

50 SCHOLARSHIPS FOR 2011 INSIDE!

Aviation *for* Women[®]

JULY/AUGUST 2010

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

SPINS & STALLS

**ONE WOMAN
CONQUERS HER FEARS**

*Do You Know
When It's
Time To Go?*



**THREE
WOMEN
ONE
NETWORK
and the lives
they saved**

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

“If I can do it, anyone can do it.”

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

Learning To Fly Is Learning To Live

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

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

What Sets Her Apart Brings Us All Together

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

She reads FLYING every month

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



FLYING®
SETS YOU APART

JULY/AUGUST 2010

AviationforWomen®

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PHOTO BY AMY LABODA

Dr. Ric Bonnell, a pediatric surgeon, and his daughter Elizabeth, 13, help patient Saint Phelya Dorsan take her first steps back in Haiti after devastating injuries.

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COVER PHOTO

Melissa Fohn studies aerobatics in a Pitts two-seater. Photo courtesy of Gordon Penner.

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PRESIDENT'S MESSAGE

BETTY HUCK



DR. PEGGY CHABRIAN

WAI President Dr. Peggy Chabrian at the podium at Sun 'n Fun while listening to the WASP panel and their stories.

Maintenance, Women Military Aviators, the FAA and others. In the past few years we have added EAA through our joint WomenVenture program and last year added AOPA and the Women's Wing project. Sometimes these organizations hold events and programs for their members during our annual Conferences. In other cases WAI provides input and benefits for our members during their annual conventions. The result is networking, outreach and collaboration among WAI members at many different venues, in many different places, all year round.

The kick-off event for this year's WomenVenture program (at the end of July) will be a panel of female astronauts during the Theater in the Woods program at AirVenture in Oshkosh. The following morning we will again have a WAI Celebrity breakfast at the EAA Nature Center (come meet your astronaut here!). Right after the breakfast we will convene on AeroShell Square for another photo of women pilots at the AirVenture show.

Dear WAI Members:

What Women in Aviation, International does best is facilitate networking and collaboration. This is true whether you are a corporate or individual member. For many years we have had formal or informal agreements and programs with organizations including Women in Corporate Aviation, Association of Women in Aviation

Coming up this autumn we will expand our role in the annual WAI Regional European Conference, coordinated the last several years by Michelle Basenessi, an Italian member of WAI, along with WAI board member Jane Middleton, of London, England. This year's event is November 5-6 in Surrey, England. See more detailed information about this European event in Airmail. We thank Michelle, Jane, and their committees for the work they are doing to help make this event come to be.

Look for the Women's Wing during AOPA's Aviation Summit, November 11-13 in Long Beach, California, inside of the Exhibit Hall—making it easily accessible to attendees. It will be a great place to meet other women attending the event and is intended to encourage more women to learn to fly. A Women in Aviation panel includes invitations to WASP Bee Haydu, air show performer Patty Wagstaff, a female astronaut and woman military pilot. More details will be available in our next issue.

Our collaborative efforts are paying off with increased member participation and visibility at aviation events, which also serves to encourage new individuals to join. These new WAI members, mixing with our most constant and faithful members, bring fresh vitality and energy to our efforts to reach out and help make a difference for those who desire to be included in the worlds of aviation and aerospace. So come out and see us at any of these events. We will be watching for you!

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian, President

INSIDE THIS ISSUE



CHICAGO LEADING EDGE CHAPTER

Chicago Leading Edge chapter VP Bette Lawrence-Water speaks as a part of National Women's History Month. **Page 8**



PHOTO BY CAROL HOLWEGER

What's casting that incredible shadow? It's a bird—no, a plane—no, a blimp? Not even that! **Page 16**



COURTESY OF FEDEX EXPRESS

FedEx Express donated a Boeing 727 last year. This year they have an engine for some deserving program. **Page 28**



I loved reading the President's Message this month and especially enjoyed the paragraph about the "young woman" that attended the Dayton Air Show in 2003. God bless ya! It's only due to the WAI Conference this year that I learned military escorts were needed for the CGM ceremony. It was such an honor to spend two days with Vi and her family as her escort but nothing topped actually giving her the medal.



Go Supersonic at the next Regional WAI Conference

being held in Surrey, England, outside
London, November 5-6, 2010.

Join us at Brooklands Museum, the home of British Aviation and the first British Women pilots license. The opening reception includes the Brooklands Concorde Experience allowing you to see inside one of the world's most famous aircraft. Take your seat in the front cabin for a virtual flight, piloted by Captain Mike Bannister who will join us afterwards to share his experiences. Bid to be one of four lucky delegates to win a seat at the controls of the only operational Concorde Simulator in the world and help raise money for our scholarship fund.

Speakers include:

- **Captain Suzanna Darcy-Hennemann**, record setting 777 Captain with Boeing
- **Gabriella Somerville**, Managing Director ConnectJets
- **Gretchen Burrett**, the recently appointed Group Director, Safety Regulation of the Civil Aviation Authority,
- **Lt. Col Jennifer Crossman**, USAF KC-135 pilot
- **Dominique Brown**, Chief Operating Officer, Quick International Courier.

We will wrap up Saturday night with a dinner at the Museum where we can share our experiences and forge those networks. Online booking available soon! Email wai@wai.org to learn more.

I will forever be blessed by becoming a member of WAI. It's changed my life in more ways than I could have ever hoped for. Thanks for what you do to help the members realize their dreams and accomplish things they never thought were possible.

Kristine Volk (WAI #16250)
Northville, Michigan

I just wanted to say thank you so much for the wonderful articles on gliders and soaring that I found in my recent copy of *Aviation for Women*. It was a job well done! I have the privilege of flying out of Chilhowee and have greatly benefited from Sarah's excellent instruction, encouragement, and friendship. She has constantly striven to improve and streamline operations at Chilhowee ever since she took it over in 2004, and in my humble opinion, she has succeeded. I have also benefited from the badge camps, races, instruction, and classes that Sarah has hosted for the benefit of everyone.

Thank you for catching such an accurate glimpse of Chilhowee, Sarah, and soaring. And then for sharing it with our sister pilots! I hope to meet you there!

Dianna Fleming (WAI #16401)
Dunlap, Tennessee

What a delight it was to see Sarah Kelly on the cover of the May/June *Aviation for Women*, and to read the great article by Kathleen Winters. I was lucky enough to fly at Chilhowee a couple of years ago when Sarah hosted the women's seminar. Our tow pilot for that event was a woman, too, which made it even more fun.

The WSPA email list is happily buzzing about both articles. Thank you very much for supporting women soaring pilots!

I had my very belated first flight of the season on Saturday—no lift, but it sure felt good to get aloft. The cu today are making me drool...

Pat Valdata (WAI #2094)
Elkton, Maryland

Call for Presenters!

JOIN US IN RENO IN 2011

22nd Annual International
Women in Aviation Conference

February 24-26, 2011

Grand Sierra Resort and Casino

Theme:

INSPIRE
INNOVATE
ENTHUSE



Suggested Topics Include:

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

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

Education Sessions

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

**Submission deadline
is August 16, 2010**

Errata: On page 15 of the May/June issue of *Aviation for Women* we incorrectly captioned the picture of three ladies from Nigeria; the woman seated is Ugochi Rejoice Ndudinachi and not Onyena Benigna Ajuogu.

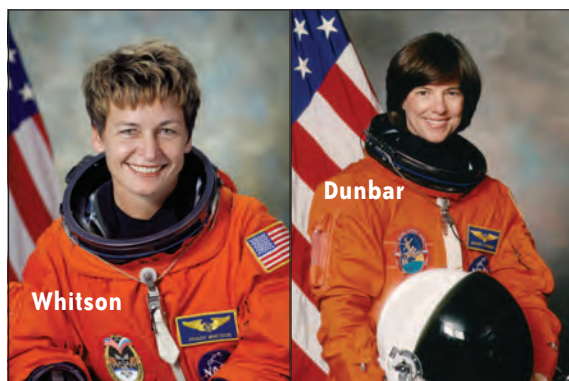
.....
We encourage you to submit letters to the editor. Letters may be edited for length and clarity. Send mail to: 18735 Baseleg Avenue, North Fort Myers, FL 33917. You can fax your letter to (239) 567-2271, or send via E-mail: alaboda@wai.org. ✈

WOMENVENTURE IS COMING!

Mark your calendars for the end of July, because Women in Aviation, International is teaming up with the Experimental Aircraft Association to host the third WomenVenture experience July 29-30, during the EAA AirVenture Fly-In at Wittman Field in Oshkosh, Wisconsin. If you are an early bird and like working with teens (or just have a teenage girl you would like to get involved in aviation) start the week with *Women Soar You Soar*, EAA's educational experience for high school teen girls held in conjunction with UW-Oshkosh and ERAU on July 25-27. Learn more

at www.airventure.org/womensoar or call (920) 426-4800 for more information.

Join us Thursday evening at 7:30 pm in the Theater in the Woods for a terrific Women in Aviation panel that will include astronauts Peg Whitson and Bonnie Dunbar.



Then follow up with everyone at a sumptuous WAI Celebrity Breakfast the next morning at 8:00 am in the Pavilion by the Nature Center, between the EAA Museum and the air field. Experience the camaraderie of women gathered together to share their love of aviation.

Reach out to other women and help them learn about aviation opportunities and challenge them to "elevate their lives." Meet women from

all walks of aviation life—designers, builders, engineers, mechanics, air traffic controllers, retailers, writers, commercial pilots, aerobatic pilots, astronauts and more! From there we head straight to AeroShell Square for our third annual picture of women in aviation at the EAA AirVenture show. Be sure to sign in. You can pick up your canary yellow WomenVenture T-shirt anytime during the week at the WAI booth or at the breakfast on Friday morning. Be sure to get your shirt and wear it for the occasion! ➔

Meet Us This Fall at the AOPA Aviation Summit

Are you a westerner? Or maybe you are already planning to be at the Aircraft Owners and Pilots Association (AOPA) Annual Aviation Summit? Well, if you are, make sure to leave room in your schedule for WAI activities. We will again be hosting the Women's Wing at the AOPA Aviation Summit, and this year the Wing will be a part of the Exhibit Hall floor, ensuring us good visibility and traffic flow. Plan on meeting everyone from WASP to astronauts and pilots and women interested in learning to fly or make their way in other aviation disciplines in the Women's Wing. We are looking for volunteers to help at the WAI booth and in the Women's Wing, particularly CFI's. ➔



Professional Women Controllers held their annual conference in Albuquerque, New Mexico, in May. President Peggy Chabrian made a presentation to the PWC board of directors, inviting them to hold their conference in 2012 in Dallas, Texas, to coincide with the Annual International Women in Aviation Conference, which will be held there in March 2012. In the photo (left to right):

Sue Mostert Townsend, PWC co-founder, Dr. Chabrian, **Robin Rush**, current President of PWC, and **Jacque Burdette Smith**, PWC co-founder.

WOMEN SOAR YOU SOAR JULY 25-27

**Theater in the Woods Panel
July 29, 7:30 pm**

**WAI Celebrity Breakfast
July 30, 8:00 am**

*Make your reservations by
calling (937) 839-4647.*

*\$15 reserved,
\$20 at the door*

**WomenVenture Photo Op
July 30, 10:30 am**

The LastFlight.org Invites WASP to Its Air- Venture DC-3 Reunion

Have you ever worked on a DC-3? Did you fly one? Were you cabin or maintenance crew? Did you jump out of one? Fight fires with it? No matter what your relationship with the DC-3, you owe it to yourself to join The LastFlight.org at EAA AirVenture this summer to celebrate this amazing airplane with a DC-3 Reunion.

"The LastFlight.org is particularly interested in inviting all WASP to come to our Reunion on Thursday, July 29th, at 8:30 pm, after Theater in the Woods," says Susan King, pilot and managing director of Wings of Dreams. The Reunion is scheduled directly after the WomenVenture Panel discussion that night, making it easy for WAI members to attend. "We particularly want to honor the WASP, and are designing a special recognition award for them," she says.

The Lastflight.org has a virtual reunion board at search.thelasttime.org/ where attendees can find each other and read each other's stories. Take a look. And while you are there, sign the guest list and tell them about your history with the DC-3. Then get ready for a terrific celebration, with live bluegrass music, and special stage appearances where WASP and others can talk about their experiences and champion the great machines. See you there! ➔



Our involvement this year at the Sun 'n Fun Fly-In included hosting an evening panel including three WASP (Elizabeth Strohfus, Janet Simpson and Shirley Kruse) who kept the audience at full attention and in stitches at times as they shared stories of their experiences as WASP.

A secondary panel consisted of Martha King, co-owner of King Schools; Carol Ann Garratt, who set an around the world record in a Mooney; and Elaine Morrow, past President of the Ninety-Nines. Both panels were moderated by WAI President Peggy Chabrian.

The Sun 'n Fun Radio Show was a popular part of the radio broadcast again this year, thanks to Dave Shallbetter, director of SNF Radio. Each day WAI interviewed one or more women about their involvement in aviation. Joining the program near the end of the week were WASP Bee Haydu and Helen Snapp, who had literally just flown in from New York and a taping on *Good Morning America*, which eventually aired on Memorial Day weekend. ➔



WAI Welcomes Official Chapter

Provisional Chapter #78P, the **Air Raiders Chapter** at Middle Tennessee State University in Murfreesboro, Tennessee, is now Chapter #71.

Sarah Mitchell, President
Kailani Kettenbach,
 Vice President
Lauren Smith, Treasurer
Amber Marshall,
 Membership Chair
Lauren Lipe, Outreach Chair
Gail Zlotky, Advisor

WOMEN WITH WINGS CHAPTER

Scott Air Force base was the site of the March meeting of the Women With Wings (WWW) Chapter. Members and guests were escorted through the Air Traffic Controller tower, the high-tech ATC training simulator, the Heritage Hall museum and the hangar for C-21s. **Colonel Peggy Phillips** (WAI #28228), a member of WWW, was the group's escort and commentator for a portion of the tour.

The April meeting was the annual chapter membership meeting. It was held in the home of treasurer **Eve Cascella** (WAI #29490). The

chapter celebrated a year of achievements, which included successful fund-raising, increasing the members' knowledge of aviation through tours, lectures and seminars, involvement in the community, projecting the image of women in aviation to the general public and placing an emphasis on general aviation throughout the year. The chapter's efforts must have been worthy because the membership has grown throughout this past fiscal year.

Keri Evans (WAI #10902) was this year's Chapter scholarship recipient. Although she is a commercial pilot, she wishes to enhance her skills by taking glider training.

Several members supported the Centennial of Licensed Women Pilots by introducing a non-pilot woman to the thrill of flying—what a great adventure! The goal of the event is for women pilots to make 2,010 introductions to aviation for women who are not pilots, all in 2010. Several of the WWW chapter members hope to contribute to that goal. ✈



Centennial of Licensed Women Pilots

VALLEY OF THE SUN CHAPTER

The Valley of the Sun Chapter based in Mesa, Arizona, has recently reorganized and is looking for women and men in the greater Phoenix area who would like to join them! The chapter was initially organized as a student chapter affiliated with Arizona State University Aviation program. The recent re-organization will include a student liaison and allow for activities beyond the university campus.

One of the first activities of the reorganized chapter was to have rep-

resentation at the Great Southwest Aviation Maintenance Technician Symposium at the Williams Gateway Airport in Mesa, Arizona. Thanks to chapter members **Sousan Alexander** (WAI #27437), **Lottie Kaehler** (WAI #1584), **Beth Mann-Hoenshell** (WAI #30329) and **Sherry Parshley** (WAI #4954), who represented the chapter at the event.

For information on chapter activities, please e-mail WAI_PhoenixAZ@yahoo.com or call Sherry Parshley at (602) 909-7623. ✈



SIUC SALUKI AVIATORS CHAPTER became WAI Provisional Chapter #100 during a meeting attended by WAI President Peggy Chabrian and husband Jerry. Back row (L to R) **Ken Nielson** (WAI #41815), **Christine Zoerlein** (WAI #15067), **Jordan Miller** (WAI #44542), **Jordan Digrazia** (WAI #45428), Dr. Peggy Chabrian, **Jerry Chabrian** (WAI #1234), **Patricia Lewis** (WAI #39745), **Jeff Zwego** (WAI #45437), **Daphne Moore** (WAI #39794), **Sara Sorrill** (WAI #41379). Front row (L to R) **Shannon Roth** (WAI #39287), **Heather Heidinger** (WAI #30481), **Sabrina Zwego** (WAI #14616).



