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JANUARY/FEBRUARY 2011

The official publication of Women in Aviation, International®

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IN AFRICA**

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ONE DREAM**

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FOX AND  
HER U-2**

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JANUARY/FEBRUARY 2011

# AviationforWomen®

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COURTESY OF MT. SAN ANTONIO COLLEGE CHAPTER

**The Mt. San Antonio Chapter of WAI began its 13th year as a chapter with an introductory meeting and free introductory flights for all.**

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### COVER PHOTO

Maggie Mutahi stands in front of one of Everett Aviation's turbine-powered helicopters, which she flies in Nairobi, Kenya. Photo by Amy Laboda.

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## PRESIDENT'S MESSAGE

JOHN SLEMP



DR. PEGGY  
CHABRIAN

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

Dear Members,

What an exciting end to the year—membership growth, announcement of our new Wings Society to recognize donors, an excellent turnout for our WAI European Regional conference and a tremendous response in the Women's Wing during the AOPA Aviation Summit in Long Beach, California.

Our new membership campaign titled "Where Are You Going?" has resulted in almost 200 WAI members recruiting more than 300 new members since the campaign began in Oshkosh in early August 2010.

We still have seven months to go until the campaign ends and the big prize drawings are announced. But remember—you are guaranteed awards and prizes as you go along. Even signing up one new member earns you a new WAI suitcase luggage tag.

The response to the formation of our new Wings Society has been tremendous. Some individuals have made a first time contribution to WAI at a level making them eligible to join the Wings Society, others have found with an additional contribution they can join the Society or move on to a higher level. And a few have elected to honor a mentor, family member or friend into the Wings



Society with their donation. A special ceremony will be held during the Conference in Reno in February, honoring all who are in the Wings Society. Call (937) 839-4647 to find out how you can take part in this new opportunity.

New chapters are springing up in several locations. So, if you have not checked out the Chapter pages on our web site in a while, and were interested in joining a chapter but did not see one in your area, you may want to see the current list of locations. And, as before, you can always help begin a chapter in your area.

Excitement is growing for our event in Reno with many excellent speakers lined up, a great representation of aviation organizations and companies in our exhibit hall and a few surprises you will not want to miss.

Trusting 2011 is beginning as a great year for you!

*Dr. Peggy Baty Chabrian*

Dr. Peggy Baty Chabrian  
President and Founder



## INSIDE THIS ISSUE



PHOTO COURTESY OF TRISH BECKMAN

WAI members in attendance at the WAFRIC Conference held in Nairobi, Kenya. **Page 4**



DAVE WEIMAN/MIDWEST FLYER MAGAZINE

The WAI Celebrity Breakfast at the AOPA Aviation Summit was well-attended and drew an interesting crowd. **Page 9**



COURTESY OF HORIZON EAST-IRAQ CHAPTER

Women in Aviation, International is extending its reach, with a new provisional Chapter in Iraq. **Page 10**

# WHO YOU ARE MEANS THE WORLD TO US.

As a global airline in a changing world, we understand everyone can make a difference. Our 16 Employee Resource Groups, representing age, disability, ethnicity, gender, military, religion and sexual orientation, are part of who we are – a company that believes in creating an inclusive work environment where you can succeed. Because your success is our success.

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**I** just want to say *Bravo* to Jenny Beatty on another insightful article. (*Aviation for Women*, September/October 2010, "Our Copilots in Life"). I am going to be on a Mom/pilot panel at the Reno International Women in Aviation Conference and I intend to borrow from Beatty (and others) who have articulated the problems and solutions so well. Her bullet-point list captured 90 per-

cent of what I had prepared in my own notes. Thank you for speaking for all of us so well.

**Norah O'Neill** (WAI #9455)  
Seattle, Washington

**T**hank you for including my article in the September/October issue of *Aviation for Women* magazine (In Our Own Words, p. 48). The purpose of the article "Politely Persistent" is to inspire students to break barriers and achieve their goals. With your assistance, we will provide confidence to those who find their goals far away or impossible.

**Daysi Manzano** (WAI #41676)  
Jackson Heights, New York

**I** was so honored to meet Dr. Peggy Chabrian, President of WAI at the Regional Conference at Surrey, England. It was a one of a kind experience that I will never forget. The Concorde

experience was especially wonderful.

I believe that the conference in February will be mind blowing, and I am looking forward to meeting a lot of speakers with wide experiences, as had the one in Surrey. My attendance at the European Regional Conference of WAI has made me a better aviator, I am convinced, and I will impact my colleagues with this experience. I am well informed now. I stand out in the office because of the experience I have gathered. It is a privilege to be a member of WAI.

**Patricia Ifeoma Nwodomere**  
(WAI #44061)  
Lagos, Nigeria

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



"I have had the opportunity to mingle with many women and men in different areas within the aviation industry," says WAI member **Kajuju Laiboni** (WAI #40386). "With each new encounter, I learn a new career within the sector. Many of us within the industry do not know what role the other plays. This is why we decided that the theme for this year's 2nd Annual WAFRIC conference should concentrate on enlightening all about the diversity of this industry we so love."

The 2010 event at the Pan Afric Hotel in Nairobi, Kenya, was scheduled in tandem with the Kenyan International Youth Fair, in which some conference participants also took part. ➔



## The National Aeronautic Association Announces Dr. Peggy Baty Chabrian As Recipient of 2010 Brewer Trophy

The Frank G. Brewer Trophy is awarded annually by the National Aeronautic Association (NAA) to an individual, a group of individuals, or an organization for significant contributions of enduring value to aerospace education in the United States. This year's trophy will go to Dr. Peggy Baty Chabrian, to honor her commitment to youth and aviation education, as shown through her 22-year development and stewardship of Women in Aviation, International. Dr. Chabrian will receive the award during the 22nd Annual International Women in Aviation Conference, February 24-26, 2011, in Reno, Nevada.

The Frank G. Brewer Trophy Selection Committee is appointed annually by the President of the NAA. This year's award is particularly poignant, after the loss of Frank G. Brewer, Jr. in July of 2010. For more information about the Brewer Trophy and its presentation, go to [www.naa.aero](http://www.naa.aero).

## Candidates for WAI Board of Directors

Vote at the annual Membership Meeting on Thursday, February 24, 11:00 a.m. - 12:00 p.m. at the Grand Sierra Resort in Reno, Nevada.



