

**GET YOUR SCHOLARSHIP APPS IN ON THE 15TH!**

# Aviation *for* Women<sup>®</sup>

NOVEMBER/DECEMBER 2010

The official publication of Women in Aviation, International<sup>®</sup>

## CNC ENGINEER ESTHER RIOJAS SEES A VISION, A PICTURE, A PART

### *What The WAI Survey Says*

### EAPs SAVING CAREERS SAVING LIVES



Patty Wagstaff

Patty Wagstaff AirShows Inc.

National Aviation Hall  
of Fame Inductee

Aerobatic Champion

Typical Pilot

FLYING® Reader

Photography: Jim Barrett

“If I can do it, anyone can do it.”

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

### *Learning To Fly Is Learning To Live*

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

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

### *What Sets Her Apart Brings Us All Together*

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

### *She reads FLYING every month*

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



**FLYING®**

SETS YOU APART

# AviationforWomen®

**Peggy Chabrian, Ed.D.**

*Publisher*

**Amy Laboda**

*Editor in Chief*

**Nancy Bink**

*Art Director*

*Columnists*

**Jenny T. Beatty**

**Jo Damato**

**Patricia Luebke**

**Sherry Parshley, Ph.D.**

**Denise Waters**

*Contributors*

**Erin Gormley**

**Kelly Harrington**

**Alan H. Rosenberg**

**Gerri Schultz**

**Scott M. Spangler**

**Nancy Spraker**

*Advertising Account Executive*

**Annette Calicoat**

(937) 669-4741

**Visit the WAI web site at**

**WWW.WAI.ORG**

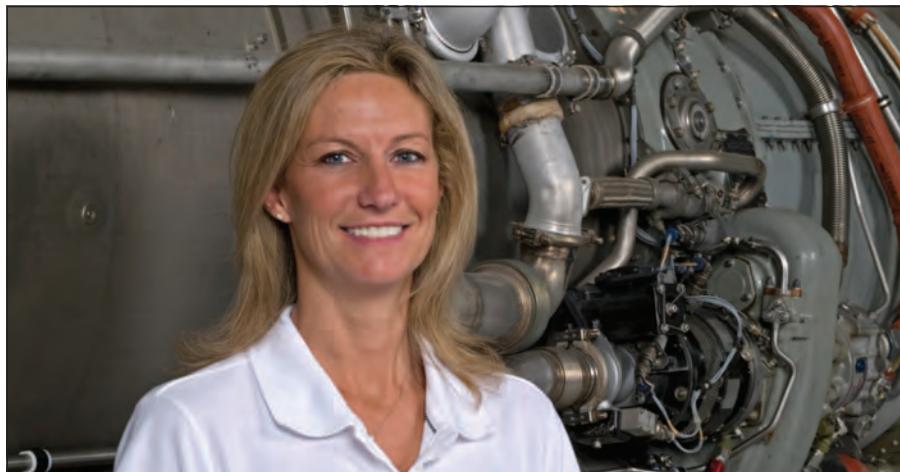
*Aviation for Women*, (ISSN 1525-7762), Volume 13, Number 6, is published bimonthly by Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, OH 45381; Tel. (937) 839-4647; Fax (937) 839-4645. Reproduction by any means in whole or in part of any copy, photograph, or illustration without written permission from the publisher is prohibited. Periodicals postage paid at West Alexandria, OH, and additional mailing office. **Postmaster:** Send address changes to Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, OH 45381.

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



COURTESY OF JET REPAIR ANYWHERE

**Cheryl Janke created Jet Repair Anywhere, an online service to help find reliable facilities and people to work on both scheduled and unscheduled maintenance.**

## FEATURES

- 20** ESTHER RIOJAS, DESIGNING WOMAN *by Scott M. Spangler*  
**30** MEETING UP AT THE INTERNATIONAL CONFERENCE  
**32** HAZEL YING LEE, CHINESE AMERICAN PILOT *by Alan H. Rosenberg*  
**34** JET SET—JET REPAIR ANYWHERE *by Amy Laboda*

## DEPARTMENTS

- 2** President's Message  
**4** WAI News  
**5** Southern African Women in Aviation  
**8** WAI Chapters  
**12** WAI Members in the News  
**14** WAI Corporate Member Profile  
**15** Tech Tips  
**16** Sources & Resources  
**19** Scholarships  
**24** WAI Conference 2011  
**46** Careers & Classifieds  
**47** Calendar  
**47** Advertisers Index  
**48** In Our Own Words

## COLUMNS

- 3** FLYING FAMILY  
*by Amy Laboda*  
**38** THE VIEW FROM HERE  
*by Jenny T. Beatty*  
**40** PERSONAL DEVELOPMENT  
*by Patricia Luebke*  
**42** THE JUGGLING ACT  
*by Jo Damato*  
**44** FINANCIAL TIMES  
*by Sherry Parshley Ph.D.*

## COVER PHOTO

Engineer Esther Riojas works on a metal instrument panel prototype for ACA. Photo by Scott M. Spangler.

*Aviation for Women* is the official publication of Women in Aviation, International.  
Women in Aviation, International® is a registered trademark of Women in Aviation, International



## 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*

the amount of international presence of WAI. We have made multiple strides in this area alone. Approximately eight percent of our organization's members come from outside of the U.S., representing 60 nations, as well as 10 of our 70 chapters.

We have the WAI European Regional conference coming up in Surrey, England, soon. If you live in the region or are planning a fall trip overseas, I hope to see you there! I have been invited to make a presentation at an aviation event in Qatar this winter, and we also hope to participate in the Zhuhai China Air Show.

The WAI Scholarship submission deadline is just around the corner, November 15. Remember, you have to apply in order to win a scholarship—so get your paperwork in to us today!

Dear Members:

As I write this letter we are in the middle of preparing reports and handouts for the upcoming Fall board meeting. One agenda item for the board meeting is to discuss the status of the Strategic Plan completed in 2008, to see what items we have accomplished and the condition of objectives we are still working on. Of particular note was the goal to increase

Our 22nd Annual International WAI Conference is only a few months away, February 24-26, in Reno, Nevada. Nevada is a beautiful part of the United States, with the Sierra Nevada mountains and scenic vistas all around. There is a special optional tour to Lake Tahoe and Virginia City if you arrive a day early for the Conference. We have a great line up of industry leaders to speak to you, as well as more than 50 different professional development seminars and education sessions for you to attend. The exhibit hall promises to be filled again with companies representing all segments of the aviation industry.

The year 2011 is the 100th anniversary of Naval Aviation and we plan to help the Navy celebrate its centennial during our event in Reno, too. If you have not registered yet, do so soon and take advantage of the discounted registration rates. More information on the Conference is available at [www.wai.org](http://www.wai.org) and on pages 24-31 in this issue.

I wish all of you a safe and happy holiday season and look forward to seeing many of you in Reno.

Sincerely,

*Dr. Peggy Baty Chabrian*

Dr. Peggy Baty Chabrian, President

## INSIDE THIS ISSUE



ERIN GORMLEY

Many WAI members attended the Southern African Women in Aviation conference in Johannesburg. **Page 5**



WOMEN IN CORPORATE AVIATION

Many smaller groups meet up and celebrate at the International Women in Aviation Conference every year. **Page 30**



PHOTO COURTESY OF ALAN H. ROSENBERG

Hazel Ying Lee was a Chinese American pilot who was willing to fly for both her countries, and died a WASP. **Page 32**





## DECADE OF DREAMS, DEFERRED?

If you work in business or commercial aviation, aeronautics or aerospace, or even if you just aspire to it, you know that the decade that closes on December 31 of this year has been tough on these industries. Has it been the toughest decade? Who can say? But any one of us who has had a part to play in these industries for the past 10 years wonders, hey, how could you see it coming?

So many changes, so quickly, so many fortunes undone, and dreams deferred, destroyed or restructured....But that is past. As we march into the second decade of the 21st century there are a few absolute truths on the horizon: the aviation and aerospace industries, from air traffic control to mechanics to pilots, are about to need a large infusion of young, fresh faces. A huge segment of workers are retiring, and the most recent rule changes evoked by the United States Congress regarding minimum experience levels for commercial airline pilots is only accentuating the coming need. Space tourism is slated to become something beyond the realm of billionaires, and the industry of space manufacturing is about to begin.

If you've been waiting for that perfect airline or aerospace career (and if you still want it), polish your résumé and get it out to employers such as The Boeing Company, an alphabet-soup of airlines, or to one of the nearly 1,200 companies in the United States alone that list themselves as being involved in aircraft manufacturing and general aviation—because your time may be close at hand.

And if you need a bootstrap pull to get yourself to the level of experience or skill to get that great job, you need to pay some attention here. Your chance to apply for Women in Aviation, International scholarships for 2011 is about

to expire. There are nearly 60 different opportunities for you to upgrade your skills in aviation, or switch gears and try a profession on for size (say, from

*If you've been waiting  
for that perfect airline  
career (and still  
want it) polish your  
résumé and get it out—  
your time may be  
close at hand.*



flight attendant to flight dispatcher, or repair technician to recreational pilot). Do you need that next rating or a specialization course on a powerplant? We've got a scholarship for that. Your applications must be postmarked by Novem-

ber 15th to count, so use these last few days to gather your recommendations and grades, copy your logbooks and read the application directions, twice! And one word of advice: take the essay seriously—all the scholarship readers are volunteers, and they use that essay as a means for getting to know who you are. They read that essay and think,

is this the right person for this award? Be concise, be correct in your grammar and punctuation, and most of all, be convincing!

If you need inspiration for your application essays, look no farther than the pages of this issue of *Aviation for Women*. Columnist Jo Damato always manages to see the good in how her hand has been dealt, and columnist Patricia Luebke has studied the who's and the why's of WAI, and is ready to tell you what people say about us, as a whole. Read "Where Are They Now" to find out how another past scholarship winner has used her new skills to get what she wanted out of aviation. And you won't want to miss another critical piece of solid journalism from Jenny Beatty, who never shies away from the toughest issues that challenge us in aviation, or in life.

Our features this issue run the gamut, covering the lives of a maintenance professional who broke out into her own business, on her own terms, to an engineer whose job is to help a small aircraft manufacturer update its products, to a historical profile of courage focusing on Hazel Ying Lee, a Chinese American flier decades ahead of her time.

I invite you to settle yourself into a comfortable spot, be it the FBO couch or a cozy settee in your living room and read on.

I hope you enjoy these diverse pieces as much as we did putting them together. If you do, don't forget to tell us! Our "Airmail" column is ready and waiting to hear from you! ➔




**It's not too late to  
go Supersonic!**

Women in Aviation, International®  
**Regional European Conference**  
November 5-6, 2010  
**Brooklands Museum • Surrey,  
England (outside London)**

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

## Breakfast Aboard the Queen Mary at the AOPA Aviation Summit



WAI Celebrity Breakfast  
Friday, November 12  
Breakfast at 7:30 am  
Royal Salon  
Main Promenade Level of  
The Queen Mary  
\$22 per person  
until November 5  
(\$25 per person  
after November 5)  
Reservations, call  
(937) 839-4647

## AOPA's Aviation Summit Features Women's Wing and Dining with Leading Aviation Women

Are you planning to be at this year's Aircraft Owners and Pilots Association Aviation Summit, scheduled for November 11-13 in Long Beach, California? If so, plan on joining Women in Aviation, International as we host the Women's Wing in the Exhibit Hall, as well as a terrific "dine-around" experience, forums and even a WAI Celebrity Breakfast.

We will be participating in the Women's Wing in the Exhibit Hall—Booth #217—right on the Exhibit Floor this year. The Exhibit Hall is open 9:00 am to 5:00 pm. Be sure to stop by and renew your membership, or bring that friend or associate along with you and sign them up as a new WAI member—and get a free gift and chance to win a cruise as part of our "Where Are You Going?" Membership Campaign. The Women's Wing will feature mini-forums each day from 1:15 pm to 1:45 pm, on topics such as *Women's*

*History in Aviation, Careers in Aviation, and of course, Everything You Want to Know About Learning to Fly But Were Afraid to Ask.*

On Thursday evening there is an AOPA fundraiser, called "Dine-Arounds." One of the Dine-Arounds will be *Women Leaders in Aviation* at the Fuego Restaurant at the Maya Hotel. This Latin American restaurant sports a breathtaking waterfront setting with views of downtown Long Beach and the Queen Mary. You might splurge a little and join this special group for an evening of great food and discussion, but don't stay out too late because you want to be sure to

be at our Friday morning WAI Connect Celebrity Breakfast. Meet us at 7:30 am at the Royal Salon on the Main Promenade Level of The Queen

Mary. The cost is \$22 per person until November 5—after that date the cost will be \$25 per person. Call WAI Headquarters to make reservations—(937) 839-4647. Celebrities attending the breakfast will include **Anna Mracek Dietrich**, COO TerraFugia; **Bee Haydu**, WASP; **Patty Wagstaff**, air show performer; and **Samantha Weeks**, USAF Thunderbird pilot. After the breakfast join us for the Women Leaders Panel from 10:00-11:00 am in Room #204 at the Long Beach Convention Center. Check the AOPA Aviation Summit schedule onsite for location. ➔







# South African Women Aviators Gather For First Conference

story and photos by Erin Gormley



**S**outhern African Women in Aviation (SAWA) recently held the first of what is to become an Annual Leadership Development meeting for Women in Aviation in Africa. The meeting, the brainchild of WAI member and South African police helicopter pilot **Refilwe Ledwaba**, was

held at the Hilton Hotel in Sandton City, Johannesburg.

In addition to speakers from all walks of aviation in South Africa, presenters hailed from the U.S., Italy, Botswana, and Namibia. WAI Board member **Trish Beckman** spoke, and several WAI members were in attendance, including **RADM Wendi Carpenter**, who brought a delegation of U.S. Navy aviators to the conference. Prominent keynote speakers from various transportation entities around South Africa addressed participants at the formal banquet.

The event was kicked off with the Women-Girl Fly Programme, which brought high school students to the Department of Transport to learn more about career opportunities in aviation from South African and international speakers.

The conference was a resounding success with many new friendships, contacts and professional alliances formed among the attendees.

The information exchanged and the enhanced desire to educate and encourage the next generation of professionals will have a lasting effect on the future of aviation in South Africa and around the world. ✈





**WAI ON THE ROAD**

WAI Board member and Pioneer Hall of Fame honoree CDR **Trish Beckman** returned to Africa in October to speak at the Second Women Aviators in Africa (WAFRIC) Conference at the Pan Afric Hotel in Nairobi, Kenya. WAFRIC is the brainchild of WAI member **Kajuju Laiboni** (WAI #40386). The meeting was held in conjunction with the Nairobi International Youth Fair and focused on moti-



vating young, disadvantaged Kenyans to consider careers in aviation.

President Peggy Chabrian traveled to Seattle in late August to meet with representatives from The Boeing Company regarding their sponsorship for the 2011 Conference. She also had the opportunity to view a portion of the Boeing factory in Renton, Washington, where the B-777 and B-787 are assembled.



Dr. Chabrian was in Palm Desert, California, this fall to speak at a WASP mini-reunion and ceremony to present Jackie Cochran's Congressional Gold Medal to representatives of her estate.

**Crissy Tonsi** has worked with a representative of the Cochran estate, and **Brig Gen Wilma Vaught** (USAF Ret), President of the Women in Military Service Memorial Foundation (WIMSA), to secure Cochran's medal for her, which is a bronze replica of the Gold Medal. There was only one Gold Medal struck by the U.S. Mint, and it is now on display at the Smithsonian Air & Space Museum in Washington, D.C. WIMSA has donated bronze replicas of the gold medal to each of the surviving WASP, family representatives of deceased WASP, deceased trainees, and Jacqueline Cochran.

U.S. Air Force **LtCol Jill Long** (WAI #41315), Commander of the 2nd Air Support Operations Squadron, Vilseck, Ger-

**WAI Executive Board members Amy Corbett (left) and Nelda Lee (right) relax during a break from committee meetings with a quick trip to the Reno-Stead Airport to watch the races.**

many, attended as a representative of the U.S. Air Force, and spoke about Cochran's role in establishing the WASP and her contributions to women in the military and to aviation in general. Cochran retired from the USAFR as a Colonel in 1970.

Cochran's medal will be placed on exhibit at the Coachella Valley Museum



and Cultural Center in Indio, California, along with other items from Cochran's estate that chronicle her life from growing up in a sawmill town in Florida

to her days in Indio, where she died in 1980. Jacqueline Cochran is buried in the Coachella Valley Cemetery. ➔





# "WHERE ARE YOU GOING?"

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-aboard luggage.

*Everyone gets a button for motivation.*

Check out all the details at  
[www.wai.org](http://www.wai.org)



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

The WAI members listed below have all recruited a new member (*as of October 4*) to WAI. They are now eligible for great prizes!

Have you brought someone onboard WAI yet?  
Your prizes are waiting!