BOX D AND SOUTHERN ENGLAND CHAPTERS

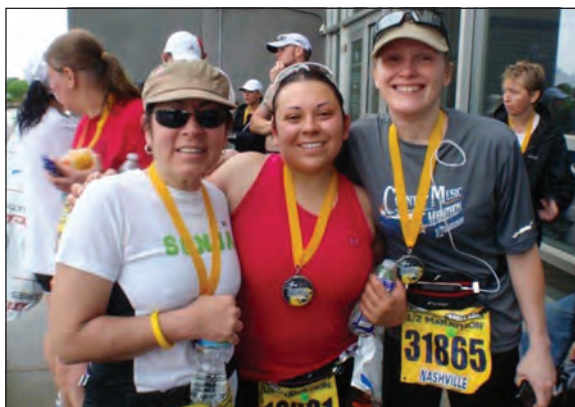
At the end of March, the Box D chapter held its first conference at Mildenhall and was pleased to welcome a number of participants from the Southern England chapter. The Friday afternoon started with an opportunity for one group to "fly" the KC-135 simulator while the other group spent time being guided over a real aircraft. Then the two groups swapped and everyone had the chance either to take off or land! From there the visitors were taken to their superb USAF accommodation and had time to relax and freshen up for the evening. Drinks were followed by a delicious buffet dinner and a welcome from the Box D Chapter President, **Sarina Houston** (WAI #16553).

The next morning the chapters shared a pot luck breakfast before settling down to hear the fascinating stories from **Col. Dorothy Silvanic**, who is in charge of 1,200 personnel involved in maintenance at Lakenheath. They then heard some entertaining tales from **Major Michelle Prior**, a Captain on the KC-135, whose experiences were both amusing and intriguing. The attendees were also taken to visit the Air Traffic Control Tower and treated to a guided tour and many interesting anecdotes.

It was a brilliant event and skillfully managed and planned by Sarina and her team. Every one who had traveled up from the South of England (more than three hours journey for most of them) had a great time. The chapters are looking forward to many more joint events, including the AeroExpo UK. ✈

MUSIC CITY SPITFIRES CHAPTER

Music City Spitfires are thrilled to announce they have been granted provisional chapter status in Nashville/Clarksville Tennessee. The next year will be a whirlwind of activity as they race to achieve full chapter status. Speaking of racing, Spitfires President **Cindy Maier** (WAI #40858) in the red shirt, and Vice President **Maria Thompson** (WAI #45345) in gray, completed the Music City half-marathon in Nashville on April 24, and plan on doing more running to support the Spitfires cause! They want to take this opportunity to express their concern and offer assistance to those in their area who were affected by a flood of historical devastation in the state of Tennessee. ✈



✈

Go to www.wai.org/chapters to see a list of all 70 chapters. Find one in your area or start your own! Contact Betty at bhuck@wai.org

New Provisional Chapters

Women in Aviation, Waco Chapter #98P

Waco, Texas

Angel Newhart, President
Rosalyn Montgomery, Vice President
Jaymi Furniss, Secretary
Inez Bonneville, Treasurer
Ed Viera, Membership Chair
James Jones, Outreach Chair

Women in Aviation, Auburn Eagles Chapter #99P

Auburn University, Auburn, Alabama

Jordan Garner, President
Becky DeDousis, Vice President
Chris Wardell, Treasurer
Devin Simone Harris, Membership Chair
June Quick, Outreach Chair
DeAnn Crowley, Advisor

Women in Aviation, SIUC Saluki Aviators Chapter #100P

Southern Illinois University Carbondale, Carbondale, Illinois

Jordan Digrazia, President
Olga Ciura, Vice President
Sara Sorrell, Secretary
Patrici Lewis, Treasurer
Sabrina Zwego, Membership Chair and Advisor
Ken Nielson, Outreach Chair

Women in Aviation, Central Arkansas Chapter #101P

Little Rock, Arkansas

Hadon Rath, President
Whitney Patterson, Vice President
Eastan Higbee, Secretary
Veronica Baez, Treasurer
Chrystina Short, Membership Chair
Kenda Garrett, Outreach Chair

Women in Aviation, Music City Spitfires #102P

Nashville/Clarksville, Tennessee

Cindy Maier, President
Maria Thompson, Vice President
Rene Aldrich, Secretary and Outreach Chair
Robyn Hulsart, Treasurer
Sabrina Allen, Membership Chair

CHAPTERS

CHICAGO'S
LEADING EDGE CHAPTER

Chicago's Leading Edge Chapter participated in the first annual "Women with Wings"

event at Chanute Air Museum in Rantoul, Illinois. Activities included panel discussions on Professional Pilot careers by **Megan Montgomery** (WAI #3052), Chicago's Leading

Edge Secretary/Treasurer and Assistant Chief Pilot at Lewis University and **Dolores Pavletic** (WAI #40898), Chapter President and Assistant Chief Pilot at FedEx. Lewis University students and Chicago Chapter members **Lisa Ehn** (WAI #41337), **Nicole Mott** (WAI #44422), **Natalie Kasak** (WAI #41373) and **Greta Papartyte** (WAI #44710) were on hand to conduct aircraft preflight demonstrations and cockpit tours. Member **Annette Weimer** (WAI #44457) hosted the Chapter Outreach & Membership Exhibit at the event.

Other events included a presentation by **Dr. Terry von Thaden** on aviatrix Louise Thaden. Dr. von Thaden is Assistant Professor at University of Illinois and is also Louise Thaden's granddaughter. "Airplane Basics" were presented by **Nadia Kountoures** and **Christine Wintczak** (WAI #32869). Museum tours were conducted by our hosts and friends of Women in Aviation, International, **Jim Eldridge**, Director of Education and Board President, **William Geibel**.

The chapter's aviation career professionals presented on their career fields, and Membership and Outreach volunteers hosted a WAI information exhibit at the Lewis University Women & Minorities in Aviation Career Conference. Many thanks to volunteers **Teresa Guillemot** (WAI #32759), **Barbara Mitchell** (WAI #39496), **Melody Warman** (WAI #32865), **Carol Salazar** (WAI #30175), **Annette Weimer**, **Sharon Nader** (WAI #879), **Megan Montgomery**, **Jennifer Alicz** (WAI #41413), **Judi Maddock** (WAI #962), **Dolores Pavletic**, and the Lewis University Women in Aviation Student Organization. More than 400 high school and college students got a unique opportunity to learn from real world aviation professionals. The conference was hosted by Lewis University, the Chicago Department of Aviation, FedEx Express Airlines, Boeing, American Airlines, Delta Air Lines, United Airlines, American Eagle Airlines, Southwest Airlines, the Federal Aviation Administration (FAA), and the Chicago Air Traffic Control. The Chicago Department of Aviation (CDA) participated along with the Tuskegee Airmen Young Eagles Volunteer Team and the Chicago Police Department CAPS program. ➔

Left to right-Dolores Pavletic, Megan Montgomery, Nicole Mott, Greta Papartyte, Lisa Ehn, Natalie Kasak, Annette Weimer, Judy Maddock



**UNO Maverick Chapter member
Kyle Bachman holding the collection
box for Ronald McDonald charities**

UNO "MAVERICK" CHAPTER

Maverick Chapter members attended astronaut **Susan Helms'** presentation at the University of Nebraska. Astronaut Helms has traveled to space five times and is the Director of U.S. Strategic Command at Nebraska's Offutt Air Force Base. This semester's philanthropic activity was collecting various items for the Ronald McDonald House in Omaha, Nebraska. The chapter members set up a collection box to get items for parents who bring their children to be treated at Omaha hospitals. The McDonald House offers free room and board for these families while their children receive treatment. ➔

OHIO UNIVERSITY CHAPTER

The Ohio University Chapter returned from the WAI Conference after spring break and hit the ground running with new ideas, fund-raisers, and opportunities for the year to come. The members of the chapter are planning to help local Girl Scouts earn their aviation badge at the end of the quarter and are looking forward to the opportunity to find a new generation of women in aviation. Fund-raising kicked off in May by selling popsicles on campus, and chocolates and homemade aprons—with aviation themed materials, of course—being sold at a local fly-in. Only two days into fund-raising, the members had already made more than \$200! The Chapter plans to continue fund-raisers throughout the year, and will put the profits towards expenses to attend the next Conference. ➔

OSHKOSH CHAPTER

In March, the Oshkosh Women in Aviation Chapter hosted a reception for WAI President Peggy Chabrian in conjunction with her visit to the EAA Air-Venture Museum to present *Women in Flight*, part of the museum's "Living History" speaker series. Peggy's presentation focused on early women pilots and the history of female astronauts in the context of their times.

In April, the chapter invited **Nate Hinton** to speak about missionary life and flying in Africa. Nate grew up in Africa with missionary parents and then returned to the United States, married, and had three children. Nate and his family went to Africa to perform missionary work for four years and then returned

again to the United States so that Nate could become a pilot and earn his airframe and powerplant mechanic rating. He is currently building an aircraft that he will use to fly missionary flights once he and his family return to Africa. ➔



SAN FRANCISCO BAY AREA CHAPTER

Kajuju Laiboni (WAI #40386) from Kenya visited the San Francisco Bay Area Chapter at their breakfast meeting at the Sky Kitchen in San Carlos, California. ➔



(from left) Oshkosh Chapter John Dorcey, Linda Grady, Jeri Norris, Rose Dorcey, Nate Hinton, Kristy Hemp, Kelly Nelson, Betty Monnett, Hal Bryan, and Muffy Bryan.

NEW YORK AND YORK COLLEGE/CUNY CHAPTER

Five York College/CUNY Aviation Management students received a warm welcome to the New York Chapter Meeting from its members. The students engaged in different conversations, which enabled them to learn the different fields of the aviation industry and expand their network. Outreach Chair for the York College/CUNY Chapter **Sabrina Ali** (WAI #41682) was excited to attend the meeting. She said, "I was happy to meet with lawyers, accountants, real estate agents, insurance agents, flight attendants, and professors... it goes to show that aviation really is a small world after all and almost everything can revolve around aviation."

The meeting provided the York College/CUNY Chapter and the New York Chapter to form a bond and begin to work together. **Alice Chan** (WAI #12990), President of the New York Chapter, and **Daysi Manzano** (WAI #41676), President of the York College/CUNY Chapter, spoke about starting a mentoring program between both chapters. This successful meeting inspired the students to continue pursuing an aviation career and motivated them to give back to the community following the example of other professionals. **Sara Bawazir** (WAI #44039), Member-



ship Chair for the York College/CUNY Chapter, was delighted with the opportunity to network. "These kinds of meetings are considered as an eye opener and golden opportunity", Sara said. ➔



UNIVERSITY OF DUBUQUE CHAPTER

The University of Dubuque Chapter hosted the Daisy Scouts for a night of fun at their Flight Center to help them gain a badge for their Daisy uniform. They made paper airplanes, used some "props" by playing pin-the-prop, had them fly simulators, and showed them the new S-model Cessna 172s. The Daisy Scouts, boys, and parents explored and asked questions about the aviation industry. The chapter members shared their knowledge and love of flying with the group, and the group's excitement for the industry grew with every question they answered. ➔



Melanie Weddle, daughter Ingrid, and Tami Heuer

THE WRIGHT CHAPTER

Chapter Co-Chair **Melanie Weddle** (WAI #745) and Outreach Chair **Tami Heuer** (WAI #10139) introduced aviation to children at the annual Space Day sponsored by iSPACE in Cincinnati, Ohio. There was an airplane making station, explanation of how to learn to fly, and a unit on the CRJ (the aircraft that Melanie and Tami have flown for Comair). The exhibit attracted parents and children and all had a great time; they even talked to a few prospective members. ➔

CAREERS

Mile High Chapter Outreach Chair, **Sandra Bachman** (WAI #3378), who is a pilot for Frontier Airlines, finished her Master of Aeronautical Science, Aviation/Aerospace Safety Systems from Embry Riddle.

Holly Czupich (WAI #40614) completed flight training and ground training for her first jet rating, a Second in Command Rating in a Learjet 25B.

Elgene Doinidis (WAI #4044) presented the Schoolcraft College aviation management program at a Career Expo at Selfridge Air Force Base. The program affords military personnel an opportunity to acquire college credits online. Doinidis also showed off a continuing

education and professional development course and a Private Pilot Ground School at the College that can be matriculated as college credit courses used toward an aviation management degree.

The Wisconsin Airport Management Association awarded **Rose Dorcey** (WAI #12645) its 2010 Aviation Person of the Year Award at the Wisconsin Aviation Conference. Dorcey serves as president of the Wisconsin Aviation Hall of Fame.

Shelley Gillin (WAI #44621) received her private pilot certificate.

Steve Hofmann (WAI #27505) completed Helicopter ATP and earned CFI, CFII, MEI, MEII, rotor CFI and instrument instructor through military equivalency testing/credit.

Rachel Krumwiede (WAI #42721) presented at the 2010 Mutual Concerns of Air and Space Museums Conference in Washington, D.C.

Amy Kienast Linderman (WAI #8267) hosted the 5th Annual Career Expo at Michigan Institute of Aviation and Technology. The event, which had free



Dorcey with John Reed, president of the Wisconsin Airport Management Association

admission and is open to the public, brought aviation companies from across the U.S. recruiting for multiple positions in their organizations.

Diane Messer (WAI #42927) graduated from University of Michigan with a Bachelor of Science in Nursing. She also received her private pilot certificate, and to celebrate her graduation she flew her Cessna 175 from Michigan to Florida.

WAI Board Member **Jane Middleton** (WAI #1506) received the Royal Aero Club Certificate of Merit at the RAF Museum in the presence of HRH Duke of York. The certificate is awarded to those who have served the cause of aviation in general or sporting aviation in particular by their work, devotion or initiative. She was also selected to be a Fellow of the Royal Aeronautical Society.



Megan Montgomery (WAI #3052) is the recipient of the International Society of Women Airline Pilots Fiorenza de Bernardi Scholarship. Montgomery is the Secretary/Treasurer of the Chicago's Leading Edge Chapter and the Assistant Chief Pilot at Lewis University. She is also the Lewis staff advisor to the Lewis University Women in Aviation Student Organiza-

Winners of Ninety-Nines Scholarships for 2010

Wendy Bair (WAI #29993) 737 Type Rating
Sue Ballew (WAI #43779) Single-engine Seaplane Rating
Margaret Ballou (WAI #42038) Certified Flight Instructor-Airplane
Chery Benish (WAI #31869) Multi-engine Instrument
Kjersti Boe (WAI #10972) Academic
Lyndsay Carlson (WAI #16740) Academic
Sheila Collier (WAI #41322) Commercial Rotorcraft
Monica Doherty (WAI #12346) Academic
Aileen Hummel (WAI #2675) Maule Tailwheel Training Award
Bobbi Hunt (WAI #44749) New Pilot Award
Kate Keough (WAI #40393) Instrument Rating-Airplane
Jessica Miller (WAI #41205) Instrument Rating-Airplane
Ali Morse (WAI #45770) New Pilot Award
Leja Noe (WAI #7523) Academic
Dorothy Norkus (WAI #250) 737 Type Rating
Elizabeth Polcari (WAI #11229) Hawker 800 Type Rating
Kandance Rawling (WAI #41138) Instrument Rating-Helicopter
Leina'ala Riela-Enoka (WAI #13347) Certified Flight Instructor-Instrument
Rebekah Tauscher (WAI #41624) Commercial-Airplane
Jennifer Treese (WAI #41028) Instrument Rating-Airplane
Aileen Watkins (WAI #1919) Academic
Amanda Wilson (WAI #41856) New Pilot Award

tion. Montgomery plans to use the funds from the scholarship to obtain her Multi Engine Instructor Rating.

Peggy Phillips (WAI #28228) was a proud escort for the WASP at their Gold Medal Award ceremony in Washington, DC.

Suzette Rash (WAI #11879) has accepted a position with the Performance Based Flight Systems Branch of the FAA.

Janelle Romer (WAI #40940) completed her Airframe & Powerplant (A&P) training at Michigan Institute of Aviation and Technology. After receiving her A&P Certification she accepted a position with Army Fleet Support in Fort Rucker, Alabama.



Sastre

WAI Corporate member Signature Flight Support Corporation has appointed **Maria Sastre** as Chief Operating Officer for its global op-



Smith was inducted in the WAI Pioneer Hall of Fame in 2001.

erations. Sastre is responsible for the daily operations of Signature's worldwide network of FBOs. She is based at Signature's global headquarters in Orlando, Florida, and will report to S. Michael Scheeringa, President, Signature Flight Support. Sastre joins Signature from the non-profit organization Take Stock in Children, where she served as President and CEO.