### New Candidate: Anna Mracek Dietrich

*Anna Mracek Dietrich, Chief Operating Officer / Acting CFO and co-founder, Terrafugia*

Dietrich received her Bachelors and Masters degrees from the Aero/Astro Department at MIT. She spent time at Boeing Phantom Works, MIT, where she met Terrafugia's other co-founders, and at GE Aviation, where she was on the fast track to an upper management position before joining Terrafugia. An accomplished multi-tasker, Dietrich is responsible for project management, HR, accounting, public relations, as well as daily sales and marketing at Terrafugia.

With a solid engineering background and formal training in both Lean and Six Sigma manufacturing, she brings exceptional program management ability to the Transition® roadable aircraft development effort. She provides leadership continuity and guidance through Terrafugia's planned transition from a technology development company to a manufacturing company.

Dietrich was one of the 10 women selected for the sixth annual Mass High Tech Women to Watch Award in 2009. A WAI member since 2006, she has participated in WAI Membership committee meetings and as a keynote speaker at last year's International Conference. She is also a private pilot.



### Up for Re-Election: Debra McFarland

*Debra McFarland, Vice President, Administration and Meeting Management, Aircraft Electronics Association*

Debra McFarland is vice president, administration and meeting management, for the Aircraft Electronics Association. McFarland has been with the Association since it moved its headquarters to Independence, Missouri, in 1977. Since that time, the organization's membership has grown from 257 companies to more than 1,000 worldwide companies comprised of government certified repair stations and manufacturers.

McFarland's responsibilities include overseeing the day-to-day operations at the headquarters office, assisting the president of AEA, planning 12 to 15 meetings/trade shows annually (in the U.S., Canada, Europe and Australia), coordinating AEA's Educational Foundation, handling membership surveys/benefits, and representing AEA at other industry functions. She actively participated in the passing of the 1994 General Aviation Revitalization Act.

McFarland has been a member of WAI since 1995. She has attended all of the annual Conferences since 1993. She is also a member of the American Society of Association Executives, the Kansas City chapter of ASAE and the International Association of Exhibition Management.

A primary goal for McFarland is to obtain her private pilot's certificate. She is involved in local community affairs, including the Blue Springs School District Round Table Committee, Community Association for the Arts and several Parent Booster Clubs at the high school.

# WAI European Regional Conference Today and Tomorrow



# Showcased Women in Aviation

**O**n November 5 and 6, 2010, WAI Southern England and Box D chapters hosted the WAI European Regional Conference in Cobham, England. The 80 attendees, representing 11 countries, were shuttled in true English style on double-decker bus transport. Through corporate support and the generosity of a WAI member, seven students were also sponsored to attend. On Friday afternoon, participants toured the historical Brooklands Museum grounds and experienced a supersonic journey with a virtual flight aboard the resident Concorde, G-BBDG. Captain Mike Bannister, British Airways Chief Concorde pilot, regaled listeners during the opening reception where old friends greeted one another and new friends were made. On Saturday, WAI President Dr. Peggy Chabrian opened with a welcome to the event. WAI Board member, Jane Middleton, introduced speakers throughout the day who encouraged and inspired all with their presentations of successful feats in aviation. Everyone was treated, at mid-day, to a fly over of the Hawker Hurricane in celebration of the 75th anniversary of the first flight at Brooklands. Later that afternoon, lucky raffle winners got the opportunity to fly the Concorde simulator. The raffle was a resounding success with £560 raised to promote the WAI European Regional Student scholarship fund. An evening networking reception and dinner gave attendees a chance to forge their new connections, conspire on forming new chapters, and plan for their next rendezvous—coming up soon in Reno!

*text and photography  
by Erin Gormley*





# AOPA WOMEN'S WING

The Women's Wing in the Exhibit Hall of AOPA's Aviation Summit, sponsored by Women in Aviation, International, was a tremendous success this year.

Hundreds of individuals walked through the Wing and participated in its many activities.

Attendees could meet famous women in aviation, including WASP **Bee Haydu**, and air show performers **Julie Clark** and **Patty Wagstaff**. All three had books or posters to autograph.

Inspirational forums were held each day including a presentation of Women Leaders in Aviation featuring a panel that included WASP Bee Haydu, Terrafugia COO **Anna Mracek Dietrich**, air show performer Julie Clark and USAF pilot **Samantha Weeks**, who was also the first female to fly a solo slot for the USAF Thunderbirds. Presentations on aviation careers and a humorous but educational presentation titled "Everything You Wanted to Know About Flying but were Afraid to Ask" wrapped up the forums.

"Behind the Scenes" movie presentations were another part of the Women's Wing. There was footage from *The Legend of Pancho Barnes* and *the Happy Bottom Riding Club*, the documentary *Flyabout*, and cast members from *Pearl* showed film clippings from that movie.

A Redbird simulator was in the Women's Wing to give participants an opportunity to try their hand at flying—particularly for those who may be thinking of learning to fly but have not taken that first step yet.

WAI had a booth in the Wing with information about mem-

bership including scholarships, conferences and chapters.

And WAI held their Celebrity breakfast on the Queen Mary with 60 individuals in attendance. A special presentation was



made to announce the new official AOPA chapter of WAI with Jennifer Storm, chapter president, receiving their certificate from WAI chapter relations manager Betty Huck.

Thanks so much to the members who volunteered at AOPA in Long Beach and helped in the Women's Wing—**Tammy Joseph** (WAI #46491), **Janelle M. Tabares** (WAI #44335), **Kimberly Trumble** (WAI #46891), **Liz Booker** (WAI #17175), **Jeanne MacPherson** (WAI #1087), and **Lauretta Godbey** (WAI #14462). ➔

## 300 NEW MEMBERS SINCE CAMPAIGN BEGAN

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.



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

The WAI members listed below have all recruited a new member for WAI (*as of December 7*). They are now eligible for great prizes! Have you brought someone onboard WAI yet? Your prizes are waiting!