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**

Oluwatoyin Adanlawo  
Helen Adekola  
Felicia Agubata  
Jessica Aitchison  
Carrie Anderson  
Joy Anyaegbunam  
Michelle Arcamuzi  
Rebecca Ball-Miller  
Tori Ballweg  
Patricia Beckman  
Patricia Bening  
Megan Bohn  
Anne Brickert  
Kathleen Chastain  
Joey Colleran  
Laura Cox  
Doris Cunningham  
Natarsha Cunningham  
Joanne Damato  
Rosalind Derrick

Edward DeWitt  
Anna Dietrich  
Jessica Dobie  
Wendy Emeka-Alaribe  
Christa Frey  
Ying Gao  
Anel Garibay  
Amy Gesch  
Meg Godlewski  
Carrie Goodwin  
Linda Grady  
Donna Hanson  
Kyle Herbig  
Deborah Huffman  
Mary Iso  
Beth Jenkins  
Brenda Jennings  
Julie Keane  
Caitlin Keith  
Miyukiko Kostelny

Valerie Langford  
J. Nejia Leffler  
Kendall Lovell  
Amoreena Lukens  
Christopher Matteson  
Chelsea McChesney  
Kelly McCoy  
Maureen McFarland  
Chinelo Nwosu  
Olabisi Odukoya  
Russell Olson  
Carolyn O'Meara  
Nkechi Onyemelukwe  
Kris Palcho  
Salome Pam  
Pauline Patterson  
Janet Patton  
Dolores Pavletic  
Dorothy Pooley  
Keena Pope

Hadon Rath  
Christine Redmond  
Jennifer Saddler Thomas  
Gerri Schultz  
Joni Schultz  
Janice Serfass  
J (Angie) Slingluff  
Laura Smith  
Christine Stolarz  
Sandra Stone  
Karen Taylor  
Rachel Threlkeld  
Karolina Utiko  
Lewie Wiese  
Theresa Whiting  
Hope Wilson  
Samantha Wilson  
Sara Wilson  
Natalie Winkels  
Gill Wright



## New Official Chapter

Congratulations to **Women in Aviation, Yankee Ladies Chapter #73**, previously Provisional Chapter #89P  
Belleville, Michigan (southwest of Detroit)

**Amy Kienast Linderman**, President

**Holly Czupich**, Vice President

**Rachel Krumwiede**, Secretary

**Elgene Doinidis**, Treasurer

**Theresa Whiting**, Membership Chair

**Diane Messer**, Outreach Chair



ATLANTA GONE WITH THE WIND CHAPTER

### ATLANTA CHAPTER

The Atlanta “Gone With the Wind” Chapter held an educational event for a group of 42 Scouts at EPPS Aviation in DeKalb-Peachtree Airport (PDK). The chapter hosted a Scout Day, where local troops of Boy and Girl Scouts learned about the different opportunities that are available in aviation including Airport Operations, Air Traffic Control, Flight Planning, and Aerodynamics. As a community outreach event, the Scouts Aviation Day was organized as an opportunity to introduce the younger generation to aviation. “Air transportation has an exciting future yet a possible shortage of force (especially of pilots). It is important that we take responsibility in encouraging and educating our future leaders,” said **Yasmi-na Platt** (WAI #15849), Outreach Chair.

“One of the great and distinguishing features of this event was the diversified group of Scouts we had in terms of their sex and age,” said **Lori Montgomery**, Leader of

the 21340 Girl Scout Troop. The student group was a mixture of Cub Scouts, Girl Scouts and Boy Scouts ranging from nine to 13 years old, all from the Haygood UMC Church in Morningside, Georgia. The six-hour program included five aviation-based lessons and two comprehensive tours. The tours consisted of a visit to the PDK Air Traffic Control Tower (ATCT) and visiting different aircraft, ranging from a Cessna 172 to a Mitsubishi MU-2.

The following were among several companies that provided the facilities, aircraft, lunch and gifts for the event: Chartis Aerospace, Civil Air Patrol (CAP), The Coca-Cola Company, EPPS Aviation, Hartsfield-Jackson Atlanta International Airport, the Georgia Business Aviation Association and Sky-Bound Aviation.

The chapter enjoyed a behind-the-scenes tour of Savannah/Hilton Head International Airport (SAV) and of the onsite Gulfstream factory. The group received an up close and personal view of how Gulfstream builds their world famous business jets and learned about the great career opportunities that are available at Gulfstream. ➔



Big turnout for Scouts Aviation Day at DeKalb-Peachtree Airport



### SOUTHERN ENGLAND CHAPTER

**Dorothy Pooley** (WAI #39411) qualified a young woman (chapter member **Clare Lowndes**) as an instructor. Pooley, who is also a member of the Southern England chapter, and Clare Lowndes, then took up a total of seven Guides and their leaders for trial lessons. Pooley took the two leaders in a Piper Cherokee PA-28 and Lowndes took the five girls shown in the photo, individually in a Cessna 152. Everyone really enjoyed the moment. And as it turns out, Shoreham Airport was 100 years old this year and it is also the centenary of the Girl Guides!

Since then Pooley has taken up her colleague James Crabbe's twin 13-year-old daughters (Pippa and Ellie) for a flight in the Robinson R-44 helicopter. As a result of her Outreach to the Girl Guides, Pooley has been invited to give the local Guide company (troop) a talk and is also invited to become an Ambassador for the Girl Guides in the Southern England region.

Next year, 2011, will be the centenary of the first English woman to gain her pilot's license, **Hilda Hewlett**, who went on to be the first woman to own and run a flying school, which was set up at Brooklands. It is fitting, then, that the European Regional Women in Aviation conference is due to be held at Brooklands on 5th and 6th of November this year. Come join us there! ✈



COURTESY OF DOROTHY POOLEY

FREE! FAA CERTIFIED! FREE!

## FAA DUAT

WEATHER and FLIGHT PLANNING SERVICE

Reliable Weather and Flight Planning from a  
FAA Certified Reliable Source!

Providing the DUAT Service for the FAA for Nearly 20 years

DUAT Mobile

Now get your weather on your mobile phone!

[www.duat.com/mobile](http://www.duat.com/mobile)

- File Flight Plans
- Check Weather Graphics
- Check Flight Plan Status
- Close VFR Flight Plans
- Check METAR's, TAF's and NOTAMS
- Check TFR's
- and alot more...



Mobile Internet access required.

Notice: Please check with your mobile provider regarding your data plan, as all data transfer charges are the responsibility of the user.

### FAA CERTIFIED WEATHER

- FAA Certified Weather Briefings
- Plain English Text Weather
- Weather Graphics
- Individual State NEXRAD Doppler Graphics
- Multiple Stored Pilot Profiles
- Multiple Stored Aircraft Profiles
- Multiple Stored Routes
- Route Overlays
- Graphical TFRs
- Computer Generated Routes
- Preferred Routes
- Flight Plan Filing
- Flight Planner
- Stored Request Management
- Airport Diagrams
- QICP Approved
- Interactive Overlays
- Airport Photos
- Approach Plates
- QICP Approved
- Sectional Charts
- AIRMET/SIGMET Graphics with Text
- Forecast Graphics
- DUAT Mobile
- Wind Charts
- QICP Approved
- Updated User Guide



# www.duat.com

24 Hour Help Desk  
1-800-243-3828  
email: [helpdesk@dtcduat.com](mailto:helpdesk@dtcduat.com)  
Direct Modem Access Available at: 1-800-243-3828

**VALLEY OF THE SUN CHAPTER**

Eight members of the Valley of the Sun Chapter had great fun when they toured the Phoenix Sky Harbor Tower and TRACON in July. ➔

**JACKSONVILLE UNIVERSITY CHAPTER**

The Jacksonville University Chapter is one of the most active clubs on campus, providing students from both aviation majors offered at JU (Aviation Management & Flight Operations and Aviation Management) a great opportunity to share their values and develop their professional skills. Members have participated in exciting events and are involved in inspiring community projects throughout the year. The chapter continues to sponsor the widely popular Jacksonville University Women in Aviation Speaker Series, which brings in influential women who have succeeded in their aviation careers. Volunteer work is a staunch value of the chapter. The chapter is reaching out to the community, through organizations such as Girls Inc. to inspire young girls and encourage them to achieve their dreams by instilling good values. Mentoring Jacksonville youth not only empowers them but also opens their eyes to the role of women in aviation in a light that many local children may have never considered. ➔



HEART OF GEORGIA CHAPTER

**HEART OF GEORGIA CHAPTER**

Members of the Heart of Georgia/Middle Georgia College Chapter participated in a Fly-In at Eastman Heart of Georgia Regional Airport. It was sponsored by Middle Georgia College Aviation Campus and the City of Eastman. The purpose of this event was to make aviation accessible to the local community. The airport was overtaken with general aviation, experimental, and military aircraft accompanied by their aviators, who were there to answer questions, pose for pictures, and allow adults and children alike to generally revel in the splendor of the day. The members took the opportunity on the hot summer day to have a fundraiser selling ice cream. Members **Lindsey Floyd** (WAI #35700), **Kelli Gillam** (WAI #44386), and **Sandi Dykes** (WAI #45194) are pictured above at the booth on the taxiway. ➔

THE WRIGHT CHAPTER



(left to right)  
**Betty Huck,**  
**Patty Wagner,**  
**Laila Barr,**  
**Judy Birchler,**  
**Amy Timler,**  
**Lorrie Penner, and**  
**Patty Anderson**

**THE WRIGHT CHAPTER**

The Wright Chapter held their August 2010 meeting in conjunction with the Ladies Love Taildraggers 1st Annual Fly In at Moraine Airpark (I73) near Dayton, Ohio, ([ladieslovetaildraggers.com](http://ladieslovetaildraggers.com)). They braved the 90 degree F. heat and haze to see some great Wacos and other fun taildraggers! They held their meeting in the hangar and then were treated to made-to-order grilled hamburgers. There were also visitors from other WAI chapters and areas (**Anne Wright** from Yankee Ladies Chapter, **Jeanne Dismukes** from New England Chapter, **Kelly Jeffries** from New Hampshire and **Terri Hull** from Ohio) in attendance for the Fly-In. Fun was had by all. ➔





Upper Canada chapter members at Air Canada's maintenance facility

UPPER CANADA CHAPTER

## UPPER CANADA CHAPTER

Just in time for the busy summer hiring season, the Upper Canada Chapter was fortunate to have **Debra Newman** as a guest speaker. Newman is VP People for Porter Airlines based at Toronto's City Centre airport. She gave a very informative presentation on the airline and answered many questions about their hiring procedures. **Lisa Graham** (WAI #8030) and **Heather Jennings** offered job search strategies, résumé and interview advice. Attendees received valuable feedback on their résumés from all presenters.

In June chapter members were invited to tour Air Canada's maintenance facility at the Toronto Pearson airport by **David McLean**, General Manager of Toronto Line Maintenance and **Sarah Buchanan**, SMS.

Maintenance and Airworthiness Controllers discussed Air Canada's daily maintenance operations and the roles of the many people required to keep Canada's largest fleet of aircraft operating. The highlight of the evening was during the hangar tour when chapter members had the opportunity to go in the cockpit of an Embraer 190. The group photo (left) was taken in front of a Boeing 777 engine. ➔

## YANKEE LADIES CHAPTER

YANKEE LADIES CHAPTER



Yankee Ladies Chapter attended the Yankee Air Museum *Thunder Over Michigan* Air Show at the Willow Run Airport in July. In addition to enjoying world class aircraft and networking with people from all aspects of aviation, members of the Yankee Ladies worked shifts for the concessionaire as a fundraiser and chapter awareness event. Special chapter T-shirts were made for the event and the "Rosie the Riveter" head wraps were a hit. ➔

tion, members of the Yankee Ladies worked shifts for the concessionaire as a fundraiser and chapter awareness event. Special chapter T-shirts were made for the event and the "Rosie the Riveter" head wraps were a hit. ➔

## UNO MAVERICK CHAPTER

The UNO Maverick Chapter had a great first event of the school year in September, with **Sherri L. Smith**, author of the novel *Fly-Girl*. This award winning novel is about a young African American woman who wants to join the WASP in WWII. Smith read an excerpt and spoke about her experience writing the book. It was very inspiring!

The Maverick chapter had a booth in the UNO Aviation Institute's Annual Aviation Expo in August. Members had displays and encouraged new aviation students to explore the many opportunities of WAI. Afterwards, the Maverick Chapter also took part in the Club and Organization Fair organized by the Student Organization and Leadership Program. The second recruitment event of the day was also to encourage new members and to present the WAI Maverick Chapter to the incoming freshman students at all levels at the university. ➔



UNO MAVERICK CHAPTER



ST. LOUIS WOMEN WITH WINGS CHAPTER

## ST. LOUIS WOMEN WITH WINGS CHAPTER

Women With Wings in St. Louis survived the extreme heat of the summer with a lunch trip to Litchfield, Illinois. The group enjoyed a home-style meal with some of the most decorative and delicious desserts at Jubelt's Bakery & Restaurant. Fellowship included vacation and wild adventure stories, which made the day a great time.

A few members trekked to AirVenture in Oshkosh and participated in WomenVenture earning the coveted yellow T-shirt! During the photo shoot, members ran into fellow St. Louis folks from The Ninety-Nines chapter.

The chapter supported a local FAA Team Safety seminar co-hosted by the Scott AFB, Illinois, Aero Club. Topics of discussion included approaches and landings, upcoming seasonal weather concerns, and open discussion with ATC tower folks from local airport. The event was a wonderful opportunity to do a little advertising about the chapter and its upcoming fall activities. ➔

## CAREERS

Capital Region Chapter member **Karen Courington** (WAI #39047), an Air Force Reservist, is currently stationed overseas at the U.S. Africa Command. Always seeking ways to further women in their career goals, Courington was a volunteer mentor for EAA's *Women Soar, You Soar* program in July and upon returning stateside this fall will be spearheading a veterans hiring initiative for Deutsche Bank, called *Veterans on Wall Street*.

**Paul Davis** (WAI #12464) is now Professor Emeritus at Florida Tech. He wants all of his students to know that "I love you one and all and I'll miss you so very much. Come visit."

Congratulations to new mom, CLE member and Chicago Center (ZAU) Air Traffic Specialist, **Jamie Feger** (WAI #43995). Welcome new baby Wyatt Asher Feger who was born on August 21st.

**Cindy Hasselbring** (WAI #22909) was selected as one of 26 teachers (two were private pilots!) across the country to participate in the Toyota International Teacher Program to Costa Rica this past summer. Participants were able to fly on Nature Air's de Havilland Dash-6 Twin Otter over the mountains to Osa. This airline is the world's first certified carbon neutral airline ([www.natureair.com](http://www.natureair.com)).

Jacksonville University seniors **Leah Hetzel** (WAI #39362) and **Sarah Morris** competed in the 2010 Air Race Classic in June and finished 14th out

of 51 teams and fifth among the college teams. This is the first time that JU's aviation women competed in such a prestigious race.

The Sea to Sky Chapter is proud to announce that their President **Kelly Jamieson** (#15125) has accepted a job with American Eagle based in New York.

**Robin Laws** (WAI #16701) and her husband Chris welcomed baby boy Theodore Vincent to their family.

Air Traffic Control Specialist (ZAU)



**Paul Davis, Professor Emeritus**

Front Line Manager and Mom, **Lora Lester** (WAI #39667) represented Chicago ARTCC at the FAA ATO Terminal/Enroute Ops Booth during Oshkosh. She also chaperoned at Lewis University with the ACE Camp. ACE Academies are summer educational

programs for middle and high school students that are co-sponsored by the FAA, along with many other organizations.

**Stephanie Lester** (WAI #44199) attended both *Women Soar, You Soar* and ACE Camp in July, the week of EAA AirVenture. Lester joined the group of 94 girls from around the world. The program was held at University of Wisconsin at Oshkosh.



*Winters (left) with Melanie Whittaker from Aviation for Women July/August 2005*

Noted author **Kathleen C. Winters** (WAI #8922) died suddenly in late August, from a cerebral hemorrhage. Winters, 61, wrote an excellent biography of Anne Morrow Lindbergh, and recently finished another book entitled *The Turbulent Life of An American Icon: Amelia Earhart*. Winters also regularly contributed to *Aviation for Women* magazine. Her sharp eye for controversy and keen ear for prose allowed her to produce eloquent historical narratives and pointed topical commentary. She will be missed.

**Amy Kienast Linderman** (WAI #564), has been appointed to fill a two-year term on the national board for ATEC



**Hasselbring flies Nature Air in Costa Rica**

(Aviation Technician Education Council). She will be focusing on industry relations and membership services.

Jacksonville University's Davis College of Business is proud to announce that Senior **Sarah Morris** (WAI #40397), who was the co-captain of JU's Flight Team and earned the coveted Candi Chamberlain Kubeck Top Woman Pilot Award at the NIFA conference in May, was recognized by the Society of Experimental Test Pilots (SETP) at their 54th Symposium and Banquet. Morris also earned Jacksonville University's 2010 Michael McKenny Award given to the most outstanding member of the JU Flight Team. Morris is now serving as a flight instructor at Aerosim Flight Academy (formerly Delta Connection Academy), JU's flight school contractor.

