and effort, rather than basing it completely on having to be monetarily wealthy. By moving money to a lower rung on the "qualifier" listing we put philanthropy into a much more attainable state for these teenagers. Our discussion also took on

different qualities when they believed they could realistically be philanthropists on their own. The emphasis shifted to active participation, which then brought in volunteerism. Within a week we had pretty much come full-circle and instead of feeling that philanthropy was the realm of rich adults they decided that "poor" teenagers could be included.

The one aspect of our discussion that still bothers me is that they thought philanthropy was more a world belonging to men rather than women. I did a little research on my own. The Center for Philanthropy at Indiana University did a study of more than 10,000 large donors and found that while men describe their giving as practical—trying to fill in gaps that some outside agencies can't or won't—women describe their giving in emotional terms, an obligation to help those with less. In general, women give differently than men. We are less likely

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to want our names on things and more likely to give as part of "drives" that include other women. The research made me examine my own "giving history."

I'm pleased I'm at a point in life where I have enough extra financial "resource" to be able to give to causes I believe in. However, that comfort level hasn't always been there and I'm not obtuse enough to believe that it will continue to be so. We are all existing in a world where job security isn't always there. A very good friend and I have commiserated over having spent a goodly portion of our lives allowing the ebb and flow of the aviation industry to rule the balances in our checkbooks! So, my own charitable tendencies have always included a fairly high amount of volunteerism. Thanksgiving in Fort Worth was typically spent serving dinners at the Presbyterian Night Shelter. Many Christmas Eves were spent reading to children at the Fort Worth Women's Haven. I'm proud of a little plaque on my wall that marks 2002 as the year I received the WAI Bruce Baty Volunteer of the Year Award. AAUW (American Association of University Women),

Zonta and the Ninety-Nines all are recipients of my volunteer "giving."

I look at where my time and money goes and yes, the "recipients" all seem to have one thing in common. At the heart of the matter are women's issues. Christine Grumm, president and CEO of the Women's Funding Network says, "Seventy percent of people living in poverty around the world are women and children. If women have a roof over their heads and a home free of violence, and good and affordable health care, then so do children. In the larger pictures, it's not just about women but entire communities. Women are the conduits through which change is made." If I help a woman get where she wants to be, whether that's learning to fly an airplane, find tuition so she can get a college degree, ease the stress so she can get a GED or graduate from high school, I've helped her get further down the road.

How can you start giving? The Women in Aviation Conference is a great place to start. If you have the financial means to "sponsor" someone, pay their registration fees. If finances are tight—and we all know what's happening in the industry now!—then give of your time. Volunteer in the Exhibit Hall, write something for the *Conference Daily*, go to Registration and simply say you'd like to help wherever and whenever. Volunteers help WAI do the good work it does and host wonderfully successful conferences.

Scholarship opportunities are a great place to begin "giving." Many of these scholarships wouldn't exist if it weren't for the philanthropy of others, both from individuals and corpo-

rations. If you want to give monetarily check out the financial standing of the entities. Do they have a 501(c)(3) designation so your donation is tax deductible? How long have they been in existence and how many scholarships have they given? What's the success rate of the recipients? Look for endowed scholarships because you know there are safe-guards in place to help maintain the funding. Think about WAI's Endowment Fund, or the Ninety-Nines Amelia Earhart Memorial Scholarship Fund, which has been in existence since 1941! When you attend the award banquets at either of these organizations' conferences you'll see the direct rewards of your giving.

What if you want to start your own fund? Check the previous issues of *Aviation for Women* and you'll find listings of many scholarships that have been given by individuals. Check out their guidelines so you can develop a set.

I know times in the aviation industry are more than a little tough. But by giving to others—whether you have the financial means to make it a monetary gift or choosing to make a gift of your time—helps shift the focus beyond ourselves. Dr. Stephen Post says, "When we do good deeds, we're rewarded by a dopamine pulse. Giving a donation or volunteering tweaks the same pleasure source that lights up when we eat or have sex. It's clear that helping others, even if it's just volunteering for several hours every week, makes people's moods improve." So, ladies, open that purse and give. ✈

