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SEPTEMBER/OCTOBER 2010

The official publication of Women in Aviation, International®


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PERSISTENCE
DOES PAY OFF**

**Pilot Families:
Making it Work**





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Flight Safety International
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Aviation for Women, (ISSN 1525-7762), Volume 13, Number 5, is published bimonthly by Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, OH 45381; Tel. (937) 839-4647; Fax (937) 839-4645. Reproduction by any means in whole or in part of any copy, photograph, or illustration without written permission from the publisher is prohibited. Periodicals postage paid at West Alexandria, OH, and additional mailing office.

Postmaster: Send address changes to Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, OH 45381.

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

Membership dues include Aviation for Women subscription valued at \$30/year. Non-member subscription rates: Domestic-\$30/year; Foreign-\$40/year Single copies-\$5.00

PRINTED IN U.S.A.



The St. Louis Women With Wings and Parks College chapters helped paint a compass rose at the Greenville, Illinois airport. More Chapter News beginning on page 8.

ST LOUIS WOMEN WITH WINGS CHAPTER

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COVER PHOTO

Melissa Raddatz pauses on a break from her chores in the EAA Learn To Fly Center. Photo by Annette Calicoat.

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PRESIDENT'S MESSAGE

JOHN SLEMP



DR. PEGGY CHABRIAN

WAI President Dr. Peggy Chabrian on the stage at Theater in the Woods during EAA AirVenture 2010

Dear Members:

I am not sure who penned the phrase “the lazy days of summer” as summer always seems to go by quickly—and this year was certainly no exception. The staff and board members of WAI have been busy planning several upcoming events, details of which are available throughout this issue.

During the WAI Celebrity Breakfast at Oshkosh, several announcements were made including several new scholarships being offered this year. We also announced a new member benefit, made possible through a partnership with Seattle Avionics, providing free flight planning software to our members through our web site. Upgraded versions of the package are also available to WAI members at a significant discount.

WAI Headquarters here in Ohio has been an especially busy spot all summer. Not only are we planning for our annual International Conference, scheduled for February 24th to 26th in Reno, Nevada, we are also hosting a Regional conference in England November 5th to 6th. The WAI European Regional Conference is being held in a beautiful setting, the Brooklands Museum in Surrey, England (near London) and features aviation, motor vehicles and other historical artifacts. The speakers include a variety of women in aviation and during the Opening Reception you will have a chance to win a seat on a Concorde flight simulator.

The hotel we are using for the WAI Conference in Reno has extended a significant discount room rate to us. The Grand Sierra regular room rate is now only \$89/night and the Summit Suites have been reduced to \$115/night. But book now, the discount is through November 15, 2010 only. A terrific line-up of speakers and an excellent variety of exhibitors are already in place for this event. See more details on pages 32-34.

We will be playing a significant role again at AOPA's Aviation Summit in Long Beach, California, this November. If you plan to attend that show and would like to volunteer at our booth or in the Women's Wing we would like to hear from you. WAI will host a panel during one of the morning sessions and host mini-forums with several aviation celebrities planning to join us.

And last, but certainly not least, our new Membership Campaign was launched during EAA's AirVenture and will run through July of 2011. You can win a cruise, airline tickets, Conference registrations and more; but only if you participate. Best of all—everyone who participates and recruits even one member wins; you are guaranteed prizes at various levels of membership recruitment. So go out and get a member and help WAI, your organization, to expand its network. (see Page 6) Remember, the real benefactor when WAI's network grows is you! Hope to see you at a show or conference soon.

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian, President



INSIDE THIS ISSUE



HILARY LAWRENCE

Faithful photographer John Slemp did a great job taking the WomenVenture photo at AeroShell Square. **Page 4**



Do you know about the opportunities offered during the 2011 International Women in Aviation Conference? **Page 32**



PHOTO COURTESY OF ROSALIND HEINEMANN

Rosalind Heinemann spent 37 years in aviation, working her way forward to the captain's seat in a jet airliner. **Page 20**

Thank you Patricia Luebke for your article “Guests Behaving Badly” in the July/August issue of *Aviation for Women* magazine. It is a great reminder that we were born with two ears and only one mouth. Especially when someone is speaking from a podium everyone else should listen twice as much as they talk. Talking during someone’s speech is rude. Proper etiquette is a learned skill.

Debbie Harvey (WAI #77)
Reno, Nevada

I loved, loved, loved Patricia Luebke’s column in the magazine “Guests Behaving Badly!” As a meeting planner as well as an attendee at events, you hit the nail on the head on good guest behavior. Especially your point that, “As a guest,

JOHN SLEMP



Able Flight’s Executive Director Charles Stites and one of its most famous pupils, pilot Jessica Cox (WAI #41665), take a moment near the EAA Nature Center pavilion after announcing the availability of an Able Flight Scholarship through Women in Aviation, International’s scholarship clearinghouse. For more information about the Able Flight scholarship go to page 36.

you’re a component in the chemistry that will make an event successful.”—how true! And, it was fun to read.

Cassandra Bosco (WAI #3)
Vienna, Virginia

I just read the July/August issue and enjoyed it very much. The “Earning my Wings” article was fun to read but I was disappointed to read that the Instructor—Melissa—exited the plane “with the engine running” as stated by Tanner Smith. As instructors we are to “lead by example” and in my opinion, getting in or out of a plane with the engine operating is a definite NO-NO. We not only show the student that this action is OK, but we never know who else may be watching who knows nothing of the dangers of a moving prop and may some day walk too close. The other thing that is missed is that if you shut down the engine, you can take the opportunity—in a nice quiet cockpit—to brief the student on what may be different without the instructor sitting by his or her side. Also, the student gets to restart, taxi and complete a “run-up” all by themselves to build confidence and cockpit management skills.

Thank you for your magazine and great organization.

Jean Runner, MCFI, (WAI #44030)
Lakeside, California

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 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, West Alexandria, OH 45381

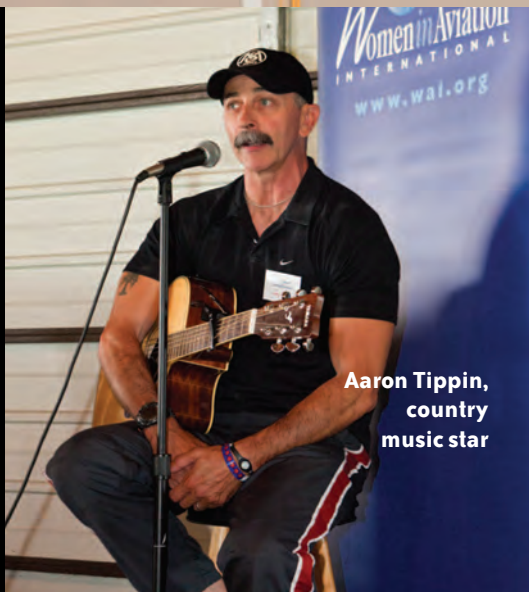
ERRATA:

Aviation for Women editors regret allowing a bit of inaccurate information to pass into the magazine. In the July/August issue, on page 23, the author refers to the USAF during World War II. Unfortunately, there was no USAF during WWII; it was called the Army Air Corps. This was pointed out by one of our own readers, one of the Women Air Force Service Pilots (WASP), who was there, Marion Hodgeson. We appreciate the keen eye of our AFW readers and will keep trying to catch those errors.

.....
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. ➔



Celebrities, above: David Hartman, with astronauts Dunbar and Whitson, aerobatic pilot Debbie Rihn-Harvey, WWII WASP pilots



**Aaron Tippin,
country
music star**



**Elissa Lines,
co-chair,
WomenVenture**

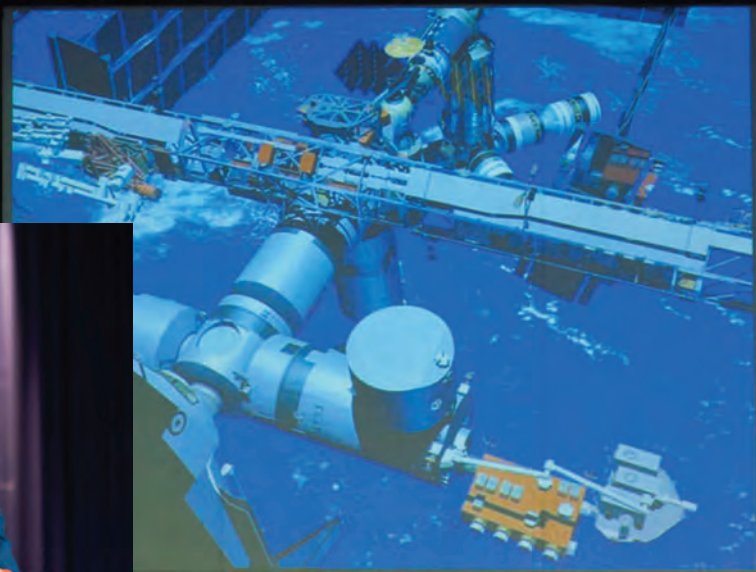


**Dan Jacobs,
Founder,
VedaloHD,
announcing the
winner of the
sunglasses prize**



**Jennifer Storm,
AOPA, encourages
WAI members
to attend the AOPA
Aviation Summit**

WAI and EAA Link Up at WomenVenture 2010



Three Years of WomenVenture: A Tradition is Born

PHOTOS BY JOHN SLEMP

Women in Aviation, International and the Experimental Aircraft Association repeated their WomenVenture initiative, with a week's worth of camps, seminars, panels and of course, networking breakfast and group picture during AirVenture 2010 in Oshkosh, Wisconsin.

Said Dr. Peggy Chabrian, President of Women in Aviation, International, "In this one moment, women who love aviation, from 14 to 94, gathered together to celebrate their accomplishments in aviation. It's exciting! Best of all, when the photo is over, they don't scatter—they stay and network. It is wonderful."

The activities included an aviation camp for teen girls, several education and panel sessions on scholarships, women in aviation and space, women and aircraft construction; as well as breakfasts and networking sessions. ✈



Theater in the Woods program
with astronauts Bonnie Dunbar (center)
and Peggy Whitson (right)



Ann Cooper and Sandy Anderson



Women Soar, You Soar Camp

WAI President Dr. Peggy Chabrian connected via video conference with a group of high school young ladies attending an ACE Academy at the Elizabeth City State University (ECSU) in North Carolina, telling them about career opportunities in aviation, scholarships and member

benefits of WAI. The aviation camp was one of four held in North Carolina this summer, along with several others nationwide, but set itself apart from nearly every other camp by only admitting females. A similar, coed camp was held at ECSU in late June. The aim of the all-girls camp was to introduce high school girls to aviation and aerospace careers that they might not have considered.

Anthony Sharp, director of ECSU's aviation science program and director of the camp, said that the camp was an experiment of sorts. Although this is the second year that ECSU has hosted an ACE Academy camp, it's the first time the university has held an all-girls version of the camp. As the camp began wrapping up Friday, Sharp said he felt the experiment had gone well.

"Women don't have a lot of visibil-

ity in careers in aviation. Secondly, we thought this would be a great opportunity for these young girls to meet with professional women in aviation," Sharp said.

Over the course of the week, the campers listened to aviation officials, tested their skills, traveled to the Wright Brothers National Memorial, and flew airplanes.

As a result, a group of girls who for the most part hadn't given aviation much thought, started asking questions about space, flight, and the steps they'd take to attain a pilot's certificate.

Chabrian was also graduation speaker for the Women in Engineering Summer Camp at the University of Dayton. The 75 campers, their parents and siblings listened to a presentation titled "A Formula for Success" which included information about scholarships available in aviation-related careers. ➔



GET A MEMBER...WIN A CRUISE!

ANNOUNCING WAI'S MEMBERSHIP DRIVE

TARGET: **10,000** Members Strong

Help us expand Women in Aviation, International by recruiting new members. When you do, you'll be rewarded for your good work! From EAA AirVenture 2010 to EAA AirVenture 2011, we want to increase our membership to 10,000 members. Will you help grow your organization?

All you have to do is convince one new person to join WAI. Your name goes on the WAI membership application as his/her recruiter and then your name goes into the drawing for exciting prizes. Recruiting one new member (*all new, not a renewal*) is terrific, but here's the best part: the more new members you recruit, the more chances you have to win one of these great prizes:

➔ **First Prize:** Tickets for two for a fabulous cruise where you can eat, drink, be merry, swim, sun, dive, sightsee, shop, dance, and best of all RELAX.

➔ **Second Prize:** Two round-trip passes to any domestic destination of **Southwest Airlines** as well as two full registrations for WAI's 2012 Conference in Dallas.

➔ **Third Prize:** Receive carry-on roll-a-board luggage.

Sign up 1—

Receive a WAI luggage tag

Sign up 3—

Get a WAI toiletry bag

Sign up 5—

Your WAI membership will be renewed FREE for one year

Sign up 10—

Get a WAI logo computer bag

Sign up 20—

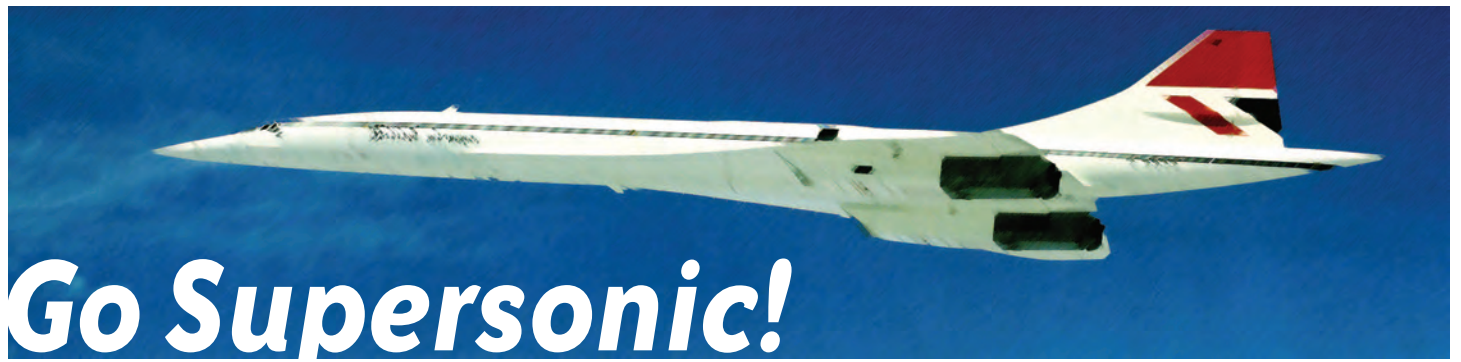
Receive VedaloHD Performance Sunglasses, valued at \$250



Everyone gets a button for motivation.