Charlotte Motor Speedway was the place for CW5 **Karl Maier** (WAI #45715), for it was there that he flew an MH-6 in the opening ceremonies for the Coca-Cola 600



**Stephanie Lester, Rihn-Harvey**



NASCAR race in May. Maier is a member of the Army's 160th Special Operations Aviation Regiment (Airborne) and a new member to the Music City Spitfires Chapter of Women in Aviation, International. He has served 34 years in the Army, and the chapter welcomes his experience.

**Dolores Pavletic** (WAI #40898) was selected to serve on the City Colleges of Chicago, Kennedy-King College Aviation Committee. The committee serves to develop a new aviation program at the college.



**Pavletic**

Dowling College Chapter members **Yeliz Tuncel** (WAI #24540), **Heather Raffaele** (WAI #24484) and **Megan Chartrand** (WAI #24288) are recent graduates with a bachelor of science degree in Aviation Management from Dowling College. Megan Chartrand was also part of Dowling's National Intercollegiate Flying Association (NIFA) flight team, where she earned honors at the NIFA SAFECON 2010, and

helped Dowling place First for the safety award.

**Anne Wright** (WAI #33885) was promoted to Captain in the Civil Air Patrol, Willow Run Composite Squadron (Belleville, Michigan). She is a safety officer and working on becoming a mission pilot. Wright earned her seaplane rating last year, and will be working on her glider rating soon. She flies her Super Cub out of Ann Arbor, Michigan.



**Wright and Super Cub**

## PASSAGES

**Vera (Vee) Ince Arthur**, 87, passed away September 8th, surrounded by her family and friends. Vee was born September 23, 1922, in West Helena, Arkansas. Vee joined the W.A.V.E.S. in June 1945 as a flight orderly, and flew as third member of a DC-3 aircrew. Upon discharge, Vee completed her bachelor's degree in psychology at Miami University in Florida, and became a reservations agent at American Airlines in San

Francisco. Vee received her master's degree in school counseling from Florida State University and was an outstanding school counselor for many years. She was an active member of the Sebring chapter of the U.S. Navy W.A.V.E.S. (past president), the Red Beach

Club, Sebring Women's Club, Highland's Little Theater, Phi Delta Kappa, FSU Alumni Association and Friends of the Library. She will be greatly missed by all of her family and friends. Memorial donations may be made to the W.A.V.E.S. National Scholarship Fund, c/o Ms. Dassa Carvey, 948 Ewell Road, Virginia Beach, VA 23455.

**Eric Von**, husband of **Debey Von** (WAI #15904) passed away suddenly from cancer in early September. Von was a staunch supporter of Women in Aviation, International and the Experimental Aircraft Association (EAA). He was 65. ✈



## Smooth Transition World-Class Results

Aerosim Flight Academy has been training airline pilots for over 20 years. Today, the academy operates a fleet of 33 Cirrus SR20 aircraft plus AATDs and Level 6 Flight Training Devices. The program focuses on training students to learn and adopt the standardized airline procedures that make them ready to become pilots in today's rapidly changing and exciting airline industry. Collectively, the training procedures, modern training equipment and wide-reaching industry connections make Aerosim Flight Academy an excellent choice for launching a successful career as a professional airline pilot.



1-800-U-CAN-FLY  
www.aerosim.com



## ELIZABETH CITY STATE UNIVERSITY

**E**lizabeth City State University is a 119-year-old public institution offering 36 baccalaureate degree programs, four master's degrees and a doctor of pharmacy degree in collaboration with the Eshelman School of Pharmacy at UNC Chapel Hill. ECSU is also the only four-year institution in the UNC system to offer a Bachelor of Science degree

in Aviation Science. In 2010, *U.S. News and World Report* magazine ranked ECSU second in the category of Best Colleges: Top Public Schools: Regional Colleges (South).

Elizabeth City State University was founded in 1891, when House Bill 383 was enacted by the North Carolina General Assembly, establishing a normal school for the specific purpose of "teaching and training teachers of the colored race to teach in the common schools of North Carolina." The bill was sponsored by Hugh Cale, an African American representative from Pasquotank County. Between 1891 and 1928, curricula and resources were expanded under the leadership of Peter Wedderick Moore. Enrollment increased from 23 to 355 and the faculty from two to 15 members by the time Dr. Moore retired as President-Emeritus in 1928.

Under the leadership of John Henry Bias, the second president, who served until his death in 1939, the institution was elevated from a two-year normal school to a four-year teachers college in 1937. The institution's name was officially changed to Elizabeth City State

Teachers College on March 30, 1939, and the mission was expanded to include the training of elementary school prin-



cipals for rural and city schools. The first Bachelor of Science degrees in Elementary Education were awarded in May 1939.

The number of majors increased between 1959 and 1963 from a single elementary education major to 12 additional academic majors. The college was granted full membership in the Southern Association of Colleges and Schools in December 1961. Its accreditation has since been reaffirmed. The name changed from Elizabeth City State Teachers College to Elizabeth City State College by the General Assembly in 1963. Effective July 1, 1969, the college became Elizabeth City State University. In 1971, the General Assembly redefined The University of North Carolina system with sixteen public institutions. Including ECSU, those institutions are constituents of The University of North Carolina.

Since 2005, student athletes have won five Central Intercollegiate Athletic As-

sociation championship trophies: the softball and baseball teams (2005); basketball (Vikings 2007); volleyball (Lady Vikings 2008) and bowling (Lady Vikings 2009). ECSU teams also won three CIAA Eastern Division titles: football (Vikings 2006 and 2008); basketball (Lady Vikings 2007); volleyball (Lady Vikings 2007).

As northeastern North Carolina's four-year institution of higher education, Elizabeth City State University has been an important academic and cultural center for the region. A constituent institution of the University of North Carolina system, ECSU is committed to fulfilling the mission of serving as a valuable resource for building the state's intellectual capital through teaching, research and community outreach. Through teaching, research, and community engagement, Elizabeth City State University provides a student-centered environment, delivered in a manner that enhances student learning, while preparing its graduates for leadership roles and lifelong learning. The university is also a leader in facilitating sustainable economic growth, while safeguarding the unique culture and natural resources of the region.

Through its pursuit of excellence in teaching and learning, its students, its faculty, its region and its state will continue to elevate higher and emerge stronger.

Go to the web site [www.ecsu.edu](http://www.ecsu.edu) for more information. ➔

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

Blue Goose Aviation  
Fox Valley Technical College





DENISE WATERS

***I'm looking for holiday gift ideas for that special mechanic. Do you have any creative suggestions?***

Tools, memorabilia, and gift certificates provide a wide selection for both preference and pocketbook. Work lights, also known as trouble, lead or inspection lights are always useful and range from \$29.99 to \$100. Maxx-

eon, Inc. carries handy, portable LED lights with eco-friendly designs. A moveable head and retractable hanging hook direct light where you need it. Inspection and troubleshooting avionics, engines and airframes, flow easier and faster with a regular or UV (ultraviolet) six-inch pocket pen light and flexible-neck 10-inch version.

Fine quality basic tools and toolboxes are always good choices: socket sets, screwdrivers, wrenches, air compressor with tools, large rolling toolboxes. Pre-printed magnetic toolbox labels complement organization. Outside the hangar find maintenance themes in clothing, kitchen gifts, jewelry, business accessories, and artwork. Pair a prop-wrench-wings graphic apron with airplane cookies or chocolates. "No, you can't borrow my tools" T-shirt, "It's all about Mechanics," or "I still play with [engine] blocks" banner shirts, beverage mugs and coasters are fun. Tool cuff links, pins, personalized key holders,

money clips, and compact mirrors reflect maintenance themes. Get down to the nuts and bolts magnetically with an executive desktop sculpture toy. Refashion the hardware endlessly for stress relief and fun. Fill stockings quick and easy with multi-tools, a magnetic finger glove to assist holding or retrieving hardware and small metal objects, or driving fasteners into tight-fitting spots. Add gift certificates for a future WAI membership and Conference.

***I am a pilot who updates my panel mounted GPS. I was told that this updating was considered maintenance work. Is that true?***

Yes, you, as a pilot, are able to complete the GPS updates under Federal Aviation Regulations (FAR) Appendix A of Part 43. This allows the pilot/owner to install these types of database updates as preventative maintenance. Also, based on FAR 43, Appendix A, Part C, paragraph 32, GPS database updates are required logbook entries. If an update is done, log it in the aircraft logbooks per FAR 43.9. The basic requirements of the logbook entry include: a description of the work performed, the date of completion, the name of the person performing the work, and if the work is performed satisfactorily then the signature, certificate number and kind of certificate held by the person approving the work. The signature constitutes the approval for return to service only for the work performed. ✈

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

**UNYIELD** to stockholders.  
**UNDRIVEN** by profit.  
**UNNEGLECT** your needs.  
**UNLOCK** your money's potential.  
**UNCOVER** the benefits of being a SkyOne member.



Your savings federally insured to at least \$250,000 and backed by the full faith and credit of the United States Government.

## UNBANK yourself.

**SkyOne is NOT a bank.** We are member-owned and we invest our earnings back into the Credit Union so you can save more when you borrow and earn more when you save.

Join SkyOne and **UNCOVER** the benefits of being a member.

See how we stack up against big banks at [www.UnbankYourself.org](http://www.UnbankYourself.org)



## DC-3 on Sporty's 2010 Christmas Ornament

Sporty's 2010 Crystal Christmas Ornament, the 26th annual edition, features the classic Douglas DC-3. Long a tradition among pilots, Sporty's Christmas Ornaments are limited editions that will be treasured family keepsakes for years to come.

"The DC-3 is a much-loved airplane—and an important one as well," says Sporty's Vice President John Zimmerman. "We think it's the perfect choice this year, since 2010 marks the 75th anniversary of the DC-3's first flight." The DC-3 silhouette is elegantly etched on the ornament, along with the year. Sporty's Crystal Christmas Ornament comes in an attractive gift box and includes a colorful ribbon for hanging the ornament on your tree.

Pilots can also immortalize their favorite airplane on a custom Christmas ornament. A silhouette of a high wing, low wing, twin or taildragger is etched on an ornament along with up to 20 characters of text such as a name and tail number.

Since these are limited edition ornaments, order now so as not to be disappointed. Sporty's 2010 Crystal Christmas Ornament (9833-10A) is available for \$24.95 and the Custom Christmas Ornament (2015A) is available for \$34.95.

All Sporty's products may be purchased at [www.sportys.com](http://www.sportys.com) or use the telephone and call Sporty's at 1 (800) SPORTYS or (513) 735-9000. ➔



## Drymax: Perfection in an Unheated Cockpit

Baby, it's cold out there! Well, it is if you are like me, and fly in an airplane that might as well have an open cockpit for all the good its leaky, thin, uninsulated Lexan doors do against an 80-knot slipstream. Before I found the Drymax woven thermal socks my toes were numb at the end of a winter's flight, and wet, too, if I encountered moisture.

Not so anymore. The Drymax socks might be made for winter sports, sporting hollow-core fibers and moisture-wicking technology, but they work perfectly in a cold cockpit, keeping my feet warm and nimble for those tailwheel landings. The socks are available in unisex sizing from [www.drymaxsocks.com](http://www.drymaxsocks.com). —A.L.

## BOOK REVIEW

*Soar, Elinor*  
by Tami Lewis Brown  
Illustrated by François Roca

If you don't know the story of Elinor Smith you owe it to yourself to learn about her. *Soar, Elinor*, by Tami Lewis Brown, is an eloquent way for those readers who are not quite ready for chapter books to relive the excitement New Yorkers felt when this little scrap of a girl decided to fly beneath all four bridges connecting Manhattan Island to the rest of the continent. François Roca's watercolors capture the moments of Smith's rise to the record book. It is a fitting tribute to a woman who did her best to dispel myths and stereotypes about what women could and could not do in aviation. —A.L.

ISBN 978-0-374-37115-9  
Published by Farrar, Straus,  
Giroux Books for Young Readers;  
2010.  
Hardcover; 40 pages; \$16.99  
[www.macmillan.com](http://www.macmillan.com)





# The Sounds of Silence

Two of the newest ANR headsets, just in time for stocking stuffing

## Bose A20 Advanced ANR Headset

Bose Corporation set the standard for active noise canceling headsets (ANR) nearly 20 years ago. Since then it has introduced only one major design change to its line, the Bose X. That venerable headset set standards in comfort for ANR headsets that many companies have chased. Now Bose has refined its X with the A20.

The A20 looks a lot like the Bose X, until you look closely. The newer headset is designed with sleek, simple controls, as

well as the ability to input music or cellphone devices. Depending on which model you choose, you can also have wireless Bluetooth interface with these devices. Auto-muting with ATC priority is, of course, standard. Beyond the new features, and not quite as obvious, the A20 is more comfortable and more sensitive in adjusting to outside sound levels and frequencies than the Bose X, resulting in a quieter experience for the user. Its electronics go to work as soon as the button is pushed, taking the exhausting rumble of a Lycoming IO-540 down to a soft hum. It even takes the edge off wind noise, all the while letting the sounds of the human voice shine through.

Best of all, you get all of this in the A20 for essentially the same retail price as the Bose X (\$100 more for Bluetooth). Bose Corporation does sell the unit, but it can be had from your favorite pilot supply dealer, too. For more information go to [www.bose.com](http://www.bose.com).

Bose A20



Sennheiser  
HMEC  
461



## Sennheiser HMEC 461 ANR Headset

For Sennheiser, a company that has long been known for its quality by professional musicians worldwide, the key to a solid noise canceling headset is not so much in the speakers as in the mic. "We build our own electret mics," says Jeff Touzeau. "All of our competitors are getting theirs from the same supplier."

The difference? It is audible. The Sennheiser HMEC 461 with NoiseGard™ active noise compensation is the quietest headset I've ever flown with. Even in the noisiest cockpits (I fly a nearly open cockpit Kitfox IV and an RV-10 with no interior soundproofing) this headset kept out the near deafening roar of engine and wind. The comfort factor, though not quite up to that of the Bose A20, was good, and much improved from its predecessor. And the utility? It's got all the bells and whistles a high-end player would want, with ports for MP3/phone, and the ability to hardwire it to ship's power or keep it portable with battery power. And anytime an ATC radio signal is received, the MP3/phone is muted. The cost? Right up there. But then, quality always is. For more information go to [sennheiser.com/sennheiser/home\\_en.nsf/root/professional\\_aviation\\_active-noise\\_500788?Open&row=1](http://sennheiser.com/sennheiser/home_en.nsf/root/professional_aviation_active-noise_500788?Open&row=1). —A.L.

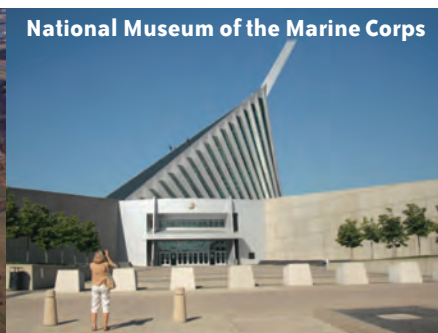


BOOK REVIEW

***Claire Bear Explains...  
What Pilots Fly***  
by Sue Hughes  
Illustrations by Wang-Dai Yu

**C**laire Bear is back with another irrepressible book of colorful cartoon pictures and just enough words to keep the “read-it-to-me” and the “let-me-read-it” crowd delighted, all while educating them to the different ways that pilots can ply the skies. Just don’t tell them they are learning!—A.L.

ISBN 978-0-9840603-1-3  
Published by Powder Puff Pilot;  
Aurora, Colorado; 2010.  
Paperback; 47 pages.  
[www.powderpuffpilot.com](http://www.powderpuffpilot.com)  
(888) 801-6628



**Manassas, Virginia**, has small town charm, yet it is just 30 miles from bustling Washington, D.C. Fly into the Manassas Municipal Airport (KHEF) and choose your FBO, Dulles Aviation or Volo. Both have a reputation for great service for aircraft large or small. Take FBO shuttles to the Virginia Railway Express for a scenic ride to D.C.’s Union Station, adjacent to the National Mall, or catch a ride to a D.C. Metro station. Alternatively, rent a car and visit the historic Manassas Civil War battlefield and the National Museum of the Marine Corps, nearby. In Old Town Manassas you can



find sidewalk cafes, a charming tea room or highly-rated restaurants, including Italian, Thai, Portuguese, and all-American fare. On weekend evenings, the atmosphere is alive with music and theatrical performances. Fly into this rolling horse country, where you’ll find wineries, darling shops and American history mingling in a potent recipe for a terrific off-the-beaten path break. For more information go to [www.visitmanassas.org](http://www.visitmanassas.org). ➔

**by Nancy Spraker**



Tempest in a Tea Cup

So, what exactly is the Tea Libre, and why tout it? A clear, thermos-type glass and plastic cup that can hold your loose tea and brew it, too, the Tea Libre is for tea drinkers what the finest take-to-work cup has been for some time to coffee aficionados. *Aviation for Women* readers are often working and traveling at the same time, with insane hours, and taking along a favorite beverage in a personal cup can be both a joy and a comfort.

So treat someone you care about to a little of both.

The Tea Libre is available from [libreteacom](http://libreteacom). ➔

.....