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JO DAMATO

TAKE THE SUPERMOM PLEDGE: DO A LITTLE LESS WITH MORE HELP

On the occasion of my last birthday (yes, 29, again, again...), my mom sent me a *Barefoot Girls* card with a cartoon drawing by Nancy Wallace of a whimsically-dressed woman who was balancing a cup of coffee on her head while standing on her tiptoes and carrying the following words in shopping bags on both arms—*health, comfort and joy, younger skin,*

attitude, happiness, love, laughter, peaceful serenity, romance, sex, and good friends. The caption then read, “You can’t have it all but there’s nothing wrong with trying.” I liked it so much that I taped it on the wall behind my computer so it stays in my sight-line when working. The sentiment describes my life well, but I’m still waiting for Mom to send another card that illustrates what happens if you are fortunate enough to be living the fairy tale. If I were to write that card it would probably depict that whimsical lady tending to a garden growing the same words from the original card. It would say that there is plenty of routine maintenance and nurturing needed to both preserve and grow that which we are fortunate enough to have. To do that is hard enough, but it is even harder when we put so much pressure on ourselves to excel in every area.

Recently, my own “garden of everything dear” had some weeds threatening to overtake the healthy plants. During the course of a normal and busy week I got sick, but in my mind being sick was not an option. My specialty is taking care of everyone else, which I couldn’t do if I was the patient. I tried to shake my severe cold that first weekend by taking advantage of the fact that my husband was home for three nights in a row. Yes, I can hear you laughing. You obviously know that when I say “take it slow and rest” I mean that my R & R included doing two hours worth of weekly grocery shopping at two different stores, trekking about seven loads of laundry

up and down the three levels of our townhome, and two pre-planned family outings. Further, I did all of this knowing that my husband would be flying

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the entire next week while I had a busy week of my own. Why was I not able to admit that resting would have been more prudent than trying to prove to everyone that supermom was just dandy, thank you very much? Like a garden, I just needed plenty of sunlight,

water, and a bed on which to rest my weary body. And TiVo!

Instead of having this realization quickly it took another five days to teach me a lesson I won’t soon forget. I only took a sick day when my son was injured while playing “superheroes” on the school playground. I even went on a road trip with the big boss, who likely wondered why he was stuck with me while I turned his car into a germ factory. Once the weekend mercifully arrived I saw the mess I had created. Had I learned anything from the past week? It was time to pause and evaluate the experience to keep history from repeating itself the next time I sneezed.

First, I tried to determine why we try to do it all while also trying to make it appear effortless. Are we growing our gardens for show or to provide for the basic needs of our families? Have we convinced ourselves that this is a competition and who are we competing against? I just don’t think that we, as moms and aviation professionals, are wired to slow down and smell the roses, even our own, and realize that they are worthy of first prize. To have achieved a career as a woman in aviation I had to work hard from the day of my first flight and always kept my eye on my goals. There was a technical education to absorb, hours of flight time to log, sacrifices made in the name of obtaining important certificates, ratings or hours and potential gender or age barriers to overcome. I was my own competition. My passion and drive for an aviation career was fueled by me alone. I

had to give myself pep talks and I had to battle against the young woman in me who wanted to slack off now and then and get her back on course.

I'll easily admit that this took dedication and self-control. Internally I sometimes second-guess. Outwardly, though, I almost always project this lifestyle occurring with ease. This is my version of having it all, which includes, for me, a rewarding career, a loving marriage, happy and healthy kids, an amazing and supportive friends and family network, varied outside interests, and a decent social life. I am proud of what I have, but I also hope I can remember that the garden I tend is primarily to keep my family thriving. Even more importantly, I have to remember to think of it as a community garden and that my asking for help from others will only make it lush.

Yes, receiving help from others is key to any multitasker's success, but asking for it is not always easy. Busy parents sometimes put ourselves last for the sake of others. While I do make time for myself, I often don't do this until after everyone else's needs have been met. Yes, my husband is an airline pilot and travels four nights a week. Do I try to make up for this by over-compensating, anxious as I am to show that I can work full-time, raise two kids, volunteer at school, regularly exercise, manage the household, put a healthy dinner on the table every night, and so on? Yes, I do.