Check out all the details at www.wai.org

Picture yourself on that cruise ship waving goodbye as it sets sail !



Go Supersonic!

Women in Aviation, International[®] Regional European Conference

November 5-6, 2010

Brooklands Museum • Surrey, England (outside London)

Home of British Aviation and the First British Women Pilots Licence

Friday, 5 November—

Friday's Opening Reception includes the Brooklands Concorde Experience. Relive the excitement of the supersonic age with a 30-minute visit on board Concorde G-BBDG. Take your seat in the front cabin for a virtual flight, piloted by Captain Mike Bannister who will afterwards share his experiences. Visitors may see the Concorde Simulator free of charge, subject to operational constraints. The Museum will offer special "At the Controls of Concorde" packages on Friday and Saturday.

Saturday, 6 November—Saturday's speakers include:



- Captain **Suzanna Darcy-Hennemann**, record setting 777 Captain with The Boeing Company
- **Gabriella Somerville**, Managing Director, ConnectJets
- **Lt. Col Jennifer Crossman**, USAF KC-135 pilot
- **Dominique Brown**, Chief Operating Officer, Quick International Courier

Be sure to stay for the great chance to network at the **Saturday Night Banquet**

To register, click on the "Go Supersonic" button on the WAI homepage — www.wai.org



Extend your stay! Plan an additional day or two and spend more time in London

Women in Aviation[®]
INTERNATIONAL



SOUTH WIND CHAPTER



RADM Wendi Carpenter with members of the South Wind chapter

SOUTH WIND CHAPTER

South Wind Provisional Chapter (originally the Central Arkansas Chapter) members had an opportunity to meet with an aviation pioneer, **Rear Admiral Wendi Carpenter**. RADM Carpenter is the first Navy female aviator to achieve the rank of flag officer and currently leads the Navy Warfare Development Command, which influences policies that affect the entire Department of Defense. Admiral Carpenter returned to Little Rock Air Force Base where she completed her initial C-130 training. The highlight of the Admiral's visit was a professional development luncheon with the female aviators. The outreach/membership event was organized by Chapter Membership Chair **Chrystina Short**, who first met RADM Carpenter at the 2010 WAI Conference, and Captain **Taylor Rigollet**. The event was exciting for these young aviators, who met with a true pioneer and aviator of exceptional caliber and influence. At the luncheon, RADM Carpenter spoke on the importance of mentorship and networking. The event gave great visibility to the new chapter and the WAI organization. It also fostered inter-service training and cooperation. Most important, RADM Carpenter's visit made a huge impact in the lives of the young female aviators who are now energized in furthering their networking, mentoring, and community service in Central Arkansas. ➔

New Official Chapter

Provisional Chapter #86P,
York College/CUNY Chapter at The City University of New York, Jamaica, New York is now Chapter #72

Fiordaliza Griffith, President
Nandi Clarke, Vice President
Christina Ally, Secretary
Bryan Estrada, Treasurer
Tokunbo Adeshina Jr., Outreach Chair
Alex Chetram, Membership Chair
Michel Hodge, Advisor

New Provisional Chapters**Women in Aviation, Louisiana Tech University Chapter #103P**

Ruston, Louisiana
Jessica McDonald, President
Alex Blanchard, Vice President
Lauren Gladney, Secretary
Courtney Glasgow, Treasurer
Nicole Hansen, Membership Chair
Abbie Mitchell, Outreach Chair
Kary Munn, Advisor

Women in Aviation, Fort Lauderdale Chapter #104P

Fort Lauderdale, Florida
Melissa Grabiec, President
Jessianna Bartier, Vice President
Sharon Dreesen, Secretary
Karen Anderson, Treasurer
Kennia Aguilar, Outreach Chair

FORT LAUDERDALE CHAPTER

Nearly 30 women met at the Learning to Fly Center in Pompano Airpark (PMP) to create the Fort Lauderdale provisional Women in Aviation Chapter. Attending the meeting were women from richly diverse aviation backgrounds including mechanics, an airline flight attendant, a few pilots, aviation management students, an air traffic controller, and an airport manager to mention just a few. What all had in common was a love and enthusiasm for aviation.

The meeting was facilitated by **Melissa Grabiec** (WAI #45778) of Fort Lauderdale, who was later elected President. She led the meeting where she spoke about the importance of Women in Aviation, International's organization (networking opportunities, mentoring, and scholarship opportunities to name just a few!). She also provided the attendees with a strong understanding of the history of WAI. The meeting was further enhanced by fun stories shared by many members who had attended the recent Conference in Orlando. ➔





Southern England Chapter members Dorothy Pooley (right) and Sue Tuddenham volunteered at the WAI booth



AeroExpo UK

Women in Aviation, International, with help from local chapter members, unveiled new WAI Booth Graphics when WAI exhibited at AeroExpo at Wycombe Airpark in England. AeroExpo UK is the dedicated General Aviation exhibition showcasing everything from ultralights to turboprops as well as companies in various areas of aviation. This was a great event to introduce more aviation enthusiasts to WAI and to announce the WAI European Regional conference scheduled November 5-6, 2010 at Brooklands Museum in Surrey, England.

Dorothy Pooley (WAI #39411), **Annabelle Burroughes** (WAI #42651) and **Sue Tuddenham** (WAI #45950) from the Southern England Chapter and **Nancy Tran-Horne** (WAI #41464) and **Sarina Houston** (WAI #16553) from the Box D Chapter joined Betty Huck, Chapter Relations Manager, in talking with people from England and Europe about WAI's membership, magazine, Conference and terrific scholarships. When asked, "Why should I join an organization from America?" the local chapter members were able to encourage prospects to attend the European Regional conference in November to meet others involved in aviation in their area, network, and find out more about the benefits of being a member of WAI.

Be sure to check out www.wai.org for details on the European Regional conference. Whether you are living in Europe or the United States or anywhere else, consider attending the event in Surrey, home of British Aviation. ➔

Box D Chapter members Sarina Houston (left) and Nancy Tran-Horne



BOX D CHAPTER



Catherine Tabb (WAI #45402) with students on the tour (left) and a couple of very happy girls in the boom position of the KC-135.

BOX D CHAPTER

The Box D Chapter held an outreach event where school children from St. James Middle School in Bury St Edmunds, UK, took a tour of RAF Mildenhall. The kids enjoyed a tour of the KC-135, a security dog demonstration, and an air traffic control tour that included a "Birds of Prey" demonstration.

The chapter also hosted Chapter Relations Manager Betty Huck at their July chapter meeting. The members enjoyed a potluck dinner at Hengrave Hall, a tudor mansion where Box D Chapter member **Jen Crossman** lives. After dinner there was mingling on the grounds. ➔

ATLANTIC AVIATORS

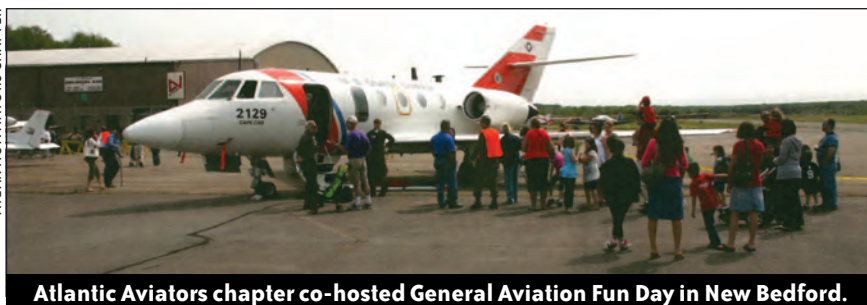
In May, the Atlantic Aviators co-hosted their 4th Annual General Aviation Fun Day along with the New Bedford Regional Airport (KEWB) and the New Bedford Regional Pilots Association, at KEBW in New Bedford, Massachusetts. There were an estimated 7,000 people in attendance throughout the day.

Several flight demonstrations were provided by a group of local pilots. The Massachusetts Aeronautics Commission and the FAA provided flight simulators for the public to use. Members of the New Bedford Regional Pilots Association sponsored airplane rides for a small fee. In addition, Ryan Rotors and HeliOps of Plymouth, Massachusetts (KPYM), sponsored helicopter rides for the public. Some of the display aircraft included: Beechjet 400, 1958 SNJ, Coast Guard Falcon Jet, amphibious aircraft, homebuilts, ultralights.

Former Tuskegee Airman **George S. Lima** helped the "Black Air Foundation," a local non-profit organization that is dedicated to empowering minority youth through education and training.

To learn more about the Atlantic Aviators, view images from Fun Day, or to get involved in next year's event, please visit www.atlanticaviators.org. ➔

ATLANTIC AVIATORS CHAPTER



Atlantic Aviators chapter co-hosted General Aviation Fun Day in New Bedford.



Heather Stanisich and J-L Cavallera (WAI #14757) going on a glider ride at the Space City Chapter's "Glider Family Picnic" in Wallis, Texas, in May.

SPACE CITY CHAPTER

SPACE CITY CHAPTER

Space City Chapter has added a Children's Committee and is proudly announcing 12-year-old **Heather Stanisich** (WAI #45977) as the Children's Committee chair member. With her help the Space City chapter is able to meet their goal of being a family friendly chapter. Heather Stanisich supports the chapter by supervising the children's table at the chapter's regularly scheduled aviation network dinners; she supervised a group of Girl Scouts during a Behind the Scene's Tour of Bush Intercontinental Airport (IAH), and again at the Ellington Air Force Base's Fire Station and Fire Trucks tour. ➔

NIGERIA CHAPTER

On Children's Day, the Education Committee of the Nigeria Chapter decided to take some students, from six to 16, on an educational excursion to the Murtala Muhammed Airport, in Lagos, Nigeria.

Navigational Aids Flight Inspection and Surveillance (NAFIS) was the destination. This unit has an HS 125-700 series aircraft used for flight inspection/calibration of navigational aids, a hangar for aircraft maintenance, and employs pilots that carry out regular surveillance and scheduled calibration of navigational aids in the Nigerian airspace.

During the visit 50 children toured the hangar facility. Then they were shown a video clip by FlightSafety International on the different types of training offered and the opportunities that are available in the aviation industry. They were shown real life simulator trainings for airline pilots, aircraft maintenance engineers, air traffic controllers, and cabin crew, marshallers. ➔

ST. LOUIS WOMEN WITH WINGS

Women With Wings helped paint a compass rose at the Greenville, Illinois airport. A 70-foot diameter design was laid out and used approximately 24 gallons of paint. Several organizations with 22 people participating completed the project. The groups included Women With Wings, the WAI Parks College Chapter, The Ninety-Nines and Wings of Hope. ➔

NEW YORK CHAPTER

Members of the New York Chapter, the Vaughn College Chapter, Allianz Glob-

al Corporate & Global Specialty, and the United States Navy participated as mentors for Camp GOALS for Girls 2010, Youth Leadership Conference, during Aviation Week at the Intrepid Sea, Air, & Space Museum. The mentors met with the Campers (all girls between the ages of 11-13 years old) to discuss their jobs and personal experiences related to their occupations in aviation. ➔

HOUSTON CHAPTER

The Houston chapter launched into 2010 with an exciting new vision with Chapter President **Vickie Croston** (WAI #14291), Membership Chair **Joni Schultz** (WAI #39079) and the newest Houston member of WAI, **Ronnie Pickard** (WAI #45971). Pickard, who is the Director of Community and Business Affairs with the Houston Airport System (HAS), has cordially extended their "state-of-the-art" meeting facility to the chapter for meetings and



Theresa Perks in Houston

Houston Chapter member Aileen Watkins and daughter

HOUSTON CHAPTER

events. The chapter has encouraged other HAS employees to become members of WAI and the local Houston Chapter.

The chapter extended an invitation to WAI International members in the greater Houston area and ended up hosting a large group of WAI members who had never attended a local chapter event. The Space City Chapter members also attended. After their successful meeting with the Houston Airport System, the chapter once again hosted a tour of the George Bush Intercontinental Airport (IAH). With 21 people in attendance, it was necessary to use a 21-passenger "Parking Cents" airport shuttle to transport the group around the property. Attendees toured a spectacular corporate Boeing 747-400 that is the official workplace of member **Aileen Watkins** (WAI #1919). They also toured the Houston Fire Department, where fire and rescue crews must be able to reach an aircraft incident in three minutes. ➔

UPPER CANADA CHAPTER

Debra Newman, VP People at Porter Airlines, gave an informative presentation on the airline and answered questions about their hiring procedures. Porter was accepting applications for positions in Toronto including pilots, dispatchers, aircraft maintenance engineers, flight attendants, customer service representatives and ramp attendants. **Lisa Graham** (WAI #8030) and **Heather Jennings** offered job search strategies and résumé and interview advice. Attendees received valuable feedback on their résumés. **Contessa Bishop** (WAI #13464) and FlightSafety provided the meeting space.

Sherry Kremko-Jones (WAI #45170), **Ruby Khan** (WAI #45173), **Anna Mandra** and Lisa Graham volunteered to teach 44 Girl Guides basic theory of flight, aircraft parts and characteristics. The Brampton Flight Centre provided a classroom and aircraft for this event.