KELLY  
HARRINGTON

## HOW A WAI SCHOLARSHIP HAS CHANGED MY LIFE

A year ago, I started flying with Southwest Airlines after receiving the honor of the 2008 Women in Aviation, International/Southwest Airlines Boeing 737 Type Rating Scholarship.

The WAI scholarship has proven to be a huge catalyst in my professional growth, flying skill, and personal life. I wanted to share with my fellow WAI members the great things

that our organization has afforded me and can do for other members in the future.

As a professional pilot, the move from a regional carrier to Southwest Airlines means that I am surrounded by more experienced crewmembers. On a regular basis I am paired with crew that not only has significant Part 121 experience, but also varied experiences, from the U2 surveillance aircraft, fighter jets and even the Space Shuttle. Fellow crewmember experience here is both diverse and deep, with every pilot having served as a captain in previous operations before joining the Southwest family. All this combines to refresh and challenge my perspective and knowledge on a regular basis.

In terms of pure flying skill, the scholarship has allowed me to progress to a much larger aircraft than I had previously flown and to benefit from Higher Power's exceptional training facility in Dallas, Texas. With my prior carrier, I flew hub-and-spoke regional routes in the Midwest and Northeast. I gained a lot of experience in these specific regions, but in contrast, Southwest's diversified route structure has allowed me to fly throughout the United States. This has challenged me as a pilot to retain a broad skill set as flying conditions constantly change. A typical day could easily start in high elevation Albuquerque, bypass Denver and finish in Philadelphia. Getting to see the whole country that way is a lot of fun! Without a doubt I have a newfound appreciation for the beauty and vastness of our land.

The superb work environment at Southwest is just as much of a benefit. Professionally, there is nothing better than going to work and looking forward to spending the day with an upbeat crew and support staff. I feel constantly surrounded by a positive environment and team, working their best for the passengers at all times. The level of camaraderie at Southwest is unique to me, in my flying career and I feel fortunate to be part of the Southwest Airlines team.

A new job and leaving a place you have lived are normally cause for stress, but in this case winning the WAI Scholarship allowed me to bring my flying and personal lives more into harmony. My husband and I now both work and reside in the San Francisco Bay area, in California. As a result, our lives are so much fuller, even as we pursue our profes-

sional interests. Thank you WAI for making this possible.

The past year has been filled with plenty of change from new job to new home to new friends, and all of it has been good. The WAI / Southwest Boeing 737 Type Rating award made a tremendous positive difference in my life. For the first time in years of flying, I truly love what I do every day. I encourage all of our members to support these programs and if one of these is your dream—get to work on achieving it! ✈

# 2011

## WOMEN IN AVIATION, INTERNATIONAL SCHOLARSHIPS



JUST ADDED

### DISPATCHER SCHOLARSHIP

***Airline Ground Schools, Inc.***

Airline Ground Schools (AGS) will award one dispatcher training award leading to an FAA Aircraft Dispatcher certificate. Applicants must be at least 21 years of age. AGS offers two options: a 13 weekend course in Cincinnati, Ohio, and a Distance Learning Course with a six-day residency. No previous aviation experience required. (*Scholarship value \$2,700*)

***Applications must be signed and postmarked by November 15, 2010. Fifty-eight more scholarships and awards are on the WAI web site, [www.wai.org](http://www.wai.org).***

# DESIGNING WOMAN

**N**ested in her corner of the engineering department at American Champion Aircraft (ACA), Esther Riojas ignores the hubbub behind her and concentrates on the solid model of the cowl wrap-around displayed on her computer monitor. This day Jerry Mehlhaff Jr., the company's lead engineer, is leaving Rochester, Wisconsin, a quiet village 23 miles west of Racine, for the Sierra Nevada, where searchers had just discovered the remains of Steve Fossett's Bellanca Decathlon. ACA didn't build the airplane, but it owns the type certificate, and Mehlhaff, known as Junior, is discussing the trip with the department's other members, Jody Bradt and Mark Read.

Turning from the screen, Riojas stands before the drafting table next to her desk and spreads a loosely rolled tube of paper with a Mylar backing on the angled plateau. On paper, as on the screen, the flat piece of aluminum that covers the fuselage between the windshield and firewall is a series of compound curves that become straight lines when wrapped around an airplane in the ACA fleet, like the Champ, Scout, High Country Explorer, or Decathlon.

She concentrates on the fresh pencil lines of smaller cut-outs for the landing gear legs, comparing the radii and measurements on the drawing with those on the screen. Officially, the smaller openings are an engineering change request, improvements that perfect the airplane and its production, and she has a drawer full of them. Coming from her engineering coworkers, the people who build the airplanes, and Junior's dad, ACA President (and co-owner) Jerry Mehlhaff Sr., Riojas converts requests into digital models, programs for the new parts' computer-controlled production, and updates the certification drawings.

"When they want something new, they want it right now," Riojas says. "Senior wanted this gap squared off," to reduce the opening around the gear leg and further restrict air leaks into the cabin. But she will not create the program for the Amada, a computer-controlled laser cutter with punch tool that turns flat stock into airplane parts, until she's verified every detail. Measure twice, cut once still applies in the world of computer aided design, manufacturing, and production. Doing the job right the first time is a matter of personal pride, and time management, Riojas says in soft, even words.

From the computer model, Riojas cut a prototype and with Kayla DiFiore, wrapped it around a fuselage on the production line. Behind rimless glasses, Riojas' steady brown eyes measure the clearance between the new opening and the landing gear mounting bolts as DiFiore slides them into place. Perfect. The new design is ready for laser-cut production.

Walking toward the yawning hangar door and another project she's working on, Riojas says some changes really do come to her as rough sketches on the back of an envelope. That was the starting point for the dump doors on Aqua-Bama, the Scout-based restricted-category firefighting aircraft. In place of the back seat a tank carries 100 gallons of water or Class A foam, and

**by Scott M. Spangler**



***At American Champion, Esther Riojas realizes virtual improvements***







Riojas is perfecting the design of the doors that will expel the load in 3.5 seconds—and not leak, the current challenge. She crawls under the airplane with Dale Gauger, the FAA designated manufacturing inspection and airworthiness representative. A slow parade of drops falls from one of the doors. Almost there.

Riojas earned an AAS degree in mechanical design from Racine's Gateway Technical College in 1993. Before or after that, aviation, let alone designing a leak-proof door for a single-seat fire bomber, never crossed her mind. The youngest of seven, she grew up in Racine, Wisconsin, and says she always liked to draw. Sketching rock stars off of album covers satisfied her right brain's creative urges, but her logical left brain was a creative partner because "I've always been very precise and analytical about" drawing.

A vocational aptitude test showed the analytical artist could make a living as a mechanical designer. The irony, Riojas says, is that when she finished school, CAD software was replacing sharp lead pencils, T-squares, triangles, and French curves. Through the positions she held before joining American Champion in 2003, Riojas mastered the software of her field, AutoCAD, CadKey, Surfcam, and others.

At her first job, an injection-molded plastics company, Riojas designed "under the hood stuff, like clips and fasteners" that corralled loose wires and held hoses away from the engine's heat. Later she worked for a supplier of wood laminated products to the medical industry, a company that made conveyer systems, and another that made outboard motors.

With her unapologetic directness, Riojas now works for American Champion "because I needed a job." After being laid off from the outboard motor company, Riojas sent a résumé to ACA, which was looking for a quality assurance technician. Her skills better fit an unadvertised need in the engineering department. The match was better than she expected. "This is the first place I've found that actually has pencil drawings," she says, "so that worked out well."

The senior Mehlhaff bought the



## ***Measure twice, cut once still applies in the world of computer aided design, manufacturing, and production.***

company in 1988 from a Texas oncologist who'd acquired it after Belanca stopped making Champion taildragers. Mehlhaff bought ACA's first CNC machine, a small vertical mill, two years later. Using G-code, the machinists programmed the mill to create things like strut fittings out of steel blocks. Today, approximately 95 percent of all ACA aircraft have been digitized, Mehlhaff says, and the company has four computer controlled machines, a large and small vertical mill in the welding shop and the two laser cutters in the final assembly hangar.

Riojas started programming the lasers three years ago. (Engineering change requests rarely affect parts created by the vertical mills, and when they do the machinists update the G-code, so named because the alpha-numeric commands start with the letter G, Riojas says.) It's

a simple process because the CAD software talks to the CNC programs with cut-and-paste fluency. It takes no more than a minute or two to copy a fuselage tube from the solid model to the software that drives the Bystronic laser machine, which has a rotary attachment that cuts perfect fishmouths with the exact gap for a good weld.

Learning airplane parts—welded steel tube fuselages, metal wings, and fittings and sheet metal and fabric skins—and how they work together was the greatest challenge Riojas faced at ACA. Sometimes, it still is. Fortunately good and eager teachers, like avionics technician Todd Metcalf, hold one-on-one classes on the production floor.

The avionics in each American Champion airplane are essentially a custom installation, and Riojas has designed nearly a dozen different panels that





accommodate combinations of digital and analog instruments. With all American Champions being just one seat wide, she doesn't have much space to work with. Her latest panels are designed around the Aspen Avionics EFD1000 Pilot primary flight display.

The first panel combined a surface mounted EFD1000 with a JP Instrument EDM930 digital engine monitor. Another replaced the 930 with analog engine instruments, which posed a space challenge on the panel's left side because she couldn't move the radio rack and its structural reinforcements. Some panels need room for the remote switch for the optional 406 MHz ELT.

Jerry Senior wanted a flush mounted Aspen unit, Riojas says, and bending the mounting angles on the one-piece panel took away from its surface area. And the bends have to be perfect, so everything fits. To make the production of accurate bends easier she included tiny end-line holes on the interior bends and minute notches face bend lines, Riojas says, pointing to the barely identifiable guides in the powder coated final product.

As part of the design process Riojas sat in the avionics shop fitting instruments into prototype panels, making sure their real-world fit matched their virtual arrangement. One change almost always leads to another. There isn't much room behind the panel, and to make the recessed Aspen EFD1000 fit, "I had to move one of the [panel's fuselage mounting] lugs."

"I like being hands on," Riojas says, adding that she's the primary liaison between engineering and production. And the people who build American Champions appreciate the attention, because part of her design process is asking what changes would make their work easier and more efficient.

A small company, its roughly 80 employees have first names, not titles. "When I first started here my mom passed away, and I was handling her estate," Riojas says. "Char said don't worry about it, come in when you can, leave when you need to leave. I value that more than money sometimes." And she fits well with the predominately male workforce. By design, she likes to be seen as "a member of the team, but I'm not one of the boys."

Senior's voice has joined the background conversation in the engineering department. After asking Junior if he's ready for a ride to Milwaukee's Mitchell Field, he bullet-points a just ended phone call with Teledyne Continental Motors. Its new lightweight O-200 might be replacing the engine's heavier version that now powers the Champ, which targets the light-sport aircraft market.

"That's how it is here. You're working on one project, then you get a phone call, and the direction changes," Riojas says, smiling. "I hate just sitting at the computer, it's really not a good fit for me." She is more comfortable facing a variety of challenges—designing parts, updating drawings, troubleshooting—and getting it right the first time is the greatest reward. ➔

.....  
*Scott Spangler is a free-lance aviation writer in the Midwest.*



# INSPIRE INNOVATE ENTHUSE



**A**re you an air traffic controller, pilot, mechanic, engineer, flight attendant, astronaut, dispatcher, school science or math teacher, aviation historian or just plain airplane enthusiast? In the military? Work for an air carrier? Move freight or passengers by air as your daily routine? Come join us, men and women from all walks of aviation and aerospace, as we gather to connect and share our collective wisdom and celebrate the history.

You won't find a better conference for price versus value. Our Conference sponsors help keep registration fees low, and there are terrific savings for registering early!

- Hotel rooms under \$100/night
- Free airport shuttle
- Exciting guest speakers
- Trade Show and Job Fair

## **22nd Annual International Women in Aviation Conference**

FEBRUARY 24-26, 2011 • RENO, NEVADA



# Join us for the most active and informative conference you'll go to all year.

- › INSPIRING KEYNOTE SPEAKERS
- › JOB FAIR
- › FACE-TO-FACE NETWORKING
- › MORE THAN 40 EDUCATION SESSIONS
- › FAA MAINTENANCE RECURRENT TRAINING
- › EXHIBIT HALL AND TRADE SHOW
- › EDUCATORS' WORKSHOP
- › PROFESSIONAL DEVELOPMENT SEMINARS
- › ROUNDTABLE DISCUSSIONS
- › PIONEER HALL OF FAME
- › SCHOLARSHIP AWARDS



## Education Sessions

(tentative—more to come)

### CAREERS

- Technical Aviation Careers
- Airline Pilot Panel
- Corporate Aviation: Inspiring, Enthusing & Innovating
- Behind the Scenes: Aviation Caterer
- Enlisted Careers in Aviation
- Guess How We Got Here—Unique Paths to Exciting Aviation Careers
- Gliding: A Professional Pilot's Secret Weapon

### MEDICAL

- Hot Aeromedical Issues

### TECHNOLOGY

- ELT Replacement Options
- Planning Your Avionics Panel

### SAFETY

- FAA Enforcement Topics
- Inspire Safety through the Safety Management System
- The Kings: Risk Management
- The Power of Corporate Specific Emergency Training
- Human Factors, Aviation Safety from a Systems Perspective
- Hot Topics—The FARS, Aircraft Registration and Aircraft Ops

### ENGINEERING AND MAINTENANCE

- Résumés for Tech Apps
- Composite Basics
- Corrosion—Find It and Fix It
- Electrical Basics—An Intro
- Aircraft System Noise
- Today's Rosie the Riveter Expo

### PERSONAL DEVELOPMENT

- How to Place Yourself at the Cutting Edge
- Getting an Edge Finding Your Next Job
- Professional Pilot Moms: Balancing Work and Home

### ATC

- Pilot/Controller Communications

### FLYING

- Mountain/Canyon Flying Tips
- Flying Gliders
- Aviation Lessons Learned from Flying Around the World
- Challenges: Learn To Fly
- Sport Pilot Certificate and Light Sport Airplanes
- Air-To-Air Photography
- From Cessna to 787—Through the Eyes of a Flight Instructor

### FINANCIAL

- Money Matters for Today's Turbulent Economy
- Ten Steps to Financial Success
- Financial Security for Women
- Buy an Airplane: Now!

### MILITARY

- Medical Evacuation of the Wounded Troops
- Transition Your Military Skills to the Civilian Technical Field
- Lifesavers: A Panel of US Coast Guard Women Aircrew
- Flying the World's Fastest Airplane—SR-71 Blackbird
- A Historical Perspective of Women in Military Aviation

### HISTORY

- Veterans at Last: The WASP
- Women in Aviation History Through Art
- WASP Gold
- The First Ladies of Aviation Around the World
- The Pilots of the 1929 Women's National Air Derby and the Collaborative Spirit
- Who ARE the Whirly-Girls?

This is only a sample of the planned Educational Opportunities available to those attending the International Women in Aviation Conference. Log on to [www.wai.org](http://www.wai.org) today.

## Here's what people had to say about why they decided to come to the 2010 WAI 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."**

# 2011 WAI Conference Schedule and Information

[www.wai.org/11conference/index.cfm](http://www.wai.org/11conference/index.cfm)



## Wednesday, February 23

- 6:30 AM - 4:00 PM Tour-Lake Tahoe and Virginia City  
3:00 PM - 6:00 PM Registration Open  
6:30 PM - 7:30 PM WAI Chapter Reception  
*sponsored by Walmart Aviation (ticket required)*

## Thursday, February 24

- 8:00 AM - 4:30 PM Registration Open  
8:00 AM - 5:00 PM FAA Maintenance Recurrent Training *sponsored by AWAM*  
8:00 AM - 11:00 AM WAI Chapter Leadership Workshop  
9:00 AM - 12:00 PM Aerospace Educators' Workshop  
9:00 AM - 11:00 AM Professional Development Seminar  
10:00 AM - 10:45 AM New Members' Social *sponsored by AOPA*  
11:00 AM - 12:00 PM WAI Membership Meeting  
1:00 PM - 5:45 PM Exhibits Open  
1:00 PM - 5:30 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 *sponsored by Alaska Airlines/Horizon Air*  
6:00 PM - 7:15 PM Opening Reception  
7:30 PM - 8:30 PM Safety Seminar *sponsored by the FAA*

## Friday, February 25

- 9:00 AM - 10:30 AM General Session *sponsored by The Boeing Company*  
10:30 AM - 5:00 PM Exhibits Open *(closed during luncheon)*  
11:00 AM - 11:50 AM Networking for FAA Employees  
12:00 PM - 1:30 PM Luncheon  
2:00 PM - 5:00 PM Education Sessions

## Saturday, February 26

- 9:00 AM - 10:30 AM General Session  
10:30 AM - 11:15 AM Coffee Break *sponsored by FedEx Express*  
10:30 AM - 3:00 PM Exhibits Open  
12:30 PM - 1:30 PM How to Start a Chapter Seminar  
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

**LCol Maryse Carmichael**, Snowbirds Commander  
**John and Martha King**, Co-Owners, King Schools Inc.  
**Rod Machado**, CFI, Author, Aviation Humorist  
**Maria Sastre**, COO, Signature Flight Support  
**Mark Van Tine**, President/CEO Jeppesen

## NEXTGEN FAA PANEL:

**Teri Bristol**, V.P. Tech Ops Service  
**Victoria Cox**, Sr. V.P. NextGen & Ops Planning  
**Peggy Gilligan**, Associate Administrator, Aviation Safety  
**Kate Lang**, Acting Associate Administrator, Airports

## Tour:

### Lake Tahoe and Virginia City

Wednesday, February 23 • 6:30 AM - 4:00 PM

**\$50 per person**

Discover the beauty of the region with a scenic tour to Lake Tahoe. Local guides will provide historic and cultural information as you travel. Sightseeing, spectacular vistas, historic wild west towns and shopping. *(Tour departs from Grand Sierra lobby, bus loading at 6:15 am)*



## Hotel:

### Grand Sierra Resort, Reno, Nevada

Reserve your room now for the discounted rate, right from [www.wai.org](http://www.wai.org). Hotel reservations can be made online or by calling (800) 501-2651 (be sure to mention the WAI room block).