Oluwatoyin Adanlawo	Joey Colleran	Tammie Iso	Gisela Muñoz	Laura Smith
Helen Adekola	Laura Cox	Gretchen Jahn	Mary Nave	Modinat Sowemimo
Felicia Agubata	Victoria Croston	Beth Jenkins	Kelly Nelson	Kendra Sprott
Jessica Aitchison	Doris Cunningham	Brenda Jennings	Chinelo Nwosu	Christine Stolarz
Folashade Akande	Natarsha Cunningham	Kelly Jeselun	Olabisi Odukoya	Sandra Stone
Brenda Alarcon	Joanne Damato	Tamara Joseph	Chisom Ohuaka	Jennifer Storm
Carrie Anderson	Olufunke Daramola	Pearl Judd	Akunna Okoye	Dawn Suffern
Joy Anyaegbunam	Rebecca DeDousis	Maria Julius	Russell Olson	Ethel Symonette-Johnson
Michelle Arcamuzi	Lisa DeRose	Julie Keane	Hilda Ombatta	Janelle Tabares
Jacqueline Armstrong	Rosalind Derrick	Caitlin Keith	Carolyn O'Meara	Catherine Tabb
Gail Avendano	Anna Dietrich	Blanch Kibble	Nkechi Onyemelukwe	Karen Taylor
Oluwasola Awe	Jessica Dobie	Amy Kienast Linderman	Rochelle Oslick	Kathleen Taylor
Rebecca Ball-Miller	Mojisola Dokun	Kizna King	Kris Palcho	Rachel Threlkeld
Tori Ballweg	Rebecca Duggan	Martha King	Salome Pam	Jessica Tice
Sarah Barr	Cordelia Ekpott	Virginia Knudsen	Pauline Patterson	Terri Traudt
Michelle Bassanesi	Rebecca Elkins	Miyukiko Kostelny	Janet Patton	Camila Turrieta
Jenny T. Beatty	Wendy Emeka-Alaribe	Karen Kropornicki	Dolores Pavletic	Karolina Utiko
Patricia Beckman	Christa Frey	Valerie Langford	Jennifer Peasley	Valerie VanDeRostyne
Patricia Bening	Ying Gao	Refilwe Ledwaba	Dorothy Pooley	Lakshmi Vempati
Sarah Jean Berry	Denise Garcia	J. Nejia Leffler	Keena Pope	Jacqueline Warda
Megan Bohn	Anel Garibay	Pamela Lindsey	Kellie Rancifer	Robert Warner
Connie Bowlin	James Garrett	Jose Lockett	Hadon Rath	Theresa Whiting
Heather Bowman	Amy Gesch	Kendall Lovell	Christine Redmond	Lewie Wiese
Wendy Boyes	Meg Godlewski	Kelly Lucas	Tegan Rieser	Hope Wilson
Anne Brickert	Carrie Goodwin	Amoreena Lukens	Lisa Rodriguez	Samantha Wilson
Rick Brown	Brianne Goodwin	Jeanne MacPherson	Linda Rogus	Sara Wilson
Shawna Brownhill	Linda Grady	Fallon Mardian	Jennifer Saddler Thomas	Natalie Winkels
Angeline Capriotti	Donna Hanson	Christopher Matteson	Ladi Salami	Brittni Woehl
Lisa Cardinal	Donna Hendrickson	Chelsea McChesney	Gerri Schultz	Gill Wright
Luz Carrero	Kyle Herbig	Kelly McCoy	Joni Schultz	Tracy Zedeck
Sara Catto	Helen Ho	Maureen McFarland	Sara Schwarz	
Tracy Chaplin	Catherine Houghton	Jean Moffitt	Janice Serfass	
Kathleen Chastain	Deborah Huffman	Betty Monnett	Chrystina Short	
Julie Clark	Mary Irwin	Neita Montague	J (Angie) Slingluff	

## CENTRAL FLORIDA CHAPTER

The Central Florida Chapter held their Outreach Program with the Citrus Council of Girl Scouts in September. Thirty-three young ladies embarked on a “Cultural Mystery Tour” starting onboard a luxury bus from the Citrus Council headquarters and for eight hours they toured different places that mimicked cities around the world: Paris, Beijing, New York and Athens. Their tour started at the Orlando Executive Airport at the Showalter Flying Service Terminal, where they picked up their passports and luggage, and boarded a privately owned luxury Falcon 900 jet, like the stars and jetsetters would. They got to sit in the cockpit, talk to the chief pilot; and **Wendy Stafford** spoke to them about the duties of a flight attendant. Stafford is CEO of Flight Attendant Express that trains flight attendants. The girls also experienced the Channel 9 WFTV helicopter and talked with **Judy Smith**, WFTV Orlando’s very own female Chief Pilot. They also got into a Cessna 172 where they learned the basics of flying from ATP

Flight Instructor from Sanford **Maggie Larson** (WAI #8963), and **Debey Von** (WAI #15904) who is a private pilot and CEO of Von\*2\*3 Productions.

From there, the Girl Scouts re-boarded the bus and went to a Greek restaurant to learn how to belly dance; to an Indian restaurant to learn about henna painting, and finally through the back doors to the kitchens of the Ritz Carlton where they learned how to make “baguette” French bread. **Mary Maher** (WAI 28395), President of the WAI Central Florida Chapter coordinated this event with **Emily Rios**, Manager of the Teen Leadership Experience for the Girl Scouts of Citrus Council, Inc. and **Rachel Haynes**, V. P. of Administration, Showalter Flying Service. ➔

CENTRAL FLORIDA CHAPTER



## NIGERIA CHAPTER

The Nigeria Chapter was represented during the 19th Airports Council International (ACI) Africa Region Conference & Exhibition held at the Abuja International Conference Centre, Abuja, Nigeria, in September. Many dignitaries visited the chapter’s exhibition booth, among them were the Minister of Aviation Nigeria **Mrs. Fidelia Njeze**, the managing director/CEO Federal Airports Authority of Nigeria, **Mr. Richard Aisuebeogun**, director Nigerian Airspace Management Agency, **Mazi Nnamdi Udoh** and many others.