It's time to face reality. Like many of you, this multitasking has made me Over Confident (OC). I don't mean we are in danger of the macho hazardous attitude that we learn about and try to avoid as pilots when flying, but we are affected by a version of that translated to everyday life on the ground. Admit it. You get a thrill out of telling a layperson that you can fly an airplane or fix an airplane or that you get to work in aviation, don't you? Well, I have been suffering from OC for so long that it has leaked over to everything I do. I don't even use the word "can't" because it doesn't occur to me that I am *unable* to do everything. If I plan well enough then I can keep everything moving along and if it is a little extra wear and tear on me then so be it. So here is my first resolution for 2010. Will you join me and take this pledge? Raise your Blackberry and say out loud:

"I am an aviation supermom (or dad). Because I know I can do it all I do not have to prove this to others or to myself. I will take joy in saying the words "No" and "I can't" and "please help." I will enjoy getting a pedicure with my eyes closed so that I cannot multitask what is supposed to be a relaxing break. If I make my kids a hot meal for dinner then I will eat that too instead of another bowl of cold cereal. I might look into gardening as a hobby. I don't just want to survive each day, I want to thrive each day and set a great example for my family. I want my garden to grow."

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 ➔

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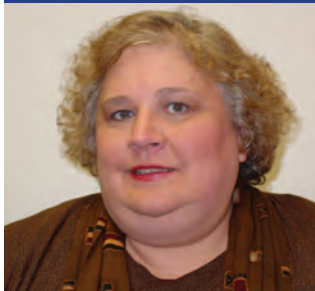


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PATRICIA LUEBKE

HEART OF A TEACHER

When I was growing up, all I ever wanted to be was a teacher. Both my parents were teachers and so it was a natural choice. It definitely was a choice, and I don't remember any particular pressure from them to follow in their footsteps. What I do remember, though, was the limited career choices open to women. Smart girls went to college, and from there,

the options were to become a teacher, nurse, social worker or librarian. Thinking back at it now, I wish I could say I was a rebel who wanted a more exotic career. What's worse than what society dictated the professions for women to be was that I blindly went along with it—happily picking “teacher” as if it were a choice from a limited but tasty menu.

What's strange, too, as I look back, was that I was definitely a tomboy, and my father definitely treated his daughters in a non-traditional way. Birthdays and holidays brought presents such as a microscope, a chemistry set and a dissection kit, complete with a full grown frog floating in formaldehyde. Reading for pleasure was assumed. Growing up, family summer vacations were always “educational” so you'd think my horizons would have been broader.

I know it's difficult for women born after 1970 or so to believe. Sure there was the occasional young woman who bucked the system and became a doctor or stockbroker—and thank goodness for them. For me, I did not think it would be impossible to be a pilot or a news photographer—it just never occurred to me. I wanted to be a teacher.

But, of course, the universe had other plans for me. That was a good early lesson and one that those of us who have worked in the aviation industry need to learn fast. When I graduated from college, there was a glut of teachers and I couldn't get a job. I started substitute teaching while working a second job at night. At the end of the school year, I found myself tired of struggling to pay bills and willing to try something different. Temporarily, or so I thought.

From there, my career grew and yet in the back of my mind I always missed teaching. I found ways to fill that gap. For example, I volunteered as an English as a Second Language teacher. It was the first time I had taught adults—in this case

highly motivated recent arrivals to New York City from all over the world. I also volunteered to teach adults studying for their high school equivalency diploma—and was amazed by how difficult that test is.

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When I worked in an office and would work late, the cleaning women would come by after hours, and I got to know one of these women who told me one day that she could not read and wished she could. I volunteered to teach her to read. She would come in the office two or three days a week during my lunch hour and although I never taught anyone to read before, I was successful in teaching her. I still remember the day she arrived for a lesson, glowing like a star, bursting with excitement because for the first time ever someone in the building had left her a note (“This is not garbage. Do not throw away.”) and she could read it.

It's moments like that which make the job of a teacher just so rewarding. Teaching someone to read is on par with teaching someone to fly. Both open great new worlds for people and gives them access to an entirely different way of life. I'm not a flight instructor, but whenever I hear a pilot who found

themselves in a dicey situation say, “I heard the voice of my flight instructor telling me, ‘Just fly the airplane,’” I think how gratifying that must be for that pilot's instructor. Twenty and 30 years later, that student is still hearing their teacher's voice.

We can't all be flight instructors or classroom teachers, but we can all teach something we know to someone else. You don't even have to be an expert on anything in particular to share your knowledge with someone else. I once taught a non-computer person how to write and send an email. She was completely lost when it came to computers, and I remember

her utter delight when she could open and reply to her own emails all by herself.

So what can you teach someone? If you look around, you could find any number of willing students on topics ranging from cooking to computer skills to dance and fitness. Your job presents many opportunities to share what you know. For example, you might be a whiz at Excel and be able to pass along a few tricks to coworkers. You could even barter teaching for a service you need.