## Special WAI Room Rates only through November 15:

**\$89/night** (Grand Sierra Resort Guest Rooms) or  
**\$115/night** (Luxury Summit Rooms)

## Airport Shuttle:

The Grand Sierra Resort offers **free shuttle service** to/from the Reno Tahoe International Airport (KRNO).

## Airline Discounts:

Take advantage of a **5% discount** on **American Airlines** and **American Eagle** to the WAI Conference. Go to [www.aa.com](http://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.

## Rental Car Discounts:

**Enterprise Rental Car** is offering a **5% discount**. Enter the special discount code 32F3422 and click "Search." Then enter WOM as the PIN and click "Sign In." You may also call (800) Rent-a-Car (736-8227) and mention the special code 32F3422.



# Workshops • Training • Seminars



## FAA Maintenance Recurrent Training

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

**Thursday, February 24 7:00 AM–8:00 AM Registration; 8:00 AM–5:00 PM Seminar**

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

*Attend all or a portion of this program.*

## Aerospace Educators' Workshop

### Innovate, Inspire and Enthuse: Harnessing the Power of Aviation Through STEM

*Presented by FAA AVSED Team*

**Thursday, February 24 9:00 AM–12:00 PM**

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

You will learn how to:

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

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

## Safety Seminar Real World IFR

*Sponsored by the FAA; Presented by AOPA Air Safety Institute*

*Speaker: Kathleen Vasconcelos,*

*V.P. of Education and Operations, AOPA Air Safety Institute*

**Thursday, February 24 7:30 PM–8:30 PM**

Get tips that could save your life in the clouds. This safety seminar goes beyond basic IFR training into the world of professional piloting. Even if you don't make a career out of it, you can at least emulate the stellar safety record of the pros. This seminar qualifies for the safety seminar portion of the FAA WINGS program.

## Professional Development Seminars

### What Are You Doing in the Gap?

**Thursday, February 24 • 9:00 AM - 11:00 AM**

*Presenters from the FedEx Express Leadership Institute*

This seminar will include activities that will bring to light consequential thinking, navigating emotions and recognizing patterns of emotional intelligence. Also it will expound upon how we react to emotions and their effect on our leadership capabilities. It is that time in the gap of when something occurs and how we handle our emotions that have the lasting effect on our ability to lead effectively. This presentation will have continuing follow-up sessions of 50 minutes each on Friday and Saturday.

### The Fuel You Need for Reaching High Altitudes

**Thursday, February 24 • 1:00 PM - 3:00 PM**

*Presenter: Betty Shotton, Author; sponsored by ConocoPhillips*

Today's world is full of challenges, crises and choices, especially in the aviation industry as it changes and adapts to changing economics and technologies. How can aviation enthusiasts and professionals move successfully with the changing tides and times? LiftOFF Leadership begins with the premise that you are the pilot-in-command of your career and in that responsibility, you need to know what is important to you, what ignites your passion, and what you stand for. LiftOFF Leadership gives participants an opportunity to explore their unique values and put them in the context of their careers, challenges and opportunities.

### How to Navigate from Within: A guide to tapping your greatest resource—YOU!

**Thursday, February 24 • 3:30 PM - 5:30 PM**

*Presenter: Christine Sestan; Sponsored by AOPA Insurance*

In this session, Christina Sestan, a professionally certified business coach and corporate facilitator, will help you to explore your individual navigational systems—in other words, the way you think and its impact on how you experience life. Most people think from the outside-in, where they need people or situations to change before they can be happy. Sestan will introduce the Inside-Out way of thinking, helping you to discover a sense of satisfaction that relies less on others and more on yourself. Christina offers you a simple approach to a happier life that will surprise you with its potency.

## Registration Options

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

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

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

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

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

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

## Student Sponsorship

Each year there are college students who need financial help to attend the Conference. Please sponsor a student for \$175. Check the box on your registration and send in your donation with your registration fee.

### How to Register:

Online at: [www.wai.org](http://www.wai.org)

Fax: (937) 839-4645 or Mail to:

3647 S.R. 503 S. West Alexandria, Ohio USA 45381

# 2011 Conference Registration

**Note: You actually save when you join WAI and THEN register as a member! Use the Membership Form on the right to join now. →**

First Name \_\_\_\_\_ Middle Name \_\_\_\_\_  
Last Name \_\_\_\_\_ WAI Membership Number \_\_\_\_\_  
☐ New Member (please complete Membership Form) ☐ Renewing Member (please complete Membership Form) ☐ Request Address Change  
Preferred First Name for Badge \_\_\_\_\_  
Aviation Affiliation/Occupation \_\_\_\_\_  
Company/Educational Institution \_\_\_\_\_ ☐ FAA Employee  
Address ☐ home ☐ work \_\_\_\_\_  
City \_\_\_\_\_ State/Province \_\_\_\_\_ Zip/Postal Code \_\_\_\_\_ Country \_\_\_\_\_  
Preferred Phone ☐ home ☐ work ☐ cell \_\_\_\_\_ E-mail address \_\_\_\_\_  
☐ First time attendee ☐ I would like to volunteer at the Conference ☐ I am ☐ I am not staying at the Grand Sierra Resort

## Register Early and SAVE!

### EARLY REGISTRATION (by December 3, 2010 midnight EST)

	Member	Non-Member
<input type="checkbox"/> Full Registration (includes opening reception, luncheon, and banquet)	<input type="checkbox"/> \$335	<input type="checkbox"/> \$385
<input type="checkbox"/> Student – Full Time (age 13 and up – includes opening reception, luncheon. <b>Banquet NOT included</b> )	<input type="checkbox"/> \$175	<input type="checkbox"/> \$205
<input type="checkbox"/> Child – 6-12 years old (meals and receptions NOT included)	<input type="checkbox"/> \$20	<input type="checkbox"/> \$20

### GENERAL REGISTRATION (December 4, 2010 - February 4, 2011 – no refunds after this date)

<input type="checkbox"/> Full Registration (includes opening reception, luncheon and banquet)	<input type="checkbox"/> \$389	<input type="checkbox"/> \$439
<input type="checkbox"/> One Day – <b>Limit 1</b> (meal function of the day is included) <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday	<input type="checkbox"/> \$180	<input type="checkbox"/> \$220
<input type="checkbox"/> Student – Full Time (age 13 and up – includes opening reception, luncheon. <b>Banquet NOT included</b> )	<input type="checkbox"/> \$175	<input type="checkbox"/> \$205
<input type="checkbox"/> Military Rate ( <b>price in effect through February 4, 2011</b> ) (branch of military) _____	<input type="checkbox"/> \$335	<input type="checkbox"/> \$385
<input type="checkbox"/> Child – 6-12 years old (meals and receptions NOT included)	<input type="checkbox"/> \$20	<input type="checkbox"/> \$20

**On-site registration fee will be \$50 additional - effective February 5, 2011 at 12:01 am EST**

### I WOULD LIKE TO ORDER THE FOLLOWING TICKETS:

# _____ Extra opening reception or opening reception only (Thursday)–\$35 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
# _____ Extra luncheon or luncheon only (Friday)–\$50 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
# _____ Extra banquet or banquet only (Saturday)–\$80 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____

### I WOULD LIKE TO SPONSOR A WAI STUDENT MEMBER:

# _____ Students–\$175 each	# _____ Student Banquet Tickets–\$80 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
-----------------------------	---	--------------------------------	--------------------------------

### TOURS/SPECIAL EVENTS –

<input type="checkbox"/> Lake Tahoe and Virginia City (Wednesday, February 23, 6:30AM-4:00PM)	<input type="checkbox"/> \$50	<input type="checkbox"/> \$50
---	-------------------------------	-------------------------------

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

<input type="checkbox"/> What Are You Doing in the Gap? (Thursday, February 24, 9:00AM-11:00AM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> The Fuel You Need for Reaching High Altitudes sponsored by ConocoPhillips (Thursday, February 24, 1:00 PM - 3:00 PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> Navigating From Within sponsored by AOPA Insurance (Thursday, February 24, 3:30 PM - 5:30 PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> FAA Maintenance Recurrent Training sponsored by AWAM (Thursday, February 24, 8:00 AM - 5:00 PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> Aerospace Educators' Workshop sponsored by the FAA (Thursday, February 24, 9:00 AM - 12:00 NOON)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee

**Total Payment** \$ \_\_\_\_\_ \$ \_\_\_\_\_

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

**Refund Policy:** Full refunds for cancellations will be given until **December 17, 2010 midnight EST**. From **December 18, 2010 through February 4, 2011 midnight EST**, the registration fee less \$75 will be re-funded. **After February 5 midnight EST, no refunds will be given.**

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



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

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

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

Acct. # \_\_\_\_\_ Exp. Date \_\_\_\_\_ / \_\_\_\_\_

Cardholder's Name (Print) \_\_\_\_\_

Authorized Signature \_\_\_\_\_

(sign as name appears on credit card)



Join Women in Aviation, International Today...

# Become a part of a dynamic group of individuals!

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

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

.....○  
**WAI Member # 22563**  
Anna Mracek Dietrich  
Chief Operating Officer  
TerraFugia  
Member Since: 2005

*"WAI unites the different facets of my life."*

Discover more at [www.wai.org](http://www.wai.org)



Aviation for Women® is the official publication of Women in Aviation, International

## WAI Member Benefits and Services

- Conference Registration Discounts
- Scholarship Opportunities
- *Aviation for Women* Magazine
- Educational Outreach Programs
- Chapters
- Networking Base for Career and Personal Development
- Government and Industry Representation

## WAI Membership Application

☐ **Yes, I want to join** Women in Aviation, International (WAI), a nonprofit professional organization that encourages, supports and promotes women in aviation careers and opportunities.

Name \_\_\_\_\_  
Aviation Affiliation/Occupation \_\_\_\_\_  
Company \_\_\_\_\_  
Address ☐ home ☐ work \_\_\_\_\_  
City \_\_\_\_\_  
State/Province \_\_\_\_\_  
Zip/Postal Code \_\_\_\_\_  
Country \_\_\_\_\_  
Phone (home) \_\_\_\_\_  
Phone (work) \_\_\_\_\_  
Fax \_\_\_\_\_  
E-mail \_\_\_\_\_  
Chapter Affiliation \_\_\_\_\_  
Referred to WAI by \_\_\_\_\_  
Gift? Giver's name \_\_\_\_\_

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

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

## Categories of Membership

**\$39** ☐ **Individual** Aviation professionals or enthusiasts

**\$29** ☐ **Student** Full-time student, any age  
School \_\_\_\_\_

**\$49** ☐ **International** Residents outside U.S.

**\$39** ☐ **International** w/digital magazine only

**\$39** ☐ **International Student** Students outside U.S.

**\$29** ☐ **International Student** w/digital magazine only

**\$20** ☐ **Family** Individual family members residing in the same household as Individual, Student or International Member (magazine not included)

**\$400** ☐ **Corporate** Organizations or Corporations

**\$500** ☐ **Supersonic Corporate** Includes member benefits for four employees

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

☐ MasterCard ☐ Visa

☐ Check (payable to Women in Aviation, International)

Account Number \_\_\_\_\_

Expiration Date \_\_\_\_\_

Cardholder's Name (print) \_\_\_\_\_

Authorized Signature \_\_\_\_\_

(sign as name appears on credit card)

## Three Easy Ways to Join!

① **Web** [www.wai.org](http://www.wai.org) ② **Fax** (937) 839-4645

③ **Mail** Women in Aviation, International

3647 S.R. 503 South, West Alexandria, OH 45381

# The Meet-Up Within The Meeting

*How to maximize your group's experience during the International Women in Aviation Conference*

Here's the scenario: you've got a group of people that you key into, because you are all in the same profession, or maybe you all

go to the same school, study the same program, or work for the same company. You key in to each other for a reason—and really, that is all

the excuse you need to get together.

It turns out that many of you are planning on attending the 22nd Annual International Women in Aviation Conference being held in Reno, Nevada, this coming February. Terrific! Why not take advantage of that fact and take some time to get-together formally to exchange ideas, renew acquaintances and have some fun?

That is exactly the thinking of so many groups, organizations and companies that, for years, have met separately, either formally or informally,

during the International Women in Aviation Conference. Each

year the makeup of these independent functions is different, and yet, each year the number of these extra meetings, be they breakfasts or luncheons, dinners, evening affairs or annual business meetings, grows.

Maybe your group is made up of people who would normally never work together; take engineers from two different aircraft divisions, or two different work groups, for example. You might really just want to do a meet-and-greet and swap a little information. Perhaps you have an important member of management at your company attending the WAI Conference, and she would like to address all

her employees in a private function. It doesn't take much to get in touch with WAI Conference Coordinator Verne Wiese ([vwiese@wai.org](mailto:vwiese@wai.org)) to get you into one of the many breakout rooms after the education sessions are over (or perhaps before they begin).

Then again, you might have some funding for a meal meeting, and even a program you want to carry out independent of the WAI program of events. The Association of Women in Aviation Maintenance (AWAM) puts on a breakfast every year where they award their own scholarships. They handle their own sponsorship of the event, but





# The Ninety-Nines

International Organization of  
Women Pilots



## Who's Meeting Up?

Here's a representative list of groups, companies and organizations that have met up on their own during a WAI Conference (from 2005 to 2010).

Aerospace Educators Managers Association for Women in Aviation Maintenance (AWAM)  
ASA/NAFI  
The Boeing Company  
Delta Air Lines  
Embry-Riddle Aeronautical University  
FAA Network  
International Society of Women Airline Pilots (ISA+21)

Navy Junior Officers  
Navy Leading Edge Group  
National Gay Pilots Association (NGPA)  
The Ninety-Nines  
Pilot Employment Group  
Pratt & Whitney  
Professional Aviation Maintenance Association (PAMA)  
Pan Am International Flight Training Academy  
Southwest Airlines

UND Aerospace  
University Aviation Association (UAA)  
U.S. Coast Guard  
Whirly Girls  
Women Airforce Service Pilots (WASP)  
Women in Corporate Aviation (WCA)  
Women Military Aviators (WMA)

book both the room and the catering through WAI. It is quite simple: a quick conversation with Verne can take the complexity out of dealings with the hotel or convention center staff.

Other groups and companies like to entertain, and do it well. Women in Aviation, International always tries to allow enough free time in the evening for members to attend these additional, off-the-schedule celebrations. In fact, the sooner we know about your plans, the easier it is for us to ensure that there is ample time for your group members or employees to participate in your group effort. Seriously—we all need to relax and enjoy the Conference. So don't be afraid to plan a party for your colleagues. And again, though WAI can't pay your bill, we'll certainly cue you in to the proper person at the hotel who can set up a great event for you and your group.



One word of caution: before you plan your event, definitely study the WAI Conference timeline and pick a time that will not overlap the General Sessions or the Educational Sessions or WAI meal functions. Avoid forcing your colleagues to choose between attending a WAI event, be it a reception, luncheon or banquet, which they already paid for with their Conference fees, to attend your event. There are always two evenings free for dinner, and at least one, often two afternoons free for lunch. And breakfast meetings are encouraged, as long as they end early so members have time to make the General Session meetings, with our expert lineup of keynote speakers.

Do you want more information about the rooms available right now for the Reno, Nevada, International WAI Conference? Drop Verne Wiese a note. I

know he's looking forward to hearing from you! ✈



# FOR HER COUNTRIES, BOTH

*Hazel Ying Lee wanted to fly for both, but only the U.S. was progressive enough to let her soar.*

**H**azel Ying Lee was born in Portland, Oregon. Her father was a merchant. Her mother devoted her energy to raising eight children and helping with the family business. Despite the widespread anti-Chinese bias of her time, Lee led a full and active life. She swam, played handball, loved to play cards and in her teenage years, learned how to drive.

Following graduation from high school in 1929, Lee found a job as an elevator operator at Liebes Department Store in downtown Portland. This was one of the few jobs that a Chinese American woman could hold during this time period.