Prior to leading the non-profit, Sastre served with Royal Caribbean Cruises LTD where she held the positions of Vice President, International, Latin America,

Caribbean and Asia and Vice President of Operations during her eight-year tenure. Her roles included strategic growth across emerging markets as well as managing all aspects of operations and the guest experience onboard Royal Caribbean's fleet of vessels.

Lynn Spencer (WAI #1993) has accepted a position with SAIC to support the FAA's Unmanned Aircraft Program Office.

Theresa Whiting (WAI #42928) of Solo Aviation, Inc. was promoted to Chief Flight Instructor.

PASSAGES

Elinor Smith (Sullivan), aviation pioneer, record-setting aviatrix, died March 19, in Palo Alto, California, at the age of 98. Smith's numerous records for endurance, altitude, and speed, along with her work as a test pilot, left an indelible mark on the history of aviation. Smith is survived by four children, five grandchildren, and four great-grandchildren. ✈



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PROFILE

PLANE MERCANTILE

A love of early aviation history, when a daring breed of men and women took to the skies for the fun of it, was the impetus for Plane Mercantile. Keeping alive the images of that time is the goal of Barbara Schultz, owner of Plane Mercantile. Author of the comprehensive biography of Pancho Barnes and the history of the Wedell-Williams Air Service, her research has revealed



a myriad of obscure flying stories waiting to be told.

Schultz maintains a large collection of original photographs, calendar art, movie memorabilia, and collectible artifacts from which she draws her inspiration. Many are reproduced and matted upon request from her customers; frequently, an original piece of sheet music or cover will find a new home. She creates museum-quality shadow boxes with her own authentic items or those of others. Recently, items from her collection of Jacqueline Cochran cosmetics are

finding homes in beautiful circular shadow boxes complete with lace, ribbon, and silk flowers.

simple. Most simplistic is a sterling silver necklace composed of a ball chain with square letter beads spelling avia-

trix. Images for note cards are reproduced from vintage European postcards. Some are colorized; others have a hint of sparkle added!

Plane Mercantile has just added a line of personalized wood signs to its inventory. A customer has the opportunity to have their name placed on a variety of signs. Be the owner of a Flying Ser-

vice, Flight School, or a Loop the Loop Pub! If you like music boxes, Schultz has her own music 'bag' that plays "You are the Wind Beneath my Wings."

A longtime member of EAA, Women's Air & Space Museum, the Ninety-Nines, and WAI, Schultz enjoys sharing her treasures and stories. She'll give you the history and story behind some of her projects and maybe an anecdote from her research. Plane Mercantile has had a booth at WAI for as long as Schultz can remember. She also exhibits at AOPA, Ninety-Nines' events, and for the first time, Oshkosh's EAA AirVenture. Look her up in Exhibit Building A, Booth 1150 and let her know you are with WAI, or find her online at www.planemercantile.com. ➔



In line with

Plane Mercantile's framed and matted vintage images, the company carries exquisitely manufactured models. The Gee-Bee, DC-3, Boeing Clipper Ship, and Curtiss Jenny are constructed with a wire frame and covered in silk. Attention to detail makes these items "must have" collectibles. This includes the large, all-metal Ford Trimotor and Junkers Trimotor.

Because the variety of aviation jewelry and stationery is rather limited, Schultz creates her own. She fabricates earrings, pendants, necklaces, and bracelets that are unique. One of her latest creations is a picture bracelet—the Earhart, the Rosie, the Jenny, and soon, the Story, using pictures from the 1930s. Her jewelry ranges from elaborate to

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

Central Washington University

North Central Institute

Signature Flight Support

CFI TIPS



MEG GODLEWSKI

I have just started my instrument training and I am constantly behind the airplane. I don't know where to look or else I stare at an instrument like the altimeter and then the heading gets way off. Any tips?

Think of watching the instruments like watching a box of kittens. You can't fixate on one or the others will get out. You need to develop your "scan," that is looking at each instrument with your eyes and processing the information. At first you will find that you are bobbing your head back and forth, up and down. This can be fatiguing. But as your skill level increases, you'll begin scanning just with your eyes.

I enrolled in an aviation program at a local college. The problem is my parents, with whom I live. I show them my books and my logbook, but they don't believe I am learning to fly. I am paying my own way, but they are concerned that I am gone so long and I am spending a lot of money. How can I prove to them that I am really doing this? I'd really like it if they could at least support me emotionally instead of saying "Oh, no you're not!" I am at the airport each day.

Have you invited your parents to visit the school? See if you can arrange for them to have a tour of the facility. Ask them if they'd like to meet your instructor. If you can show them what you do, that might go a lot farther than telling them.

I have about 10 hours in the aircraft and I still over-control with the yoke when the weather gets bumpy. It scares me when we bounce around and I find myself losing heading and altitude. What can I do?

I've encountered this many times. Have you tried slowing your airplane down to maneuvering speed? This helps the airplane handle the bumps. Then focus on relaxing your hand on the yoke and flying with your feet. It tends to smooth out the bumps.

Before each flight my CFI makes me inspect the airplane with a checklist. But I know it's airworthy because usually it's just back from a flight. Worse, when I am done my CFI double checks me! I feel like I am being hazed. Is my CFI just being mean or what?

Your CFI is being a good CFI. Airplanes develop problems during flight. The CFI is responsible for the flight—that means your safety, too. If he or she didn't demand that you do a pre-flight inspection, then check your work, I would question his or her integrity. ✈

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

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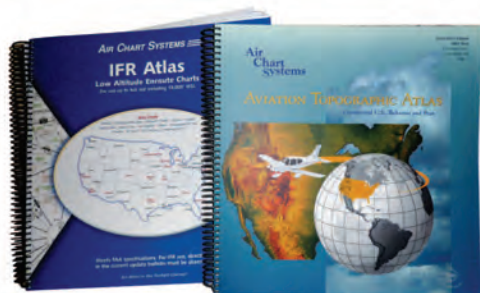
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SOURCES AND RESOURCES



Booking It

I like to fly cross country—I mean really cross country—from sea to shining sea stuff. But those kinds of trips only happen once a year or so, and when they do, per the regulations, I need current charts for my routing. It was always expensive and bulky to acquire and then port so many charts and plates. That was, until I discovered Air Charts, by retired airline captain Howie Keefe.

The Air Charts are perfectly ordered, bound books that encompass the VFR or IFR charts for the entire U.S. and parts of Canada. You look up the section of the country you want to navigate on the easy contents page, then flip to that page, and begin. Simple as that. One spiral-bound book, weighing about a pound each, either the VFR or IFR (I have both), slips easily into a standard sized flight bag.

The Air Chart system is subscriber based, and sends its subscribers updates via regular mail or download on the standard eight-week cycle (with a 28-day update available mid-cycle, as well). The revisions tuck into a convenient pocket in each book. Approach plates work the same way, saving you a ton of time with revisions.

The Air Chart system is compact and economical, as well as eminently useful in the cockpit. And you'll never worry about batteries dying, or a hard drive crashing. For more information navigate your browser to www.airchart.com or call (800) 338-7221.—A.L.



EZ-Flap Fix for Manual Flaps

There comes a time when flying certain aircraft that are equipped with manually engaged flaps where you must make a decision, look out the windscreen or reach for the flap handle—in those aircraft I cannot do both at once. The EZ-Flap, STC'd for Piper and Cessna models with manual flaps, solves the problem forever by extending the handle such that anyone can reach it. Really! For more information about this simple fix, call (818) 634-9762 or browse to www.ezflaphandle.com.—A.L.

OK, SO WHAT'S A GOGIRL?

Simply put, GoGirl is the way to stand up to crowded, disgusting, distant or non-existent bathrooms. It's a female urination device (sometimes called a FUD) that allows you to urinate while standing up, or, if you are in the pilot's seat, allows you to use a portable urination device without having to remove half of your clothing or completely leave the seat (really!). It's neat. It's discreet. It's hygienic and reusable. Find it at Go-Girl.com or (877) 447-5007. ➔



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There is nothing worse in the summer than melted makeup or ruined medicines when you are traveling. The Cool-it Caddy™ “grab and go” clutch bag travels with you in high temperatures, keeping your costly beauty or health care products protected from “heat meltdown.” Manufactured by Vinci Designs, LLC, the bag uses insulation layers and a chemical coolant to keep your temperature sensitive items from overheating. Simply freeze the bag, grab it, fill it, and go. Find out more at www.cool-itcaddy.com. ➔





PIONEERS

WAI Pioneer Hall of Fame Nominations

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

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

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

Nomination form deadline is September 10, 2010.

WOMEN IN AVIATION, INTERNATIONAL

2011 Pioneer Hall of Fame

Nomination Invitation

INDUCTION CEREMONY

Saturday, February 26, 2011 – *Grand Sierra Resort and Casino*
You are invited to submit nominations for Women in Aviation, International's
2011 Pioneer Hall of Fame.

Deadline for submissions: September 10, 2010

WHO IS ELIGIBLE:

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

WHAT TO SUBMIT:

An official nomination form can be obtained on the WAI web site at www.wai.org/pioneers or by calling (937) 839-4647 or faxing (937) 839-4645.

WHERE TO SUBMIT:

Women in Aviation, International – Pioneer Hall of Fame
Morningstar Airport, 3647 State Route 503 South,
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KATE'S AT THE HELM *Eureka!*

Zeppelins are flying again,
and pilot Kate Board is one of a very elite crew.

PHOTO BY STEVE LAWSON



When

hen Kate Board's father asked her what she wanted for her 19th birthday, the 5'2" young woman, her blue eyes twinkling, did not have to think twice. "A flying lesson," she said. It took her less than five minutes in the air, at the moment the instructor handed the controls of the Cessna 152 over to her, for Board to realize that flying was what she wanted to do with her life. "From the minute I got hold of it, I



just loved it," Board says, laughing. "It gave me a rush. And it still does!"

Now, at age 34, Board works as one of an elite group of only three highly skilled pilots for Airship Ventures, a California-based company that offers luxury leisure flights aboard the largest airship in the world, a 246-foot long, 57-foot high, 64-foot wide helium-filled Zeppelin NT named the *Eureka*.

But the road to the *Eureka* has not been easy. Although Board's father was supportive of her interest in flying, he told her he would not pay for her to earn her pilot's certificate. So Board went to work. She began by doing anything and everything that TG Aviation, the closest flying club near her home in Kent, England, needed done in exchange for free lessons during off hours.

As she worked towards her license, Board decided she wanted to become an aerospace engineer. She enrolled in university, but did not have enough money to continue after her first year. With the characteristic determination and cheerful disposition that has led to her success, she dropped out and found a job. She was so determined to be in the world of aviation that she secured employment as a waitress at an airport hotel near Gatwick Airport in London. "I thought, you know, at least I'll be near airplanes and near flying," she remembers.

Board wasn't a very good waitress. Working a split shift and starting at 5:00 a.m. was grueling. Pretty and petite, she served food to rowdy young men who invariably asked her the same question. "They all asked me for room service, and in the end I got so fed up and said, 'Can you think of a more interesting line, please?'" But Board kept her eyes and ears open and in less than two months she landed a full-time job inside the airport, working in administration for one of the airlines.

It was her next job, doing sales for a London-based hot-air balloon venture owned by Virgin, that Board credits with changing her life. Flying hot-air balloons in England, where the weath-

by Jennifer Margulis

er is notoriously gray, was a lose-lose proposition and the enterprise was planning to relocate. When Virgin offered all their employees the option to interview for another Virgin company, a co-worker had a good idea. "One

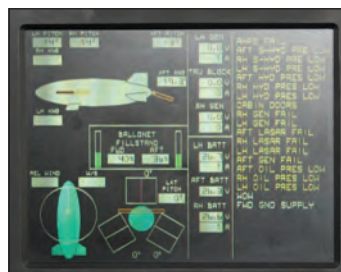


of the guys there asked me, 'Have you ever thought about flying airships—blimps?' And I thought about it and I thought, 'Well that sounds interesting... What are they?'"

Her next job brought her even closer to the cockpit. She was hired as part of the ground crew for a Virgin-owned blimp company. But there was a catch to the idea of actually flying a blimp: Board had to convince her bosses that she was strong enough to master the craft.

"Flying blimps is actually fairly physically demanding because you steer them with rudder pedals, so you're actually pushing the control surfaces," Board, who adds that at the time she weighed only 120 pounds, explains.

"You steer it with your feet, so you've got two pedals, left





and right, and there are pulleys and cables attached to the pedals you use to steer it to the control surfaces in the back. If you're flying for a long time, your legs are constantly working, and your hands are too."

On her test flight it was easy to see that Board had the skill to "fly by feel," that an airship demands. She was in perfect control of the ship and a natural behind the wheel. At 22, she'd grown up around horses and was physically active. But before she could fly, she had to put in her dues as ground crew.

"I don't know if they expected me to last for more than two weeks, but I did," she remembers. "Actually, I'm so glad that they did it that way because in airships it's really important to understand the role of the ground crew—they are vital to the whole operation. It's not like airplanes or helicopters, where you get in and do your thing; you have to have your ground crew with you. You have to think about them constantly. You have to know what they do." Keen to fly, Board volunteered for the eight-hour night shifts so she would have time to practice flying the blimp during the day.

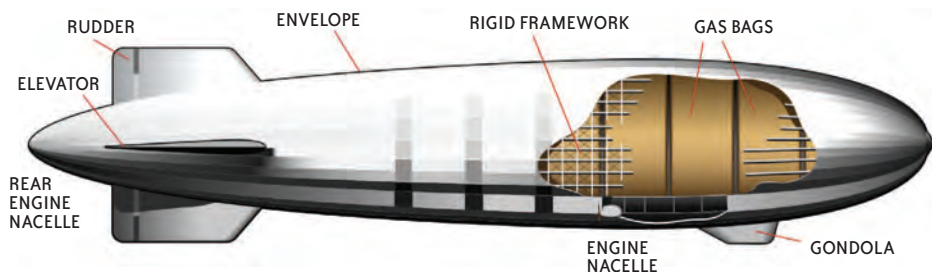
After 11 months on ground crew, Board went to Orlando, Florida, to train. She spent the next four years flying advertising blimps all over Europe, then four years piloting blimps across the

United States, living out of a suitcase. "Being up there, it doesn't matter what's happening on the ground," Board explains. "When you get airborne, and you're physically cut off from the ground, everything looks much better. You can't see if the streets are dirty. It gives you a very different view of the world—a very relaxing, very calm view. In a blimp especially ... it's not as noisy or vibrating as much as an airplane or helicopter. You're just floating."

As much as she loved it, after almost 10 years, Board decided it was time for a change. She applied and was accepted to the British Merchant Navy, where she learned firefighting and first aid before going off to sea. But her hiatus from flying didn't last long and her life changed again when she received a message from Alexandra Hall, the co-founder of Airship Ventures. "Can we persuade you to come back to flying a zeppelin?" "I thought about it for about 30 seconds. As soon as she mentioned the word zeppelin, she had me completely, because

that was one of my dreams—I always wanted to fly the zeppelin."

Board laughs at how much easier flying the *Eureka* is from flying a blimp. "It's so maneuverable, it's just amazing. The first time I saw it and I realized all the problems that you have with blimps have just been eliminated with the zeppelin." Though they look similar, non-rigid airships like blimps handle differently from a rigid airship such as the zeppelin. The blimp only holds its shape when the helium chamber is pressurized, and the gondola hangs from it, similar to the gondola of a hot-air balloon. The Zeppelin NT, on the other hand, doesn't have a full skeleton of aluminum girders like the zeppelins of the 1930s, but rather a rigid triple keel from nose to tail and supporting the gondola, while from the keels a triangular truss supports the other two dimensions, the width and height of the envelope, and holds the engines in place. Because the engines are part of the rigid structure,





this longer envelope can remain stable even in winds, and can be forced through turns by the engines without deforming.

A Zeppelin NT is fly-by-wire, digitally powered, with no foot pedals for the control surfaces. Elaine Jumes, an airplane pilot who was working as cabin crew aboard a recent flight on a sunny day at Moffett Field, divulges a secret: “Kate actually flies with her legs crossed.” That way she eliminates the temptation to push blimp pedals that are not there.

Despite the advances, the *Eureka* is still susceptible to high winds and bad weather and the luxury flights, which usually go only 35-40 miles an hour are frequently canceled or rescheduled.

But when the ship flies, people in high spirits enjoying the breathtaking views of the Golden Gate Bridge surround Board. They lean out the open windows to take pictures and they enjoy snacks and champagne.