The great thing about teaching is that it gives you a whole new perspective about your body of knowledge. When the person you are teaching asks you a question, it's often an angle that you've never considered before.

How about finding an opportunity while at your job to give a seminar or briefing? Sure, it's a lot of work to prepare, but being the teacher positions you as the expert—and by the time you prepare your material, believe me, you will be an expert. Teaching forces you to be a student as well. What's more, the visibility teaching a seminar gives you in your company could be quite a boost to your career.

But the very best thing about teaching is that you give



WAI member Carol Ann Garratt teaching Women Soar participants in 2009.

JOHN SLEMP

something of yourself to another person, whether it's teaching that person to read, to fly, or to dance. Teaching may not be part of your job description, but you can make it so. Teaching is a high calling, but something all of us can do. You may not have thought you have the heart of a teacher, but give it a try and that voice your student hears 20 years from now might turn out to be yours. ✈

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SHERRY
PARSHLEY PhD

PREPARING FOR A TAXING SITUATION

They say there are two unavoidable events in life: death and taxes. It is that time of year when unavoidable event number two enters our lives. There is also another saying: It is not what you make, but what you keep. The objective is to keep as much of our income as possible, while minimizing taxes. Let us start by reviewing the basics of federal income taxes.

Each year Americans are required to pay their share of income taxes in order to fund the federal government. Taxes are paid throughout the year through payroll withholdings or if you are self-employed, by making estimated quarterly tax payments. On or before April 15th, an income tax return must be filed. The objective is to determine the amount of taxes that were owed on your income and compare this amount to the taxes that were paid throughout the year. If taxes were overpaid throughout the year, you will receive a refund, and conversely if underpaid, you will be required to pay any additional taxes due.

Preparing the tax return starts with determining your adjusted gross income, which is gross income after certain reductions have been made. Most income is subject to taxation and includes wages, salary, commissions, bonuses and tips. Investment income includes interest paid on investments. Other types of income subject to federal income tax include alimony, lottery winnings and prizes. Gross income is adjusted, or reduced, for items such as contributions to an Individual Retirement Account (IRA) and alimony payments, among others. This adjusted gross income is used for the basis of calculating various income tax deductions, such as medical expenses.

The next step is the computation of taxable income. You want this number to be as low as possible to reduce the amount of taxes owed. A tax deduction is an amount subtracted from adjusted gross income to arrive at taxable income. Every taxpayer receives at least the standard deduction, which is a set amount on which no taxes are paid. This standard deduction changes every year and is based on your filing status (single, married, head of household). Itemized deductions are expenses a taxpayer is allowed to deduct from adjusted gross

income and these deductions reduce taxable income and taxes owed. Common deductions include the following: medical and dental expenses (to the amount that they exceed 7.5% of adjusted gross income), state and local income taxes paid, mortgage interest and contributions to qualified charitable organizations (such as Women in Aviation, International). If your itemized deductions exceed the standard deduction, then you should itemize.

Exemptions also reduce taxable income. An exemption is a deduction from adjusted gross income for you, your spouse and qualified dependents (i.e. your children). Exemptions should not be confused with withholding allowances, which are discussed later.

The standard deduction or total itemized deductions, along with the value of your exemptions, are subtracted from adjusted gross income to obtain your taxable income. Your taxable income is the basis for computing the amount of tax owed. A tax table is used to determine the applicable tax rate and taxes owed. These taxes owed may be reduced by applicable tax credits.

Many people confuse tax credits with tax deductions. Tax credits, such

as those for eligible child care or dependent care expenses, reduce taxable income dollar-for-dollar and are more beneficial than a tax deduction. A tax deduction, such as mortgage interest, reduces the taxable income on which your taxes are based.

A numerical example will illustrate the difference. A person who is in the 25 percent tax bracket and takes a \$1,000 tax deduction will reduce their taxes by 25% x \$1,000 or \$250, whereas a \$1,000 tax credit would reduce taxes by \$1,000.

After computing your taxable income and subtracting any applicable tax credits, this number is compared to the amount of taxes that were paid throughout the year. In the

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United States we have a “pay as you go” system where taxes are withheld from each paycheck. Self-employed individuals are required to pay estimated taxes four times a year on the 15th of April, June, September and January. If the amount of taxes paid throughout the year exceeds the amount of taxes owed, the IRS will refund the overpayment of taxes. Conversely, if the amount of taxes paid is less than the amount of taxes owed, the taxpayer must pay any taxes due on or before April 15th. If there is a substantial underpayment of taxes, penalties may apply.