The Upper Canada Chapter attended the Canadian Aviation Expo. Membership numbers were enhanced, and the chapter also made great connections with local museums and airshows. Volunteers at Expo included Contessa Bishop, **Monica Leone** (WAI #42649), **Jennifer Downes** (WAI #16112), Sherry Kremko-Jones and **Jessica Aitchison** (WAI #44836). ➔

SAN DIEGO CHAPTER

The San Diego Chapter members attended a tour of the Southern California TRACON in San Diego, California. Outreach Chair **Cynthia Laddon-Kaase** set up a tour with **Kevin Karpé**, Support Manager for Strategy and Performance. Members were extended the opportunity to come back in pairs and sit with live controllers for a more hands-on experience. ➔

MEMPHIS BELLES CHAPTER

The Memphis Belles Chapter of Women in Aviation collaborated with the Heart of the South Girl Scout Division to present an all girls' aviation camp. The event was held at the Tennessee Aviation Technology Center located near the Memphis International Airport. The purpose of this event was to facilitate a technical aviation curriculum for the approximately 200 Girl Scouts to receive their aviation merit badge. The event was sponsored in part by the Women Foundation for Greater Memphis (WFGM) and FedEx Express. Special guests and speakers included **Angela Woods** (CEO of the Girl Scouts Heart of the South division), Attorney **Ruby Wharton** (Memphis Airport Authority), and **Ruby Bright** (Executive Director of WFGM). ➔

UPPER CANADA CHAPTER



Upper Canada Chapter members Anne Benyon, Sherry Kremko-Jones, Contessa Bishop, Monica Leone, and Sarah Asterbadi

CAREERS

National Intercollegiate Flying Association scholarship winner **Jennifer Alicz** (WAI #41413) earned the Women's Achievement Award, sponsored by The Ninety-Nines. The prestigious award recognizes the recipient's academic accomplishments, aviation involvement and community service. Alicz is a member of Chicago's Leading Edge Chapter, recent graduate of Lewis University and past president of Lewis University Women in Aviation Chapter. Her teammates on the Lewis University flight team at the National Intercollegiate Flying Association National SAFECON in Terre Haute were: **Nicole Mott** (WAI #44422), Coach **Tiffany Bilski** (WAI #32707), Coach **Megan Montgomery** (WAI #3052). Chicago WAI Chapter President and NIFA Judge **Dolores Pavletic** (WAI #40898) was also there. Lewis University placed eighth in the 2010 National Competition.



Lewis University Flight Team at NIFA

Teresa Camp (WAI #6879) and **Bev Cleair** (WAI #45758) participated in the Air Race Classic raising money for Wings of Hope.

Eve Cascella (WAI #29490) earned her commercial rating.

Merwyn Croston (WAI #17801) is working on his instrument rating.

Vickie Croston (WAI #14291) accompa-

nied three WWII Veterans as a guardian on the Lone Star Honor Flight #4 from Houston to Washington, D.C., to see the WWII Memorial dedicated to them. Moving 100 veterans involved a herculean effort by at least 80 guardians and organizers, and a voluntary flight crew of a B-757.

Dr. Barbara Lee Harper, (WAI #7588) of Tuscon, Arizona, was among the new members of the Arizona Aviation Hall of Fame, located inside the Dorothy Finley Space Gallery at the Pima Air & Space Museum. Harper came to Arizona in the early 1970s, has been a member of the Civil Air Patrol since 1971 and served as the Chief Pilot for the Davis-Monthan AFB Aero Club from 1975 to 1984. From 1989 until she retired in 1998, she was a pilot for Continental Airlines. Harper did aerial survey work for organizations studying archeological sites. This interest led to her earning a B.S. in Anthropology from the University of Arizona. She also received Master's and Doctoral degrees from the University of Phoenix in Organizational Management. Harper has worked extensively with both the FAA and pilot's organizations to improve aviation communications and enhance flight safety.

ny from the University of Arizona. She also received Master's and Doctoral degrees from the University of Phoenix in Organizational Management. Harper has worked extensively with both the FAA and pilot's organizations to improve aviation communications and enhance flight safety.

WAI Members win Air Race Classic



Terry Carbonell (WAI #20641) was part of the team *Wild Mama*, who, with teammates **Laura Ying Gao** (WAI #44478) and **Ellen Herr** (WAI #16784), won the Air Race Classic 2010 competition. Her mantra for life is "Never let fear, alone, stop you." Carbonell started flying at the ripe old age of 44 at the request of her husband, a private pilot who passed away in 2008 from Alzheimer's Disease. Four years after beginning her flight training she has logged more than 1400 hours, earning an instrument rating, a commercial rating, tailwheel endorsement, a seaplane rating, ground instructor certificate and CFI certificate. This was Carbonell's fourth Air Race Classic.

Steve Hofmann (WAI #27505) completed the Cirrus Standardized Instructor Pilot course.



Yankee Air Museum

A dedication ceremony for "The Yankee Air Museum-Dave and Andrea Robertson Education Center" took place at Willow Run Airport in Belleville, Michigan. Education Coordinator **Rachel Krumwiede** (WAI #42721) will oversee Simulator Saturdays, Aviation Camps, and Educational Field Trip Visits.

Monica Leone (WAI #42649) appeared on Air Power Radio. Hosted by **Jeremy Nelles** and **Smoky Young**, the Air Power Radio podcast features guests from all areas of aviation. Leone discussed a variety of topics including WAI member benefits, scholarships, the Girl Guide



badge program, and Women's History Month. Air Power Radio is a great way to keep in touch with all things aviation and airs live once a week. Listen to Air Power Radio, Tuesdays at 10:00 a.m. EST, at www.airpowerradio.com.

Chicago's Leading Edge Chapter member **Lora Lester** (WAI #39667), Air Traffic Control Specialist Front Line Manager at Chicago Center (ZAU), was the guest speaker at Flight World at Chicago Executive Airport for the FAA Safety Team/Safer Skies Through Education series. Her presentation was "ATC 101".

Chicago's Leading Edge Membership Chair **Christa Mabry** (WAI #32799) is the recipient of the NBAA Flight Attendant/Flight Technician Scholarship for an Executive Education course at the Darden Graduate School of Business at the University of Virginia.

Michael Palmer (WAI #44580) earned his Instrument Rating

NIFA Loening Trophy Judges this year were **Charles Nash**, Chicago Leading

Edge Chapter President **Dolores Pavletic** (WAI #40898) and Senior Judge **Peter Bro**. The Loening Trophy is a perpetual trophy presented annually to the outstanding all-around collegiate aviation program in the nation. It is the rarest and oldest of all collegiate aviation awards, first awarded in 1929 when aviation pioneer and inventor **Dr. Grover Loening** saw a need to annually recognize the most outstanding achievements of today's college aviation programs.



Mabry

Joni Schultz (WAI #39079) is beginning her rotorcraft flying lessons to add on to her private pilot certificate.

Lisa Anderson Spencer (WAI #2312), a WAI scholarship winner (1998), was nominated as Military Spouse of the Year. Highlighted for the significant volunteer time and leadership talents that she provided to causes that support military families, Spencer was selected as one of the top five military spouses in the U.S. Navy.

Capital Region Chapter member **Lynn Spencer** (WAI #1993) participated in



Lynn Spencer

small Unmanned Aircraft Training at the Air Force Special Operations Command (AFSOC) as part of her work with the FAA's Unmanned Aircraft Program Office. She had the opportunity to learn the Wasp, Raven and Puma.

Linda Street-Ely (WAI #26154) and her co-pilot placed third in the Air Race Classic.

Chicago's Leading Edge Chapter member **Roberta Weimer** (WAI #44442) brought the chapter's new logo to life with her masterful art stitchery. Weimer owns and operates Signatures of Chicago, an embroidery and customized promotional products company in Downers Grove, Illinois. ✈

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RYAN INTERNATIONAL AIRLINES

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FBO were sold and transport operations became the sole focus of Ryan International Airlines.

From 1981 to 2002, Ryan International Airlines was engaged in the transportation of mail and overnight air freight. In 1984 Ryan commenced passenger operations utilizing two Boeing B727-100 aircraft. These aircraft served the charter industry and primarily transported vacation travelers.

In 2006, Ryan relocated its corporate headquarters from Wichita, Kansas, to a brand new, state-of-the-art facility in Rockford, Illinois. Ryan has operated more than 30 aircraft of various types on its operating certificate, and can offer aircraft and crews worldwide on a short or long term basis. Ryan carries passengers for the nation's largest tour operators to leisure destinations worldwide. Ryan also provides charters to foreign tour operators with service into the United States.

This includes wet leasing; an arrangement with another airline that includes providing an aircraft, crews, maintenance program, and insurance. This is also known as an ACMI lease. Ryan can provide a platform that allows a start-up airline to operate during their certification process. During times of fleet expansion or introduction of new equipment, Ryan provides ACMI arrangements to other carriers.

Ryan also manages foreign and domestic registered aircraft, and has extensive experience placing foreign registered aircraft on its U.S. certificate. The company manages private aircraft for in-



dividuals requiring a part 121 operating certificate, including the provisioning of crews, maintenance program, and insurance in a cost-effective manner.

Beyond private owner aircraft, Ryan is a Civil Reserve Air Fleet (CRAF) carrier authorized to carry U.S. personnel all over the world. They have provided services to the Department of Justice, U.S. Marshals Service, Department of Energy (DOE), Department of Defense (DOD), Department of Homeland Security and Immigration & Naturalization Services (INS).

Ryan is able to operate with worldwide authority to most destinations requested, flying to as many as 44 countries in a single year. The company has authorization to operate both domestic and international charter and scheduled service. Ryan has 180-minute ETOPS (Extended Twin Engine Operations) approval on all its Boeing B757-200ER aircraft, allowing for the most direct route,



saving time and fuel. The company currently operates B757-200 ETOPS, B767-300 ETOPS, and MD-80 jets.

Ryan International Airlines is a corporate member of Women in Aviation, International and has exhibited at its International Conference for the last two years. The company offers diverse career opportunities to employees with a broad range of skills and experience that offer opportunity, challenge, excitement and reward. Find out more about Ryan at www.flyryan.com/choose.html, including current employment openings and internship opportunities.

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DENISE WATERS

One of my flying friends said that her airplane's annual inspection is signed off by her mechanic who does not hold an IA (Inspection Authorization). How is that possible? I thought that only IA mechanics could sign off an annual inspection?

The vast majority of general aviation annual inspections are signed off by individually certified FAA mechanics that hold an Inspection Authorization (IA). But, few people realize that, additionally, according to the regulations, mechanics operating under a Part 145 Repair Station can also sign off annual inspections, as long as they are working under that authorization. Mechanics working at a Part 145 Repair Station facility do not necessarily need an IA, as they are under the station's authorization, which is overseen by qualified inspectors following those Part 145 regulations.

My airplane is going in for its annual inspection. I am not a mechanic nor have the time to do an owner assisted annual, yet I would like to participate. What can I do?

Two major things that you, as an owner, can participate in

regard the paperwork required to complete an annual inspection. The first are your lists, both airplane squawk lists and wish lists. Review your squawks noted over the course of the year prior to sharing with your mechanic. Are they clearly stated? Have you provided enough background details to assist in troubleshooting efficiently?

For instance is the squawk situation continuous or only during idle? Or does the problem manifest itself at certain rpms? Next review your "wish" list. Perhaps you want to install a new engine monitoring system or panel gps. Share this list with your mechanic early on in the process so that the maintenance can be done efficiently around the removal/installation of parts. This avoids the time and expense of having to take the same item apart twice.

The annual is one of the best times to review your airplane documents and paperwork. Verify that you have the required documentation and that it is current. This includes the obvious bits of paper such as the STCs and 337s and also serial numbers. Do you have your propeller serial number recorded for any future questions? If not, the only way to get it might be to remove the propeller, because it's on the underside that's bolted on. The annual is the time to catch this because the propeller is most likely off the airplane for inspection. Assisting your mechanic with the paperwork details will help your annual go quicker and more smoothly. ✈

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

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Sporty's is known for designing unique hand-held radios, but the all-new SP-400 sets a new standard, with features that were previously reserved for panel avionics. It has a host of new features, including full ILS display, VOR navigation, side tone, NOAA weather and an easy-to-read oversized screen and keypad. Measuring 5.5" high x 2.25" wide x 1.625" deep, the SP-400 includes an alkaline battery pack, antenna, wrist strap and instruction manual. The SP-400 is available for \$399, and may be ordered at sportys.com or by calling Sporty's at (800) SPORTYS.

Build-A-Plane Supports Aeroscholars—Build A Plane, the organization that supplies youth groups and classrooms with real aircraft to build as projects, has announced that it will now support the **Aeroscholars.com** aviation education online program initiated by the Experimental Aircraft Association. Build A Plane began operations in 2003 as a non-profit organization dedicated to promoting aviation and aerospace careers by giving young people the opportunity to build real airplanes. Aircraft construction and restoration projects motivate kids to learn virtually any facet of science, technology, engineering and mathematics when applied to this program. Now in a formal partnership with the Federal Aviation Administration, Build A Plane has dozens of projects operating in the United States and several overseas. For more information call (804) 843-3321 or email info@buildaplane.org

BAGGING IT

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BOOK REVIEW

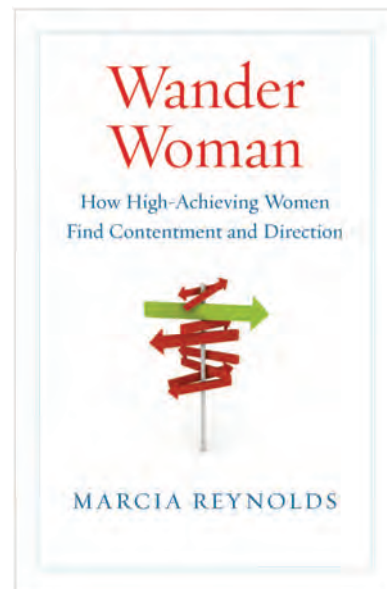
Wander Woman: How High-Achieving Women Find Contentment and Direction by Marcia Reynolds, Psy.D

Marcia Reynolds, Psy.D., the author of *Wander Woman: How High-achieving Women Find Contentment and Direction* (Berrett-Koehler Publishers, June 2010), is a master coach, celebrated author, and professional speaker. Turns out, she can write pretty compelling self-help books, too. In *Wander Woman* Reynolds identifies five stress-inducing assumptions that many women tend to make, from "there is a right answer and it is mine" to "I have to be great at everything I do" and a few choice others in-between.

What is interesting about the book is that it helps a Type "A" personality, who may have ingested a whole lot of "you can be anything you work at" in her life to understand how to deal with, well, the imperfections of life, without feeling like somehow she's failed. A cross between self-help book and analytical prose, Reynolds insights in *Wander Woman* will stick with you long after you put down the book.—A.L.

ISBN # 978-1-60509-351-2
(Berrett-Koehler Publishers,
June 2010)

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Membership in the APA is free! Find them at www.theapa.com.

White-Water Weekend in West Virginia

By Karin Leperi

Depressed economy got you down? Then it's time for a fall stimulus of white-water rafting on the New River in West Virginia. Outdoor adventure therapy includes shooting class V white water rapids, rock-climbing the New River Gorge, and eating at West Virginia's "101 Unique Places to Dine" such as Cathedral Café, Pies and Pints, or Smokey's on the Gorge. Sleep at the historic Morris Harvey House. If you have time, check out the iconic Glade Creek Grist Mill in nearby Babcock State Park, with scenic riding trails.