“Everyone is always ... so excited. It kind of lifts your mood to always be surrounded by people who are really happy,” Board says. “This is a very special event for all the people who come flying with us.” ➔

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Jennifer Margulis writes for numerous travel magazines and lives in Oregon.

MEG FLIES A ZEPP

In addition to providing sighting tours up and down the California coast, Airship Ventures offers a pilot experience class. Under pilots Kate Board and Fritz Gunther’s tutelage, people with at least a private pilot certificate and a valid medical can learn to fly the 246-foot *Eureka*. The class is limited to six people. I had a chance to be part of it in June 2009. The experience begins with a tour of the airship’s hangar, which is across the ramp from the Macon’s Hangar One, then the cockpit orientation. “This the most important gauge on the ship,” said Board, pointing to the gauge that measures the temperature of the helium and air in the ballonnet. The difference between the two



is known as ‘superheat’ and it shows how much lift the ship has. The *Eureka* has a tail-mounted engine and two engines on each side. The mixture knobs are red, propeller knobs blue and the throttle knobs are black. All the knobs are located on a center pedestal beneath the panel. Orange levers control the propeller thrust. By vectoring the thrust the pilot moves the ship. The ship is fly-by-wire and flown with a side-stick. There are no rudder pedals. The pilot sits in the left seat. The avionics is glass panel, including the attitude indicator and vector thrust indicator. Ground school was five hours. The next morning we reported at 0700 to fly. The class experience level ranged from a retired airline captain to a longtime private pilot. The training flights take place over the airport. Under the careful watch of Board and Gunther we performed climbs, turns, descents, takeoffs and landings. Airships don’t react like airplanes do when you make a control input. Airships react slower. “Watch your pitch—it’s not like an airplane on climb out,” Board cautioned, gesturing for me to look over my shoulder at the dramatic deck angle. “You have 120 feet of ship behind you,” she said. “It’s all about multitasking,” Board explained from the right seat as she talked me through a 360° turn. “Watch your altitude, bring her around, don’t worry it won’t roll over on you. Notice how slow we are,” she said, pointing to the airspeed indicator, which was stuck at 40 miles per hour.



Landing is all about energy management and following the cues of the ground chief, who stands on the ramp holding a windsock over his head. If the windsock starts to move sideways you are next. Once the ship starts to move sideways it can move sideways very fast. If it starts to get away from you, lift off. You don’t want to let the ship get blown back because you have the hangars and you don’t want to pitch up too much because you have 120 feet of zeppelin behind you. And there is no such thing as flaring in an airship. The ground chief uses a handheld radio to tell you how close the gondola and the tailwheel are to the ground. It takes approximately 40 hours to get a commercial airship certificate. For more information on learning to fly go to: www.AirshipVentures.com — Meg Godlewski



HIGH ANXIETY!

One woman's journey overcoming her



As an airline flight instructor, aerobatic instructor, tailwheel and glider instructor I have taught many to fly, including my wife and daughter. Throughout these efforts I have always looked for heroes my students could look up to for guidance. Patty Wagstaff, Dorothy Hester, and Betty Skelton are some good ones. Like many of you, though, I'm most interested in that category of heroes that is made up of regular people, average people who have overcome obstacles and prevailed to become aviators. In overcoming a heightened fear of stalls and spins, Melissa Fohl, or Missy to us, is in that category.

Fohl is now an Aviation Safety Technician for the FAA. She is a commercial, instrument, and multiengine pilot, on her way to her CFI, and is becoming an accomplished aerobatic pilot. What makes these accomplishments noteworthy is that for many years she was terrified of stalls and spins. I don't mean just uneasy. I mean absolutely terrified, to the point where she could not finish her pilot's certificate because she couldn't get past stalls. And spins? Fuggedaboutit!! It is hard to believe that she has gone from that mind-set to the point of preparing to actually compete in aerobatics!

by Gordon Penner

Fohl initially trained as an aeronautical engineer. She got her B.S. in Aerospace Engineering in 1999 from University of Cincinnati (UC). She says, "I originally started flying lessons in 1994 at Harrison Airport, in Harrison, Ohio, when I was 18 and a freshman. Unfortunately, I ran out of funds and time shortly thereafter because engineering studies took priority. I flew very infrequently and did not solo until 2005."

After graduation from college, Fohl started flight training once again, this time in Dayton, Ohio. "My issue with practicing stalls and the dreaded school loan repayments forced me to terminate my training after only about 10 hours of lessons," she said. In 2002 she made Greene County Airport in Xenia, Ohio, home. She was ready for a solo cross-country, but fear gripped her. She canceled it.

In 2000 she started working on her Master's in Aeronautical Sciences, with concentration in Aviation Management and Safety, through Embry-Riddle Aeronautical University at Wright/Patterson Air Force Base, Dayton, Ohio. She was now actively looking for what she really wanted to do in her work life. She made stalls and spins a part of her study.

"The research I conducted for my graduate case study proved to be a significant aid in breaking down the mental barrier I had developed regarding stalls and spins," she said. "I discovered the unique difference between pilots who fly taildraggers and pilots reared on tricycle gear aircraft." Fohl realized that she'd learned to fear stalls and spins early on in her flight training. Part of that fear was self-imposed; it terrified her when the airplane would drop a wing during a stall, however, another aspect of her fear stemmed from the prevailing mindset which is, you always want to avoid stalling the airplane because it could lead to a spin that is unrecoverable. "In gathering the data for my graduate thesis, I stumbled upon Waynesville, Ohio, where, for the first time, I met instructors that mandated actual spin training in their primary pilot courses. That was a wake-up call for me."

At family-owned Stewarts Aircraft Service in Waynesville, Ohio (40I) instructors have been doing aerobatic and spin training since 1946, along with tail-

consuming fear of STALLS AND SPINS

wheel, Stearman, and glider training. In addition, one of their instructors had gone to California to take the Emergency Maneuver Training program from 2006 Flight Instructor of the Year Rich Stowell. With Rich's blessing that instructor brought Stowell's program to Waynesville, and it subsequently became part of Fohl's research.

"While my research introduced me to another way of thinking about stalls and spins, it was not enough to quell the physical and/or psychological fear," she said. "Even after finishing my thesis and completing the MS degree in 2004, I still hesitated about taking up flight training again. I had not flown since 2002 because of life obstacles: marriage stresses, job changes, knee surgery."

It was Eric Backscheider (her brother-in-law) who prompted her to give Waynesville a shot and attempt to finally get her wings. He also convinced Fohl to attend an International Aerobatic Club Chapter 34 meeting. So in late fall of 2004 she once again commenced flight training for her private ticket, and received her first taste of aerobatics, all at Waynesville. That meeting, her time at Stewarts/Waynesville, and her graduate studies convinced her to take a ride in a Pitts Special aerobatic aircraft with Waynesville aerobatic instructor and airshow pilot Brett Hunter.

"Once I recognized that almost every airplane will fly, if you just let it, the fear of stalls and, more importantly, the fear of spins began to subside. Prior to that ride with Brett, I had only ever flown in Cessna 150, 152, and 172s. But sitting in a different type of aircraft through the spins, loops, tumbles, and rolls, and seeing it done with such precise controlled movements amazed me. (And the wings didn't rip off!) Brett knew what control inputs to make and when to do so. He knew when to just let the plane fly and do its thing. And he seemed so relaxed and happy while doing it. I knew I wanted to feel that way too. I wanted to be excited when driving to the airport, not clammy or suffering from sweaty palms or having hot flashes because I was worried about the airplane being ahead of me. I wanted to be confident in that whatever happened (short of a structural failure), I would have a pretty good shot at getting out of it. And I wanted to have fun. That is why I slowly gravitated towards full acro," Fohl explained.

It didn't take long. Fohl was the recipient of the 2006 IAC Chapter 34 aerobatic scholarship, which she used for her training in the Citabria and Decathlon at Stewarts. "Over the course of the summer and fall of 2007, Emerson Stewart coached me through loops, spins, slow rolls, hammerheads, half Cuban eights, reverse half Cuban eights, chandelles, lazy



eights, and point rolls (still my nemesis). We also practiced unusual attitudes and emergency maneuver training, which I highly recommend," she said. "My situational awareness and visual acuity improved with every lesson. I was no longer hesitant to apply full control input when it was needed, and I learned when to push versus pull in a variety of circumstances. Oh, and stalls/spins? No longer a problem!" she laughed.

In late 2007 Fohl was one of two recipients of the Red Barons' Memorial Scholarship, offered by the International Council of Air Shows (ICAS) Foundation. She traveled to St. Augustine, Florida, in mid-November 2008 to complete a 10-hour aerobatic course in a Pitts S-2B with Carl Pascarell of Aerobatics Unlimited.

"I have to say, when I finally earned my private pilot certificate, I felt like an enormous burden had been lifted," explained Fohl. "For 11 years off and on, I had worked towards and dreamed of that goal, sometimes thinking it would never happen. And then it did, and I was excited, relieved, and amazed. Then came the aerobatics, which proved to be a huge confidence booster and a great escape from the stress of daily life. It's no secret that participating in aerobatic flight has

helped to turn my attitude around 180 degrees. I don't know how to explain it," she sighed. "It's a challenge, it requires complete focus and dedication to do it right, and every flight is uniquely different from the one before it. And despite all the other flight training I have been doing, it is still my escape. If you had come to me and told me two or three years ago that by 2009 I would be a Commercial/ASEL/AMEL/IFR pilot training to compete in aerobatics at the Sportsman level I would have said you were pretty crazy. So to me, flying is more than a job or even a passion...it has become my addiction, my escape, and my safe place."

Melissa Fohl doesn't think of herself as special in any way, and absolutely *will not* entertain the word hero. In her words she is "just your average girl trying to live her dream." Knowing her, I think that is true, but things in this world are done by those that show up. Melissa Fohl didn't just float along. She showed up. She dreamed about being an aviator. She fought to understand and abolish her fears. Now she is the pilot she always wanted to be. Now that, to me, is heroic. ➔

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Gordon Penner is a NAFI Master CFI-Aerobatic and FAA Gold Seal Flight Instructor based at Stewarts Aircraft Service in Waynesville, Ohio (401). Penner brought the Emergency Maneuver Training program to the Waynesville, Ohio, airport and enjoys his acro students above all.

PERSPIRATION & INSPIRATION

EAA's Answer to Mentoring the Community of Women in Aviation

Since 2005, EAA has sponsored “Women Soar You Soar,” a camp for young women held at the beginning of AirVenture each year. Now, not only do notable women in aviation gather at AirVenture every year to meet up with old friends, relive their fabulous memories, and participate in flying adventures, they also come to participate in the significant job of mentoring future women aviators.



Crissy Tonsi, Mentoring the Future

Women in aviation are not all renowned pilots. The love of aviation and desire to mentor young women can touch anyone. Crissy Tonsi has been involved in the aviation community for many years. “I was in the right place at the right time and since then I have been a management consultant and worked for various airlines and aerospace manufacturers,” she explains. She

Dawn Seymour, Blazing the Trail

Perhaps the most notable aviators and role models for young women on Oshkosh's flightline are the spirited, close-knit group of women aviators known as the WASP (Woman Airforce Service Pilots). Dawn Seymour (Class of 43-5) describes the group as “the result of a crazy, wonderful dream of Jacqueline Cochran” to solve a dilemma for the United States Armed Forces. The USAF needed their soldiers overseas to fly in combat, but the production of new airplanes and training of new soldiers required personnel in the United States to ferry and test the planes as well as to train the new pilots. “You’d be surprised,” Seymour says, “in 1939 before WWII there were few pilots and even fewer women pilots.”

Jacqueline Cochran's dream to train women to take care of the homeland flying needs brought in 25,000 applicants. Cochran accepted 1,830 women into her program and from September of 1942 until December of 1944, she directed the training of 18 classes of women pilots, producing 1,074 graduates. There are fewer than 300 WASP still living today. As Seymour explains, the WASP's role in aviation now is to encourage young women to “keep in school, and study math, science and communication skills and to build their dreams.”

Jill Long, Pushing Ahead

Long joined the ROTC and entered flight school in 1991. “I was one of five women at the base when I was there,” Long says. When the Air Force started allowing women into fighters, she had to apply five times before she received her transfer to a fighter, but it wasn't an F-4. “The A10 was the closest to an F-4 I could get,” Long explains.

“Flying the A-10 wasn't easy; there were few women flying them in that first wave,” says Long. Quitting was never an option for Long. “It's letting them win and what will that mean for future women? Plus, I liked it.” Now Long, a Lieutenant Colonel in the US Air Force, spends time mentoring young women throughout the country. Whether it's encouraging them to try harder and seek help in math and science or simply telling them that she believes they can do anything they want, Long has been able to open the door for many young people's success.

has been around and involved in aviation ever since.

Because of her love for aviation, Tonsi began working with the “Women Soar You Soar” program in 2006 and has served on the steering and mentor committees in 2008 and 2009. Tonsi is not a pilot but does fly in the right seat whenever she can. “I just love it,” she says. “You don't have to have a license or certificate to be passionate, to be involved in every way you can.” Tonsi explains that they look for a variety of women to be mentors in the program as well as program alumni to be junior mentors for the girls. “We mix up the mentors throughout the program so the girls can make a connection with someone and meet their role models.”

Lindsey Stevens, Reaping the Benefits

Lindsey Stevens' father is a private pilot so she grew up around aviation. “I took it for granted because it was always there,” she explains. She remembers for a long time that piloting was her dad's “thing” but never her own. When she was 15, her mom saw information about the “Women Soar You Soar” program and encouraged her to apply. “I was one of the last applicants that year and was very nervous to attend,” she says.


Attending the program and meeting notable women in aviation piqued her interest even more. After attending “Women Soar You Soar,” Stevens started taking math more seriously, started taking flying lessons and soloed a plane on her 16th birthday. “I also started toying around with the idea of a career in aviation,” she explains. “I live by the advice that any job should be something you'd be

willing to pay someone to let you do.”

Stevens is now attending Texas A&M for aerospace engineering. There are times when she gets discouraged, though. “Only 15 percent of my freshman class were female,” she explains, and she struggles with her math. “Others are in the program because they are good in math. I'm in it because I have a passion and interest in aviation,” she says.

While they all have their own stories, most women in aviation can agree on one thing—flying is liberating, the epitome of freedom. According to Seymour, “Flying means freedom, boundless horizons and beauty.”

**We mix it up
so the girls
can make
a connection
and meet their
role models.**

A woman with dark, curly braids is looking out of an airplane window. She is wearing a white, ruffled top. The lighting is dramatic, with bright light coming from the window and the rest of the cabin in shadow. Another person is partially visible behind her.

THREE WOMEN AND THE **NETWORK** THEY USE TO SAVE **LIVES**

*Corporate Aviation
Responding in
Emergencies (CARE)
is the brainchild of
a few good women
who know the power of
the products they handle,
and how to use that
power for good.*

Saint Phelya Dorsan sees her home, Haiti, for the first time from the window of Peter Simpson's Pilatus PC-12, after weeks of surgery and rehabilitation in the U.S. from an injury sustained during an aftershock.

When the earthquake hit Haiti, pediatric ER doctor Ric Bonnell, a regular volunteer in a small hospital for Project Help Haiti in Pierre Payen, was on the telephone immediately. “I found out that our hospital was intact, but there were dozens of patients with severe injuries there, and no surgical teams or supplies. They needed equipment and doctors,” he remembers.

Bonnell knew corporate aircraft could help him—he’d seen how in the aftermath of hurricane Katrina, when he had worked at Texas’ Children’s Hospital in Houston, Texas. A hospital board member had donated the use of his private jet to help get survivors in acute need of medical care to Bonnell’s functioning hospital in Houston. Lives were saved.

Meanwhile, in Austin, Texas, Robin Eissler, vice president of Corporate Aviation Responding in Emergencies (CARE), was on her cellphone with CARE’s President Marianne Stevenson, and with the National Business Aviation Association (NBAA), all the while gearing up her resources via Facebook for the same cause. “After Katrina we went to NBAA and asked them to start a listing of companies and people willing to volunteer their aircraft and/or pilots during emergencies,” says Eissler. “Within 72 hours of the earthquake we had 70 aircraft ready to go to Haiti.”

In Utah entrepreneur and helicopter pilot Jeremy Johnson saw the devastation and immediately put the plans in motion to move his Eurocopter EC136 and Citation X into Haiti. CARE discovered Johnson’s resources via text messages with Scott Rye, his chief pilot.