In 1932, Lee took her first airplane ride. At a time when less than one percent of pilots in the U.S. were women, Lee joined the Chinese Flying Club of Portland and took flying lessons with famed aviator Al Greenwood. Despite opposition from her mother, Lee “had to fly.” In discussing Lee’s love of flying, her sister Frances said, “It was the thought of doing something she loved. Lee enjoyed the danger and doing something that was new to Chinese girls.”

In October 1932, Lee became one of the first Chinese American women to earn a pilot’s certificate. In speaking of Lee and the handful of other Chinese American women pilots of that time, author Judy Yung has written “Although few in number, these first Chinese American aviators broke the stereotype of the passive Chinese women and demonstrated the ability of Chinese American women to compete.”

In response to Japanese aggression against Western China in 1933, Lee journeyed to China with the goal of joining the Chinese Air Force, but it would not accept a woman pilot. Frustrated, she instead settled in Canton and spent the next few years flying for a private airline. She was one of a miniscule number of women pilots in China.

In 1937, Japan invaded China. Lee remained in China despite the War and was in Canton when hundreds of civilians were killed in Japanese air attacks. Friends speak of Lee’s calm and remember her effort to find shelter for them. Thanks to her, all her friends survived the attacks. Lee escaped to Hong Kong and returned to the U.S. in 1938. In New York, she



worked as a buyer of war materials for besieged China.

After the Japanese attack on Pearl Harbor, America was drawn into World War II. As the War claimed the time and lives of American pilots, it became clear that there were

not enough male pilots to sustain the war effort at home. With the

active support of Army Air Force Commander Henry “Hap” Arnold, the Women Airforce Service Pilots or “WASP,” was created in 1943, under the command of famed aviator Jacqueline Cochran.

**by Alan H. Rosenberg**



Lee was eager to join the WASP, and responded to interview requests by Cochran. She was accepted into the fourth class, 43-W-4, and reported to Avenger Field, in windswept Sweetwater, Texas, for an arduous six-month training program. Although flying under military command, the women pilots of the WASP were classified as civilians. They were paid through the civil service. No military benefits were offered, even if killed in the line of duty. The WASP were often assigned the least desirable missions, in open cockpit airplanes. Commanding officers were reluctant to give women any flying deliveries. It took an order from the

head of the Air Transport Command to improve the situation.

**A farmer, pitchfork in hand, chased her around the airplane while shouting to his neighbors that the Japanese had invaded Kansas.**

Upon graduation, Lee was assigned to the third Ferrying Group at Romulus, Michigan. Their assignment was critical to the war effort: deliver aircraft, pouring out of converted automobile factories, to points of embarkation, where they would then be shipped to the European and Pacific War fronts. In a letter to her sister, she described Romulus as “a seven-day work week, with little time off.” When asked to describe Lee’s attitude, a fellow member of the WASP summed it up in Lee’s own words, “I’ll take and deliver anything.”

Described by her fellow pilots as “calm and fearless,” Lee had two forced landings. One took place in a Kansas wheat field. A farmer, pitchfork in hand, chased her around the airplane while shouting to his neighbors that the Japanese had invaded Kansas. Alternately running, and ducking under her wing, Lee fi-





Texas Woman's University



Women Airforce Service Pilots

Hazel Ah Ying Lee

<p>Hazel Ah Ying Lee</p>  <p>1912-1944</p>	<p><b>Class:</b> 43-W-4</p> <p><b>Base Assignment:</b> Romulus Army Air Base, AAF Strategic Command School, Pursuit School</p> <p><b>Planes Flown:</b> PT-19, BT-13, C-47, P-63</p> <p><b>Personal Collections:</b> <a href="#">View WASP holdings</a> Photos, oral histories, and papers <a href="#">click here</a></p>
--	--

nally stood her ground. She told the farmer who she was and demanded that he put the pitchfork down. He complied.

Lee was a favorite with just about all of her fellow pilots. She had a great sense of humor and a marvelous sense of mischief. Lee used her lipstick to inscribe Chinese characters on the tail of her plane and the planes of her fellow pilots. One lucky fellow who happened to be a bit on the chubby side, had his plane dubbed (unknown to him) "Fat Ass."

She was in demand when a mission was RON (Remaining Overnight). In a big city or in a small country town, she could always find a Chinese restaurant, supervise the menu, or cook the food herself. Fellow WASP pilot Sylvia Dahmes Clayton observed, "Hazel provided me with an opportunity to learn about a different culture at a time when I did not know anything else. She expanded my world and my outlook on life."

In September 1944, Lee was sent to Pursuit School at Brownsville, Texas, for intensive training. She was part of Class 44-18 Flight B and went on to be among the 134 women pilots who flew high-powered fighters such as P-63 Kingcobras, P-51 Mustangs and P-39 Bell AirCobras. Her favorite was the North American P-51 Mustang.

**O**n November 10th, 1944, Lee received orders to go to the Bell factory at Niagara Falls and pick up a P-63 and deliver the airplane to Great Falls, Montana. Great Falls was the link in supplying our Russian allies with aircraft, and upwards of 5,000 were delivered by WASP during the war years. From there, male pilots flew the fighters on to Alaska, where Russian pilots waited to fly the aircraft home.

Bad weather delayed the mission at Fargo, North Dakota. On Thanksgiving morning, the weather cleared and Lee was

able to leave Fargo. A little after 2:00 p.m., she was cleared to land in Great Falls. A large number of P-63's approached the airport at the same time. There was confusion on the part of the control tower. Upon landing, Lee's aircraft collided with another P-63 and was engulfed in flames. Lee was pulled from the burning wreckage of her airplane, her flight jacket still smoldering.

Two days later, on November 25, 1944, Hazel Ying Lee died from the burns she received in the accident. Only three days after learning of her death, the Lee family received another telegram. Her brother, Vic, serving with the U.S. Tank Corps, was killed in combat in France. As they prepared to bury Hazel and Vic, the family picked out a burial site in a Portland, Oregon, cemetery.

But the cemetery refused to allow the family to bury the brother and sister in the chosen spot, citing cemetery policy that did not allow Asians to be buried "in the White section." After a lengthy battle, the Lee family prevailed. Hazel Ying Lee, the first Chinese American woman to fly for the United States military and the first to die while in service to her country, was finally laid to rest in a non-military funeral, buried alongside her brother, on a sloping hill, overlooking the Colombia River.

Thirty-eight WASP died while in service to their country during the difficult years of World War II. Hazel Ying Lee was the last to die. ✈

.....  
Alan H. Rosenberg produced the Documentary, "A Brief Flight." Since its broadcast debut Lee has been honored by the city of Portland as well as the State of Oregon, and has been the subject of several Museum exhibitions. For additional information about Hazel Ying Lee go to [www.hazelyinglee.com](http://www.hazelyinglee.com).



# Jet Set

Got a Mechanical Issue? Need a Part?  
These Two Ladies Can Get You Help—Now—And There

**C**heryl Janke came into aviation the way many of us did. As a farm girl in Minnesota she watched airplanes flying overhead and developed a passion for them. A cousin at Northwest Airlines fanned that flame, and it wasn't long before she was working at an airline: cleaning airplanes—but at least it was an airline job.

Nicole Vidis, Janke's go-to employee, came to aviation differently. With a degree in English and a passion for social work, it was economics that brought her to the airport. "To be honest with you, I'm a perfect example of what hard work and determination can do in aviation," says Vidis. "I'd just adopted a child and I needed to make more money, which is how I ended up in aviation. It is a whole different way of learning

Janke's involvement in the Professional Aviation Maintenance Association (PAMA), first as a secretary of the SoCal Chapter, and now as the Western Pacific Regional Director, hasn't hurt business a bit. In fact, her reputation for facilitating strong communication between PAMA chapters and PAMA's national Board, and improving the lot of A&Ps, has made her a respected voice in the industry.

But let's back up just a bit. Janke has come a long way from her job cleaning at America West in Phoenix, Arizona. If you ask her, though, that was a formative time. "I hung out in the hangar with the mechanics and found my calling," she says. Janke began taking classes at Rice Aviation in Phoenix, determined to become an Airframe and Powerplant (A&P) mechanic. "There were a couple

at ARCO I was an A&P on the floor and I saw my boss was overwhelmed with the paperwork. I told my boss I could do some of that and he appreciated the help. A position came available to travel on the airplane as a flight tech—you worked on the airplane as an A&P but then you also had your flight attendant duties. It

**by Amy Laboda**

was great. I haven't had a need to be an IA—because I've been in management so long, I have IAs that work for me."

After four years ARCO closed its doors, so Janke went to do the same thing at another group, Universal. Then a guy she'd worked with at ARCO called and helped her get a job as the director of maintenance on a Boeing Business Jet that was going through a full interior refurbishment. The owner then sold it at completion....but in the process of working through the sale the Russian buyer hired Janke to train his Russian mechanic. That put her in the surreal position of being in Russia during 9/11.

Janke came back to the States after a few months and thought she'd take a month off, but another friend, Tom Indseth, working for Chartwell, called and said he needed her immediately to do paperwork. Are you getting the theme here? Janke was networking at its best. She went.

*Cheryl Janke (right) and Nicole Vidis rely on teamwork to keep their web-based business up and running 24/7.*

*I was an A&P on the floor and I saw my boss was overwhelmed with the paperwork. I told my boss I could do some of that and he appreciated the help.*

when you don't have an aviation background. I worked really hard and rose to the top."

For the past five years Vidis has worked with Janke to get her dream, the Internet-driven Jet Repair Anywhere program, up and running at full speed. They've employed their resources through extensive aviation networking, the kind that Women in Aviation, International is famous for providing (have you seen our Mentors List?). And

of women in classes ahead of me at Rice, but I'm pretty sure I was one of the first women to actually finish the course. For the most part the guys were pretty good. Of course, you run into people here and there, but for the most part we were all just trying to go to school," she remembers. She graduated, and struggled for a year to find a position.

It was the mid-1990s, and finally the right position, with the oil company ARCO, came along. "When I started







While helping Indseth she met up with PrimeJet, which needed help writing their General Maintenance manual and RVSM manual. “I was just supposed to do that, but then they hired me as Director of Maintenance in 2003, and I’m still there today,” says Janke.

Fortunately that job has allowed Janke plenty of time to pursue her entrepreneurial spirit through an idea that came to her while trying to keep PrimeJet’s three Gulfstream IV aircraft in service worldwide, on a 24/7 basis. It was Jet Repair Anywhere.

“I was the only person in the maintenance department and frankly, the airplanes weren’t in one place long enough to even have hangars,” she recalls. “I could not believe there was



participating aircraft operators with a directory of maintenance facilities that are ready to service their aircraft with all required audit and compliance data already waiting.

On the other side of the equation, high-quality repair shops can be accessed by some 10,000 aircraft owners and operators—many of whom are Part 135—to drive business to the hangar or

that the companies working on your airplane have the proper ops specs, do drug testing, and have been audited for compliance. Jet Repair Anywhere has already done all that legwork for you.”

Knowing what she needed to keep PrimeJet’s aircraft up and running around the world was formative for Janke’s business. She’s happy to give advice to up and coming A&Ps who aspire to management.

“They really need to hone their organizational skills if they want to be a Director of Maintenance. And you’ve got to be willing to work 24/7 in business aviation. Well, paperwork is critical, too. You can be the best mechanic on the floor but the job’s not done until the paperwork is done and done right. It comes down to legality. The mechanic keeps the airplane legal,” she explains. “It is a huge responsibility.”

And as for her career so far? “I think it’s fun, exciting and never the same. You are always thinking on your feet and trying to get things done. In 20 years doing this, for a while everyone I met said, ‘I’ve never met a female director of maintenance,’ but now I know of about three or four women who are doing this. Because women are detail-oriented they are great directors of maintenance. And although there still aren’t a lot of women on the shop floor, they are there.”

Her best advice is simple, “You know, if you see something that needs to be done and you offer to help, offer to learn it, and show some initiative, that is the way to get ahead in this business. Make yourself indispensable. Creativity can pay off, too.”

Her sidekick, Nicole Vidis, agrees with that, and would add only this, “Even if you can’t get a job for money right away, volunteer, make yourself present at a place and get noticed. Do what you need to do to get your foot in the door and show them that you are hungry—ready to do anything. I’m a perfect example of someone who can learn something different. I went from social work to aviation, and I’m happy I did.” ➔

## *You can be the best mechanic on the floor but the job’s not done until the paperwork is done and done right. The mechanic keeps the airplane legal.*

not an online service to help someone find reliable, recommended maintenance facilities and people to work on both scheduled and unscheduled maintenance. So, I thought, no one else has done it so I’m going to start something.”

It took two years to write the specs, find the right person to do the programming, and find the right servers to make sure it stayed up 24 hours a day. Nicole Vidis was one of those “right persons” that Janke brought in to make the system work.

The system, Jet Repair Anywhere, offers a comprehensive web-based directory service that links aircraft owners and operators with aircraft maintenance professionals. Aircraft owners and operators get instant access to a worldwide database consisting of hundreds of pre-qualified maintenance facilities. When unforeseen difficulties occur enroute, no matter how outlying the area, pilots can immediately search the database from any location—flight deck, home office or coffee shop—that has an Internet connection. The search engine provides

help handle outsourcing for overflow business.

Janke’s service provides two programs for maintenance providers, dubbed WRENCH One—for aviation companies that provide specialty services, such as NDT, aircraft cleaning services and interior work—and WRENCH Two—for full-service maintenance facilities. For aircraft owners and operators there are also two programs of service: the Toolkit program for operators with three or fewer aircraft and the Toolbox program for companies with four or more aircraft.

The Tool programs assist owners and operators in locating suitable maintenance facilities, paying particular attention to convenience, compliance and safety. “We don’t own the jets and we won’t do the repairs. What we do—and do very well—is bring jet operators together with the best available maintenance shops in the nation,” says Janke. “You can go in, search by airport identifier, crossed to aircraft type, and it will bring up FBOs, maintenance, caterers and such. If an airplane is Part 135 you have to make sure





**99% of Americans have seen combat on TV.**

**1% of Americans have seen combat in Iraq or Afghanistan.**

Photo by Petty Officer 2nd Class Sandro M. Palumbo, U.S. Navy - Bahrain, November 6, 2007

**We know where you're coming from.**

If you're a veteran of Iraq or Afghanistan, you're not alone.

We've got your back. Join our online community at [IAVA.org](http://IAVA.org)



IRAQ and  
AFGHANISTAN  
VETERANS of  
AMERICA





JENNY T. BEATTY

## HELP WHEN YOU NEED IT MOST

**“**It’s not easy to say, ‘I’m a pilot and an alcoholic,’” says Patti M. “That did not compute for me. But I met a pilot in the alcohol recovery program, and found out that it is possible. So I’m here.

I’m sober and I’m still here, flying.” Patti now shares her own story of recovery in order to help others, using her first name in the tradition of Alcoholics Anonymous. Patti tells about

taking her first flying lesson at age 26 and landing a job with a major U.S. airline at 34. She also tells about how she drank heavily for 30 years, starting at age nine, and how she was able to quit drinking and return to the cockpit with the help of a treatment program designed specifically for commercial pilots.

Drinking has long been associated with aviation. The daring fighter pilots of World Wars I and II steeled their nerves in the Officers’ Clubs, and the macho flight test pilots who broke the sound barrier and paved the way for the astronaut program spent their evenings at the Happy Bottom Riding Club, a bar run by hard-drinking female pilot Pancho Barnes. Still today, balloon rides are toasted with Champagne and many “post-flight debriefing sessions” take place in bars.

“Aviation is an ‘old boys club’, and I could drink with the old boys, so I did,” says Patti. “I would stay at the bar until the end and I probably had one in my room before we got started. I would pick trips based on the layovers so I could drink.”

That’s the difference between enjoying a few drinks and being an alcoholic. According to the National Institute on Alcohol Abuse and Alcoholism, about one in every 12 adults abuses alcohol or is alcohol dependent, cutting across gender, race, and nationality. Since alcohol is a legal and socially acceptable drug, it is widely used on a recreational basis. However, continued use can lead to abuse and onset of the disease. And alcoholism is a disease, with symptoms and a predictable progression, and it is chronic, meaning that it lasts a person’s lifetime and requires on-going treatment, like managing a diabetic or coronary condition.

As time went on, “drinking consumed every inch of my

physical and emotional being,” Patti says. Then she was in a terrible traffic accident that injured her badly—and saved her life and her career. Her blood alcohol content was measured at 0.24 percent, three times the legal limit for driving

in most states and such that most people could hardly find their car keys, much less start the engine and drive. In other words, the accident revealed that Patti’s body had a high tolerance to alcohol, another symptom of the disease of alcoholism, and this brought her to treatment and recovery through the HIMS program and Alcoholics Anonymous.

Alcoholics Anonymous ([www.aa.org](http://www.aa.org)) was founded in 1935 and today is a non-affiliated, informal society of some two million people worldwide. Its success in helping alcoholics to recover led to the establishment of company-based programs in the 1940s and to today’s federally mandated Employee Assistance Programs (EAP). Under U.S. law, any employee may ask for assistance from their company’s EAP, confidentially and without jeopardizing their job or advancement. EAP programs provide professional guidance on a wide range of emotional and personal problems, from drug addiction to mental illness to a family crisis. At

some companies, the employee’s spouse and family members are also covered by EAP, and can receive assistance for their issues.