The Airports Council International (ACI) is the association of the world’s airports. ACI-Africa represents Africa member airports of ACI working closely with regional governmental and non-governmental organizations; and supported by specialized committees and task forces. As the “voice of the African airports” ACI-Africa interacts with other regional bodies and presents the collective positions of its membership, as established through committees and endorsed by the ACI -Africa Regional Board. ➔



**Nigeria Chapter President Rejoice Nduinachi discusses issues that concern women with Mrs. Fidelia Njeze, the Minister of Aviation Nigeria.**

NIGERIA CHAPTER

## New Official Chapters

**Women in Aviation, Chicago's Leading Edge Chapter #75** (previously Provisional Chapter #92P), Chicago, Illinois

**Dolores Pavletic**, President  
**Bette Lawrence-Water**, Vice President  
**Megan Montgomery**, Secretary  
**Jennifer Melvin**, Treasurer  
**Jennifer Pfeifer**, Membership Chair  
**Jennifer Alicz**, Outreach Chair

**Women in Aviation, NW Arkansas Chapter #76** (Previously Provisional Chapter #97P), Rogers, Arkansas

**Donna Hanson**, President  
**Camelia Smith**, Vice President  
**Walter Hunnicutt**, Secretary  
**Julie Hall**, Treasurer  
**Ava Shubat**, Membership Chair  
**Warren Jones**, Outreach Chair

**Women in Aviation, AOPA Chapter #77** (Previously Provisional Chapter #93P) Frederick, Maryland

**Jennifer Storm**, President  
**Brittney Miculka**, Vice President  
**Emily Brockwell**, Secretary  
**Kristine Hartzell**, Treasurer  
**Julia Jones**, Membership Chair  
**Sandra Terkelsen**, Outreach Chair

## New Provisional Chapter

Women in Aviation, Horizon East-Iraq Chapter #105P, Balad, Salah ad Din, Iraq  
*(This Provisional Chapter is started by a group of U.S. military aviators for Iraqi nationals)*

**Chrystina Short**, President  
**Rachel Humphrey**, Vice President  
**Liz Deptula**, Secretary  
**Marcy Fredrickson**, Treasurer  
**Dana Parker**, Membership Chair  
**Anahid Ali**, Outreach Chair

## UNIVERSITY OF DUBUQUE CHAPTER

The chapter helped five girl scouts gain their "Maps, Mathematics and More" badge, spending time sharing their excitement of aviation with the 7th graders. Chapter members let them fly the simulators, showed them the cockpit of a Cessna 172SP, played pin-the-prop on the airplane, and raced paper airplanes. They had an amazing time sharing their excitement. ➔



Dana Parker at Kids Day

aviation sectors. There are now limitless opportunities for women, as all legal restrictions on women in aviation careers have been removed. The new WAI chapter is currently looking for partners, endorsements, and funding in these important efforts including an Informational Career Summit for women in Baghdad. Members of Horizon East are collaborating with Iraqi nationals in a number of initiatives to include spending time mentoring local Iraqi children and encouraging them to follow their dreams into the beautiful vast skies of the Middle East. ➔

## HORIZON EAST-IRAQ CHAPTER

In the aftermath of years of war there is a movement gaining momentum in Iraq, the concept of women involved in all aviation roles. As the U.S. continues the transition of airspace control to the Iraqis, Horizon East-Iraq, a newly created WAI Chapter, is working to inspire, empower, and educate the women of Iraq for success in all aviation industries. Started by a group of U.S. military aviators, the group is bringing the topic visibility within the military, State Department and fledgling government. With widows and orphans making up roughly a third of the total population, Iraq cannot be rebuilt unless these large groups are seen as leaders and contributors rather than simply victims of war. As security continues to improve, Iraq is rebuilding both the civilian and military



Liz Deptula and friends

HORIZON EAST-IRAQ CHAPTER

## MT. SAN ANTONIO COLLEGE

The Mt. SAC Chapter began their 13th year as a chapter with an introductory meeting and free introductory flights, donated by the College. Fourteen people were introduced to the wonderful world of flight in a general aviation airplane.

The annual "hands-on" maintenance day was a great success. The students had a chance to learn about safety wiring, oil changes, and sheet metal riveting from the A & P department on campus. ➔



Hands-on Maintenance Day with the Mt. San Antonio College chapter

MT. SAN ANTONIO COLLEGE CHAPTER

**VALLEY OF THE SUN CHAPTER**

The Valley of the Sun Chapter had a tour of the Air National Guard Unit at Sky Harbor Airport in Phoenix in October. Twelve members toured a KC-135 with pilot **Patrick Donaldson**.

**ST. LOUIS WOMEN WITH WINGS CHAPTER**

The Women With Wings Chapter arranged for **Monika Petrillo** (WAI #41067) of Pasadena, California, to be present for the screening of her awe-inspiring video, "Flyabout." Monika filmed this movie while flying around Australia—quite an adventure for a VFR pilot with less than 200 hours at the time. More than 70 aviation enthusiasts—including a troop of local Girl Scouts—attended the event, which was co-hosted by the St. Louis chapter of AIAA.

In October, the St. Louis Science Center and Planetarium hosted its third annual science fair. Women With Wings erected a booth that showcased notable women in aviation. It gave the members the opportunity to introduce the public to the featured women aviators and their histories.

The highlight of the booth was a flat top aircraft carrier model, loaned to WWW by The Boeing Company. The public made paper airplanes and attempted to land them on the carrier. The members marveled at the various intricate airplane designs and the effectiveness of them. And it was hard to determine who had more fun—the guests or WWW members! ✈



SAN DIEGO CHAPTER

**SAN DIEGO CHAPTER**

The San Diego Chapter held a Girl Scout Aviation Camp with 20 Girl Scouts in attendance from two different troops. The camp was held at Montgomery Field in San Diego in a private aircraft hangar. The half day camp consisted of four stations (How Planes Fly/Model Airplanes, Careers in Aviation and Air Transport Jobs, Airplane Cockpit Tour/Parts of the plane, ATC and Space), which accomplished the criteria for each of the girls to earn their Aerospace Badge. A special guest, **George Watson**, flew in from the local San Diego Tuskegee Airman chapter in his T-34 aircraft. George talked to the girls about who the Tuskegee Airmen are and what kind of plane he was flying. All the girls left with a certificate of completion and a bag full of aviation-related goodies. San Diego chapter volunteers were **Cynthia Laddon-Kaase** (WAI #38028), **Felicia Rindon** (WAI #10073), **Kathy Felker** (WAI #7415), **Ann Rothwell** (WAI #38071), **Kristin Grulke** (WAI #13064), **Liza Porterfiled** (WAI #3599), **Maggie Velte** (WAI 20065), **Cyndi Burgunder** (WAI #42935), **Paulette Mello** (WAI #30402), **Jaime Paris** (WAI #40588), **Michelle Amthor** (WAI #5943), **Sonya McMullen** (WAI #45730) and **Tracey Johnson**. ✈

**FLORIDA INSTITUTE OF TECHNOLOGY CHAPTER**

**A**s a part of their Homecoming events every year, Florida Institute of Technology hosts Aviation Day at the Emil Buehler Center for Aviation Training and Research at Melbourne International Airport. The event is a way to show the school and community the history of aviation, what aviation is today, where it is headed tomorrow and most importantly how women are getting more involved. Visitors

were invited to take flights in an authentic WWII biplane! They were also given the opportunity to see the Missionary Flights International's DC-3, the Valiant Air Command's WWII C-47 from Titusville, Florida, and the Patrick Air Force Base brought its MH-60 Pave Hawk Helicopter. The visitors met with representatives from organizations such as Florida Tech's Army ROTC, NASA, the Civil Air Patrol and Women in Aviation's Florida Tech Chapter.