The Bonnells got their first medical team in-country on the Saturday after the earthquake. Eissler and Stevenson’s CARE flights were there the same day. Television news showed images of food and water sitting on the international ramp while the U.N., Haitians and U.S. military sorted out who got what. Meanwhile, the more nimble corporate aircraft were pulling into the general aviation ramp or the grass, quickly off-loading their payloads by human hands directly onto waiting vehicles from small non-government organiza-

tions (NGOs) already on the ground and established there.

The strategy is simple. “Every airplane is maxed out in both directions,” explained Stevenson. Supply warehouses were established at FXE and in Santiago, Dominican Republic, to stock aircraft, managed by Banyan Air Services’ Sueanne Campion. And temporary ports-of-entry were established at outlying airports, so aircraft could fly direct to and from international points.

“Our flexibility, innovativeness, and our willingness to work with everyone keeps this operation efficient, and effective,” said Eissler. Johnson agreed. “I’m not affiliated with anyone—and that’s how I like it. I can fly for them all.”

Lives are saved that way, Bonnell knows. Take, for instance, the story of 11-year-old Saint Phelya Dorsan, which was featured on *Dan Rather Reports* news hour in April, 2010. Dorsan took her mule and \$25 Haitian and headed down the hill from her home in Pierre Payen to the roadside market to see if there was food to be bought a week after the catastrophic earthquake hit Haiti, January 12. Unfortunately, she never made it. Crossing the busy thoroughfare a 7.0 aftershock tossed traffic, and suddenly a bus was careening toward her. She doesn’t remember anything else. A bystander picked her up off the road and carried her several miles to the Project Help Haiti Hospital in Pierre Payen.

The impact crushed her pelvis, broke a leg in two places and caused life-threatening bleeding. “In a way she was lucky,” Bonnell said. “If the accident had happened a week earlier we wouldn’t have been there and she wouldn’t have gotten the surgery she needed and likely would have bled out.” Bonnell texted his wife Wendy from the operating room: *I can’t save this child here*, and Wendy reached out to Eissler.

Eissler arranged for Partners In Health (PIH) pilot Peter Simpson and his Pilatus PC-12 to swoop in to Port-au-Prince coming off another run. Wendy texted Ric: *get to the airport: NOW*.

Bonnell loaded his patient, barely stable, into the hospital’s pickup truck bed, then laid next to her to comfort her as a hospital volunteer drove them two hours to the airport. At the front gate they

by Amy Laboda

were refused—the patient had no papers, no passport. Bonnell was undeterred. They went to a back gate, slipped in, and waited, searching for the one aircraft that would be for them.

When it appeared on the horizon, Bonnell and four guards lifted his patient and ran across the ramp to the grassy area mid-runway, where the



Left: Marianne Stevenson with her brood at home. Below: Dorsan with Robin Eissler at Banyan Air Services at FXE.

PC-12 had been marshaled. Simpson opened the cargo door and loaded the stretcher. He spun up the turbine and departed mid-field. The authorities, from air traffic control to customs and immigration to a 911 operator, all were alerted. The patient, Dorsan, was in an

ambulance bound for a Broward County, Florida O.R. within minutes of touching down at KFXE.

Six weeks later Bonnell accompanied the young teen, on the same PC-12, with the same pilot, back to Pierre Payen. Together they watched as she walked into her father's arms. "I promised him I'd bring her back," he said. With CARE's help, he did.

Over the course of 80 days CARE put 3,800 people, medical teams and aide workers, into the country, and brought back more than 700 critically injured patients for treatment in the U.S., all the while moving 1.5 million pounds of food, medical supplies, and equipment into the country through more than 700 flights in 110 different corporately or privately owned, donated aircraft. "At one point we had six flight coordinators for Haiti, all in different regions. They were all volunteers, like we are," says Stevenson.

Since the Bonnells hooked up with CARE they've rotated in and out a dozen surgical teams and completely equipped the Pierre Payen hospital. It is now the premier orthopedic unit on the island.

"The flexibility private aviation afforded us was nothing short of amazing," said Bonnell. "CARE tailored the type of aircraft to the number of people and the supplies we had, amended schedules....," he paused. "Look, sometimes you donate money to a large relief organization, and you never know where the money went," he continued. "But aircraft owners donating the use of their planes, they absolutely know. We send them pictures back."

For pilots, such as Peter Simpson, who was recruited to Partners In Health by a friend who leased the PC-12, the reason he participates is simple. "This was just an easy one. You know you've got a small part you can play, so you play it. What else are you going to do?"

The needs in Haiti are changing, all admit. Simpson described several recent trips. "We flew over a contingent of Haitian borne people from the U.S. and I saw the draft of what some of the peo-



Dr. Ric Bonnell returns Dorsan to her father at the hospital in Pierre Payen.

AMY LABODA

ple rebuilding had in mind. It spelled out the magnitude of what happened—95 percent of the infrastructure—destroyed. A lot of the key players in government died. There is major regrouping going on. That is when you see the big picture stuff." Several times Simpson has provided transport for Jason Leyva, a prosthetic specialist with No Boundaries Prosthetic Foundation in Miami, Florida. Leyva had donated artificial limbs from some of his clients, which he was re-purposing and custom fitting for needy children and adults in Haiti.

"Our flight needs are just as critical as they were a couple of days after the earthquake. We are doing medivacs, mostly surgery cases that have been waiting and have become critical," said Eissler.

Stevenson agrees. The NBAA pre-registration for emergency availability shows 425 aircraft thanks to heightened awareness. "Even though the airlines are flying into Port-au-Prince, there are things they won't carry. We are still seeing need, so we'll keep flying."

Johnson still flies food into remote areas, but he's spending more time in Port-au-Prince on logistics. He established a consortium of business people who have agreed to set up a correspondence university to educate young Haitians. He strongly believes that if the brightest young Haitians could be properly educated and influenced, they could serve as the solid bedrock on which to rebuild the beleaguered government into something that could serve the people there.

Dr. Wendy Bonnell worries that 80 days after the quake Americans are los-

ing sight of the poorest country in the western hemisphere, and will stop caring, and thus contributing to the recovery. "No one wants to be the 12th tier of donors. Americans forget and go back to their everyday lives," she said.

CARE principals Eissler, Campion and Stevenson disagree. "Our donated aircraft and the crews who fly them are the lifeblood of Haiti's outlying regions because we have the appropriate assets

and place them in the appropriate locations," said Stevenson.

Eissler chimed in, "Every aircraft that volunteered to go to Haiti for us has offered to go back. They get there and see what we are doing, helping and they want to help more. It isn't over."

That they can all agree on. "Ric's team is wrapping up the acute phase and setting up the longterm management. The hospital is now Haitian staffed, and the American docs come in monthly. The goal is to have Haitian surgeons and nurses running the hospital competently," says Wendy Bonnell.

It is certainly not over for Eissler, Stevenson and Campion, who are, for now, the three keys to CARE's success. They do have other lives, and businesses. Eissler and Stevenson are involved in corporate aircraft sales and management (JetQuest and Strategy Aero Group, respectively), and Campion, a former executive for Banyan Air Services at FXE, helps raise money for foster families and children in Florida. Two are busy moms and wives, as well.

But something about the CARE project has them absolutely committed to it, and although other coordinators and directors for the organization have come and gone (and sometimes come back, Stevenson is quick to explain), these three women seem keen to stick around for the long haul. ➔

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For more information about Corporate Aviation Responding in Emergencies, look for them on Facebook under Aviation Responding in Emergencies or via www.nbaa.org.



LISA DEROSSE

FEDEX EXPRESS RE-LIGHTS A DREAM ON HOLD

I still remember the moment I received the phone call letting me know I had won the 2008 FedEx Express Flight Scholarship. It was early in the morning on a dreary day in January. I was sitting in my car listening to the rain hit my roof as I waited for the bookstore I currently worked at to open its doors for another day of business. This moment, and moreover the scholarship I

was about to find out I had received, was pivotal in the shaping of my career and catapulting my life in another amazing direction. Let me back up a little before I get too ahead of myself.

I grew up in Toronto, Canada—where after finishing all my licenses and ratings I worked as a flight instructor. After a year of instructing, my husband was offered a fantastic job in Seattle, Washington. While I was happy in my current situation, I followed along excitedly dreaming about all the opportunities the U.S. had to offer in the aviation industry. When the move happened, I knew it would be at least three months for the immigration paperwork to go through allowing me to work in the States, so in the meantime I worked steadily to transfer my licenses to FAA compatibility. Then came the hard part—finding that job. Unfortunately, I did not have enough experience for the airlines or corporate sector, but I also did not have my U.S. instructor rating since that would cost me close to \$3,000 to complete. Without a job, shelling out big bucks just wasn't in our budget at the time. This is what ultimately led to me putting my dreams on hold, getting a job at a bookstore, and spending mornings in a car listening to the rain on my roof waiting for the store to open.

As time passed it seemed less and less likely that I would be able to take advantage of the opportunities I thought lay ahead of me when I first moved to the States. In an effort to keep my hope alive I applied for a couple of scholarships with Women in Aviation, Inter-

national, as I had done in recent years. But as the new year dawned, and only weeks before the Conference, I assumed others had already heard the news that they would be the ones receiving the

at the next WAI Conference, which ultimately landed me the job I have now; flying cargo for Ameriflight. Ameriflight is a large 135 operation that delivers cargo throughout the U.S. and the Caribbean.



scholarships. I was at a fork in the road with my career and not sure what was going to get me back on the path that I wanted to take. It turned out that a single phone call—telling me I was awarded the FedEx Express Flight scholarship—gave me what I needed.

After receiving the FedEx Express Flight Scholarship I was able to obtain my CFI and CFII in the U.S. I worked as a flight instructor and charter pilot for a little over a year in order to gain the experience I needed to make it to the next step. Although I didn't win a scholarship last year, I met some great contacts

I absolutely love the challenges and excitement that my new job has to offer each and every day. I'm back on track again and following the path to my dreams.

Isn't it ironic that a scholarship from one cargo airline led me to a job with another cargo airline? Moreover, Ameriflight currently transports FedEx Express freight throughout the U.S. and we are one of the largest operators in the Caribbean. It goes to show that you can only win a scholarship if you apply for one. It can change your life. It sure changed mine. And who knows? Maybe I'll be flying for FedEx one day. ➔

2011



WOMEN IN AVIATION, INTERNATIONAL SCHOLARSHIPS

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

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

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

AEROSPACE ENGINEERING SCHOLARSHIPS

American Airlines and American Eagle Engineering Scholarship

American Airlines and American Eagle will award one \$5,000 scholarship to a student pursuing a degree in the field of engineering. Candidates will be evaluated on academic standing, personal accomplishments, teamwork, leadership skills and community service involvement. Please submit application according to WAI scholarship guidelines. Finalists will be interviewed at WAI Conference in Reno.

Requirements: meet all WAI scholarship requirements and guidelines, GPA 3.0 or higher, enrolled in accredited U.S. engineering program, U.S. citizen or permanent resident.

American Airlines and American Eagle Maintenance & Engineering divisions are vital to the companies' commitment to provide safe, dependable and friendly air transportation to their customers. As such, they seek to attract top engineering talent who share their passion and interest in the aviation industry.

To honor the 2011 Scholarship Recipient, a Maintenance and Engineering Senior Executive will host the winning student at a "Women in Aviation Recognition Lunch" at an M&E

facility, including all travel arrangements and tour. (Scholarship value: \$5,000)

Delta Air Lines Engineering Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in a Baccalaureate degree in Aerospace/Aeronautical, Electrical, or Mechanical Engineering. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 22nd Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time students at the junior or senior level with a minimum of two semesters (as of March 2011), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

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

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

(Scholarship value: \$5,000; Estimated total value: \$7,000)

FLIGHT SCHOLARSHIPS

Airbus A320 Type Rating Certificate Scholarship

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

Anne Bridge Baddour Aviation Scholarship

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

- a burning desire to become a professional pilot
- have at least a Private Pilot Certificate with 150 hours flying time
- be on track towards the ATP

This award will be used to further her aims toward an Instrument Rating. (Scholarship value: \$2,000)

AOPA Student Pilot Scholarship

Since 1939, the Aircraft Owners and Pilots Association (AOPA), has worked to keep general aviation fun, safe, and

affordable. As part of its commitment to growing the pilot population, AOPA will award a \$3,000 scholarship to a WAI member pursuing a private, recreational, or sport pilot certificate who has obtained a student pilot certificate by the scholarship application deadline.

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

Each applicant must include her thoughts on general aviation's role in supporting the nation and local communities in the descriptive 500-word essay, as well as a copy of her student pilot certificate.

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

NEW FOR 2011

Bombardier Business Aircraft Services LR45 Type-Rating Scholarships

In memory of Richard E. Blose, Learjet Instructor Pilot, Bombardier Business Aircraft Services is proud to offer a 2011 Scholarship for a LR45 type-rating course to Women in Aviation International. Upon successful completion of the LR45 pilot initial training course, the recipient will be able to conduct a 100 percent type rating check ride in the Learjet 45 simulator. The scholarship winner must, as a minimum, be a holder of a Private Pilot Certificate with Multi Engine and Instrument-Airplane Rating. The course lasts 16 days and will be conducted in Dallas, Texas.

The scholarship winner is responsible for all lodging and travel costs. (*Scholarship value: \$28,100*)

Continental Airlines B737NG Type Rating Scholarship

Criteria: a minimum of 1,500 hours total time, which includes at least 1,000 hours turbine, 500 hours PIC. In addition, applicants must possess commercial and instrument ratings, a first class medical with no waivers, and must have successfully completed the ATP written exam.

In addition to completing an online application, submit a 500-word essay on why you have chosen aviation as a career.

To Apply: Go to www.AirlineApps.com

If this is the first time you have completed an application on this site, select "New Application." Unless you wish to use the same application to apply for employment at another airline other than Continental, select "Single Application Only." There is no charge for a single application and you may change the status at any time.

Follow the prompts to create a new AirlineApps.com account. Fill out the required information by selecting each item on the list of options on the left side of the page. Under the item "Job Targeting" select "Continental Airlines" as the

airline you wish to receive your application. Under the item "My Addendums" select the option "enter/update" on the line next to "Continental Airlines." Complete the information on this page. At the top of the page select "Member of Women in Aviation" in the affiliate listing.

We would also like to see letters of recommendations from three (3) sources. To have someone submit an online recommendation, under "Professional Recommendation" select "Send a Request" and enter the email address of the person submitting the recommendation. They should receive an email with a link to a webpage to submit the recommendation. There is no limit to the number of letters of recommendation you are allowed to submit.

Note: You may complete background references; however, they will not be needed at this time.

When you have completed all of the items select "My Application." Select "Validate My Application" to insure all required fields are filled in. Once all items are verified, select "Publish My Application." You will receive an automated "thank you" for applying for an FO position with Continental Airlines.

After completing your online application you can then submit your essay via email to Scholarships@wai.org with a copy to pilotrecruiting@coair.com. Your application will not be considered until your essay has been submitted.

You must be able to attend the full training course as scheduled in the Spring/Summer of 2011. The scholarship includes all aircraft training material, flight manuals, access to CBT's FTD training, full flight simulator training, and Rating Ride. The scholarship does not include housing, travel or personal expenses during training. The course will be trained under Continental Airlines 142 certificate and is conducted over a 21-24 day time period. (*Scholarship value: \$8,000*)

Dare to Dream Scholarship

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

Delta Air Lines Boeing 737-800 Type Rating Certificate Scholarships

Delta Air Lines will award two (2) B737-800 Type Rating Certificates to qualified recipients that are currently enrolled or have a Baccalaureate Degree. Candidates must have a minimum GPA of 2.5 (on a 4.0 scale) and have leadership potential. All training will be approximately six concurrent weeks and conducted in Atlanta, Georgia. Lodging accommodations and round trip airfare will be provided during training (meals not included).

In addition to the B737-800 Type Rating Certificate, each



recipient will be sponsored to go to the 22nd Annual International Women in Aviation Conference (including round-trip airfare, hotel accommodations and Conference fee).

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

Minimum qualifications include the following: commercial, instrument, and multiengine land certificates, a minimum of 1,000 hours total time, and a current first class FAA medical certificate.

Candidates must include a copy of their automobile driver's license, current passport, and list any moving violations, dates, locations and associated details for the last seven years. Candidates must include a statement of conviction (any type of violation of the law, moving or not) with complete dates and locations. Candidates should provide details pertinent to any letters of inquiries from the FAA regarding any aircraft incidents or accidents, and a list of all FAA checkride failures. (*Scholarship value: \$35,000; Estimated Total value: \$70,000*)

NEW FOR 2011

Delta Air Lines Airbus 320 Type Rating Certificate Scholarships

Delta Air Lines will award two (2) A320 Type Rating Certificates to qualified recipients that are currently enrolled or have a Baccalaureate Degree. Candidates must have a minimum GPA of 2.5 (4.0) and have leadership potential. All training will be approximately six concurrent weeks and conducted in Eagan, Minnesota. Lodging accommodations and round trip airfare will be provided during training (meals not included).