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STEPHANIE WARD

Where Land and Sky Meet

As a pilot, Stephanie Ward knows what it takes to be safe in the air. An aviation land use planner, she understands that what happens on the ground is just as important.

Stephanie Ward (WAI #21) has been flying since she was just 16. To bolster her chances of earning an appointment to the Air Force Academy, she took flying lessons at Arnold Field, a grass airfield surrounded by farmland near Croswell, Michigan. Both Ward and Arnold Field have changed a lot since then. While Arnold Field remains a grass strip, the area around it has grown up to include residential development within feet of the airport boundary. And Ward has grown up to be not only a certified pilot, but a professional planner and aviation advocate who works with airports and the public so that both can understand the value of general aviation and the cooperation it takes to keep our skies and our communities safe.

Ward's career turned out differently than planned. An eye exam identified an astigmatism that dashed her hopes of serving Uncle Sam as a left-seater, but that didn't diminish her love of flying. After some thought, her career goals turned from full-time piloting to full-time planning. Despite the change in plans, Ward's 18-year career has been all about aviation—every day—and she wouldn't change a thing!

by Lisa Harmon

“While a local agency may view the open space near an airport as perfect for wildlife preserves or a new wastewater treatment plan, such uses can attract waterfowl, deer, or other wildlife that can pose hazards to aircraft.”

As an urban planner with an eye to the sky, Ward has been an aviation planner with Mead & Hunt, Inc., a national planning and engineering firm headquartered in Madison, Wisconsin. Ward has helped general aviation airports throughout the country prepare and update their Airport Layout Plans and Master Plans, helped airports acquire property or navigation easements to ensure safety at their boundaries, and helped her airport clients to gain funding and approvals to support airport improvement and expansion projects.

“In many instances I've done everything just short of preparing the construction plans and driving the construction equipment,” she laughs. “But the engineers won't let me near the final design plans, and I'm usually a hazard on the job site.”

Ward's passion for flying has fueled her work since the beginning. As an aviation advocate, she has worked hard to educate legislators and the public about the value of general aviation. “There's often a perception that general aviation airports serve only the affluent by providing them with a place to park their toys,” says Ward. “What people often overlook are the critical services that general aviation airports provide, such as medical transport and emergency access in times of fire and flood, and jobs.”



And it's not just about jobs at the airport, but about the impact that an airport can have on jobs miles away. Ward recalls a particularly contentious public meeting in Michigan where the community, while adamantly opposed to a proposed airport project, was unaware of the synergistic effect between the community and the airport. It did not know that the airport provided just-in-time delivery services to support operations between GM plants, including the plant where many were employed. Ward asked the assembled group how many residents were employed by the local automotive industry. When many hands were raised, she made her point, "Aviation allowed the parts that you produced today to get to the assembly plant in time for the line to start tomorrow. That couldn't have happened if they had been driven by truck."

Ward understands that airports and their communities often find themselves at odds, and the connection between land use planning is not always obvious. While airports are best served by open space that can be used by pilots in the event of an emergency landing, the communities in which they operate are often challenged by a lack of available land and a desperate need to increase their revenue through increased development—especially in difficult economic times. Many of our country's airports were constructed nearly 60 years ago, when airports and their host communities were separated by open space, such as agricultural fields, woods, or even wetlands.

But suburban sprawl and the lack of available land has made these open areas desirable for industrial and residential development in recent years, and the number of land use conflicts has risen sharply as a result. Aviators understand that local land use decisions can have a huge impact on aviation operations, but they are often unaware of what they must do to effect change or bring attention to these issues in their own communities. Conversely, communities are not always aware of the impacts that their land use decisions can have on nearby airports, especially when the issue of political jurisdictions comes into play. All too often an airport is located in a community that may not own or operate an airport, or the community may not have a direct relationship with the airport owner or operator—especially if the airport is privately owned or located outside of its boundaries. These circumstances and the subsequent differences in view can be challenging. Where aviators see runway protection zones, object free areas, and open space that can save lives in the event of an emergency landing, local governments may envision development dollars and tax revenue.

"That's where I come in," laughs Ward. A veteran of public hearings, advisory committees and council meetings, she has worked to explain the effects of urban encroachment on aviation safety. "While a local agency may view the open space near an airport as perfect for wildlife preserves or a new wastewater treatment plan, such uses can attract waterfowl, deer, or other wildlife that can pose hazards to aircraft. Similarly, the development of new housing in approach and departure areas can create risks to aviators and residents alike."

Ward believes that the greatest challenges facing airports and

their communities are their lack of familiarity with one another and their lack of a common understanding of the land use and safety issues they need to address together. "Most of the time, potential land use conflicts don't become apparent until an environmental study is performed or a legislative body has a decision in front of them," says Ward. "And by that time, the work has been done and the lines have been drawn. Project develop-

Aviators understand that local land use decisions can have a huge impact on aviation operations, but they are often unaware of what they must do to effect change or bring attention to these issues in their own communities.

ers have spent a lot of time and money creating plans, and local communities have invested time and energy in ongoing negotiations. At the same time, aviators have grown fearful of the potential effects of a proposed project and angry from not being asked to the table from the start. To enhance safety, we need to plan from both sides of the table."

Ward has gained recognition during her 18-year career in aviation and land use planning, and her focus has expanded from project-level analysis to policy making nationwide. She has prepared manuals pertaining to aviation and land use compatibility on behalf of the states of Wisconsin, Iowa, and Oregon, winning an award from the state planning chapters in both Oregon and Iowa in the process. She also has served as a Principal Investigator for the National Academy of Science, Transportation Research Board's forthcoming publication, *Enhancing Airport Land Use Compatibility*, and as the project panel chair for the Board's *Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports*. She is working with the FAA to revisit its longstanding guidance on aviation and compatible land use planning. Through such projects, Ward hopes to contribute to a policy framework that will identify the many players who need to be involved in aviation and land use issues, and help agencies and airports alike to gain a common understanding and vocabulary so that they can work together more easily. As she points out, "The best way to resolve land use and safety conflicts is to prevent them from happening in the first place. I hope that this research can help bring everyone new understanding, mutual respect, and a common goal of enhancing safety for aviators and those living beneath our well-traveled skies." ➔

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Lisa Harmon (WAI # 30679) lives in California and works for Mead & Hunt, providing consulting services in architecture, engineering, planning and environmental sciences.



The Swap

From Lufthansa Air Hostess to Air Astana Airline Captain: A 37-year Odyssey



My father worked for J&P Coats Thread Manufacturing Company, in charge of international mills, so as a family we moved around the world—a lot. Eventually we settled in Freiburg, Germany.

My interest in aviation was apparent at an early age, and I remember at seven or so going with my father to watch airplanes, just the two of us. That was in Buenos Aires, Argentina. I went to a myriad of primary schools in different countries, and learned a lot of languages in the process. Ultimately my parents sent me back to England, to Greenacre School for Girls in Banstead, Surrey, in 1965 as a boarder. All the girls there knew I was nutty about airplanes and they would bring me everything they could collect from their travels home, such as boarding passes, sugar sachets...and most of them lived in really interesting places such as China, Zambia, and Singapore; so I had a nice collection. I would also lie in our school's lacrosse fields and watch the aircraft going into Heathrow—and I could identify every one of them.

It was perfectly clear that when I grew up, I was going to be traveling around the globe in an airplane, however, it was the 1960s, and, having never seen a woman pilot, the only way I could imagine doing that was as an air hostess. At 15 I wrote to all the big international airlines and expressed my desire to be a part of their company when I finished high school and every one of

them wrote back and told me that, unfortunately, the minimum age for hiring was 21. Therefore, simply to fill in the gap between A levels and 21, I went to

university in Germany and studied Japanese. In September of 1973, I was supposed to go to Tokyo to attend the Naganuma School but, that summer, while reading a magazine, I noticed a Lufthansa advertisement for air hostesses and it mentioned the new age limit of 19—I was 20, so I immediately applied.

I got an invitation for the three-day interview and was hired. I honestly

by Rosalind Heinemann

couldn't believe my luck. In those days we had long layovers in all sorts of interesting places, including Baghdad, Iraq, and Beirut, Lebanon, and I made sure that I went on as much sightseeing as my budget would allow.

In 1980, I even flew for Air Zambia, one of Lufthansa's partners, so that I could have either a two-day Rome lay-





Below: Left seat training in the Airbus for Air Astana. In the right seat is friend and colleague Gladys Miller. Right: Graduation day from Lufthansa's Air Hostess Academy.



In those days we had long layovers in all sorts of interesting places, including Baghdad, Iraq, and Beirut, Lebanon, and I made sure that I went on as much sightseeing as my

budget would allow. In 1980, I even flew for Air Zambia, one of Lufthansa's partners, so that I could have either a two-day Rome layover or a seven-day layover in Lusaka, Zambia, just to see what that was like.

over or a seven-day layover in Lusaka, Zambia, just to see what that was like. The cabin crew was local except for two of us and the cockpit crew were from all over the world. It was, once again, an incredible experience.

Back then I would often sit in the cockpit for takeoff and landing because I thought it interesting and it was on one of those wonderful two-week trips via Khartoum to Mauritius, that I met my husband, Juergen, the captain on that trip. We would often fly together and I'd sit up front and watch. I also started to accompany him to his simulator sessions. I really wanted to try to fly myself, but there was no chance of



applying to Lufthansa or any other European airline, as women were simply not hired.

That changed in 1986, when after much pressure from the government, Lufthansa started to hire female pilots. I remember the first two clearly, as I was green with envy! By then I was too old to apply as the cutoff age for *ab initio* training was 27, and I was 32.

Somewhere in all this travel our daughter, Kimberley, was born, and like so many dual airline career couples, we found it became increasingly difficult to juggle two schedules and a baby. With a heavy heart, I resigned from Lufthansa to be a stay-at-home mum, which I also liked. Still, I found work once a month at big international fairs doing anything from serving coffee to interpreting.

I never lost my interest in flying, however, and would periodically bug my poor husband for flying lessons. Finally, in April 1992, my husband said to me: “Look, I have 10 days off, why don’t you go to Florida and fly for a week, just to get it out of your system.”

Not wanting to be asked twice, I picked a flight school, Florida Flyers in Fort Pierce, called them up, booked my lessons, and then flew over. My charming instructor was Jamie, all of 19 years old—I was 39. He did a great job and after a week of hard work, I soloed.

I could hardly believe it! My husband could hardly believe it either, and offered to cover for me so I could stay on and continue my training. The catch was that I had to return to Germany in a little more than three weeks, because he had a trip to the Far East. My instructor’s eyes bulged when I told him what I wanted to do. But, together, we did it, and I passed my Private Pilot check and flew home that same afternoon!

Florida Flyers was a good school for us, and we returned together for me to build time and for my husband to become reintroduced to small aircraft (he was flying the B747-400). That winter I passed the German private pilot course, and the spring after I returned to Florida Flyers and got my instrument and multiengine ratings. In August 1993, my husband and I flew to Los Angeles, Cali-



Above, top: On the ground in Mauritius with the Lufthansa crew. Center: Nothing like sitting in the left seat of a cockpit full of modern glass panels to make your day. Bottom: In her captain uniform in front of the J32, a 19-seat turboprop.

I applied, interviewed and, to my great astonishment, was hired. I was awarded the J32, a 19-seat turboprop that had no autopilot, but I didn't care. When I started IOE, I had just turned 47. It was not an easy transition for me but I stuck to it and a year and a half later, I was awarded an upgrade class to the J41, which, thankfully, did have an autopilot! I couldn't believe my luck.

fornia, for me to build multi time and get both commercial ratings and for him to get his U.S. ATP. We sat in adjacent booths while doing our written tests.

In 1994, we made the decision to move to the U.S. after his early retirement. A small airpark in central Virginia caught our eye and, after negotiating with the developer we were offered the opportunity to operate the FBO at the small public airport as well as live at the airpark. So that winter we moved to the U.S. and started running Valley Flying Services. We offered instruction, scenic rides, glider and banner towing, we had a mechanic who was an IA and a small pilot shop, as well as fuel and tie downs.

That's when I got my CFI and CFII and started instructing. In all honesty, I thought instructing was as far as my career was going to go given my age and experience level. And that would have been just fine. But, in 1998, a friend who was flying for ACA out of Dulles, offered to recommend me to his airline. I told him, "Brian, I am 46 years old, who would want to hire an old witch like me?!" His response was: "Oh, we hire old people too!"

I applied, interviewed and, to my

great astonishment, was hired. I was awarded the J32, a 19-seat turboprop that had no autopilot, but I didn't care. When I started my line training I had just turned 47. It was not an easy transition for me but I stuck to it and a year and a half later, I was awarded an upgrade class to the J41, which, thankfully, did have an autopilot! I couldn't believe my luck.

In 2002, I transitioned to the Dornier 328 jet, an airplane I truly enjoyed flying. It was totally overpowered. It also had an amazing avionics package. ACA became Independence Air and Independence Air went out of business. Seemed like that luck was out. But it was only a temporary setback.

In March 2006, I became a U.S. citizen and I earned my B737 type rating. That May I joined PanAm in Dulles, initially as Ground Instructor for the Dornier 328 Jet. In August, I started training as simulator instructor.

A month later I was hired by Compass Airlines as a CRJ pilot. Compass, very graciously, had no issues with me continuing my training at PanAm so I finished my training and checkout there while working at Compass. While at Compass, I obtained my E170/190 type rating. Compass sent me with a colleague to the WAI Conference in 2007.

Just after the WAI Conference Skybus invited me to interview for their new start up. Their concept sounded exciting—I accepted and was hired as a A319 captain. I thoroughly enjoyed flying for Skybus but, the dream didn't last and in April 2008, Skybus closed its doors.

By then I knew, when one door closes, another opens and, again, with help from my friends and their connections, I was granted an interview and was hired by Air Astana in Kazakhstan to fly the A319/20/21 as captain. My schedule is nine weeks on and three weeks off, which is hard on the family, but my husband is understanding and my daughter, now 26, doesn't really notice.

Kazakhstan is the ninth largest country in the world and it holds enormous resources in oil and gas. It is also very traditional, and there are, as we speak, only

two women flying in the whole country, Toty, a Kazak, and me. I can't even imagine what Toty went through to get to her current position as A320 captain so my hat goes off to her!