WAI hosted an airplane contest for the kids to see who could make their plane fly farthest and whose plane had the best stunts. More importantly, Chapter members got the chance to spread the word about WAI and recruit new members. Visitors learned how WAI is helping women everywhere to network and develop in the aviation world. ✈

**Nicole Malliet working the FIT table**

FLORIDA INSTITUTE OF TECHNOLOGY CHAPTER



UPPER CANADA CHAPTER

### UPPER CANADA CHAPTER

In August the Toronto Upper Canada Chapter enjoyed a day of soaring at York Soaring. They were hosted by member **Leili Foster** (WAI #30336) who is also a York Soaring member. Members had the opportunity to do a discovery flight and fly the gliders. **Cheryl Marek** (WAI #28672) flew in from Oshawa in her C-172, **Victoria Szewczyk** (WAI #14313) joined the group for the day of beautiful weather without flying (after having surgery on both feet). Attendees that day included **Contessa Bishop** (WAI 13464), Victoria Szewczyk, Leili Foster, Cheryl Marek, and **Alexandra Sinclair**. Fun was had by all. ➔



### CHICAGO'S LEADING EDGE CHAPTER

The Chicago's Leading Edge's first annual chapter fundraiser was a huge success. Nearly 50 people attended the event which was held at Eye 4 Style in Burr Ridge. The evening began with mingling, shopping and refreshments. They were honored to have two special guests; Author **Suzanne Zaconne**, who talked about and sold signed copies of her book, "A Random Interruption: Surviving Breast Cancer with Laughter, Vodka, Smoothies and Attitude" and **Joy Rosenberg** from the American Cancer Society. After a short break for a chapter meeting and to choose raffle prize winners, entertainment was provided by **Jane and Sarah Zimmerman** who sang "Wind Beneath My Wings." ➔

### SOUTH WIND CHAPTER

The South Wind Provisional Chapter had a booth at the Little Rock Air Show as a recruiting and membership drive event. Throughout the course of the weekend, Chapter President **Hadon Rath** (WAI #42773), Outreach Chair **Courtney Taylor** (WAI #10140), Treasurer **Veronica Baez** (WAI #37031), and **Thamoda Rodrigo** (WAI #46057) worked with new member and Vice President of the local chapter of The Ninety-Nines, **Dawn Suffern** (WAI #46442) to promote Women in Aviation, International. They talked to Civil Air Patrol members, young girls in the community, and tried to convince everyone that being involved in aviation is the best career in the world. It's true! ➔

### BOX D CHAPTER

Members of the ATA (Air Transport Auxiliary) who flew during WWII spoke at an event sponsored by the Box D Chapter at RAF Mildenhall. **Mrs. Eleanor Wadsworth** and **Mr. Peter George** both flew during WWII and were stationed at Ratcliffe, Leicestershire. Mrs. Wadsworth flew 22 different aircraft, including Spitfires and Hurricanes. Mr. George flew over 70 types of aircraft. The pair were joined by **Mr. Richard Poad** of the Maidenhead Heritage Center, where the world's only dedicated ATA display is in development. The former pilots spoke about the hardships of flying so many different types of aircraft, their most harrowing experiences, and the privileges that women had during WWII. ➔



BOX D CHAPTER

## CAREERS

**Sharon Beavan** (WAI #40900) joined the Federal Aviation Administration's Office of Accident Investigation & Prevention as a program analyst. Beavan's new position, in the Aviation Safety Information Analysis & Sharing Division, is also in FAA Headquarters where she had previously been with the Air Traffic Organization's System Operations Litigation Office.

**Elgene Doinidis** (WAI #4044) was recently appointed as an AOPA Airport Support Network Volunteer for the Willow Run Airport in Detroit. She joins AOPA's corps of more than 2,000 volunteers dedicated to promoting, protecting and defending America's community airports.

**Kathy Fox** (WAI #13398) is the 2010 recipient of the Elsie MacGill Northern Lights Award (EMNL). For over forty years she has had a passion for both aviation as a career and for sport. Fox flies part-time as Instructor and Pilot Examiner at Rockcliffe Flying Club in Ottawa. She works part-time at the Transportation Safety Board of Canada. This year Fox was elected Vice Governor of the Eastern Canada Section of The Ninety-Nines, Inc.

The Elsie MacGill Northern Lights Award (EMNL) was established in 2009 by The Ninety-Nines First Canadian Chapter ([www.99fcc.com](http://www.99fcc.com)) to recognize a Canadian woman who has demonstrated determination, enthusiasm, courage and personal accomplishments

BILL BLACKWOOD



Fox with Northern Lights Award

in the aviation or aerospace industry. She has made a significant contribution to aviation/aerospace over an extended period of time. As a role model she inspires and motivates other women.

**Laurie Jorgensen** (WAI #45736) is the new Marketing and Creative Services director at College of DuPage, charged with accurately portraying the College and its strengths to potential students and the community. "There's a certain energy surrounding a college campus," Jorgensen said. "People involved in higher education tend to be passionate about what they do and I want to share that enthusiasm with those outside this institution."

**The Lewis University Flight Team** is headed to nationals after earning third place at the 2010 National Intercollegiate Flying Association Region VIII SAFECON Competition. The multi-event competition included five universities from throughout the region. In addition to Lewis' Flight Team, teams from Purdue University, University of Illinois, Southern Illinois University, and Indiana State University participated in this year's contest. **Thomas Fogarty** of Lewis University was awarded the top pilot position after placing high in several events including power-on and off



Spencer on C-SPAN

Capital Region Chapter member **Lynn Spencer** (WAI #1993) moderated a University of Texas/Dallas symposium: "Navigating Chaos: Aviation's Response on 9/11," which was aired live on C-SPAN on September 11. The program was divided into two panels: "View from the Ground" made up of

air traffic controllers who played key roles during the terrorist attacks, and "View from the Cockpit" composed of pilots, both civilian and military, who were airborne and in pivotal positions as the airspace was secured. Panelists spoke of their behind-the-scenes experiences and explained how their decisions helped to mitigate the loss of life through the day's chaos. The symposium can be viewed at [www.c-spanvideo.org/program/AviationO](http://www.c-spanvideo.org/program/AviationO).

landings as well as aircraft navigation. The national competition will be held at the Ohio State University in May, 2011.