In addition to the A320 Type Rating Certificate, each recipient will receive a trip to the 22nd Annual International Women in Aviation Conference (including round trip airfare, hotel accommodations and Conference fee).

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

Minimum qualifications include the following: commercial, instrument, and multiengine land certificates, a minimum of 1,000 hours total time, and a current first class FAA medical certificate.

Candidates must include a copy of their automobile driver's license, current passport, and list any moving violations, dates, locations and associated details for the last seven years. Candidates must include a statement of conviction (any type of violation of the law, moving or not) with complete dates and locations. Candidates should provide details

pertinent to any letters of inquiries from the FAA regarding any aircraft incidents or accidents, and a list of all FAA checkride failures. (*Scholarship value: \$35,000; Estimated Total value: \$70,000*)

Delta Connection Academy Scholarship

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

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

Delta Connection Academy operates a fleet of more than 96 training devices, including the latest in technically advanced aircraft with its fleet of 33 new Cirrus SR-20 G2 aircraft and its Level 3 Advanced Aircraft Training Devices. The Academy has trained students from 90 different countries and has placed pilots with more than 30 airlines including, but not limited to, all Delta Connection carriers, American Eagle Airlines, ExpressJet Airlines and Cape Air/Nantucket Airlines. For more information visit www.DeltaConnectionAcademy.com or call 1-800-U-CAN-FLY. (*Scholarship value: \$5,000*)

ExpressJet Airlines, DBA Continental Express, Regional Jet Transition Course

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

Minimum Hours: 250 hours TT; 100 hours ME

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

The Keep Flying Scholarship 2011

The Keep Flying Scholarship was created after 9/11 to offer an intermediate level flight scholarship. Sponsors Deborah Hecker, Evelyne Tinkl and Janet Patton are offering one \$3,000 scholarship to an individual working on an instrument or multiengine rating, commercial or CFI rating certificate. Payments will be made directly to your flight school. Flight training must be completed within one year. Finalists will only be interviewed at the annual Women in Aviation

Conference. Minimum requirements: private pilot certificate, 100 hours of flight time, copy of current 70% + written test only for the certificate/rating sought. In your essay tell how the funds will be used, your goals and other information you feel is relevant. One letter of recommendation must be from a pilot who has flown with you. (*Scholarship value: \$3,000*)

Ride the Sun Scholarship

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

Apply it toward:

- Air Racing expenses
- Training: Aerobatic, Formation Flight, Mountain, Soaring, Ballooning
- Special volunteer flights
- Record setting (NAA) flights
- International competitions
- And more....

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



Sporty's Foundation Flight Training Scholarship

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

NEW FOR 2011

Vicki Cruse Memorial Scholarship

In memory of U.S. Aerobatic Team pilot and IAC President Vicki Cruse, the Aero-News Network (ANN) respectfully dedicates two (2) \$1,000 scholarships for the purposes of allowing a Private Pilot to undertake basic aerobatic or unusual attitude flight training (or further training for skills already undertaken in that flight training regimen). Vicki's first aerobatic experiences opened up a whole new world of aviation to her and allowed her to seek extraordinary adventures and achievements that culminated in her becoming one of the most respected and accomplished pilots in the sport aviation community.

Selected candidates must hold a Private Pilot certificate and valid third class medical certificate and be U.S. citizens. Interested applicants are requested to submit a résumé covering their educational, employment and flight history as well as a short written statement (500 words or less) outlining how they would employ aerobatic or unusual attitude training to

further their goals in aviation and the role this training may play in their lives. The recipient will be chosen based on their background, dedication to aviation, and the goals they espouse for this training. Final candidates may be interviewed (by phone) by a selection committee comprised of several well-known veterans of the Aerobatic and WAI community.

Funds will be paid directly to the candidate's flight school and must be used within one year of the award. ANN will be happy to assist recipient with the selection of a flight school and training program, at their request. (*Scholarship value: \$1,000 each; Total value: \$2,000*)

NEW FOR 2011

WAI Initial Helicopter Scholarship

This scholarship will be awarded to someone interested in obtaining a private helicopter rating. Preference will be given to an applicant who has a minimum of five (5) hours logged in a helicopter by the scholarship deadline date.

Proof of a current third class medical certificate and logged helicopter time is required. (*Scholarship value: \$1,000*)

NEW FOR 2011

WAI – Oshkosh Chapter Spirit of Flight Scholarship

The WAI-Oshkosh Chapter Spirit of Flight Scholarship is open to women of all ages who have already soloed and are working on their recreational, sport pilot, private pilot, or commercial certificate; instrument or multiengine rating; or CFI. Preference will be given to Wisconsin residents, but all who qualify are encouraged to apply. Funds will be paid to the flight school of your choice. (*Scholarship value: \$1,000*)

Women Military Aviators – Dream of Flight Scholarship 2011

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

The selection criterion includes the applicant's ambition to advance women in aviation, demonstrated persistence and determination; financial need; ability to complete training; and ability to bring honor to the women of WMA. All criteria should be addressed by the applicants in their application in addition to identifying their interest in military aviation. Applicants must be able to complete training within one year of the award; be enrolled in high school, an accredited flight

program, or an accredited college or university. In addition, applicants should identify the school, college or university in which enrolled and identify the part 141 school where training will be completed. The 2011 Award will be given in honor of the women aviators who have served or are serving in Iraq and Afghanistan. (*Scholarship value: \$2,500*)

GENERAL SCHOLARSHIPS

Airbus Leadership Grant

One (1) scholarship will be awarded to a student at the college level of sophomore year or above who is pursuing a degree in an aviation-related field, who has achieved a minimum GPA of 3.0 (on a 4.0 scale) and who has exhibited leadership potential. All applicants should submit one 500-word essay which addresses their career aspirations and explains how they have exhibited leadership skills. (*Scholarship value: \$5,000*)

NEW FOR 2011

American Airlines Veteran's Initiative Scholarship

In honor of their service to our country, American Airlines will award one (1) \$5,000 scholarship to a military veteran who is pursuing aviation/aeronautical education or training. This award will be paid directly to the accredited flight school, institution or college. Candidates will be evaluated on achievements, teamwork, leadership skills, motivation and community service involvement. Please submit application according to WAI scholarship guidelines. Finalists will be interviewed at WAI Conference unless on deployment.

In addition to WAI requirements, applicant must:

1. Have honorably served in the United States Armed Services and provide proof such as a DD form 214 or current military ID.
2. Include name and address for the accredited institution, flight or training center used.
3. Be available for interview at the WAI Conference or phone interview if deployed.

American Airlines has a long history of supporting our armed forces and veterans. With more than 60 percent of American's pilots and 10 percent of all American and American Eagle Airlines employees serving as active military or veterans, the company places a strong emphasis on its military and veterans' initiatives. American Airlines supports members of the military, veterans and their families in their communities, as well as when they travel, including special military airfares. American Airlines provides assistance to numerous non-profit organizations, and our employees engage in a wide variety of events and activities in support of our military. (*Scholarship value: \$5,000*)

The Boeing Company Career Enhancement Scholarship

The Boeing Company will award a scholarship to a woman who wishes to advance her career in the aerospace industry in the fields of engineering, technology development or management. The award is to be used for educational pur-

poses only and may not be applied towards flight hours. Applicants may be full-time or part-time employees currently in the aerospace industry or a related field. Also eligible are students pursuing aviation and aerospace-related degrees that are at the sophomore level with a minimum GPA of 2.5 (on a 4.0 scale). (*Scholarship value: \$2,500*)

NEW FOR 2011

Changing the World Scholarship

This scholarship was inspired by WAI member Sandra Clifford. Her spirit of giving and her drive to help others has made many recognize the need for a scholarship, like this, to acknowledge individuals who are on a mission to help others.

This scholarship will be awarded to an individual who does continuous work for any organization or group of individuals that make contributions to their community to make the world a better place. In addition to the WAI requirements, include a 500-word detailed essay describing who you are, your community involvement, why you feel community involvement is important, your plans or aspirations for a better future and how you plan to use the scholarship.

Funds will be awarded for use of flight training advancement and or educational advancement and will be paid directly to your flight school or educational institution under recipient's name. (*Scholarship value: \$1,000*)

Dassault Falcon Jet Corporation Scholarship

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

The Elisha Hall Memorial Scholarship

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

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

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

Janet Clark Memorial Scholarship

The Washington State Chapter of Women in Aviation, International (WA-WAI) is offering a \$1,500 scholarship in memory of Janet Clark, a member of the Washington State chapter. Janet worked with the FAA as an Airworthiness (maintenance) Aviation Safety Inspector. This scholarship is open to all aviation career fields and can be applied to an accredited program. This scholarship will be awarded on the basis of merit and commitment to a chosen career in aviation. If enrolled in a program that issues grades, grades will also play a role in the decision process. Preference will be given to individuals who have already made steps toward a chosen aviation career. An interview may be conducted at the WAI Conference or at an earlier date in Washington State before the scholarship is awarded. Preference will be given to a Washington State resident. Applicant must:

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

Scholarship usage criteria:

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

International Civil Aviation Organization (ICAO) Scholarships

Five (5) ICAO training scholarships will be awarded to women in 2011: Three in the Air Navigation Bureau (Flight Operations; Aerodromes; Air Traffic Management; Aviation Medicine; Accident Investigation; Integrated Safety Management; or Safety Oversight Audit), and two in the Air Transport Bureau (Aviation Security Branch; Environment Branch; or Economic Analysis and Policy Section).

Applicants should have adequate academic/professional qualifications and should have progressed to responsible positions in their line of work. The recipients will be exposed to and have an opportunity of participating in the work of the related Bureaux at ICAO Headquarters in Montréal, Quebec, Canada. The duration of each scholarship may vary from four to six weeks, depending on the availability of recipients. Applicants should submit a statement of intent of not more than 250 words, indicating why they feel such training scholarships would be beneficial.

Travel and medical costs involved would need to be borne by the recipient, however, an award of \$3,000 will be granted to each recipient for her living expenses. (*Scholarship value: \$15,000; Total value: \$90,000*)



NEW FOR 2011

PilotMall.com Aviation Superstore CFI Scholarship

PilotMall.com Aviation Superstore will award a \$1,000 scholarship to a WAI member pursuing a Flight Instructor Certificate. Along with this, Abingdon Watches will award one of their ladies' aviation watches.

The applicant should have their Instrument Rating and Commercial Certificate and hold a current Second Class Medical. The recipient will be chosen based on merit, including previous accomplishments, ability to set and achieve goals, and commitment to flight training.

The scholarship may be used at a flight school or college/university of your choice and must be used within one year of acceptance. Funds will be paid directly to the school under the recipient's name. (*Scholarship value: \$1,250*)

NEW FOR 2011

Society of Aviation and Flight Educators (SAFE) Scholarship

The Society of Aviation and Flight Educators (SAFE) will award one (1) scholarship to an aviation educator to further their instructional credentials, knowledge, or skills. This scholarship is intended for anyone possessing current aviation instructor credentials (such as sport pilot, flight, ground, or maintenance instructor, or anyone with an ongoing history of teaching an aviation technical subject at any level).

Applicants should include a summary of their current involvement in aviation education in their essay, along with a copy of documentation as an aviation educator (e.g., AGI certificate, teaching certificate).

The scholarship may be used at a school or for a recognized program of the recipient's choice and must be used within one year of acceptance. Funds will be paid directly to school under recipient's name.

The Society of Aviation and Flight Educators (SAFE) is a member-centric, professional organization for aviation educators. SAFE seeks to create a safer aviation environment through enhanced education. (*Scholarship value: \$1,000*)

Women in Aviation, International Achievement Award

One (1) scholarship will be awarded to a full-time college or university student pursuing any type of aviation or aviation-related career. Another scholarship will be awarded to an individual, not required to be a student, pursuing any type of aviation or aerospace-related career. (*Scholarship value: \$1,000; Total value: \$2,000*)

WCA Career Scholarship

The Women in Corporate Aviation Career Scholarship is offered by the members and sponsors of Women in Corporate Aviation to any man or woman pursuing professional development or career advancement in any job classification of corporate/business aviation. The award must be used toward a specific program of education. Suggested uses include (*but are not limited to*): Flight training, dispatcher training, maintenance training, corporate flight attendant training and upgrades in aviation education. The award cannot be used for

general business course work. Scholarship will not be awarded to previous winners of Women in Corporate Aviation scholarships. If you are currently enrolled in school, please submit school transcripts. If you are a pilot please submit copies of pilot licenses, medical and logbook pages with your application. Please send application information (according to WAI requirements) to: wca2011scholarships@gmail.com (Scholarship value: \$2,000)

AVIATION MANAGEMENT SCHOLARSHIPS

Delta Air Lines Aviation Maintenance Management/Aviation Business Management Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Associate or Baccalaureate degree in Aviation Maintenance Management or Aviation Business Management. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 22nd Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time college students, with a minimum of two semesters left (as of February 2011), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

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

1. Who or What inspired you to pursue a career in Aviation Maintenance Management/Aviation Business Management?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?
5. Why are you the most qualified candidate for the Delta Air Lines Maintenance Management/Aviation Business Management Scholarship? (Scholarship value: \$7,000)

Desert Jet Corporate Aviation Management Scholarship

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

Suggested uses for the scholarship include (*but are not limited to*): • Certification in the NBAA Certified Aviation Manager Program • Aviation Safety Officer Training • Coursework towards the USC Aviation Safety and Security Certificate • Attendance at NBAA's Leadership Conference • Darden Graduate School of Business Corporate Aviation

Function Programs • NBAA Professional Development Program Courses • Embry-Riddle Aeronautical University Corporate Aviation Management Certificate Program

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

Flo Irwin / Aircraft Spruce Memorial Scholarship

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

GAT Wings to the Future Management Scholarship

GAT will give a scholarship to a female student in an aviation management or aviation business program at an accredited college or university. The scholarship will be applied to the tuition of the recipient and cannot be used for flight fees. Applicants must be full-time students with a minimum GPA of 3.0 (on a 4.0 scale). The recipient will also receive travel and lodging expenses to attend the 22nd Annual International Women in Aviation Conference in Reno, Nevada, February 24-26, 2011. (Scholarship value: \$2,500)

Women in Aviation Management Scholarship

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

AVIATION MAINTENANCE SCHOLARSHIPS

NEW FOR 2011

AirTran Airways Maintenance Scholarship-WAI

AirTran Airways will award a scholarship worth \$2,500 to an individual pursuing a career in or directly related to Aviation Maintenance, Engineering or Technical Management or currently enrolled in an Aviation Maintenance Technician Program (A&P), Avionics Training Program or with a degree in Aviation Maintenance Technology.

The scholarship winner will attend a four-day Electrical Wiring Interconnect Systems course in Atlanta, Georgia. The course objective is to prepare maintenance personnel in-

volved either directly or indirectly in the performance of aircraft electrical system installations, and repairs by presenting the proper processes, procedures, methods, techniques, and practices to be used when performing maintenance, preventative maintenance, inspection, alteration, repair, and cleaning of electrical wiring systems.

Applicants will be considered based on their personal accomplishments, community involvement, academic standing, and career goals.

In addition to all WAI requirements, please provide an essay (500-1,000 words) detailing how this scholarship will benefit your education and chosen career path.

In addition to the scholarship, the recipient will receive a trip to the 22nd Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee).

Applicants must be a U.S. citizen. Students must have a cumulative GPA of 3.0 or better (on a 4.0 scale). Housing and airfare on AirTran Airways are included. (*Scholarship value: \$2,500*)

Delta Air Lines Aircraft Maintenance Technology Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in Aviation Maintenance Technology. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 22nd Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be a full-time

student, with a minimum of two semesters left (as of March 2011), with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens or eligible non-citizens.

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

1. Who or What inspired you to pursue a career in Aviation Maintenance Technology?

2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?

3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?

4. What has been your most memorable academic experience and how did you handle this situation?

5. Why are you the most qualified candidate for the Delta Air Lines Aircraft Maintenance Technology Scholarship? (*Scholarship value: \$5,000; Estimated total value: \$7,000*)

Delta Air Lines - Engine Maintenance Internship

Delta Air Lines would like to extend a 2011 Summer Internship (13 weeks) opportunity to a student currently enrolled in a Baccalaureate degree in Aerospace/Aeronautical, Mechanical or Industrial Engineering. In addition to an internship position, the recipient will receive a trip to the 22nd Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time students at the junior or



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



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senior level with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens. Lodging accommodations will be provided for the duration of the 15 weeks.