A tax refund, while exciting for most of us, is NOT optimal tax planning. The objective should be to pay the correct amount of taxes throughout the year. If you overpay your taxes, you are essentially providing the government with an interest-free loan and reducing the amount of take-home pay in each paycheck. For example, if you receive a \$2,000 refund and you get paid every two weeks, your paycheck was about \$75 less than it should have been.

If you have been overpaying taxes and receiving a substantial refund, then you should adjust the taxes withheld in your paycheck. This is accomplished by changing the number of withholding allowances claimed on the W-4 form (increase the withholding allowances to reduce the taxes withheld). This form can be obtained from your employer or downloaded from the IRS web site at www.irs.gov. The withholding allowances can be adjusted at any time throughout the year. The IRS web site also has a W-4 calculator with which you can estimate the proper amount of allowances to claim.

Please note that the withholding allowances may not be the same as the number of exemptions claimed when you file your tax return. From a tax planning perspective, the objective should be to “break even” at tax time, in other words to not owe additional taxes or receive a refund.

A common question is also whether you should prepare your own taxes or use the services of a tax preparer. Be cautious when using the services of tax preparer. Many individuals that claim to be well versed in tax laws have limited training. Preparers at the national franchise operations usually have a few weeks of training in how to enter data into software. There are many good tax preparation software programs available that allow us to prepare our own taxes quickly, easily and at a reasonable price. Two of the most common tax preparation programs are Intuit’s *Turbo Tax®* and H&R Block’s *Tax Cut®*.

Whether you use tax preparation software or a tax preparer, it is important that you understand how your taxes were prepared as you sign the tax return and ultimately are responsible for the information. ✈

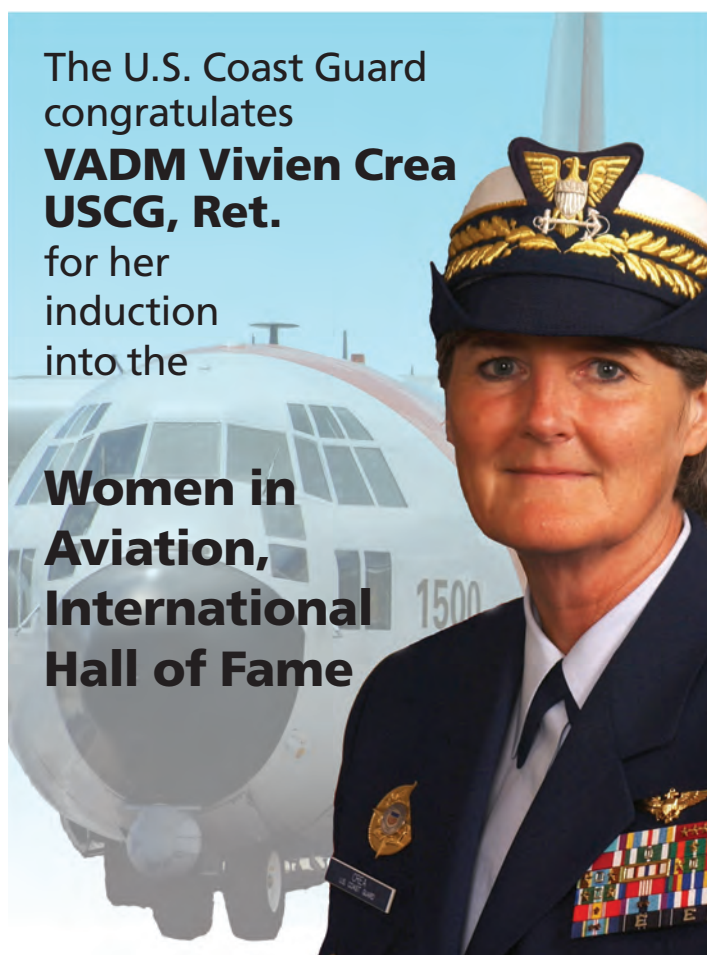
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AVIATION CALENDAR



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

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April 8-11

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Lakeland Linder Airport
Lakeland, Florida
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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

July 26-August 1

EAA's Airventure
Wittman Field
Oshkosh, Wisconsin
www.airventure.org

July 30

WomenVenture
Wittman Field
Oshkosh, Wisconsin
www.airventure.org/womenventure/

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WOMENVENTURE 2010

Join us for this mass gathering and photo, a new tradition at EAA AirVenture Oshkosh, to applaud the achievements, energy, and inspiration of women in aviation, part of our ongoing effort to encourage women of all ages to pursue their dream of flight.