But pilots who need help don’t always get it. Pilots have strong denial mechanisms and a great fear of admitting to a substance abuse or emotional problem. Their family members and friends might subscribe to the outdated view that alcohol and drug addiction is a personal failing or a moral or willpower issue, rather than a disease. And co-workers and peers

***Pilots have strong denial mechanisms and a great fear of admitting to a substance abuse or emotional problem.***

***And co-workers and peers might cover for their buddy in a misguided attempt to help save that buddy’s job.***



might cover for their buddy in a misguided attempt to help save that buddy's job.

"You're not saving anybody!" says Captain Shara Stevens. "You are enabling that pilot to have an accident or get killed or get busted and lose her career. You are liable, and you could go to jail. So if you have a peer that you are concerned about, please care enough to talk to them."

You could tell them about Birds of a Feather ([www.boaf.org](http://www.boaf.org)), meetings for pilots and cockpit crewmembers where addiction to alcohol or drugs may be discussed with impunity and anonymity. And if someone else's drinking or drug use is affecting you, there is Al-Anon ([www.al-anon.alateen.org](http://www.al-anon.alateen.org)).

Federal Aviation Regulations (FARs) specify that a pilot may not fly with a known medical deficiency, and must have no medical history or diagnosis of substance dependence. Prior to 1974, a diagnosis meant the permanent loss of the medical certificate and halt to a flying career. Today, the rare pilot who tests positive on a drug or alcohol test will still lose both their medical and pilot certificates, but these might be restored, through great effort.

There's a better way. If a pilot with an addiction problem enters the HIMS program, the FAA treats it like any other medical problem, with the focus on treatment and recovery. Re-issuance of a medical certificate and a return to the cockpit can take as little as six months. (The process can take at least two years for those not in the program and for private pilots.) On the other hand, a pilot who gets a ticket for driving under the influence or who gets professional counseling or treatment for addiction but does not report it, is in violation of the FARs—a felony.

"Entering the HIMS program was my chance to come clean with the FAA," says Patti. "I had lied on my medical certificate applications about my DUIs. They give you one chance to tell them everything, and then it isn't following you around for the rest of your life."

This is why awareness of the HIMS program is so important. The Human Intervention Motivational Study program was initiated in 1974 by the Air Line Pilots Association (ALPA) labor union, with a grant from the National Institute for Alcohol Abuse and Alcoholism and the support of airline management and the FAA. Today the HIMS program is an industry-wide effort in the United States, with a sister program in Canada, in which companies, pilot unions, and the Federal Aviation Administration work together to preserve careers and further air safety through the identification, treatment, and return to the cockpit of impaired aviators, including those at non-union airlines.

"HIMS is about helping pilots and their families," says Captain Dana Archibald, an airline pilot and recovering alcohol-

ic and addict. He is now chairman of the HIMS program, and reports that over its 35 years, about 4500 pilots have returned to the cockpit, and several hundred spouses have also been helped. "We have a long-term sobriety success rate of 88 to 90 percent, which is very high, because this is a structured program that monitors pilots for a minimum of three years."

After getting sober at an early age, Shara Stevens completed a Masters in psychology and addictions, then became an airline pilot and a HIMS representative. The pilot group at her regional airline is younger than at the legacy airlines, so she sees the disease at the early stage, when alcohol use can lead to abuse. "Although having a drink does take the edge off, it's important to watch your alcohol consumption in dealing with life's stressors," she says. "Our brain can be conditioned to develop a link which automatically craves alcohol anytime a stressor appears. Over time, dependency and possibly addiction may occur."

Stevens outlines the warning signs: "Loss of control or predictability in your drinking; compulsive use; continued use despite adverse consequences; and failed attempts to change or alter the type or amount of alcohol consumed." If these describe you, or if one of your family members, friends, or peers expresses concern about your use of alcohol, call your HIMS representative or a substance abuse professional. Stevens welcomes anyone reading this article to contact her about your concerns; find her through [www.himsprogram.com](http://www.himsprogram.com).

While alcohol is usually the "drug of choice" for pilots, Archibald reports a large increase in addiction to prescription painkillers like OxyContin. "Because it's prescribed by your doctor, you think it's okay," he says. "But then you take more because the pain is still there, and before you know it, you have to have it. Addiction sets in quickly—it can happen to anyone. It's scary. The slang name is synthetic heroin."

As Patti M. and thousands of other pilots can attest, there is help for you in EAP or HIMS, no matter how terrible your problem. "The FAA actually is there to help you—who knew?" she says. "People think that if you go into this program, the FAA is in your business for the rest of your natural life, but that's not true." With successful recovery, monitoring ends and the pilot never has to check in with the FAA about it again.

"And I had more support from my company than I ever dreamed of," says Patti. "I was told early on, 'You will not be fired, we just want to help you', and they were true to their word. The only stipulation on that was that I stay sober. And then you get a life, you get a chance." ➔

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

***"Entering the  
HIMS program was  
my chance to come  
clean with the FAA.  
They give you  
one chance to tell them  
everything, and then  
it isn't following you  
around for the rest  
of your life."***



PATRICIA LUEBKE

## MEMBERSHIP: WHAT'S IN IT FOR YOU

**A**s a membership organization, Women in Aviation, International has to be in tune with its members—both current and potential. The organization has to make sure that it is serving the needs of those who have already joined, while attracting new members to grow the ranks. Taking advantage of the gathering of so many WAI members during EAA AirVenture, we decided

to conduct an informal survey of those people who attended the WAI Celebrity Breakfast. We had a simple one-page survey—one side was for members; the reverse side for non-members. I personally distributed a survey to each person arriving at the AirVenture Celebrity Breakfast with volunteers picking up the completed surveys throughout the breakfast.

Bear in mind that this was not a scientific survey—one in which you can say the results reflect the membership as a whole. All this survey was, really, is the opinions of those members (and non-members) who happened to be attending the breakfast that morning. As active members, however, the opinions are important to WAI.

Not surprisingly, just a handful of breakfast attendees were not WAI members. These folks typically indicated they were the brother, father or friend of a member and thus accompanying the member to the breakfast. When asked why they are not members, a few people indicated that, as men, they didn't realize they could join. Makes sense. Just look at our name. But in WAI's promotional materials, including news releases, the web site, and brochures, the point is always made that the organization is open to men and women. If you've attended a WAI Conference, you, like I, have seen a growing contingent of male WAI'ers among the ranks. Hearteningly, quite a few of these are university and college students.

Speaking of the International Conference, we asked if the person had attended our largest annual event each year. As it turns out, this particular group was split down the middle with 51 percent saying they have attended a Conference and 49 percent saying they hadn't. Of those who hadn't yet attended a Conference, it wasn't for a lack of desire. Nearly 58 percent said they want to attend, while 37 percent said, "other priorities prevailed."

Those of you who have attended an Annual International Conference know what an amazing experience it can be. As a marketing person, I was thinking that the name "conference" really doesn't do this annual gathering justice. To me the word "conference" conjures up a very serious auditorium setting where learned people deliver scholarly reports. I am not suggesting that WAI change the name of the event, of course, but if you're one of those members who have yet to attend an International Conference, you've got to know that the Conference is so much more than that.

First off, the International Conference supplies something girls just wanna have: fun! Get thousands of women who love aviation together under one roof and you're bound to have fun. You'll make new friends, reconnect with old friends, make new contacts, get your battery charged or recharged and learn that, even though it may seem like it sometimes, you are not alone in your career goals and that there are thousands of women (and men!) who share your passion for aviation. Add in exciting speakers, dozens of educational sessions, social events, tours, meeting aviation celebrities and aviation pioneers up close where you can actually ask them questions, and you'll see why "conference" only scratches the surface of what will take place in Reno from February 24-26, 2011. Once you attend your first WAI International Conference, you'll be hooked. I guarantee it.

We asked how long the person had been a member of WAI, ranging from "under a year" to "more than 10 years." Just like WAI's members, the answers ran the gamut with "two to four years" being the most popular answer, with more than one-third of the respondents checking that box.

We were interested in knowing why these people had joined WAI. If I had to boil the answers down, you'd see the

***However it is spelled, camaraderie is an important aspect of being a WAI member; or as the dictionary defines it: "a spirit of familiarity and trust existing between friends."***



following words, by themselves or in combination: mentoring, friendships, networking, camaraderie, support.

One thing I learned compiling the results of this survey is how to spell camaraderie. I saw many interesting and creative ways to spell this word. I always thought camaraderie had the same root word as comrade, and it does, but somehow camaraderie is spelled with A's. No matter how it is spelled, camaraderie is an important aspect of being a WAI member; or as the dictionary defines it: "a spirit of familiarity and trust existing between friends."

When it comes to member benefits, these members considered the "mentoring, friendships, networking, camaraderie, support" aspects of belonging to WAI most important. They're right, of course, but don't forget all the tangible benefits you receive as a WAI member ranging from rental car discounts to merchandise discounts, publications, scholarships and other educational resources. Did you know that WAI members make themselves available to other members as mentors? Check out the list of member benefits at [www.wai.org](http://www.wai.org) and click on "membership."

Overall, WAI got high marks from these breakfast attendees. That's no small task considering the diversity of the

membership, from college women beginning their careers to very experienced aviation executives, including pilots, non-pilots, military personnel, airline personnel, flight instructors and people who fly just for fun or don't fly at all. The richness of the career opportunities for women is represented in its membership and WAI must provide meaningful support for all of these segments of its membership.

We hope to continue WomenVenture into its fourth year in 2011. Whether you make it to next year's WomenVenture and Oshkosh breakfast (or other WAI Connect breakfast during the year) or the Reno International WAI Conference, you'll be met by a cadre of enthusiastic fellow WAI members who share your excitement, want to meet you, want to know you and share your stories. When you are a WAI'er, you have an entire team of useful mentors on your side no matter what stage of your career you're in, no matter what aspect of aviation or aerospace you've chosen. ✈

***The richness of the  
career opportunities  
for women is  
represented in its  
membership  
and WAI  
must provide  
meaningful support  
for all of these  
segments of its  
membership.***

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



**REALIZE THE DREAM**

ONLINE & TRADITIONAL  
Bachelor of Science Degrees:  
Professional Pilot or Aviation  
Administration

[WWW.FLYUVU.COM](http://WWW.FLYUVU.COM)  
**888-901-7192**

**UVU AVIATION SCIENCE**  
UTAH VALLEY UNIVERSITY



**Pearl The Movie**  
**NOW AVAILABLE ON DVD**

Experience the true story of Pearl Carter Scott, a fearless young girl whose interest in flight is ignited by her close relationship with aviator Wiley Post. By age 14, Pearl became the youngest licensed pilot in American history. This inspiring story will become one of your family's favorites this holiday season.

To purchase your DVD, please visit  
[www.PearlTheMovie.net](http://www.PearlTheMovie.net)





JO DAMATO

## THE DECADE THAT MADE US GREAT PARENTS

**M**others have a hard job. When bad things happen we have to decide how to involve the children. Do we mask our sadness or anxiety from them to protect them from harsh reality? Do we hide our grief or anger to ward off the 20 questions they will surely cause? Do we keep the smile on our faces and the emotions below the surface until

the kids are tucked in for the night and then let them wash all over us in a great wave? Or, do we just plunge into the harsh realities of the situation and give it to them straight?

There are mothers I know who want their children to be right in the mix with them. They don't concern themselves with using inappropriate language, allowing the kids to overhear adult conversations about personal trials or world tragedies, and they leave the television on with difficult images flashing over the screen when the nightly news plays or when a movie has situations too intense for youngsters.

There are other mothers that I know who will create adventures for their children. They will make up terrific tall tales at bedtime every night. They talk about the elf on the shelf and the tooth fairy and are often accomplices to the visits of these legends. They love to observe the imaginative inventions of their children created with a box of Legos or sometimes, simply a box.

Is one of these mothers better than the other because of her approach to reality? I don't know and, like most parents of young children, I am fumbling along with my husband to make it up as we go along, always hoping the good sticks.

Reflecting on the events of the first decade of this century I find myself worrying about handling the complex questions my children will one day have about them. Will I stick to the facts and just let them have it or will I edit as necessary for age and appropriateness? I know the questions seem to get tougher and, more often than not, I am grateful for the short attention span of little boys coming to the rescue of a speechless mom. However, my oldest is now a first grader, and the tough questions are on the horizon. There was so much tragedy in the last 10 years of which my children remain innocently unaware. They don't know about the reality of disasters like hurricanes, tsunamis, earthquakes, and oil spills that have devastated people worldwide. They don't know about 9/11, suicide bombers, or the wars. How can I tell them that the world is a dangerous place and that some people mean them harm, yet that doesn't mean they can lose their trust

and faith that what is right or moral or ethical will prevail?

Like many of you I started this decade before I started a family. I was a young newlywed then with big plans, hopes, and dreams. My husband was a regional airline captain and my career in business aviation had gained a steady foundation. When we thought long-term it was always according to The Plan. First we imagined hubby would get hired by a major airline and then we imagined glamorous non-rev travel to exotic locales. I would work to continue my career, of course, but, with the record-setting airline pay scales in 2000, I knew that I could probably be a stay-at-home mom if that was what I wanted. The Plan also included an image of our living in the "Captain's" house. In those days we thought about the short

term only in relation to Berty's trips and his days at home. We had no trouble thinking selfishly, heading away for random weekends without any cares about home. Back then the pre-departure checklist included locking the front door—that's it.

Of course, The Plan changed before the century even had a chance to start. We didn't suffer the most unimaginable loss on 9/11, the loss of a loved one, and I don't imagine that I was a true victim of 9/11 in that sense. But that day changed our path from The Plan to the plan. The changes that we went through as a country, as an aviation industry, and within my own support network made me less selfish and more concerned for the well-being of others. Relationships, not material things, are now center stage in my life. I find myself being thankful for things I had always taken for granted—a sunny day, laughing with my husband, appreciating my parents. I stress less about the long-term plan and try to live more in the day. I am slow to anger and longer in patience. I want time to slow down when I am with my kids so I don't miss a thing. I probably would have matured into this version of myself at some point in my lifetime but I think that this past decade helped many of us avoid a mid-life crisis years from now by discovering who we are sooner and allowing our children to grow under the best conditions.

***What happened  
since 9/11 had a  
profound impact on  
my skills as a spouse  
and a parent.***



I don't know what I will say to my kids specifically about the events that occurred in my lifetime but I know I can tell them that anything that started out sour did turn out sweet.

Yes, we lost beloved family members both suddenly and after long illnesses but we also welcomed healthy and happy nieces, nephews, and sons. Yes, we mourned for dear friends taken from us too soon but we embraced the opportunity to make new friends that we would take with us far into our futures. Yes, a lengthy airline furlough temporarily took the joy of flying from their father, but gave him the amazing chance to spend every night at home for a few years to see every day through the eyes of his sons. Yes, our vision for the Captain's house was shelved, but eight years in our Virginia townhouse gave us an intimate space to raise our babies and to cement our bond to one another. Yes, with our income drastically reduced for a while there were no exotic getaways, but there was a deeper appreciation of enjoying dinner and a movie and the point of being together not anywhere specific but anywhere at all. And, finally, yes, I may have lost the choice to be able to afford to stay home full-time to raise my kids, but I think I've been a better mother to them in spite of my working. They know that I have a job that I love. They know that their dad has a job he loves. And they know and see through

our words and actions that when we are with them they have our full attention. I'm not sure that I would be able to offer them that same gift as a full-time stay-at-home mom.

***I hope that we,  
as parents, offer our kids  
ourselves as an example  
for them to become the  
best versions of  
themselves possible.***

I am a forever optimist. I always think things will work out for the best. I never dwell on the worst-case scenario and always assume that good will prevail. I don't give up until about 10 seconds after the fat lady sings her last note and usually not even then.... Yes, our children will see tragedy in their lives. They will have difficult questions that can't possibly have rational answers and their trust and faith will be challenged. I can only hope that we, as parents, offer them

an example for them to become the best versions of themselves. As for me, I'm going to get busy helping the boys send a letter to the North Pole and I'll probably mention that Santa called me recently to be sure the boys should be on the nice list. I mean, they haven't asked the hard questions yet and I'm going to hang on to every second of their innocence today.

What are your *sur-thriv*-al tips on keeping it all together and what can other readers learn from your successes and mistakes? Email me at [momshavewings@gmail.com](mailto:momshavewings@gmail.com). ➔

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

## Use Your Benefits!



## The Doctor is In.

Confidential, expert aeromedical advice you can trust. The physicians at Aviation Medicine Advisory Service (AMAS) have been providing confidential aeromedical information and assistance to pilots for more than 20 years. They are always just a click away at [www.AviationMedicine.com](http://www.AviationMedicine.com). Consultations for WAI members are available, including:

- 5-15% discount off standard rates for FAA waiver advocacy and case preparation
- Reduced renewal FAA case submission
- Quarterly Electronic Aeromedical Newsletter
- Extensive online library of FAA precedents and medical advice for anyone holding an FAA Medical Certificate

Log on or call (866) AEROMED. The answers to your medical questions are just a click or call away.