I really like the job, but there have been many challenges as nearly all the FOs, FAs and ground personnel in Astana had never seen a female pilot, let alone one in charge. The language barrier is also a factor as Russian and Kazakh are the main languages and English is not in their comfort zone. In fact the FAs speak better English than most of the pilots. Air traffic control is also "getting there" but anything out of the "ordinary" can become hilarious. Often you are cleared for the ILS from the downwind leg in IMC; how you get on to the localizer is your business. Also, Dispatch as we know it doesn't exist and once you push back, you are on your own, just get the airplane back somehow.

Our international flying is to Istanbul, Antalya, Dubai, Moscow and Urumqi in China. The challenges here are many, however, so far I have managed quite well and have a comfortable working relationship with all of my colleagues. I've learned that you just can't get riled up about stuff you can't change.

I do believe that, on some level, I serve as a role model for some women, as I often hear them tell me that they never realized it was possible for women to fly. Recently, in Urumqi, I wanted to go to the Duty Free shop but I never got there because everybody, including the security guards wanted their picture taken with me. They had never even seen one of "me" before!

How long this career will last, I don't know but, if it ends, I am certain something else will turn up! ✈



Following OPPORTUNITY

A career plan for Fox Valley Tech grad Melissa Raddatz

In the Learn to Fly Discovery Center at EAA AirVenture Oshkosh Melissa Raddatz bustles with purpose. People are drawn to this sturdy young woman of medium height, with her lively light blue eyes and ever-present genuine smile framed by shoulder-length dark brown hair. She is not a pilot or flight instructor, but she answers all manner of aviation questions to the best of her ability and directs people to more informed human and print-

ed resources. In between questions she rings up merchandise sales and ricochets around the corner to see if anyone needs anything.

A 2009 graduate of the Fox Valley Technical College (FVTC), the first woman through its three-year program that combines airframe and powerplant (A&P) and avionics technician certification, this is not how Raddatz expected to start her aviation career. Yet she seems unconcerned by the economic

forces that are reshaping the futures of many in aviation. "I definitely want to stay with what I started," she says, but "I know people don't always do that."

Connecting the waypoints of her life,

PHOTOS BY SCOTT SPANGLER

Melissa Raddatz works on the soon to be functional Garmin G1000 training aid, built by the second year avionics students.



it is clear that Raddatz does not fear change or worry about social convention. She never thought about being the first female to earn both her A&P and avionics certification at Fox Valley Tech, a distinction discovered just before her graduation. There was “no real difference in being male or female; you’re just

by Scott M. Spangler

another student with schoolwork and other things to do.” It seems clear that what matters to Raddatz is heading directly to the destination of interest.

Nontraditional Inspiration

The youngest of three born in Des Moines, Iowa, Raddatz grew up in Cloquet, Minnesota, a town of 11,000 just west of Duluth and says, “I’m a Minnesotan through and through. I endure the tough winters and I embody all what that is. I’m very proud of that.” Without apology she describes her life as “non-traditional...maybe it was inspiration from my mom,” Jan, who drove semis, worked as a police dispatcher, and started her own business, a hair salon. A self-professed “daddy’s girl,” she spent a lot of time working on projects with her dad, Lou, like roofing the garage or building a dock.

“In the sixth and seventh grade I played flag football with the guys,” Raddatz says, and started playing full contact in the eighth grade. “I was right tackle [and] held my own on the field.” Without looking back, she quit football in her sophomore year, when three neighboring schools pooled their student bodies to start a girl’s hockey team. “I learned to skate and played right wing,” she says, her voice bright with the memory. Raddatz says she rarely thought about being the only girl playing high school football, it was just something she wanted to do, like playing baseball and softball, singing in the choir and madrigals, and being on the student council.

Graduating from Cloquet High School in 2001, Raddatz had an acceptance letter to play hockey just across the state line, at the University of Wisconsin-Superior. With the prospect of little playing time, Raddatz opted for a red shirt in

Fox Valley Techs’ Integrated Curriculum

Fox Valley Technical College launched its aviation programs in 1991, when it built the S.J. Spanbauer Center on the east side of the Wittman Regional Airport in Osh-



kosh, Wisconsin. As with flight training, maintenance and avionics were separate two-year, four-semester programs, says avionics and A&P instructor Gene Zastera. About five years ago FVTC needed to restructure some of the Part 147 material for the A&P program, so the four full-time instructors used that opportunity to rearrange the curriculum so all first-year students take classes common to both A&Ps and avionics techs.

The integrated curriculum gives A&Ps greater understanding and more hands-on experience in solid-state aviation, and avionics students get more hands-on with sheet metal, hardware, and the regulations. Starting with block diagrams, all students learn how basic avionics systems, from VHF nav/coms and transponders to GPS and TCAS to airborne radar and XM satellite weather systems work—and how pilots use them. In the human factors course Zastera developed and teaches, students learn the important role they play in aviation safety by researching an accident caused by some sort of maintenance error and presenting a summary to the class. In the same safety vein, all first-year students learn to start and taxi an aircraft.

In their second year A&P students dig into structural materials and powerplants; avionics students focus on their component level studies and develop intelligent diagnostic skills, Zastera says. With the common first year, students are two-thirds of the way to earning both their A&P and avionics certificates, and becoming well-rounded—and marketable—technicians, which is why many students go for three. For reasons Zastera cannot explain, more A&P grads return for avionics than vice versa. From the class of 2009, nine of 16 A&Ps returned for the third year. (For more information, visit www.fvtc.edu.)

her freshman year, which meant she did not play in the hockey games, even though she was on the team. “After that I decided, I’m not going to have

hockey as a career, so maybe I should focus my attention on something more important in life,” she says, laughing.

Unsure of what she wanted to do, she became a communications major because it’s a skill essential to all professions. One semester shy of graduation, “I took some time off to re-evaluate what I really wanted to do in life.” Her dad, Lou, whose day job is repairing and maintaining food processing machines, was building an RV-4, and Raddatz hung out in the garage, helping with miscellaneous tasks, as she sorted out her future. Remembering the years the family camped at EAA AirVenture, which she remembers as happy, overwhelming and emotional experiences, Raddatz realized she had a natural curiosity about aviation, and “if you want to know more about something, what better way than to get in there and see how it all works.”

By this time the family had moved to Hortonville, Wisconsin, just 25 miles north of Fox Valley Tech’s aviation campus on the east side of Oshkosh’s Wittman Regional Airport. Raddatz started in the two-year A&P program because it was her primary interest, but in her second year she decided to return for a third to earn her avionics certification. Everything in aviation is going digital, she says, so now is the time to “get yourself in there.” Introduced to basic avionics in her first year (*see sidebar: Fox Valley Techs’ Integrated Curriculum*), she wanted more training “so I’d feel more comfortable...feel like I know what I’m doing.”

Internship Opportunities

Between her first and second year at Fox Valley Tech, Raddatz scored an internship at the Gulfstream facility, just up the road in Appleton. She worked the line—“You have to start somewhere”—but had opportunities to help in other departments. “Their avionics shop is really nice; they have a lot of neat set ups!” And she has an application on file there, waiting for the economy to improve.

Between her second and third year she landed an internship at EAA, working in the predecessor of the Learn to Fly Discovery

Center, and later with EAA SportAir Workshops, which teach aircraft building skills. Internships only last so long, she says, but EAA had an opening at its Air Academy Lodge, and being the cook there kept her involved and led her to turning a wrench on *Aluminum Overcast*, EAA’s B-17.

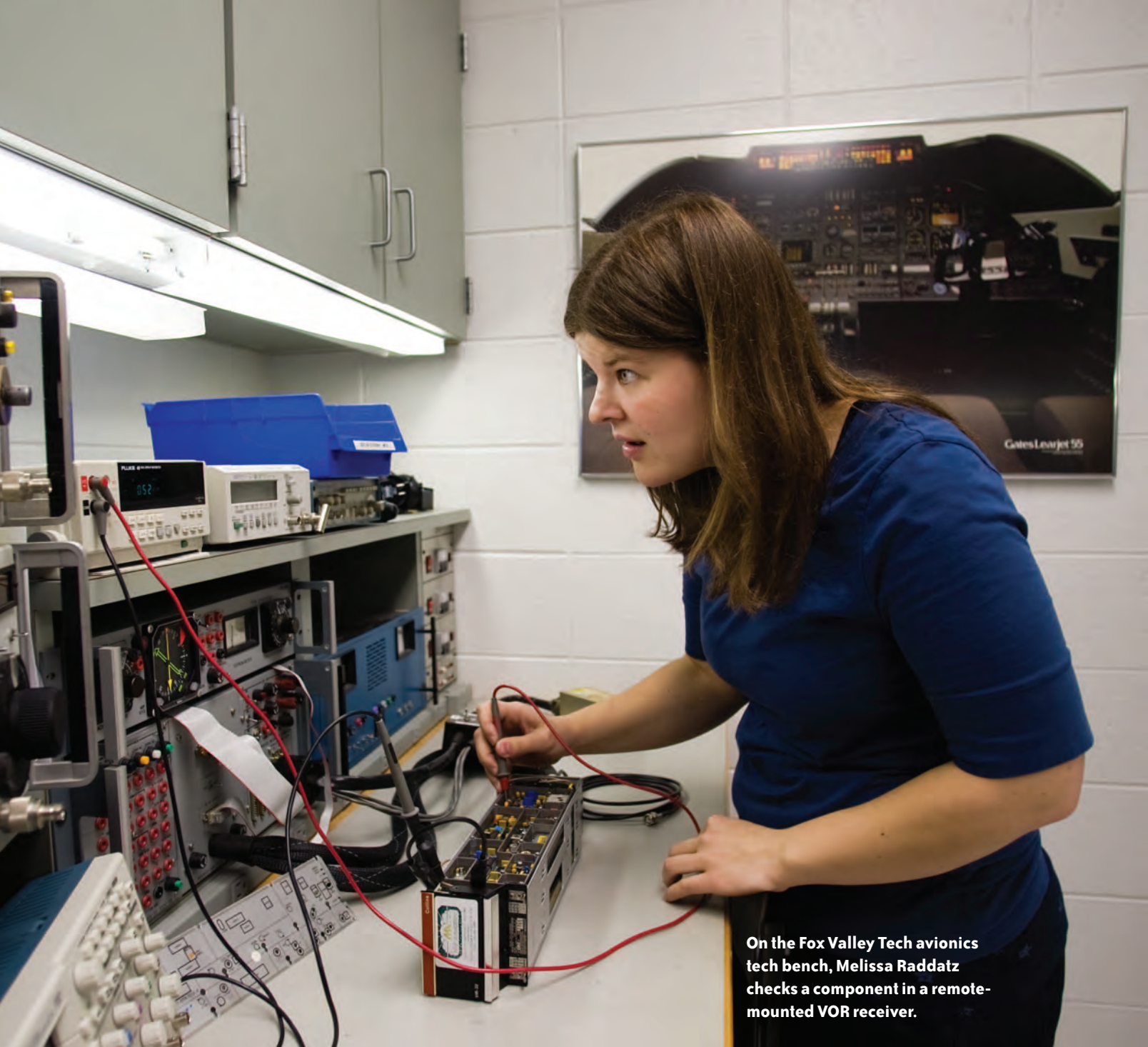
Connecting the waypoints of her life, it is clear that Raddatz does not fear change or worry about social convention.

Needing some temporary help, EAA’s maintenance director asked the new A&P if she’d be interested. “Yeah!” Raddatz said. She then asked if he was looking for anyone else. He was, and so her then-classmate and boyfriend, Austin Raddatz, joined her at EAA’s Weeks Hangar. Redoing some engine baffles in the Cessna 210 photo airplane, “I learned I was pretty good at sheet metal,” Raddatz says. And pulling a wing off the Ford Tri-Motor and working on its corrugated skin “was interesting.”

And then the B-17 returned from its tour as an interactive flying museum. Raddatz learned about radial engines in school, but her instructors said she and her classmates would probably never work on one. “Austin and I used to chuckle about this a lot.” Filthy from working on the bomber’s Wright R-1820 radials—pulling and cleaning sumps and filters, pulling cylinders, working ignition lead issues, replacing cork gaskets—they’d look at each other and say, “Yeah, this is something we’d never work on, right. To start my career on the Ford and B-17 was pretty amazing!”

Later, during her last year in school, with instructor





On the Fox Valley Tech avionics tech bench, Melissa Raddatz checks a component in a remote-mounted VOR receiver.

Steve Sato, Melissa and her husband-to-be Austin Raddatz checked out the B-17's avionics during its annual inspection. "Not that you work on a B-17 every day, but it was neat and a more realistic situation to apply what we'd learned," she says. With its ever changing technology and challenges, "I like avionics more than I do A&P stuff, depending on what it is," she says. It's sometimes hard to wrap her head around how quickly avionics technology is changing, growing in capability, but there is a comforting order to it. If one knows what the components do and can read a schematic, "it all makes sense." For similar reasons, Raddatz fell in love with composites with her first lay-up. "That stuff is amazing," she says, adding that she's looked into the weeklong composite course at Cirrus Design, where her mom was an inspector

for awhile, but it doesn't work with her current schedule.

For the time being, she's happy at NAFI, and her husband Austin has a stable, non-aviation job that pays the bills while they wait for things to improve in aviation. Both volunteer their A&P services at the Weeks Hangar, as time allows. "We're going to ride with it for awhile and see where life takes us." Without a hint of worry in her voice, she says the future "depends on the circumstances of where I'm at and how I feel" and the opportunities that introduce themselves over time, but "I'd like to find my niche in aviation." ➔

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



FEEDING THE

You won't hear about it from Beth. She's not the bragging type. Besides, she's busy flight instructing—to the tune of about 90 hours a month—and running a flight school. But Beth Jenkins is the only female type-rated B-25 pilot in the CAF (Commemorative Air Force). We met her at AirVenture.

You may have met Beth, too. You would have met her standing in front of *Devil Dog*, the blue U.S. Marine Corps B-25 parked among the warbirds at EAA's AirVenture, selling *Devil Dog* T-shirts. The money from the T-shirt sales buys gas and oil for *Devil Dog*. It costs money...quite a bit of it, in fact...to keep warbirds flying and Beth certainly does her part to help raise it. We already had two T-shirts from the previous year, one for me and one for our oldest son, a former Marine. This year we bought four more: one for my bride, another for me (you can't have too many T-shirts), and one each for the young sons of Burt Jacobs, United Airlines pilot and longtime friend of ours, who brought his boys to AirVenture. The T-shirts are cool but it's not just about the T-shirts, it's about "The Cause:" keeping history flying. Buying

the shirts is our tiny way of donating to "The Cause."