Lewis University Flight Team

Past scholarship recipient and Upper Canada Chapter Member, **Susanne Edwards** (WAI #28793) and her husband were proud to welcome their daughter Mara into the world five weeks early on August 26th. Congratulations to Susanne on her growing family.

Three WAI members, Jet Quest Inc.'s vice president **Robin Eissler** (WAI #46255), AOPA Insurance Agency, Inc.'s president **Janet Bressler** (WAI #46352), NBAA's **Jo Damato** (WAI #6829), and two other business aviation professionals launched Sky Hope Network, an all-volunteer non-profit that uses the powerful network of Business Aviation to solve problems during emergencies and



urgent situations. One flight can restore hope, deliver supplies or save a life. Sky Hope needs volunteers to fly trips, coordinate trips and help manage data. Learn more at [www.sky-hope.org](http://www.sky-hope.org).

1st LT **Jodie Harris** (WAI #22907), 1st LT **Tracey Wallace** (WAI #41372), and Capt. **Anne Wright** (WAI #33885) of the Civil Air Patrol, Michigan Wing, participated in a multi-state guided training exercise in Benton Harbor, Michigan. The scenario for the exercise included inclement weather, and that became a reality with lake effect snow, low visibility, and icing conditions for the start of the weekend. Both



Wallace of CAP



Harris (left) and Wright of CAP

flight and ground operations were involved in various tasks for search and rescue and disaster relief scenarios in three states.

**Dolores Pavletic** (WAI #40898), CLE Chapter President, was appointed to the Lewis University National Alumni Board and will serve a three year term.

President Obama announced his intent to nominate **Kathryn D. Sullivan**, PhD, (WAI #33020) for Assistant Secretary of Commerce (Observation and Prediction), Department of Commerce. Kathy Sullivan is the inaugural director of the Battelle Center for Mathematics and Science Education Policy in the John Glenn School of Public Affairs at Ohio State University. She is also a retired NASA astronaut.



Collins

## PASSAGES

**Patricia Collins Hughes**, 86, of Charles Town, West Virginia, died Wednesday, September 29, 2010, at Suburban Hospital, Bethesda, Maryland. Born September 12, 1924, at Washington, D.C., she was the daughter of John Paul Collins and Anne (Crowley) Collins. Hughes was an accomplished commercial and fine artist. Also

she was the owner of Hughes Studios Writer. She was a pilot; a director of Flight Safety, AOPA and Flight Safety Foundation; and managing editor of *Stars and Stripes* newspaper.

She was a graduate of McKinley Tech, Washington, D.C., class of 1942; and of the U.S. Coast Guard SARS School. She was a major in the Civil Air Patrol (Middle East Wing); a member of The Ninety-Nines' Women of Aviation International Order of Women Pilots; volunteer of St. James Roman Catholic Church, Charles Town; and a member of the West Virginia Gabriel Project.

During World War II, Patricia joined the Women Airforce Service Pilots (WASP), graduating class 44-W-6. She was awarded a Congressional Gold Medal for service in 2010. She is survived by four sons, eight grandchildren, and one brother. ➔



## Women in Corporate Aviation Announces 2010 WCA/NBAA Scholarship Winners

**W**omen in Corporate Aviation, International (WCA) announced eight scholarship winners. These scholarships were awarded at the 2010 National Business Aviation Association (NBAA) conference in Atlanta, Georgia.

**Natasha Flaherty** (WAI #14536) of the San Francisco Bay Area will use her WCA Career Scholarship to apply towards her Commercial Pilot Certificate.

**Susan Van Matre** (WAI #44404) of Valley Park, Missouri, will apply her WCA Aviation Management Scholarship, kindly sponsored by Home Depot and Elevon Consulting, to a FlightSafety Operational Training Course in her hometown of St. Louis, Missouri.

**Marie Wicks** (WAI #39289) of Baltimore, Maryland, plans to use The Susan Friedenberg Corporate Flight Attendant Scholarship to push forward her desire to become a professional corporate Flight Attendant.

**Anita Lachhramani** (WAI #41540), **Annie Marie Radel** (WAI #29748), **Andrew "Dru" Nicholson** (WAI #44239) and **Melody Tharp** (WAI #44591) received scholarships to the Universal Weather and Aviation, Inc. FAA Dispatcher License Training and Certification Course.

**Stacey Kotrla** (WAI #6329) will be able to complete the Human Factors in Aviation Safety course with the USC Aviation Safety and Security Scholarship and help her flight department become ISBAO and SMS compliant.

Want to be a winner next year? Look into Women in Corporate Aviation's offerings during this year's 22nd Annual International Women in Aviation Conference in Reno, Nevada, February 24-26. Can't come to the Conference? Find WCA at [www.wca-intl.org](http://www.wca-intl.org). ➔



## REMOS AIRCRAFT

The success story of Remos started in the early 1990s with experimental ultralight aircraft. In 1997, the prototype of the REMOS GX series first took off, marking the launch of a new class of light aircraft construction. From then on, 15 to 20 aircraft a year left the final assembly place, an old farmyard north of Munich, Germany. The company grew, and eventually moved

to a new factory constructed north of Berlin, Germany, in 2006, where the REMOS GX is now manufactured.

The introduction of "Light Sport Aircraft" (LSA) in the United States in the early 2000s, and the recent LSA certification of the GX have opened enormous opportunities for REMOS. Operating in the United States through a network of dealers, service centers and Remos Pilot Centers, REMOS has become prominent in the Light Sport movement.

Only a one-hour drive from Berlin, the REMOS manufacturing plant is located in the city of Pasewalk, near the Baltic coast. Advanced manufacturing technology, excellent working conditions and a highly motivated work force guarantee state-of-the-art manufacturing quality and the application of stringent test standards. You can be sure of superb efficiency and outstanding work results from our team, in the tradition of a long line of superior German airplanes.