### Use your benefits!

For more information:

Phone: (937) 839-4647

Web: [www.wai.org](http://www.wai.org)

Email: [wai@wai.org](mailto:wai@wai.org)



## A DISTINGUISHED World of Aviation Training:

- Experienced Instructors
- Superb Training Environment
- Upfront Pricing with Known Completion Cost

The Original



[www.usflightacademy.org](http://www.usflightacademy.org)

**(866) 499-8732**

**Pvt/Instr/CommS&ME/CFII/CFI**

**\$37,710 (15 hours ME)**

**BUILDING YOUR FUTURE TODAY**



SHERRY  
PARSHLEY PhD

## FINDING THE RIGHT FINANCIAL PROFESSIONAL

If you have ever taken flying lessons, you know how important it is to find the right flight instructor. The wrong instructor can be a dangerous and frustrating experience and end up costing you a lot of money. It is important to understand the qualifications of the right instructor and to know the right questions to ask. Finding the right financial professional

involves a similar process. Before you begin interviewing candidates, there are some questions you want to ask yourself. Do you need comprehensive planning advice or do you have a specific need, like planning for retirement or tax or estate planning? Are you dealing with personal financial issues or the needs of a business? Answering these questions can help you to narrow down your search.

Much like finding the right flight instructor, a good way to find the right financial professional is by talking to others. If you already have an accountant, you might ask if they have any expertise in financial planning and investing issues. Some Certified Public Accountants earn an additional designation known as the Personal Financial Specialist (PFS). These individuals have undergone additional financial planning education and have passed a proficiency exam to augment their accounting skills.

There are various types of financial and investment professionals. Probably the most well known designation for financial planning and advisory services is the Certified Financial Planner (CFP). The CFP is one of the most respected financial planning designations and requires a minimum of three years of experience, along with passing a series of exams. These individuals can provide a wide variety of financial planning advice so you may want to find one that specializes in your particular area of need.

Another type of professional that is well regarded is the Certified Financial Analyst (CFA) who provides portfolio management and investment strategy, among other things. Getting the CFA designation is a rigorous process that takes several years of experience and requires the passing of multiple exams in the areas of accounting, quantitative analysis, security analysis, portfolio management and ethics.

If you have a tax issue, an Enrolled Agent is a person who is allowed to represent taxpayers before the Internal Revenue Service. An Enrolled Agent, much like the other professionals

mentioned above, is required to complete continuing professional education each year in order to maintain their designation. This is particularly important for someone doing taxes for others as the tax code changes from year to year.

***If your financial professional avoids answering questions or seems evasive in any way, find someone else.***

Professionals who specialize in investing include brokers and investment advisors. Most people use the word broker to describe someone who handles stock transactions (i.e. stockbroker). A broker is a person or company that is in the business of buying and selling securities such as stocks, bonds and mutual funds on behalf of its customers. Individuals who work for brokers, the salespeople that most refer to as brokers, are technically known as registered representatives. They typically must register with the Securities and Exchange Commission (SEC) and be members of the Financial Industry Regulatory Authority (FINRA). Individual registered representatives must pass a qualifying exam, register with FINRA and be licensed by the state securities regulator.

An investment advisor is an individual or company that is paid for providing advice about securities to their clients. It is important not to confuse investment advisors with financial advisors. The term financial advisor is a generic term that usually refers to a broker, whereas the term investment advisor is a legal term that refers to an individual or company that is registered as such with the SEC or state securities regulator.

Insurance agents can play an important role in financial planning. But keep in mind that an insurance agent is a salesperson who often works on a commission basis and may not always have your best interests in mind.

There are many more titles used by financial professionals to imply expertise in everything from mutual funds to retirement planning to estate planning. The designations listed above are among the most common and respected in the profession, but this is not intended to be an all-inclusive list. It is important that you talk to any individual before you hire them and ask them what qualifications they have in their area of ex-



pertise. Make sure you understand the training, experience and educational requirements of any financial professional.

Now that you have determined the type of professional you need, the next step is finding the right person. A good place to start is to ask your friends, neighbors, relatives and co-workers for recommendations. But do remember this is not a guarantee of a good outcome. You may recall the Bernie Madoff fraud was comprised of victims who got referrals from friends and family, some that had invested with him for decades. In hindsight, some red flags were that he was very defensive and secretive when asked specific questions about investments. If your financial professional avoids answering questions or seems evasive in any way, find someone else. Also, if they are promising an outcome that is too good to be true, something is amiss.

Before you begin working with a financial professional, even one that has been highly recommended, it is essential that you check his or her background. The Internet has made this a much easier task. The type of professional determines the relevant licensing body or regulator. Certified Public Accountants are licensed through their state board of accountancy, whereas insurance agents are regulated through the state insurance commission. If you are hiring a financial

planner, confirm whether the planner is licensed by or registered with the SEC, FINRA or a state regulator and check with that regulator.

Lastly, fees are an important consideration. Financial professionals can be compensated in a variety of ways. A commission-based professional is paid a percentage of your purchase of investments or insurance products. Another common form of compensation is through a flat fee or hourly rate for putting together a comprehensive financial plan. A third option is to charge a fee based on the percentage of assets you have invested with them.

You would not take flying lessons with a flight instructor who made you uncomfortable or caused you to be concerned about your safety. Don't let your financial advisor cause your finances to spin out of control. ✈

**Before you begin  
working with a  
financial professional,  
it is essential that  
you check his or her  
background.**

.....  
*Dr. Sherry Parshley (WAI #4954) 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](mailto:sherry@spaviationconsulting.com).*

# Where Did You Fly Last Weekend?

Pilot Getaways readers always fly someplace new.



*Every issue brings new and exciting destinations to explore: Weekend Getaways. Romantic Escapes. Fly-in Dining. Remote Bush Strips. Even Complete Flying Vacations.*

*Don't miss out! Subscribe today for only \$17.95 and start flying to the best destinations tomorrow.*

*To activate Your Flight Plan for Adventure call toll-free 1-877-PILOT-GW or visit [www.pilotgetaways.com](http://www.pilotgetaways.com).*

**PILOT GETAWAYS**  
YOUR FLIGHT PLAN FOR ADVENTURE!



**WHAT DO SOME OF THE WORLD'S  
BEST PILOTS HAVE IN COMMON?  
OUR WINGS.**

**Do you have the skills and experience to fly for American Eagle?**

We are the largest regional carrier in the world and we're seeking individuals who know what it means to fly the best. As the regional airline partner of American Airlines, American Eagle is a sophisticated, highly successful, world-class organization. We seek qualified pilots to fly our exceptionally maintained, state-of-the-art aircraft.

American Eagle operates a fleet of 300 jets and turboprops. Each day, more than 1,800 flights depart for destinations in the U.S., Canada, Mexico and the Caribbean.

Join American Eagle and experience award-winning flight training and improved time-to-captain programs that provide a career path to your goals. Our pilots enjoy outstanding benefits including immediate enrollment in our 401(k) plan and the best employee travel privileges network in the industry.

*Look to the sky and take the next step.*

Apply online at  
**AmericanEagleCareers.com**

American Eagle is a mark of  
American Airlines, Inc. American Eagle is  
American's regional airline affiliate.

**YOU CAN  
AFFORD TO  
FLY**

Reduce the cost of flying.  
[www.TheAPA.com](http://www.TheAPA.com)  
*Join Today - Membership is FREE*

*Finally...  
a pilot's watch  
for women*

[www.AbingtonWatches.com](http://www.AbingtonWatches.com)

**sporty's pilot shop**  
*Learn to fly here!*

Flight Training Courses • DVDs • Headsets  
GPS • Radios • Flight Bags • Kneeboards  
Flashlights • and Much More

**sportys.com**

fax: 1 (USA) 513.735.9200 phone: 1 (USA) 513.735.9000  
Clermont County/Sporty's Airport 2001 Sporty's Drive Batavia, OH 45103-9747 USA

**Career Guidance**  
**Aviation Career Counseling**  
*Helping Motivated Pilots Succeed*

**805.687.9493**  
In-person or phone consultations

Career Planning  
Interview Preparation  
[www.CaptainKarenKahn.com](http://www.CaptainKarenKahn.com)

**Stunning pendants  
from aeronautical charts.**  
*Show off the little piece of  
airspace that is special to you!*

**UNIQUE • HAND-MADE  
FANTASTIC GIFTS**  
[www.classyairspace.com](http://www.classyairspace.com)

**Make your Conference  
hotel reservations today!**

**Take advantage of the  
special rates available until  
November 15th**

*Reserve your room at the discounted  
rate, right from [www.wai.org](http://www.wai.org). Hotel  
reservations can be made online or  
by calling (800) 501-2651 (be sure to  
mention the WAI room block).*

**WWW.4PAWSAVIATION.COM**

The first company offering an oxygen system for dogs traveling with their owners in privately owned aircraft. We also have NEW hearing protection for your pet too!

**SPRUCE CREEK FLY-IN,**

A residential Airpark Community, 7FL6, Daytona Beach, Florida. [www.fly-in.com](http://www.fly-in.com), email: [sales@fly-in.com](mailto:sales@fly-in.com). Contact Spruce Creek Fly-In Realty. Celebrating 25 Years Serving the Spruce Creek Community. Patricia Ohlsson, Realtor, Pilot, (800) 932-4437.

**WWW.PLANEMERCANTILE.COM**

Specializing in vintage aviation. Cards, jewelry, prints, Rosie, 99s, jackets, books, mobiles, authentic models, collectibles. Inquire about our shadowboxes. (661) 965-2645

**AVIATION JEWELRY LTD**

Beautiful, unique gold and sterling silver aviation jewelry designed by Daniel Hamilton. In business since 1975. (608) 271-6599 [www.AviationJewelry.com](http://www.AviationJewelry.com)

**WWW.WILEMANAIRCRAFT.COM**

Exercise your individualism for truly unique gifts. One-of-a-kind aviation gifts. For all your pilot needs. Phone (928) 788-3282. Bullhead City, AZ 86440

**www.AviationHomes.com**

"THE" Premier Website to Market or Locate your aviation property! International Exposure. Let us help you *Live the Dream* 1-800-537-9753 email: [sales@aviationhomes.com](mailto:sales@aviationhomes.com)

**CLASSIFIED AD RATES:** \$1.40 per word (minimum of 25 words). Display ads priced per column inch (4 inch maximum). All insertions must be paid in advance. 10% discount for three or more consecutive insertions.

For more information, contact Annette Calicoat at (937) 669-4741 or toll-free at (866) 520-9424.

Send material to *Aviation for Women* Magazine, 7395 S. County Road 25A, Tipp City, OH 45371; Email: [acalicoat@wai.org](mailto:acalicoat@wai.org).

For aviation school programs,  
go to the WAI School Zone

**[www.wai.org/schoolzone](http://www.wai.org/schoolzone)**





LOOKING AHEAD

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](mailto:alaboda@wai.org). Events will be considered on a space available basis. ➔

## 2010

### November 5-6

WAI Regional European Conference  
Brooklands Museum  
Surrey, England  
[www.wai.org](http://www.wai.org)

### November 11-13

AOPA Aviation Summit  
Long Beach, California  
[www.aopa.org](http://www.aopa.org)

### November 12

WAI Connect Breakfast  
Long Beach, California  
(937) 839-4647  
[www.wai.org](http://www.wai.org)

## 2011

### February 24-26

22nd Annual International Women in Aviation Conference  
Reno, Nevada  
[www.wai.org](http://www.wai.org)

### March 22-25

54th Annual AEA International Convention & Trade Show  
Reno, Nevada  
[www.aea.net](http://www.aea.net)

### March 29-April 3

Sun 'n Fun Fly-In  
Lakeland, Florida  
[www.sun-n-fun.org](http://www.sun-n-fun.org)

### May 17-19

11th Annual European Business Aviation Convention & Exhibition  
Geneva, Switzerland  
[www.nbaa.org](http://www.nbaa.org)

### June 16-18

16th Annual Flight Attendants/Flight Technicians Conference  
San Diego, California  
[www.nbaa.org](http://www.nbaa.org)

## ADVERTISERS INDEX

AeroSim Flight Academy ..... Page 13

AOPA Aviation Summit... Inside Back Cover

DTC DUAT ..... Page 9

Embry-Riddle Aeronautical University..... Back Cover

Flying Magazine..... Inside Front Cover

Iraq and Afghanistan Veterans of America ..... Page 37

Pearl the Movie ..... Page 41

Pilot Getaways ..... Page 45

Sky One Federal Credit Union ..... Page 15

U.S. Flight Academy ..... Page 43

Utah Valley University ..... Page 41

Women in Aviation, International..... Pages 24-29, 43, 47



# WAI 12 Days of Christmas



1

WAI Gift Membership  
(sign up one new member and get automatically entered in our "Where Are You Going" membership campaign)



2

Holiday and Greeting Cards



3

Books



4

Jackets and Outerwear



6

Hats and Socks



7

Jewelry and Watches



8

Cooler Bags and Coffee Mugs



9

Stuffed Animals



5

Shirts and Blouses



10

Airplane Backpacks



11

Kid's Shirts



12

Games



[www.waistore.org](http://www.waistore.org)  
or call (937) 839-4647



GERRI SCHULTZ

## A PIN ON THE MAP

I used to envy Charles Kuralt, traveling around the country and meeting fascinating people. Then in the '90s, after I had fallen in love with aviation, I remember telling a friend that I would like to stick a pin on a map while blindfolded and travel to the part of the country I'd pinned. There, I would ask to meet the most fascinating person

in aviation who lives in the area, interview her (or him) and write a story.

One summer recently, I spent 19 days in the majestic, breathtakingly beautiful Canadian Rockies. While there, my

readily pulled out of her wallet when I told her I was a WAI member. Leonard has been flying Babin Air scenic tours in Cessna 172s and 206s since 2006. In addition to flying scenic tours, she also flies fire patrols and does fisheries counts, compiling data used to prevent over-fishing of the area's 38 lakes.

Leonard and I moved to an outdoor table where I could see Mt. Swansea from another perspective. While sitting in that beautiful valley setting and hearing the wonderful sound of airplane noise, Tammy Leonard told me the story of her fascinating aviation journey. "I appreciate the unique situation I am in," she said. "It's not mainstream commercial aviation. I fly at an uncontrolled airport, sharing the field with glider operations. And the mountain flying we do around here adds technical challenges and skills."

On my wall, I have a plaque of Leonardo de Vinci's quote:

*When once you have tasted flight  
you will always walk the earth  
with your eyes turned skyward;  
for there you have been  
and there you will always be.*

I can hardly read that quote without getting choked up, and it came to mind again when Leonard told me, "Once you get started in aviation, it never leaves you!"

Even though my "pin on the map" journey to meet Tammy Leonard was not the result of being blindfolded and twirled around, I loved the experience of randomly finding a fellow WAI member while visiting Canada. As the theme of WAI's last Conference suggested, aviation is indeed a small world. It was delightful to meet Tammy Leonard, gain a new friendship and get a personal glimpse of her awesome Canadian Rockies and her flying world. ➔

.....  
*Gerri Schultz (WAI #6745) is the retired Chapter Relations Manager of Women in Aviation, International. She lives in Guadalajara, Mexico, but visits California regularly to see family.*



hiking-guru friend, Kreg Sky, led me on nine magnificent hikes, often driving past the Invermere Airport en route to trailheads. The first hike took us up Mt. Swansea where we had a perfect view of the Invermere Airport, in the Columbia Valley, nestled between the Purcell Mountain Range and the Rocky Mountain Range in British Columbia.

The airport hosts glider operations as well as general aviation, and I thought, as we watched an airplane towing a glider, "Wow! Imagine flying here..." So a few days later, I walked into Babin Air and asked to talk to a woman pilot. The man I spoke to smiled and pointed across the lobby to a woman behind the counter and said, "Talk to her."

That's how I met Tammy Leonard, who just happens to be WAI Member #1647, evidenced by the membership card she



# THIS NOVEMBER

THERE'S  
ONLY ONE  
PLACE TO

LAND



**AOPA AVIATION SUMMIT**

Come Engage at Full Throttle

LONG BEACH, CA NOVEMBER 11-13, 2010

[www.aopa.org/summit](http://www.aopa.org/summit)





FLORIDA  
ARIZONA  
WORLDWIDE

**EMBRY-RIDDLE**  
Aeronautical University

**Embry-Riddle is number one in aviation.** Why? We graduate the best pilots by starting with quality students. If you believe you have what it takes to be number one—to *be a leader*—don't settle for anything less. Come **learn with the best** at the top aviation university in the country.  
*It might just be what you were born for.*

For more information, call **1-800-289-3728**.  
And ask about our participation in the *Yellow Ribbon Program*.

# Air. Born.

Real education. Above all.  
[embryriddle.edu](http://embryriddle.edu)

COLLEGE OF AVIATION ■ COLLEGE OF ENGINEERING ■ COLLEGE OF BUSINESS ■ COLLEGE OF ARTS & SCIENCES