The term "devil dog" came about during WW I (yes, ONE). The 5th and 6th U.S. Marine Regiments were in hand-to-hand combat with the Germans at Belleau Wood in 1918. The Germans called the Marines "*Teufelshunde*," which translates to "devil dog." It was a grudging tribute to the courage and tenacity of the Marines in combat. The name stuck. Every Marine, to this day, knows and honors the story.

How the Marines obtained B-25's is yet another story. In 1943, North American Aircraft had produced more B-25's than the Army Air Corps could use. Eight-hundred of them were offered to the U.S. Navy. The Navy had little use for a medium bomber so the Marines took

them. They designated the B-25's "PBJ" (Patrol Bomber and the "J" designated the manufacturer). Marines are quite accustomed to taking cast-off equipment from the other services and 'making do.'

by Lauran Paine Jr.

They used the PBJ for 'night heckling,' anti-shipping missions and close air support of beachheads and landings. Nine PBJ squadrons served overseas before the war in the Pacific ended. Twenty-six airplanes were lost in combat. Nineteen were lost in operational accidents. The CAF PBJ, more commonly called the B-25 these days (probably to get away from the whole peanut, butter and jelly thing) represents VMB ("V" for Fixed Wing, the rest for Medium Bomber) 612.

The patch of VMB 612 is on the left sleeve of the *Devil Dog* T-shirt. And if you look into the bomb bay of *Devil Dog*, you will see the signatures of men who served in VMB squadrons.

The blue B-25 *Devil Dog* you see at AirVenture belongs to the Devil Dog Squadron of the CAF, located in Georgetown, Texas. Georgetown happens to be where Beth Jenkins owns and operates a busy flight school, Pilot's Choice



RAY ALBRIGHT

PHOTO BY MAX HAYNES





PHOTO BY PAUL BOWEN

Aviation. She has 15 aircraft and her school gives instruction with a passion for flight. They also do aircraft maintenance. Georgetown, too, is where Beth donates hangar space to house *Devil Dog*. CAF squadrons are supported by sponsors who donate time and money to “The Cause.” They’re special people; for them, they get to help preserve history; for you, you get to see history flying. Win win.

Her dad took her for her first airplane ride on her 24th birthday. He had learned to fly toward the end of WWII. That ride ‘set the hook’ for Beth: she learned to fly in 1980, got her CFI in 1983, and bought the flight school in 1986. See what I mean about ‘the hook?’ She now has nearly 15,000 hours of giving instruction. My friends, that’s called

dedication and love of flight. Not many emulate it in the flight instructing business but all should honor it. The local high school at Georgetown has an aviation class as part of another class with the rest of the equation being flight instruction at Pilot’s Choice Aviation. But there is a caveat: the students have to earn one-half of the expenses. Now that’s a concept I like! Things earned are appreciated much more than things given. Beth says the kids are really good kids. Three “hip-hip-hoorays” for Pilot’s Choice Aviation.

With *Devil Dog* nearby—in her hangar, as a matter of fact—Beth got lots of what she calls “seat time.” ‘The hook’ was set again, which is not surprising given her passion for flight. She eventually became type-rated in the B-25, and

remains the only female type-rated B-25 pilot in the CAF. (The WASP would be proud, wouldn’t they? They flew B-25’s.) I asked her about checking-out in a warbird, no small feat. Her answer was characteristically matter of fact, yet passionate, “You have to be willing to work for it and you have to have a love for the airplane.” Exactly!

Beth speaks highly of the CAF. They’re very safety conscious, require thorough checkouts and they fly *Devil Dog* VFR only. The CAF offers a less expensive (but not cheap, by any means) way to fly a warbird. All squadron members contribute, thus the costs are shared. But it’s not just about the money: you must be willing to donate time, too. And, of course, be willing to sell T-shirts. Once again, all of the above is driven by what

Beth accurately describes as “a love for the airplane.”

Flying with Beth to Oshkosh was the ribald Tom Travis. Tom started his aviation career with zero assets: he has spent his last eight cents on a bar of soap just before he started a job working on drilling rigs in the swamps. (He hates snakes to this day.) He used the money from that job to pay for flying lessons. He is now retired from American Airlines. He also has nearly every aviation rating known to mankind but you won't hear about it from him because he also is not the bragging type. I asked Beth what it was like to fly with Tom. She said, “I wish I could clone him.” Tom had to leave mid-AirVenture so that he could spend his 43rd wedding anniversary with the high school sweetheart he married. Another Devil Dog Squadron pilot came to Oshkosh to fly back to Georgetown with Beth.

Beth is quick to acknowledge all the other Devil Dog Squadron members and volunteers. There's serious maintenance and there's just polishing. All contribute. All are important and all love the



airplane. I didn't get the names of the other crew members with Beth that year at AirVenture, but in the hangar at the squadron back in Texas she works with Bill Adams, Richard Sutton and co-chairs finances with Jim Ivanhoff.

Beth echoes the sentiment that one of the neatest aspects of coming to Oshkosh and the other shows is meeting the veterans. They're proud; they get misty-eyed. They love the airplane. That, almost by itself, is reason enough to keep *Devil Dog* flying. Does flying *Devil Dog* make economic sense? Not a wit. It's about passion and honor. And that part of flying *Devil Dog* makes perfect sense.

This column was to be about Beth, but you probably noticed that I wan-

dered off topic from time to time, talking about the airplane and such. That's because Beth wanders off topic, too. She doesn't just talk about Beth. She talks about flight, not about gender. She talks about the passion of flight, not about the money. The money is the means, not the end. And she talks about her fellow volunteers. It's “love for the airplane,” pure and simple. As human emotions go, she and her squadron mates are on high ground.

Knowing what you now know, you can well imagine that learning to fly at Pilot's Choice Aviation in Georgetown, Texas (Georgetown is near of Austin, Texas) would not be a rote experience, but a fun and passionate one. And that, my friends, is as it should be. You'll probably get to fly with Beth and, if you're really lucky, somebody will hand you a rag and you can wipe oil from underneath a cowl of *Devil Dog*. That's livin' large! ✈

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Lauran Paine Jr. is the author of three aviation books and countless magazine articles. He lives in Salem, Oregon.

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Electrical Basics—An Intro or Refresher

Aircraft System Noise—Tracking Down the Source

Here's what people had to say about why they decided to come to the 2010 Conference:

Captain Jessica Boring, Great Lakes Airlines,
Denver, Colorado:

"I've wanted to come to the Women in Aviation Conference since the beginning of my college years, nine years ago. I came to network, obtain resources for career goals, and attend great seminars, especially ones about having a family and a traveling career at the same time."

Kyle Sims, Jacksonville University Chapter,
Jacksonville, Florida:

"There are a lot of opportunities here for people in aviation for all ages and sexes. Women in Aviation is a good name people associate with aviation, and I hope to gain good experiences and a good bit of knowledge to better myself and the aviation industry. I am also excited to be here to represent my school."

Captain Dena Jones, Air Force Reserve Command,
McGuire AFB, New Jersey:

"This is all about outreach—walking around and meeting, greeting, and getting to know people. I want to represent the Air Force Reserve Command well."

Bonnie Nelson, representing Boeing, Auburn, Washington:

"I hope to meet a lot of people with different backgrounds and see where I can go from there."

Captain Kirkland Nettles, 908AW, Maxwell AFB, Alabama:

"I am here to find out what women have offered to aviation. I had an opportunity to meet and eat with the WASP this morning by chance. Being here will also help reinforce what I will teach my five-year-old daughter—'You can beat the boys.'"

Gretchen Syverud, Jacksonville University Chapter,
Jacksonville, Florida:

"Seeing all these women who are better accomplished than I am makes me want to step it up even more. It's motivating to see them climb on the corporate ladder in stilettos. If women here can do it, then so can I."

Conference Schedule and Information 2011

www.wai.org/11conference/index.cfm

WEDNESDAY, FEBRUARY 23

3:00 PM - 6:00 PM Registration Open
6:30 PM - 7:30 PM WAI Chapter Reception
(ticket required)



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Airport Shuttle:

The Grand Sierra Resort offers **free shuttle service** to/from the hotel from the Reno Tahoe international Airport (RNO).

Airline Discounts:

Take advantage of a 5% discount on **American Airlines** and **American Eagle** to the WAI Conference. Go to www.aa.com. Select your flights under the "Enter Passenger Details" tab, then go to "Promotion Code" field and enter A9121BH. (This discount is valid for travel February 21-March 1, 2011, to Reno, Nevada.) Or call (800) 433-1790 and mention starfile number A9121BH. International travelers, call your local reservations number and refer to starfile number A9121BH.

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THURSDAY, FEBRUARY 24

8:00 AM - 4:30 PM Registration Open
8:00 AM - 5:00 PM FAA Maintenance Recurrent Training
8:00 AM - 11:00 AM WAI Chapter Leadership Workshop
9:00 AM - 12:00 PM Aerospace Educators' Workshop
9:00 AM - 12:00 PM Professional Development Seminar
10:00 AM - 10:45 AM New Members' Social
11:00 AM - 12:00 PM WAI Membership Meeting
1:00 PM - 5:45 PM Exhibits Open
1:30 PM - 4:30 PM Professional Development Seminars
3:30 PM - 4:30 PM WAI University Chapter Members Meeting
4:30 PM - 6:00 PM College/University Student Seminar and Social Gathering
6:00 PM - 7:15 PM Opening Reception
7:30 PM - 8:30 PM FAA Safety Seminar

FRIDAY, FEBRUARY 25

9:00 AM - 10:30 AM General Session
10:30 AM - 5:00 PM Exhibits Open (closed during luncheon)
12:00 PM - 1:30 PM Luncheon
2:00 PM - 5:00 PM Education Sessions

SATURDAY, FEBRUARY 26

9:00 AM - 10:30 AM General Session
10:30 AM - 3:00 PM Exhibits Open
2:00 PM - 5:00 PM Education Sessions
6:00 PM - 7:00 PM Pre-Banquet Reception
7:00 PM - 10:00 PM 2011 Scholarship Awards Banquet and WAI Pioneer Hall of Fame Induction Ceremony

Times and events are subject to change

INVITED SPEAKERS

LtCol Maryse Carmichael, Snowbirds Commander

John and Martha King, Co-Owners, King Schools Inc.

Rod Machado, CFI, Author, Aviation Humorist

Mark Van Tine, President/CEO Jeppesen

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AMANDA STEELE

2008 TELEX SCHOLARSHIP WINNER

The last two years have been extraordinary. I would never have considered myself a normal teenager before these last two years, and now I can assure you that I was not. I am now 21 years old. I grew up in Wylie, Texas, a suburb of Dallas. I was a homeless student in high school and at the very most was expected to end up with a General Equivalency Diploma

(GED). My older cousin often tells the story of how I used to talk about becoming a pilot at a young age, and how she and many others had never believed it would happen. "Who would believe a homeless 15 year old?"

I graduated high school with an honors diploma, and I have just completed my first two years of college as an aviation major. When I was awarded the Women in Aviation, International Telex scholarship, it also provided me with my

very own headset to continue my flight training. After receiving the scholarship I was able to solo and complete my private pilot training and instrument rating. I am now working toward receiving my commercial certificate. I was also given the opportunity to be in the new Telex ad, which was featured in many aviation magazines including *Aviation for Women*! In addition, I have made a life contact and connection in the aviation industry. The people from Telex

have befriended me and have been an important part of my aviation experience and growth in the past year.

I am so grateful to be living my dream and flying the blue skies every day.

This WAI Telex scholarship has opened many doors for me and added the exclamation point to my success. My life would not be the same if it were not for this scholarship and the kind people from Women in Aviation, International and Telex, who made it happen. ✈

2011



WOMEN IN AVIATION, INTERNATIONAL SCHOLARSHIPS

NEW FOR 2011 FLIGHT SCHOLARSHIP

Able Flight Scholarship

Able Flight changes the lives of people with physical disabilities by offering flight training scholarships and access to appropriately adapted aircraft. With support provided through Women In Aviation, International, Able Flight will award a \$2,500 scholarship to a woman with a physi-

cal disability. The funds are to be used towards the cost of earning a Sport Pilot Certificate. This scholarship may be combined with additional funding provided by Able Flight.

Able Flight will select an appropriate training location based on the student's needs, and will coordinate a training schedule. All funds will be paid by Able Flight directly to the flight school and for other training expenses including travel and lodging, as required. Training must be completed within one year.

Please submit an application by the November 15 deadline date according to WAI scholarship guidelines (see guidelines at www.wai.org)

In addition, the applicant must:

1. Provide a copy of a valid and current state driver's license (serves as the medical certificate for Sport Pilot).
 2. Provide a simple statement from a physician as to the nature of the applicant's physical disability. No medical records are to be submitted.
 3. Be available for a personal interview to be conducted near the applicant's home by a representative of Able Flight.
- Note: It is not necessary for the applicant to supply an estimate of flight training expenses. (Scholarship value: \$2,500)

For 58 more scholarships, the official submission requirements, and lots more, go to the Women in Aviation, International web site, www.wai.org.

**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 _____

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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***



DR. PHIL
PARKER

AORTIC ANEURISM

Q: *I have a friend who nearly died from an aortic aneurism that burst. She was only 31. What are the major risk factors for aortic disease? Is it different from heart disease? Can someone know*

they have it before disaster strikes? And how is the FAA going to treat you after a repair is done (if you are lucky enough to have a tear or aneurism diagnosed before it kills you)?

I'm glad you asked as this will give me a chance to address one of the most common, but difficult questions in medicine, "should I get a particular screening study." This question is particularly common from aviators as they tend to have both the interest and the means to seek health and wellness screening. In fact, some aviation organizations have partnerships with specialists promoting cardiovascular and other screening among its members. First off let's address the condition at hand.