Compensation is paid to interns based on the following guidelines:

Junior \$2,253 per month (\$13/hr) - Completed at least 60 hours in college

Senior \$2,427 per month (\$14/hr) - Completed at least 90 hours in college

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

IN ADDITION to all WAI requirements, interested applicants should submit a résumé and cover letter detailing their qualifications. Applicants should list academic honors, scholarships, awards and special achievements. (*Internship value: \$10,159 - \$10,681 including salary, lodging, and Conference*)

Pratt & Whitney Maintenance Scholarships

Pratt & Whitney will award six (6) maintenance scholarships to individuals pursuing careers in aviation maintenance. Winners will have the option to attend any one of the maintenance courses offered by Pratt & Whitney or Pratt & Whitney Canada, such as System Familiarization, Line and Base Maintenance, and Borescope Inspection Procedures on JT8D, JT9D, PW2000, PW4000, PT6, or PW100 engines. Housing is also included for the duration of training. (*Scholarship value: \$800 - \$3,200 each, depending on the course taken*)

FOR AVIATION INSTITUTIONS AND MUSEUMS

FedEx Express JT8D Engine Award



FedEx Express is accepting applications from qualified aviation schools, universities, museums and other aviation education organizations for a JT8D engine with stand from the company's retiring fleet.

To be considered for this donation, please submit a detailed summary of your organization, including information about your program, how the engine would enhance your program and any joint use opportunities with other area programs to increase the utilization of the asset. The recipient will be required to sign a contract that restricts the transfer of ownership, the sale of parts and acknowledges that the engine will be used for ground training only. Contract approval and a delivery date will be finalized with the selected organization, and the winner will be announced at the 2011 WAI Conference in Reno. Applicants must also be a corporate member of Women in Aviation, International. (*Award value: TBD*)

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

Submission Requirements for ALL WAI Scholarships

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

All applications must include three (3) stapled sets (NO FOLDERS) of the following information:

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



Descriptive essay or résumé should address the following:

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

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

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

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

Selection Factors

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

Awards

All scholarships, unless otherwise noted, will be awarded during the 22nd Annual International Women in Aviation Conference, to be held at the Grand Sierra Resort in Reno, Nevada, February 24-26, 2011.

Applications must be postmarked by November 15, 2010

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

OFFICIAL APPLICATION

FOR



Name of Scholarship _____
(To be completed by applicant)

Full Name _____ WAI Member # _____

Home Address _____

Work/School Address _____

Home Phone _____

School Phone (Student) _____

Work Phone _____

Cell Phone _____

E-Mail _____

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

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

Overall Grade Point Average _____

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

GPA verification required by advisor or faculty member:

Signature _____

Printed Name _____

Title _____

Phone _____

For EACH scholarship, please return three (3) stapled (NO FOLDERS) complete application sets to the address listed above. Each set must include:

- completed official WAI application form
- two (2) one-page recommendation letters
- 500-word typed, descriptive essay
- professional résumé
- If applicable, copies of all aviation licenses and medical certificates, and last three (3) pages of your pilot logbook.
- Any additional information as required by the specific scholarship.

Questions? — Contact Donna Wallace
dwallace@wai.org

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

Signature of applicant

***Applications must be signed
and postmarked by November 15, 2010***



LISE LEMELAND

THE ART OF THE AEROBAT

“**W**hat on earth am I doing up here?” my internal voice shouted, as I began my very first flight at an aerobatic competition. It was a hot, sweaty, August day in New Jersey. The judges’ clearance on the radio brought me right back to reality, and then I heard the calm voice of my safety pilot and instructor Marc Nathanson encourage me: “You’re the girl, kiddo!” I smiled, began to

relax (a little), and gave my wing-wags signal before entering the aerobatic box to start my sequence.

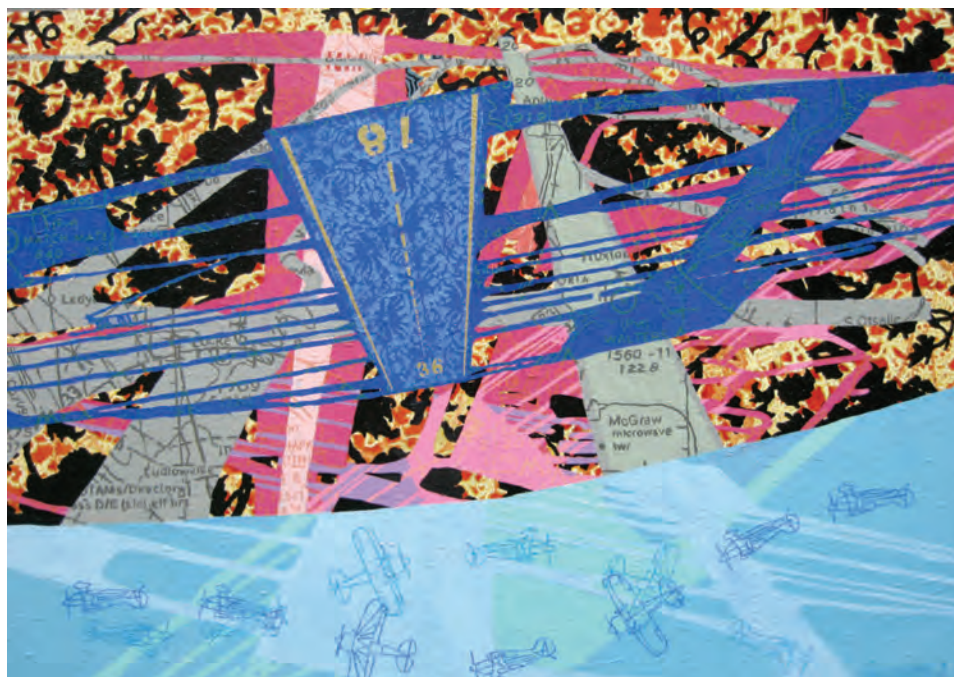
This was the Kathy Jaffe Challenge Contest, sponsored by Chapter 52 of the International Aerobatics Club (IAC). A month prior to this I had won the Doug Yost Memorial Aerobatic Scholarship, granted by Chapter 78 of the IAC, and funded by Jack Links Beef Jerky.

In chronological order, I am an artist, a mother of three, a Professor of Painting at Alfred University, and a pilot—and now an aerobat. Ever since my first taste of unusual attitudes a year ago—having soloed just two months before—I’ve wanted to compete. Despite having few aerobatic hours, I knew if I went to Kathy Jaffe, I would walk away with an amazing experience as well as more inspiration for future paintings. Flying has become inextricable from my artwork and it is my research for my paintings.

So six days prior to the competition, I drove to Executive Flyers Aviation in Bedford, Massachusetts. I hopped into the Super Decathlon for a late afternoon acro warm-up. An hour into the lesson, the G’s were getting to me. My stomach was protesting. I was sure this was not going to work out. I got out of the airplane pale and exhausted, but still smiling. I promised to be at the Chapter 35 practice the next morning—early.

Although initially amused with the only artist/aviatrix in their midst, the Chapter 35 guys were wonderfully encouraging. I flew my sequence—all six figures in a row—for the first time ever! After some tough critiques it was clear I needed two hands on the stick (more muscle!) for pulling on loops, and a calf-clenching amount of rudder on my roll out on the half Cuban.

Three days and three flights later, my aerobatic figures were progressing, but I was still struggling with the 45° inverted down line on the half Cuban. I developed a G-headache (or was it just tension?), but I was having a blast. And then somewhere in the middle of the thrills, the fatigue, and all of this stick and ruddering, I had an epiphany....



The art of aerobatics is not really all that different from the art I make in my studio. Aerobatics prizes an aesthetic that has much to do with symmetry, lines and a continual search for elegance. There is repetition and variation, all happening within the structure of an invisible 3,300-foot cube of airspace called the aerobatic box. The box is the canvas, the airplane is the paintbrush and the judges follow the invisible lines of the flight path. My head was spinning, my spirits soaring. I had to compete at Kathy Jaffe!

Thursday I drove to the Flying W airport to await my airplane’s arrival. When I walked into the registration area, I was warmly greeted, and asked if I was there to volunteer.

"Actually, I'm here to fly" I said with a grin. At that moment about 10 people took me under their wings, gave me a short history of women in aerobatics, and I knew I was in good hands.

The fog delayed the Decathlon another day, and I watched my practice slots come and go—from the Café. I called my kids and told them not to expect a trophy. I studied the aerial map of the box and tried to think—unsuccessfully—about the paintings I might produce after the competition. I was too jittery to get my mind in the painting space. Primary got scheduled for the next morning, so I volunteered to be a recorder for a judge for Intermediate and learned a great deal about the grading process from the judges.



Saturday, I woke up excited to fly—and nervous. After the pilots' briefing, I went looking for a quiet, private space to go over my sequence. No such luck! I ended up in the ladies' bathroom, going over my sequence in my head. Then I "suited" up (parachute), strapped in, and my safety pilot and I taxied down to the end of the runway to wait for our take-off clearance.

To be honest, the flight was a blur. I had trouble finding the box at first. I went through my figures one at a time and tried to remember everything I was told in my lessons: a little right rudder here, lots of left rudder there... forward stick in the slow roll... I remember feeling my hands and feet working the stick and the rudders, and watching the hazy horizon turning around my wing-tip and nose. I knew I made some small mistakes, but I was thrilled anyway. It was over in about four minutes, and I was excited as can be just to have gotten through it!

Saturday afternoon was my second of the two competition flights. Having studied my grades, all of my figures improved, except for my spin. I came out off heading ("overspun"), but was happy with my scores and ended up fourth in the Primary category, winning the Highest Scoring 1st-Time Competitor Award. My instructor told me how proud of me he was, and that meant everything to me.

I called my husband ("I'm hooked!") and my kids ("I did it!"). I am grateful for the Doug Yost scholarship, which paid for my flight time, but the experience it provided was invaluable. I am working on a new series of paintings about the competition, which allows me to relive many of its moments. And I will be back in the aerobatic box for another competition next season, for more fun and more artistic inspiration. ➔

Lise Lemeland is a mother of three children, a private pilot, and an artist. She received the Doug Yost scholarship and also a grant to film aerobatic flights as studies for her artwork.

Lise Lemeland is a mother of three children, a private pilot, and an artist. She received the Doug Yost scholarship and also a grant to film aerobatic flights as studies for her artwork.



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DR. PHIL
PARKER

RELATION ABOUT DEPRESSION! (...well, maybe just a big smile)

For years we've asked the question of which was safer, an airman flying on a reasonably safe medication with a completely monitored and stable medical condition or an airman that is not seeking treatment for an extremely common condition for fear that it would end their aviation career as there are no options to waiver the medication? On April 2, 2010, the FAA answered the

question with release of the Federal Air Surgeon's new policy on medical certification of pilots with depression treated with medication and who require ongoing treatment with antidepressants. The new policy will allow some pilots with depression which has been adequately treated with medications to hold any class of medical certificate with a Special Issuance Authorization (SIA). Our physicians have advocated for a change in this direction since 2002, and we believe this is a very important step to enhance aviation safety and improve pilot health. Note that the prior FAA policy to grant waivers to those pilots and controllers whose condition remains in remission off antidepressant medications for at least 90 days was not affected by this new policy.

The Good News

Pilots who have taken one of four medications, *Fluoxetine (Prozac)*; *Sertraline (Zoloft)*; *Citalopram (Celexa)*; or *Escitalopram (Lexapro)* for at least 12 months and are stable on the medication may apply for an SIA. The diagnoses eligible for SIA are limited to Major Depressive Disorder (mild or moderate) either with a single episode or recurrent, Dysthymic Disorder or Adjustment Disorder with depressed mood. They must be on a stable dose of a single medication that has ameliorated their symptoms without aeromedically significant side effects or exacerbation of symptoms over the previous 12 months.

The FAA policy also includes a period of time up to September 30, 2010, during which pilots who have previously failed to report on FAA form 8500-8 (medical application) their use of antidepressant medication or visits to physicians for depression have an opportunity for disclosing this information without risk of prosecution by the Department of Justice or administrative/enforcement action by the FAA. After September 30, 2010, the opportunity is gone. The forgiveness period for failure to report diagnoses, use of medication or health care provider visits is limited to psychiatric conditions and not other diagnoses or treatment.

The Process

In order to take advantage of the "non-enforcement" period for failure to previously disclose, airmen must relinquish their

medical certificates without guarantees that they will receive a medical "waiver" or SIA. They must also not falsify an application during the six-month "non-enforcement" period.

Requests for SIAs must include a status report from a treating psychiatrist specifying the diagnosis, length and course of treatment, dosage and type of medication used and whether or not any side effects are present.

The pilot must also provide a personal statement describing her use of antidepressant medication and current mental status.

Formal neurocognitive psychological testing including the raw data is required, to include an aviation-specific test (Cog-Screen AE) and several other more widely available tests.

An evaluation and written report is required from a HIMS trained FAA Aviation Medical Examiner who has reviewed all of the above reports and makes a recommendation for Special Issuance. Our office conducts the HIMS training for AME's through an FAA funded contract with the Air Line Pilots Association. The Federal Air Surgeon's office maintains a listing of qualified HIMS trained AMEs. Additional testing may be deemed necessary by the Federal Air Surgeon.

At this stage, these requests will go through the FAA Aeromedical Certification Division to the Federal Air Surgeon for review and determination for eligibility for Special Issuance. This process may take up to several months to be complete.

Who is Left Out?

This policy does not apply to Air Traffic Control Specialists at this time. The Federal Air Surgeon anticipates a similar policy for ATCSs after internal coordination with the FAA and external coordination with National Air Traffic Controllers Association (NATCA) at some point in the future.

Pilots that have psychiatric diagnoses of :

- Psychosis
- Suicidal ideation
- History of electro convulsive therapy (ECT)
- Treatment with multiple antidepressant medications concurrently

This information is adapted from an article by Dr. Quay Snyder in our office.

- History of multi-agent drug protocol use (prior use of other psychiatric drugs in conjunction with antidepressant medications)
- Pilots who have falsified previous medical conditions for diagnoses, treatment and health care provider visits for non-depression related conditions.

The Unknowns

There are many nuances of this policy that have not been explored. Each case is considered individually. Many aircrew take antidepressants for conditions other than mild to moderate depression (e.g., anxiety, insomnia, chronic fatigue) which were not specifically addressed in this policy. Over time, the policy may evolve, particularly as unique situations arise that have not been specifically addressed in this policy announcement. Until then, pilots considering requesting an SIA should consult carefully with their Aeromedical Advisors or AME before proceeding with this process. It is unclear how disability insurers will attempt to use this policy to reduce financial exposure, although inappropriate disallowances of claims are sure to occur. Pilot unions and aviation companies must work together to ensure pilots entitled to benefits receive what they are entitled to and are not forced to compromise aviation safety by being forced into inappropriate diagnoses or treatment.

Final Thoughts

The new policy is an important and historic positive change

in FAA aeromedical certification. Many scientific, Aeromedical, and professional organizations strongly support this favorable change. It will improve aviation safety by allowing some pilots who suffer from this common disease to be able to be treated and return safely to the cockpit. It will improve pilot health. The hurdles for certification are high; the process is lengthy; the inclusion criteria are narrow. FAA resources for timely review are limited.

As a result, many pilots with depression or taking antidepressants for other reasons will not be able to take advantage of this policy, either because of medical reasons or because of financial penalties. Some will elect to fly with untreated depression and some will continue to conceal their diagnoses and treatment. Neither situation is ideal for aviation safety or for pilot health. If the policy proves successful in terms of aviation safety, we are hopeful that the FAA will expand the scope of eligible participants and streamline the aeromedical certification process. Until then, we applaud the FAA and the Federal Air Surgeon in making this change and will support all efforts to rapidly evaluate the safety and practicality of the policy with appropriate follow-up actions after new data are available. ✈

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Dr. Phil Parker (WAI #29733) is the Director of Clinical Services for the Aviation Medicine Advisory Service. Dr. Parker is Board Certified in Aerospace & Occupation Medicine and is a private pilot. Additional information on these topics and others can be found at www.AviationMedicine.com.