Once completed, the aircraft are shipped in containers to one of two completion centers

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

Scenic Mountain Air/  
Alaska Float Ratings  
Michigan Institute of Aviation  
and Technology  
Pittsburgh Institute of Aeronautics  
Florida Tech –  
College of Aeronautics

located in Rogers, Arkansas, or Sebastian, Florida. At these facilities expert technicians reassemble the aircraft and ready them for delivery.

REMOS is guided by a senior management team lead by



Ed Roberto, CEO. The team is filled out with Gretchen Jahn, and Gail Pierce in the COO and CFO roles, respectively.

REMOS has been a corporate member of Women in Aviation, International for two years, and recently upgraded its membership to Supersonic status, which allows four additional individuals within the company to receive full member benefits including copies of *Aviation for Women* magazine, as well as its corporate discounts on advertising and conference booth. The company has exhibited at a recent WAI Conference, and looks forward to doing so again.

For additional information contact Earle Boyter, VP Marketing and Sales, Phone (772) 321-5420, Email [earle.boyter@remos.com](mailto:earle.boyter@remos.com). ✈





MEG GODLEWSKI

***Is it really necessary to sump the fuel before each flight? My CFI wants me to actually touch the fuel when I look into the tank or at least use a dip stick. I hate the smell and feel of fuel. Is it really necessary to do this? I mean, why does the airplane have fuel gauges if we don't use them?***

It's good practice to visually check the fuel. It has been my experience that what you see on the fuel gauge is not necessarily accurate. I learned this when taking off in a Cessna 172 that I know was at half fuel that suddenly indicated "FULL" during the takeoff because of the position of the fuel sensor. Today I use a pipette to gauge fuel level when I can't touch it with my hand. After I have touched the fuel I wash my hands. Simple as that. If you don't like getting the fuel on your hands, you might try using work gloves when you check the fuel.

***I just started the cross country phase of my flight training. I am pretty good with flight planning, but when it comes to flying the plan the sectional and I get into a fight. I can't get it to fold right and it takes over the cockpit. Am I ever going to get the hang of this?***

Believe it or not you have to practice unfolding and refolding

the sectional prior to flight. Sit in a chair and fold and unfold until you can do it with your eyes closed. When you are in the airplane, try to keep the sectional at a minimum size. You can stow it in the side pouch, put it on your knee board or clip it to the yoke or stick. There are devices for the latter. That should go a long way toward keeping your cockpit organized.

***I am an LSA pilot. I had a bad landing that resulted in enough damage so that it was classified as an accident. No injuries, though. Now I've gotten a letter from the FAA saying that I need to be re-examined before I can fly again. Who do I take this examination with—the FAA or an LSA examiner or a CFI? It doesn't say in the letter. They want my reply in 10 days and I'm not ready to fly again, emotionally. What do I do?***

Relax! (I know, easier said than done). It sounds like you have been instructed to take what is known as a "709" ride, which is the FAA's way of making sure that you DO know how to fly, and the incident in question was just a bad day. Answer the letter and state that you will comply—but before you go up with the FAA examiner, get some retraining. Get back in the airplane AS SOON AS POSSIBLE with a qualified instructor. Do takeoffs and landings, stalls, go arounds, the whole bit. Not only will it prepare you for the ride with the FAA, it will also do wonders for your confidence level. ✈

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

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## T-Shirt Quilts showcase great memories

Several years ago one of our columnists mentioned making a quilt out of aviation T-shirts and keeping it in her airplane. I thought it sounded like a good way to deal with an old T-shirt collection (we all have them) but couldn't imagine spending my time learning how to quilt just to use up old shirts.

Problem solved! The people at the Campus Quilt Company in Kentucky have made a business out of turning old fabric memorabilia into well-made, sturdy, custom quilts and pillows, with big 15-inch squares. I wouldn't have thought these quilts would look as good as they do until I saw one, and even slept under it in a guest room. They are so well made you almost forget they are made from old shirts. You can choose to use the front or back of the shirt, or both. The people at Campus Quilt make it very easy to pull it all together. You send in a deposit and they send you a mailing kit with everything you need to package up your shirts, including a pre-paid return envelope. You can place your order on line, [www.campus-quilt.com](http://www.campus-quilt.com), or by phone, (502) 968-2850.

Go to their web site and check out all the options. What a great way to clear out a cluttered closet and have something to show off in return. —Nancy Bink



## BOOK REVIEW

### Wanna Get Lucky? by Deborah Coonts

**L**ucky O'Toole; could you pick a better character name for a murder mystery set in Las Vegas? Probably not, especially when that character is as strong-minded, energetic and eclectic as Lucky. Former *Aviation for Women* columnist Deb Coonts' sense of humor shines in this rollicking romp through the back halls of a showcase Las Vegas casino in her first book of a series.

Be sure when you pick this book up that you've got a little time, because you won't put it down until you are done. And when you do finish this page-turner, get ready for installment number 2, *Lucky Stiff*, which will be on bookshelves in February. February will also find Coonts in Reno at the Authors' Table in the Exhibit Hall at the WAI Conference. — A.L.

#### Wanna Get Lucky?

ISBN 978-0-7653-2543-3

Hard Cover; 352 pages; \$24.99

#### Lucky Stiff

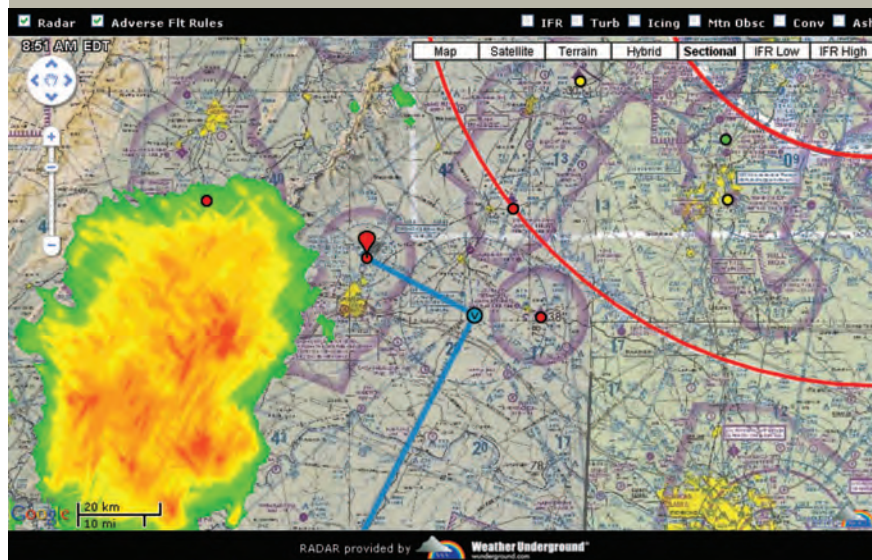
ISBN 978-0-7653-2544-0

Hard Cover; 364 pages; \$24.99

Published by Tom Doherty Associates, LLC;  
New York; 2010.