The aorta is the main artery through which blood is pumped out of the heart to the rest of the body. It arches up out of the heart and then down through the abdomen splitting off to both legs. A number of branches come off to supply the brain, organs, and rest of the body. Aneurysm is simply a weakness in the wall of the aorta allowing it to balloon out much like an old water hose. If that ballooning gets large enough, there is increased risk for potentially catastrophic rupture and internal bleeding. In general, most people are concerned with either dilation of the aorta as it exits the heart, known as ascending aortic aneurysm, or with dilation of the aorta in the abdomen, also known as abdominal aortic aneurysm.

Ascending aortic aneurysms are more common in males, those over 55 years of age, those with hypertension, smokers, and those with inherited diseases causing weakness of the blood vessels such as Marfan's Syndrome. We typically see these detected during evaluation for murmur with associated aortic valve disease, but can be caused by trauma or degeneration of the aorta wall. One such type of degeneration called cystic medial necrosis (CMN) may lead to additional problems even after repair. As such, the FAA has been resistant to waiver aircrew that have CMN confirmed during their aortic aneurysm repair.

I suspect your question is actually in regards to the more common abdominal aortic aneurysm (AAA) which occurs

seven times more often in men than women and mostly in those older than 65 years of age, those who have other vascular disease, those who have first-degree relatives with an AAA. It is often associated with a history of smoking, high blood pressure, or chronic obstructive pulmonary disease (COPD), and has been estimated as the thirteenth leading

cause of death in the U.S. AAA is estimated to occur in two to four percent of the population, with a much smaller number who end up eventually needing surgery. Most people with AAA do not have symptoms unless the aneurysm expands or ruptures, resulting in rapid, severe back, flank, abdominal or groin pain. Physical exam by your physician is not reliable, but the condition can be detected by imaging such as ultrasound, CT, or MRI.

Now that we have a basic understanding of what an aneurysm is, what about screening for it? Unfortunately, screening for conditions in a healthy population without symptoms is not

without risk. Screening tests can fail to identify an issue giving the pilot or controller a false sense of security (such as the smoker who feels safe continuing to smoke because a recent chest x-ray failed to show cancer).

There is a direct risk from some diagnostic testing, such as radiation exposure or perhaps contrast reaction to imaging, such as CT scans and x-rays. More commonly we see inadvertent findings that result in the need for additional testing such as finding coronary calcium, liver or renal cysts, possible kidney stones, etc. Many of these inadvertent findings can put the FAA medical certificate in jeopardy until properly evaluated and reported.

There is also the risk of unnecessary procedures and surgeries. In fact, I recently assisted an airman who elected to do a routine stress test as part of an "executive physical." The EKG was borderline, so the cardiologist recommended a radionuclide stress test, which was also inconclusive. Now the

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pilot had to prove to the FAA that the stress test was falsely positive, so they performed a cardiac catheterization, where a tube is inserted through the groin up to the heart and dye is injected to give the cardiologist a clear image of the coronary arteries. As suspected, in an otherwise healthy aviator without risk factors for disease, the arteries were pristine without blockages. The stress test was proven to be falsely positive. Upon withdrawing the catheter, however, one of the coronary arteries was sliced open, resulting in the need for emergency open heart surgery. We were eventually able to get the airman returned to flying, but it was certainly a traumatic experience just to have the "executive physical."

Applying the understanding that screening is not without risk and should only be done when clinically indicated, what should you do to screen for aneurysms? The U.S. Preventive Services Task Force (USPSTF), a non-biased group established to review the available scientific evidence for medical screening, recommends against routine screening for AAA in women. For men aged 65-75 who have never smoked, the USPSTF recommendation was neutral. For male smokers aged 65-75, a one-time ultrasound screening

Be especially cautious of groups with obvious financial incentive who are offering screenings especially when those screenings do not require a referral from your personal provider.

was thought to be clinically appropriate and the benefits of detection of AAA in this group outweighed the potential harms described above.

The take away point is that airmen should always be educated consumers, and realize that you have to carefully weigh both risk and benefits when it comes to health screening. Be especially cautious of groups with obvious financial incentive who are offering screenings, especially when those screenings do not require a referral from your personal provider.

Think of it this way: if your aircraft is performing normally and not due for scheduled maintenance, it is highly unlikely you would bring it in to the shop, or be asking a mechanic to take a look and see if they can find something to

fix. You should apply that same good sense when it comes to health screenings for your body. ➔

.....
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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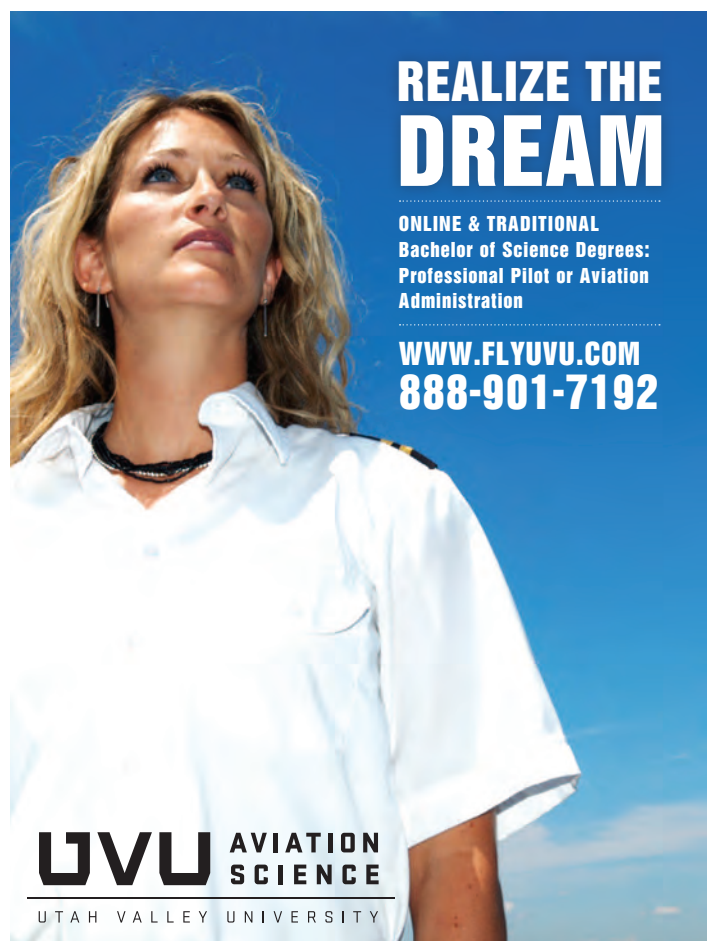
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JENNY T. BEATTY

OUR COPILOTS IN LIFE

An airline pilot friend who recognized that her path was diverging from that of her boyfriend asked how I managed to commute, fly, write articles, organize projects, and mentor others, all while maintaining a connection with my husband. At the time I simply dashed off a brief email reply. When I came across that message again recently, I realized

that this topic deserved more attention—just as most relationships do. So I asked my network of friends and colleagues, How do we professional pilots maintain and nurture personal relationships with our love and marital partners—our “copilots in life”?

More than two dozen professional pilots responded to my query: Pilots married for more than three decades with grown children, young married pilots with infants, two-pilot couples, and pilots married to non-pilot, “land-based” people. Here they give us a rare glimpse into their most intimate relationships while offering suggestions for making marriage and partnerships work despite the unique challenges of our jobs in aviation. (These are the stories and words of real people, however names are omitted and some personal details are changed to protect their privacy.)

One factor affecting love relationships is a pilot’s highly developed sense of responsibility and authority, traits that serve us well in the cockpit and perhaps not so much outside of it. One woman pilot, a longtime airline captain with grown children with her husband of 30 years, represents one extreme. “I am very organized, task-oriented, and controlling,” she admits. “I have to ‘take charge’ every minute I’m home in order to feel like I can leave again. I wanted to make things as easy for my family as possible in my absence, so I over-compensated with making sure the groceries were bought and put away, the kids’ school supplies were bought, the laundry done.”

A younger woman airline pilot who is raising three small children with her husband (and no nanny) says, “I am more anal-retentive than my husband, very efficient and organized. I have to be, because I do everything for the household with only half the time that most people have.” She continues, “When I come home and see that it’s a mess, I realize that my husband has had the kids by himself for four days, and they’ve been busy, and he hasn’t gotten around to picking up. Cleaning isn’t as important to him.” She emphasizes, “We

pilots have to tone down the authority part when we come home, because here we’re equals, we’re a team.”

An airline captain married to a non-pilot professional for 33 years and whose children are now grown reached the same conclusion. She says, “I don’t know if you can do this job and have a family if you want to control everything. You obviously can’t.” She continues, “I remember coming home from trips and having to re-insert myself into the family dynamics—that was tough because we are pretty strong women and we have ideas about how things should go, and they do things differently when we are gone. But I learned, sometimes painfully, to let it go. So you learn to compromise and to prioritize. Everything revolved around the kids and if my husband had needed a lot of attention, it would not have worked.”

A woman who flies for a fractional jet company effectively uses Crew Resource Management techniques at home. She and her jet charter pilot husband have no children, but they both commute to work and operate a ranch together. “I have to shift from my ‘captain’ mode into a ‘partner’ mode,

whether I’m the one returning home or he is,” she says. “Communication is the big key, followed by respect and appreciation. When I get home, I try to jump in and help ease his workload at the ranch. When he is the one returning home, I am a bit sensitive to anything that might appear to be criticism of how I’ve handled things in his absence. When he says ‘thanks,’ gives me a big hug, then asks what he can do to take the load off of me, he scores big in the ‘partner’ column.”

The one male airline pilot friend who responded is married to a pilot for a major cargo airline. While his work schedule is “three days on, two off” and hers is “14 days on, 14 off,” it is important to them both that they spend their days off together. “We are in agreement that successfully completing our mission (trip) deserves a pat on the back, and then we forget about work until the next trip,” he says. “Most jobs are not like this and seem to be endless. But because we leave work behind, when we are together it’s 100 percent.” He also

***I remember
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family dynamics.***

cites their common passion, which is “everything aviation, of course—this gives us lots to talk about.”

Which brings us to a commonly asked question: Is a pilot better off married to another pilot? Naturally, there is no correct answer, but for the women in two-pilot relationships, one of the greatest benefits is having a sympathetic ear with no explanation required. A corporate pilot speaks for many when she says, “Because I married a fellow pilot, my husband completely understands all the little things that make this career different. He understands that when I have to wake up at 3:30 a.m. for an early trip that I might skip out on dinner clean-up. He knows how important rest is and helps to keep the house quiet. He gets it that crewmembers hang out together on layovers. He knows that we often wind up in fun places and make the most of the travel experience with each other as substitutes for our families. He also knows that for every trip that involves snowmobiling in Alaska, there are countless hours waiting for late passengers, dealing with weather, maintenance, stress, fatigue, and everything else.”

The most frequently repeated advice from those with non-pilot spouses is: Downplay the fun you have on trips. Another corporate pilot tells her story. “When I first started this job, I was so excited that I told my husband every cool thing that I got to do, and that really made him jealous!” she says. “I choose my words much more carefully now. I don’t ever lie to him, but I don’t brag about how I went snowboarding in Aspen or how I got to lay on the beach all day in Antigua. I just give him the straight facts—the flight was good, I’m safe and in a nice hotel room, we ate dinner, and now I’m going to bed.”

A corporate pilot friend describes how, as a newlywed, her husband became jealous of her co-workers. “He thought his new wife was going bar-hopping and out drinking with a bunch of guys, while in reality I was having dinner and a drink at a restaurant with usually one other male pilot,” she says. “It got better when I upgraded to a larger aircraft with a flight attendant, who is always female, and once he got to know the guys I fly with, who are all my dad’s age.”

More than one airline pilot touched on the issue of infidelity. The “Coffee, tea, or me?” atmosphere has for the most part been supplanted by cost-cutting measures and increased productivity, meaning longer work hours and shorter rest periods for many airlines crews. However, the fact remains that there is opportunity, availability, and attraction. Crewmembers end up in hotels together with many hours to spare. Sometimes the layovers are in distant countries where the local women are, to be perfectly frank, more admiring and subservient than the typical American woman. A longtime woman airline pilot explains how the scenario plays out: “These pilots get to look at flight attendants who at least have make-up on and are wearing clothes without vomit on them. Flight attendants

will listen to what we have to say at the end of a long day of multiple legs and can bolster our pilot egos with ‘That was an awesome landing!’ while their wives don’t ever stroke their professional egos.” She concludes, “Listening and giving undivided attention to your spouse is absolutely paramount to a quality relationship.”

A pilot for a major cargo airline found a unique solution for finding romance whenever possible while on trips—with her own husband. “During trips, during the hours when the night sort was being done, I came home in the middle of the night to have ‘romantic rendezvous’ with my husband,” she says. “We conceived one of our children that way.”

Here are more suggestions from pilots on keeping relationships alive:

- Print out a monthly and daily trip schedule and post it on the fridge.
- Attempt to check in once a day, every day, using some mode of communication. Use your cell phone, voicemail

messages, instant messaging, text messaging. Whatever it takes to get through.

- Schedule times for phone calls and use Skype and videoconferencing to connect with kids.

- So you can focus more on family while at home, get other stuff done while on trips: Bring a laptop on trips to catch up on email or take care of personal finances or volunteer activities. Study for recurrent training. Get your physical exercise.

- Be good at delegating and bribing—bribe the kids that if they do certain things, you will do “such and such” for them when you get home.

- Ask your in-laws for their help watching the kids so that you and your spouse can have date nights or weekend get-aways.

- Have your own center. Take time for yourself.

- Realize that the grass is probably not greener on the other side. “Divorce crossed my mind several times in 30 years, but usually I found that my expectations of my husband were probably unrealistic.”

- Start with shared values and establish a shared philosophy on how to raise the kids.

- See that there are other ways of doing things—let it go.

- Start “Decision Days,” taking turns every other day making decisions on things like what to have for dinner, what movie to watch, etc.

- Meet halfway or on overnights.

- Be “present” even if you aren’t physically present.

- Put the relationship first and work second.

- Be totally committed, through good times and bad.

Remember, you are probably gone just long enough to be missed; and home long enough for your spouse to be glad when you leave. ➔

.....
Jenny Beatty (WAI #144) is a first officer for a major U.S. airline and a columnist for Aviation for Women.