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JO DAMATO

CALLING ALL SUPERMOMS— WE CAN LEARN FROM EACH OTHER

As I write this issue's column, I am surrounded by piles of boxes, packing materials, and bubble wrap. My "office" has been reduced to me and this laptop. Life is organized chaos right now as we plan an out-of-state move that will allow us to fulfill a long-time dream of being near family and having my husband home more often by easing his commute a bit. You always

hear me refer to that all-important support network and for us this is a great homecoming after 17 years and countless miles away from the nearest relatives. To get us through this happy time I'm using all of my resources. This includes my good organizational skills and use of checklists, being realistic about asking friends and other moms for help with the kids while I pack, pack, pack, and working closely with my spouse to make sure we live up to our Team Damato credo. Between his flying and my recent work schedule, we have not had a day off together in weeks. Given that the daily household still needs to run smoothly for the boys' sakes and that time-critical moving tasks need to be accomplished we have had to add over-communication to our normal recipe for success with an extra dash of affection to let each other know that we appreciate the extra hours we're each putting in to pull this thing off smoothly! It's a delicate balance and with just three days until the move I'm proud of what we have accomplished together.

I'm also proud that this column has apparently been speaking to some of you out there who are doing the married with kids, working parent, flying parent gig and needed a forum to discover other parents like yourself. Rather than taking up this entire column with another cute and relatable story about the blessed craziness of life in our household—stay tuned for a crazy move story though, I'm sure—I thought I'd dip into the mail bag and let you know what fellow supermom readers are saying about their household balance. I just have to point out—and I'm sure it will not come as a surprise to our readers—that most of these messages from the following supermoms were written sometime between midnight and 6:00 a.m. It means even more that they made time to share their stories when time is at such a premium for everyone!

Supermom #1: I just wanted to say thanks for writing an article in *Aviation for Women* about work/life balance. I'm a regional airline pilot and pregnant with twins. My husband travels three to four days a week also. I want to return to work within six months. I love to hear ideas of how other women are able to balance it all.

Supermom #2: I enjoyed your article so much...I got out of my late-night bubble bath and I fired up my computer just to thank you. My husband and I are both regional airline pilots...different companies...different bases...same airplane...with a five-year-old boy. We look back on our days and wonder how we do it sometimes. Some months are rough...but then comes the good (which there are many more of). If it weren't for a competent, loving husband and father and a well adjusted, outgoing child I wouldn't be in my job. My job as mother/wife comes first and foremost over any job I might have. If I didn't feel as though I was able to be a good mother...I would quit in a heartbeat. We don't have family nearby...we live in the country...but we make it work. We are happy as we can be with our life. We can afford to do the things we want (we

just save for them first...I want a new kitchen... the current one is ugly)...we have great family time...as well as great one-on-one memories with our son. He is happy, outgoing, and confident. We couldn't be blessed with anyone better.

Supermom #3: I just finished reading your article in *Aviation for Women*. I was going to just toss this issue, as I have an eight-month-old and time is pretty short right now. I'm really glad I didn't. I am planning to return to work at the end of this month after a year leave of absence. I'm a major airline pilot and the decision to go back has been very difficult for me, as my husband is also a pilot at another major airline. I know I'm going to need a good support network, as I love be-

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I'm amazed at
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different routines
we've had in our house
as our children
have matured.*

ing a mom and flying has definitely taken a backseat. It helps so much to know there is a support network out there feeling the same pressures I am. Thanks for your article.

Supermom #4: Thanks for the wonderful article on leaving flying to be a mom. I am a major airline pilot that has chosen to stay home on a leave of absence. I've learned that being a mom is harder than any checkride I've ever taken, but it's also more rewarding. It's nice to know that other people are living through similar situations. My husband is a major airline pilot for another airline but we have the same base. We hardly see each other, but somehow we make things work. There should be a manual out there for pilot/moms and how they manage to keep balance in their households and careers. Thanks again. Your thoughts and words really hit home for me.

As you can see, there is no one right way to balance aviation careers, marriage and kids. What works well when you have an infant might work out entirely different with school-aged children.

I'm amazed at the number of different routines we've had in our house as we grew from having our first baby, to then having a toddler and another baby, and now watching them both maturing as a kindergartener and a preschooler. And now, of course, we'll discover an entirely new routine that will be based on living in the same town as my family.

With this move Berty will have the ability to commute by car from New Jersey to New York instead of non-revving from DCA-LGA. That should leave more time for us. Everything is

new to the kids—the house, the neighborhood, the friends, and the school. Best of all, though, they see my parents and other family members almost every day, so the most important thing hasn't changed, it's only gotten better. That is, we have more people in our support network to love them.

My employer has also instilled a great deal of trust and faith in me to continue to balance it all as a remote employee. I am thankful that I have the ability to fulfill my professional goals without compromising my most important goal of focusing on my relationships with my husband and kids. Our move back home was the culmination of a plan conceived at least three years ago after serious and thoughtful consideration. I presented the proposal to my company and was given the approval almost two years ago. What made the plan work (so far) was sticking to our timeline goals even though I was emotionally eager to accelerate it, maintaining a conservative budget to afford the change, and good communication with my husband as the stress of the change challenged us. Is your routine due for a refresh as well? Consider what would make you and your family the happiest and try to map out a way to achieve that together.

Remember that we want to hear from you too. What are your sur-thrival tips on keeping it all together and what can other readers learn from your successes and mistakes? Email me at momshavewings@gmail.com. ✈

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

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PATRICIA LUEBKE

GUESTS BEHAVING BADLY

At this past year's WAI Conference closing banquet, one of WAI's board members was trying to make some introductory comments. She never got the room's full attention as there was a definite buzz of people talking, or rather a buzz of people refusing to stop talking, as she spoke. I'd seen this before at events when a host tries to speak, and I wondered what those noisy guests

were thinking. "She may be talking, but I don't have to listen." "Who cares what she's saying?" She was at a podium, with a microphone. The situation made me think: What are the obligations of a guest at a party? It's easy to say, "I'm a guest so I can do whatever I want," but that's not true. That's because a successful party depends on both the host and the guest performing their duties.

Your first obligation as a guest is to RSVP. I bet if you asked event planners what one change could be made to make their lives easier that the most requested change would be that guests responded to invitations so the planner could get a realistic count for food, wine and liquor, nametags, party favors, and seating. So much of planning an event hinges on the number of attendees.

As you RSVP, don't tax the limits of the invitation by trying to bring extra people. Sure there are exceptions, but consider the "what if everyone did it?" rule. If every guest wanted to bring just one other person not on the invite list, the size of the party would double and the expenses for it would soar.

Now let's jump to the actual event. You would do your host a huge favor if you arrived at the time stated on the invitation—and that doesn't just mean not arriving late. Don't arrive early either. I have hosted events where guests arrived up to 45 minutes early. That means we're likely still hanging signage, putting out party favors, trying to hide cardboard cartons that will be used later to pack up and doing any number of other last-minute tasks.

As soon as the first guest arrives, the chemistry changes and the hosts and planners have to go into "company manners" and stop shouting across the room such last-minute concerns as, "Where the [bleep] are the nametags?" Your premature arrival slows things down. Arrive at the scheduled time and give your host a chance to catch their breath and run to the restroom before the festivities begin.

Your arrival calls for another obligation as a guest: Leave your troubles at the door. Remember that this is a party or

at least it's supposed to be a pleasant event. Don't complain about your boss, the weather, the economy, your car, your hotel, your kids, your coworkers, Democrats, Republicans, young people, old people and anything else that annoys you. Put on a happy face and make cordial, non-controversial conversation. That's part of your job description as a guest.

As a guest, you're a component in the chemistry that will make an event successful. A social event is a chance to meet new and interesting people, and they are all there waiting for you. Along those same lines, there's a danger with hanging out with only your friends and coworkers. I call that "clotting." You don't want to be one of those nine people, all in turquoise shirts, like a bouquet of sad little wallflowers, on the periphery of the room.

You can talk to your coworkers and friends every day—and do—so take advantage of the situation to bring some new contacts into your life. Once you've mastered the "no clotting" rule, you graduate to the "three's company" rule. That means that whenever there are three or more of you from the same company or organization sitting or standing together, somebody's got to go. The rule requires that no more than two people from the same company are together at any one time during an event.

It should go without saying that a business event is the time to drink responsibly, whether you are driving home or merely taking an elevator home to your hotel room. Years ago (in fact long enough ago that it's safe to tell this story) an important executive in the aviation industry called my boss to report that a staff member where I worked (and, no, it wasn't me!) had too much to drink and acted inappropriately at his company's event during a National Business Aviation Association event. Not a good day for this employee.

I also remember a woman who got so drunk at a business party that, when her coworkers had no success in shepherding her out the door, the hotel personnel literally had to put her in a wheelchair and wheel her back to her hotel room (with her screaming the whole time.) I believe this is what

***As a guest,
you're a component
in the chemistry that
will make an event
successful.***

is called a “career limiting move,” but I never saw her again, in the aisles of a convention, without thinking of that night. Monitor your alcohol.

Try to get into the spirit of the party. These days, cell phones and texting are the bane of hosts. A year or so ago, I was a guest at a company’s luncheon. I wasn’t at the head table, but I was at a first-row table, a sort of quasi-VIP table, as the guest of the company. The table was hosted by a vice president of this company. Another guest at this table spent the majority of the luncheon with his nose buried in his Blackberry, texting. I wish I could report he was tracking a human heart destined for transplant, but I am afraid it was more mundane than that. He didn’t take part in the conversation—he didn’t even try. He didn’t pay attention to the after-lunch program, but neither did he excuse himself due to whatever pressing business or personal matter he was facing since, no doubt, there was none. It was just plain rude and definitely a guest behaving badly.

Another time I was a guest at a small luncheon. One of the guests answered her cell phone, excused herself from the table—so far, so good—but slipped out a side door near our table so we could see her through the window having a lengthy conversation. It was really distracting for the rest of us. Do we wait? Do we order? Is everything OK?

When she finally returned, she blithely announced it was her teenage son, and everyone’s thoughts immediately went to wrecked cars, house fires, or trouble at school. But there was no emergency; she merely wanted to chat with him. This was during EAA AirVenture, so this guest was unlikely to see the

rest of us for quite some time. Of course “mother” is an important job, but here “invited guest” was more important.

There’s a classic *Saturday Night Live* skit modeled in the style of a scary movie about a guest who won’t go home. As the hosts stretch, yawn, talk about being tired, saying how they have to get up early, how they have work the next day, the guest who won’t go home doesn’t read the clues and suggests a game of Scrabble or Charades or the making of popcorn.

Just as important as arriving on time is leaving on time. There’s nothing worse than someone who doesn’t realize the party’s over. Here are some clues the party is over: Is the room empty? Are personnel taking down tables, stuffing tablecloths into laundry bags or gathering ketchup bottles? When your corporate hosts tell you you’re welcome to stay, but they’re leaving—that’s a good sign the party is over.

But before you go, you have one remaining job as a guest. It’s not nice to sneak out early and hope no one notices. (Believe me, I’ve tried!) Your job is to seek out your hosts, tell them what a wonderful time you had, thank them for including you and say goodbye. Of course, you’ll have to do that little dance of “Must you leave so soon?” But, ah, yes, you must. End of dance.

Remember that you are part of the success of a social event. By being a guest behaving well—not badly—your name will remain on the list of must-have guests. ✈

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

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SUMMER

The Calendar of Events is a source of information about industry/organization events. Italicized calendar items are events at which Women in Aviation, International will be an exhibitor. As dates or locations can change and errors can occur, verify the information before making final plans to attend any of the events. Calendar items should be sent to: Aviation for Women Calendar, 18735 Baseleg Avenue, North Fort Myers, FL 33917; Fax: (239) 567-2271; Email: alaboda@wai.org. Events will be considered on a space available basis. ➔

July 26-August 1

EAA's AirVenture
Air Show and Fly-In
Wittman Field
Oshkosh, Wisconsin
www.airventure.org

July 29-30

WomenVenture
Wittman Field
Oshkosh, Wisconsin
[www.airventure.org/
womenventure/](http://www.airventure.org/womenventure/)

August 17-18

South African Women
Aviators Conference
Johannesburg,
South Africa
+27 117892111

September 27-October 3

Nairobi Women Aviators
Conference & Youth Fair
Nairobi, Kenya
waficlink.blogspot.com

October 19-21

NBAA 63rd Annual
Meeting & Convention
Atlanta, Georgia
www.nbaa.org

November 5-6

WAI Regional European
Conference
Brooklands Museum
Surrey, England
www.wai.org

November 11-13

AOPA Aviation Summit
Long Beach, California
www.aopa.org

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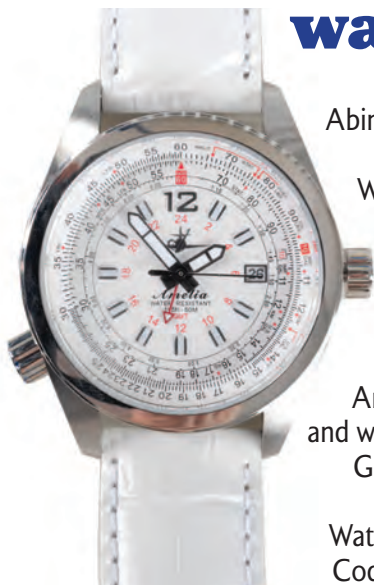
February 24-26

22nd Annual International
Women in Aviation
Conference
Reno, Nevada
www.wai.org

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TANNER SMITH

EARNING MY WINGS

For the longest time, I've always been inspired by cool things—specifically those related to technology. When I was younger I could be found playing with various things: steam engines, radio controlled cars, old computers, or creating my own electrical circuits that flashed lights and things. But the one idea that always fascinated me, even to this day, was flying. Whether it

be space flight, or little tiny gliders that hung in the air without engines—aviation always interested me. A few years back Dad earned his own pilot's certificate. After I went for a ride with Dad, gliding through the air over Lake Lanier, I instinctually knew that flying was something I had to conquer. I told Dad I wanted to learn, and he found a flight instructor.

When I first met her I would have never guessed she would be teaching people how to fly. Melissa Bermudez was someone who you would probably see working as a disc jockey at some party. As my dad and I sat down with Melissa along with another of Dad's friends, I began a journey I had long wanted, but never knew when it would happen.

"Training? I wasn't ready for flight lessons, I just want to fly," I thought to myself as I walked down the hall of the FBO "Fixed Base Operations" with Dad to meet Melissa to begin our first day. I found the room and I set down my bag full of all the gear I would need: a pilot clipboard—a "kneeboard" as I would learn—charts, logbook, and other odds and ends. "What up?" she said as I sat down. "Not much," I responded. Dad and Melissa finalized how she would be paid and soon left. Melissa explained to me how things would work in flight lessons—an hour or two of book work, "ground school," and an hour or two of actual flying. After a bit more explanation and silent responses from me, we checked the weather on the computer, and grabbed our bags and headed out of the building to go flying.

After we carefully inspected each part of the plane as though we were doctors doing a routine patient check-up, we fumbled into our spots. Though it was always cramped, it was comfortable. As the engine sputtered to life, Melissa talked awhile through the headsets we both wore about some of the basic functions and displays the cockpit had that we would review later in ground school. After she pointed out every-

thing and we made sure everything was "ok" and comfortable in the cockpit, I heard "Lawrenceville tower, november eight zero six one november ready at Air Harbor South to depart to the north" through my headset. Melissa added a bit of throttle and we began taxiing. As we lined up on the runway, I pushed the throttle towards the front of the plane, revving the engine to full power, rolling the plane forward with incredible force. The plane's speed increased. I pulled back on the control yoke. The ground fell away. I was flying.

I continued my flight lessons through a winter and a summer.

I began to relax. I learned how to recover from a stall, what to do when the engine fails during flight, and steep turns (my favorite). Things were going well; I was accomplishing what I wanted to do—my dream.

Then one day Melissa asked me if I felt comfortable to fly alone. I said, "Sure, yeah." She got out with the engine running. I called up to the tower, saying what we had done a thousand times, just a bit different—no Melissa. I made three takeoffs and landings that day all by myself, one of which was behind a B-17 Flying Fortress. After I landed, Melissa gave me a hug, and snipped my shirt. Melissa reminded me, "In order to be a pilot, you have to do a verbal exam and a checkride with an FAA examiner. You must study." So we studied. It wasn't always fun, but I knew it would pay off.

That August it did. The oral exam went quickly, but I was duped by a little instrument: the VOR. I had to go back and study again. No matter. It didn't take me long to figure out the instrument, and before the summer was over I'd done it. I had earned my wings at last. And I could not have done it without Melissa. ➔

Tanner Smith graduated from high school and plans to attend Georgia Tech this fall. Melissa Bermudez is a WAI member.



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