EAA AirVenture Oshkosh 2010, July 26 - August 1.

WomenVenture is a chance to build camaraderie and to inspire and motivate women of all ages to get engaged in aviation. The week begins with WomenSoar - You Soar, an educational experience for high school teen girls held in conjunction with, Women in Aviation, UW-Oshkosh, & ERAU on July 25-27.

THURSDAY, JULY 29

8:00 p.m. Theater in the Woods Program
with leading women in the aviation field

FRIDAY, JULY 30

8:00 a.m. WAI celebrity breakfast
10:30 a.m. .. Group photo opportunity at AeroShell Square
3:00 p.m. All Women Air Show

Visit www.airventure.org/womenventure
for more details, or call 800-236-1025.





CHRISTINE
MURAKAMI

YOUTH AVIATION ADVENTURE

When I was 10, my Girl Scout troop took a field trip to the San Francisco Airport where we were given a tour of, among other things, a commercial jetliner and its cockpit. When I came home to tell my mom about it, she asked if I wanted to be a flight attendant. Taken aback, I said, “No! I want to be a pilot!” Thirty years later, I finally

decided to pursue that dream and began flying lessons. I have no past history with pilots or flying: no family or friends who encouraged me. It was simply something I wanted, probably because of that fateful field trip with the Scouts so long ago.

I am a teacher, both by trade and by temperament, so when I found an organization that focused on teaching youth about aviation, I found my niche. I became involved in Youth Aviation Adventure (YAA) through a serendipitous route filled with coincidences. Something about it was destined to be.

The day I first visited their program, hosted at The Ohio State University’s Don Scott Airport, they had an astounding 450 participants rotating through ten 20-minute sessions that ranged from pre-flight and airport operations to sessions on the instrument panel and powerplants. If I hadn’t seen it myself I would have never believed it was possible. All 450 of the 12-18-year-olds were engaged and happy. How often does *that* happen?

I started my involvement with YAA at a time when the program was at maximum capacity. The board of this nonprofit wanted to replicate the program in other places. They asked me to serve on their curriculum committee, whose charge was to draft the existing curriculum into a format that could be ported to anyone who was interested in hosting a YAA event. The curriculum is designed to complete the Boy Scouts of America Aviation Merit Badge and all but a service requirement of the Girl Scouts of Western Washington’s “World of Flight” Interest Project. Girl and Boy Scouts form the bulk of our participant pool, though it is open to anyone. The program is designed to be a fun, interactive way to get a broad overview of the various aspects of aviation. We always invite our local firefighters and MedFlight pilots to host sessions using their fire truck and helicopter. We invite people with various aviation careers to share their work, including mechan-

ics, air traffic controllers, military personnel from our local Air National Guard post and, of course, commercial airline pilots. In addition, there is a session on GPS systems, a game show-type review of aviation terminology, a session on aerodynamics, and a session where participants make a glider out of a Styrofoam plate. We invite women pilots to be “Discussion Leaders” whenever possible, so the Girl Scouts get to see

women in aviation. The program is intended to spark an interest in kids who might not otherwise see the opportunities available to them in aviation. They are kids much like me when I was 10.

Once the curriculum was on paper, the program took off, and currently boasts 10 squadrons all across the country, including Alaska, Oklahoma, Wisconsin, Ohio, and Minnesota. Interest has been expressed from as far away as



BOB MULLINS

the West Indies, Uganda and Australia!

I have since been invited to sit on the board of this wonderful organization. I feel good about the contributions I have made to the flying community, I continue to play an important role as the über-teacher of YAA, and I feel as if I have come full circle in promoting aviation to Scouts! Anyone can find satisfaction in aviation. All you need is a spark. YAA helps provide that spark.

Information about YAA and whom to contact to become our newest squadron can be found at <http://youthaviation-adventure.org>. YAA National, based in Columbus, helps set up and provide ongoing support for new programs and provides patches, signage, Power Point presentations, guides, Participant Handbooks and other help with how to organize a YAA event. Hope to see you on our list soon! ➔

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Christine Murakami (WAI #33004), a teacher and pilot, sits on the board of directors for the Youth Aviation Adventure.

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