***Start “Decision Days,”
taking turns every other
day making decisions
on things like what
to have for dinner and
what movie to watch.***



JO DAMATO

AVIATION SUPERMOMS— USE YOUR POWERS FOR GOOD

Are you the type of parent who doesn't like to admit that you need help from time-to-time? While I will easily admit that I am quick to ask for help these days, I do have some mom friends who put pressure on themselves to do it all regardless of the wear and tear on them. They have to be convinced, lectured even, that it is okay to take a break, to

take a night off, to let someone else take over so they can relax.

Sometimes we are so busy with our own lives that it is hard to take time from our schedules to help others in need. Much of what I have written about in this space is how you can use your support network to help make your life easier and how to reduce your stress. This is still very important because we all know how things go in our households when the primary caregiver is not happy or healthy. However, it is just as important to look around at others in our networks to see if they are carrying too much on their shoulders and offering to lend a hand when possible. I learned this for myself recently when I looked outside of my own comfort zone. Once I started to lend a hand, I then shared the same view with others in my aviation network and the results have been amazing.

First, some background. I know that there are typically two ways to look at Facebook—either you are on it and you love it and would truly miss it if it disappeared tomorrow or you have decided it is something you want to steer clear of regardless of peer pressure and growing popularity of the application. I am in the first group and I am proud of the relationships that I have renewed and strengthened on Facebook. I see it as just another way to stay connected to friends, family, the guy I had a crush on in third grade, and with other moms like me. My husband, by the way, is in the other group and refuses to get on board. It's not a bad thing since I can vent a little online and he doesn't see it. *Kidding.*

On a late March evening I was on Facebook and noticed that a few local mom friends had become fans of a Facebook page dedicated to a local baby, Declan Carmical, who is battling a rare cancer. For some reason, I became a fan of the page and was instantly engrossed in Declan's parents' daily blog complete with pictures that focused on Declan's journey to be cancer-free. At that time Declan had only been diagnosed for a few weeks and was only six months old. I was instantly heartbroken at the story of his family. Just one month earlier they

were a family just like ours with two working parents and multiple kids to raise. They have four little boys including Declan's healthy twin brother, Cole. I couldn't imagine that one morning over breakfast their lives just changed instantly. Shortly after the diagnosis, Declan's mom quit her job and his dad returned to work. I didn't know the family but they lived

only a few miles from me and I'm sure our paths had crossed or would cross in the future. I prayed for them and I supported the fundraisers that I saw were quickly being set up by their loved ones. I followed the blog every day, I talked to friends who knew the family, I prayed for a miracle. Still, I felt so helpless that I couldn't ease their burden. Enter the power of the aviation support network.

One Saturday morning in May I was up with my little boys way too early. While having a strong cup of coffee, I

checked Facebook while they watched a favorite cartoon. I quickly clicked on the blog and saw that the family needed help trying to secure a flight to get Declan from the D.C. area to Houston for a special cancer treatment. He would need to be there for two months. To my airline friends, I mean no offense but I could not imagine this family bringing their three children plus their sick baby straight from the hospital to Dulles, checking their bags, screening their medication, going through security, enduring the boarding process with the potential for ramp delays all on Memorial Day weekend. Too much could go wrong. A light bulb went on. I thought to myself, "I have been in aviation since I was 15 years old. There must be a way to call upon my business aviation connections to actually help someone in need with the power of our network." What has happened since that time has been amazing.

I started reaching out to my aviation friends. I used Facebook. I talked to my colleagues. I scoured my Outlook Contacts. I made phone calls. I did anything I could to see who I knew in aviation that could help. I thought to myself, "I'm not a doctor and I can't make Declan heal but I am an aviation professional and we are great planners." I was hoping

***I'm not a doctor
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that if I could just remove the logistical worries for the parents then they could focus on their kids and not deal with the nightmares of transporting a family of six to Texas. I gathered my thoughts and I called Declan's dad, Stan. Never in my life have I had a conversation so short yet so moving. I was talking to a stranger who I felt like I knew from his blog and offering to help. Stan just couldn't express in words what the outpouring of support his family has received means to them.

By the end of the week, Corporate Angel Network (CAN) had generously arranged for a business aviation jet for the entire family plus grandma and a sitter to get them from Dulles to Houston. CAN arranges free air transportation for cancer patients traveling to treatment using the empty seats on corporate jets. Then, the good people at Signature Flight Support sent the boys off from Dulles with amazing gift baskets to keep them occupied in flight. When they landed another friend's company had a van and driver to meet the jet on the Houston FBO ramp. Through the power of business aviation, the entire trip from Virginia to Texas took less than five hours hospital to hospital. The family was so happy and grateful to the business aviation community for giving so much to them in words and actions. Declan's parents were relieved that traveling with such a sick baby was made so easy with his comfort as the priority.

CAN arranges free air transportation for cancer patients traveling to treatment using the empty seats on corporate jets.

And then it got even better. Companies started calling me, individuals, and friends of friends who heard that the family needed Marriott Rewards Points donated to help cover their eight-week stay in Texas. Marriott was so flooded with calls to transfer points that they assigned donors to Declan's family a special number to call with a dedicated person to handle their account. Other companies offered airline miles, American Express points. Another colleague then called and said that the owner of a jet she managed was happy to donate his jet to get the entire family back home after treatment in Texas was finished.

I am not sharing all of this so that you can think I am good person. I did not get involved in all of this because my ego needed a boost. What caught my heart was that on any given day, any of our lives can change and we might be

the ones in need. I am so proud to be a part of the business aviation community. Aviation is a small world of individuals who show with their actions the size of their hearts. You can learn more about the Corporate Angel Network at www.corpangelnetwork.org. You can learn more about Declan and his family at <http://declansjourney.com>. ➔

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

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SHERRY
PARSHLEY PhD

HOW HEALTHCARE AND EDUCATION REFORM AFFECT YOU

The Patient Protection and Affordability Act, combined with the Health Care and Education Reconciliation Act were signed into law in March. Education reform was added to the healthcare bill in an attempt to win approval of the healthcare bill and it was long overdue as education costs have been increasing dramatically in recent years. Both of these bills have important

implications for many of us so let's discuss each in detail.

In the long term, the healthcare legislation will require most Americans to obtain health insurance. It will also offer federal subsidies to lower premiums. Although the bill most dramatically impacts the uninsured, others will see changes as well. While the biggest changes will not take effect until 2014, some important provisions began as early as June and others will begin by the end of the year.

If you have been without health insurance for six months and you cannot afford or cannot qualify for insurance because of a pre-existing medical problem, you may be eligible for a new federal high-risk pool that was to be offered by the end of June. The cost of these premiums is expected to be based on a healthier group than typically used to calculate premiums for high-risk plans. Another important provision is that there are no lifetime limits, meaning the policy will not be canceled if someone requires expensive medical treatment.

Beginning in September of 2010, the new law is expected to stop insurance companies from rejecting children or excluding coverage because of pre-existing medical problems. I say "expected" because the insurance companies have argued that the language in the law is vague and does not require them to provide insurance to all children right away. Expectations are that the rules will be rewritten.

There are also important changes to Medicare. Recipients with high drug costs will get a rebate of up to \$250. And in 2011, the plan will pick up a larger share of brand-name drugs. In addition, Medicare recipients will not be charged co-pays or deductibles for preventative care such as immunization and cholesterol screening.

Young, healthy adults who do not have insurance will see significant benefits from the reforms. Starting in September

of 2010, adult children younger than 26 can be added to their parent's health insurance policy. The Department of Health and Human Services was still working out the eligibility details as of the writing of this article, so please see their web site for the latest information. (www.hhs.gov) Congress did delete a restriction that was related to marital status so that a dependent child does not have to be unmarried.

For those who already have insurance, there are positive elements to this legislation as well. Beginning in September of 2010, insurance companies will no longer be able to rescind a policy once someone becomes sick, nor can they impose lifetime limits on coverage.

Today, an inadvertent mistake on an insurance application could be grounds for losing your insurance. Under the new rules, companies generally cannot rescind a policy for a minor application error that was not intentional.

The big question most everyone has is whether the changes will affect existing insurance costs and how it will impact health insurance premiums. Overall, the Congressional Budget Office has said that by 2016, the provisions in the new law will result in little if any increase in premiums for people with employer-sponsored plans. People with non-group plans (not offered by employers) may see increases, but many enrollees in non-group plans will qualify for federal subsidies.

The legislation extends important insurance reforms to existing plans, including the removal of bans on lifetime and annual limits. Plans will also have to cover pre-existing conditions and waiting periods will be removed. New private plans will also have to cover preventative services with no co-payments and with preventative services being exempt from deductibles. It also provides a significant increase in funding to Community Health Centers.

Today, an inadvertent mistake on an insurance application could be grounds for losing your insurance. Under the new rules, companies generally cannot rescind a policy for a minor application error that was not intentional.

What many did not realize is that higher education provisions were added to the Healthcare Act. Key provisions of the education reform portion of the bill include the ending of subsidies to special-interest private lending companies, cutting out the middleman and decreasing the cost of school loans. Under the former program banks could act as the intermediary for federally subsidized student loans, collecting billions of dollars in federal subsidies, protecting either government money or bank money from default. Under the new program, starting July 1, 2010, banks can still offer student loans, but they are not guaranteed by the government. Cutting out the middleman will make more money available for more and cheaper student loans, coming directly from the government.

The extra money from decreased bank subsidies will go to more and larger Pell Grants, which target low- and moderate-income students. The Act includes \$36 billion over 10 years to increase the maximum Pell Grant to \$5,550 in 2010 and \$5,975 by 2017, and the number of available grants will nearly double. The Pell Grants will be indexed to the Consumer Price Index starting in 2013, to match the rising costs of college.

Another important provision is that the Act expands the

Income-Based Repayment program. Starting in 2014, the bill will cap new borrower's loan payments at 10 percent of their net income, after adjustments for basic living costs, and would forgive any remaining debt after 20 years, instead of the current 25 years. This will ensure that every graduate can make their school loan payment, therefore decreasing the amount of student loan defaults and saving graduates' credit ratings. Public service workers (teachers, nurses, police officers) or those in the military will see their loans forgiven after 10 years.

Funding of \$2 billion over four years was provided to community colleges to develop and improve educational or career training programs. If you were thinking of getting that Airframe and Powerplant certificate, now may be a good time to do so! ➔

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students.***

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

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For aviation school programs,
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AUTUMN 2010

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

2010

September 4-5

FlyDonna Celebration of
Women Pilots
Airfield Caposile
Venice, Italy
flydonna.it/Index1.htm

September 27-October 3

Nairobi Women Aviators
Conference & Youth Fair
Nairobi, Kenya
wafriclink.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

November 12

WAI Connect Breakfast
Long Beach, California
(937) 839-4647
www.wai.org

2011

February 24-26

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

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DAYSI MANZANO

PERSISTENCE AND POTENTIAL: IT ALL PAYS OFF

This May, I graduated from the CUNY Aviation Institute at York College with my Bachelors of Science in Aviation Management. In the meantime, I am waiting for a possible internship with JetBlue Airways. I owe this opportunity to the 2010 International Women in Aviation Conference. My first WAI Conference was in February of 2009. It was the best

motivating and learning experience I had ever had as a young woman in the aviation field. To be in a room with more than 2,000 aviation professionals was exciting and inspiring. When I came back from that first WAI Conference I shared my experience with classmates, professors, family members and everyone else.

In the beginning of September 2009, as President of the Women in Aviation, York College/CUNY (WAY) Chapter, my goal was to take 16 students to the 2010 WAI Conference in Orlando, Florida. One of my concerns was “how can the chapter raise funds to take all these students to the Conference free of charge?” I knew selling T-shirts and having bake sales would not provide the chapter with enough money. Instead, our chapter decided to plan big.

First I developed a strategy to find sponsors. I thought about the information people should receive in regards to our chapter, our school and the Conference; then I thought about our resources. I asked our chapter advisor, Mr. Michel Hodge, for guidance. I shared with him my excitement and my concerns about financing the trip. Mr. Hodge was willing to work with us. He reached out to his contacts from JetBlue Airways and helped us receive 17 round-trip tickets.

During the 2009 Fall semester, our chapter became active; we planned different events, invited guest speakers and attended different networking events. In the month of December, our chapter attended a Women in Aviation, New York Chapter meeting. At this event, I met Kevin Malone, Manager for Aircraft Maintenance at Delta Air Lines, and shared my goal with him. Mr. Malone was willing to help our chapter and requested a proposal. After sending the proposal, I followed up with a phone call and received the good news; Delta Air Lines would sponsor the Conference registration fees for all 16 students and one faculty member.

In January, the FAA, Eastern Region invited some York College students to an event where I met Nobuhito Takayama,

the general manager of Mitsubishi Heavy Industries America's Aircraft Product Support Division. During my conversation with Mr. Takayama, I put in action what I had learned from speaking to Mr. Hodge. Mr. Takayama and I spoke about the chapter's goal and he introduced me to Mr. Tom Berscheidt, President of Turbine Aircraft Services, Inc., located in Texas. I spoke to Mr. Berscheidt about our goals and followed up with an e-mail. I sent my proposal and a couple of days later I was informed that Turbine Aircraft Services, Inc. would help with some of the hotel expenses. I shared all of this news with the Director of the CUNY



Aviation Institute at York College, Dr. Robert I. Aceves, and I asked him for his support. He then told me that the CUNY Aviation Institute would cover the rest of the hotel expenses.

Airline tickets, Conference registration and hotel expenses were paid by different sponsors. The 16 students and one faculty were responsible for food and transportation. That was a small price to pay for the opportunities we had as a result of the 2010 International Women in Aviation Conference.

We met interesting people in the industry, including pioneer mechanic Mary Feik during a tour to “Fantasy of Flight.” During World War II Ms. Feik became an expert on military research and development in the Air Technical Service Command's Engineering Division at Wright Field in Ohio. She is an inspiration.

My experiences in organizing this trip have taught me that you should take every opportunity you are given to share your goals and ask for advice. Equally important, as Mr. Hodge always says, “be politely persistent.” And always believe in your potential. ➔

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Daysi Manzano (WAI #41676) is a graduate of the City University of New York (CUNY) Aviation Institute at York College and the founding president of the Women in Aviation/York College Chapter.

Patty Wagstaff
Patty Wagstaff AirShows Inc.
National Aviation Hall
of Fame Inductee
Aerobatic Champion
Typical Pilot
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Photography: Jim Barrett

“If I can do it, anyone can do it.”

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

Learning To Fly Is Learning To Live

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

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

What Sets Her Apart Brings Us All Together

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

She reads FLYING every month

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



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