[www.tor-forge.com](http://www.tor-forge.com) ➔

**iFlightPlanner.com** has announced the release of iFlightPlanner Free, the latest upgrade to the comprehensive web and mobile-based flight planning utility which provides weather, planning, charts, and filing features for business and general aviation pilots. Users can upgrade to iFlightPlanner Premium which includes all the features of iFlightPlanner Free plus a graphical weight & balance calculator and enhanced online logbook. iFlightPlanner Premium is available monthly (\$9.95), quarterly (\$24.95), or annually (\$89.95). ➔



# BOOK REVIEW

## ***Amelia Earhart: The Turbulent Life of an American Icon* by Kathleen Winters**

**B**iographer Kathleen Winter's last book, released posthumously, traces the life and times of Amelia Earhart, which, it turns out, was as turbulent as the times she lived in. The book pulls back the veil of hero worship that tends to paint all American legends in a rosy hue, and reveals the human side of Earhart. She had struggles with family issues, money and relationships, just as the rest of us do.



What makes the book so interesting is the wealth of original research, from interviews to deep probing of archives. Read it and you are likely to get a truer sense of the whole woman who was Amelia Earhart. Some people cringe at the idea of learning "too much" about their heroes; I know I came away from Winter's new biography with a fresh perspective on A.E., and I think I like her more for it. — A.L.

ISBN 0230616690

Published by Palgrave MacMillan,  
New York, NY; 2010.

Hardcover; 242 pages; \$25  
[www.palgrave.com](http://www.palgrave.com) ➔



## **International Youth Exchange for Airline Employees (and Friends) 2011**

What are your kids doing this summer? Apply today for the summer International Youth Exchange. IYE is for youth, ages 14-19 years of age. They are matched with youth their own age from an airline family abroad. Each youth hosts in their home for two weeks. The youth are together at both homes. The program is coordinated by a retired airline employee. IYE has matched over 2000 youth of airline employees since it began in 1994.

Apply early for the best experience. For more information visit [www.intlyouth.org](http://www.intlyouth.org). ➔



## **HANGAR HOTEL AT GILLESPIE COUNTY AIRPORT**

**Y**ou can fly into the romantic 1940s at the Hangar Hotel in Fredericksburg, Texas. Only six years old, the 50-room boutique hotel, diner and conference center evokes the luxurious era of aviation with bomber jacket leather chairs, mahogany furniture and pulley fans. Nestled inside a Quonset hut hangar next to Gillespie County Airport's 5,002 foot runway, you can walk to its entrance! A DC-3 and hotel owner Dick Estenson's 1946 Navion complete the picture. Rental cars and affordable taxis enable aviators to explore the area that has beer gardens, wineries, German town history, Presidential history (Lyndon Baines Johnson), a Pacific War museum and bountiful shopping. Visit [www.hangarhotel.com](http://www.hangarhotel.com) for more information. Telephone: (830) 997-9990. ➔

**by Nancy Spraker**

# WAI Conventionomics

In today's economy, spending wisely and adequately budgeting for expenses is a must. Now, more than ever, before spending money, everyone is striving to make sure there is a true return on the investment.

During the past several months, a few WAI members have asked WAI staff to help them understand the costs of attending a WAI Conference and how sites are selected for the annual Conference each year.

## **Why Does This Place Cost So Much?**

There is a sentiment, sometimes vocalized to the WAI staff or board of directors, and more frequently expressed during trade show floor conversations, that attending the annual WAI Conference is expensive and sometimes the costs seem frivolous. The feeling seems to be that the venues are pricey and perhaps don't offer a cost/benefit number on the positive side for some members.

Truly, the WAI staff "gets it." They hear every gripe and grumble about the costs. And the WAI staff cares about its members' concerns. The staff, particularly its President, tries to address every concern, and works every angle, every advantage and every leverage mechanism possible to get a better deal for members.

At the core, it's the demographics of the WAI membership that presents a challenge at Conference time. The number of attendees and the associated sleeping room requirements at the hotel is small compared to the needed square footage for meeting and exhibit space.

Any convention hotel that WAI can consider must have a minimum of 1,700 sleeping rooms to be willing to commit 1,400 to our block for the duration of the Conference. During the show, WAI attendees will use approximately 5,225 room/nights, and on the peak night, about 1,450 rooms will be occupied.

Does that sound like a lot? Last year, WAI had 2,900 attendees and 140 exhibits. The NBAA's 2009 trade show had 20,000 attendees and 1,000 exhibits. Because our room-to-floor space ratio is much smaller, the convention hotels

**by Dr. Peggy Chabrian**

must be able to accommodate our requirement for a lot of meeting space. These hotels make their best revenue from filling up sleeping rooms, so they are hesitant to hand over a lot of meeting space without a commitment for a larger number of sleeping rooms in exchange.

There are venues not willing to host a group like ours at a fair price. Usually, they want to negotiate exorbitant room rates to help offset the cost of us taking so much of their meeting space.

## **Getting In and Out**

As an attendee, you have options. You can spend one, two or three days at the Conference, or you can come early for the WAI Professional Development seminars, take advantage of one of the tours being offered or perhaps add a couple of extra days at the end for some much-needed vacation time.

The actual behind-the-scenes prep work of the Conference, however, requires a clock and calendar with atomic precision. The three-day trade show takes two-and-half days to set up

JOHN SLEMP



prior to the ribbon even being cut to officially open the exhibit hall. It takes another day to tear down; so, WAI is occupying valuable hotel/convention center space for a solid week, which is expensive.

The seven-day pattern needs to be flexible, too, depending on the city. Some venues, such as Las Vegas, become prohibitively expensive on weekend nights. Those \$99 rooms on Wednesday skyrocket to \$250 on Friday and Saturday nights as the hotels capture the weekend traffic.

KRISTINE VOLK



KRISTINE VOLK



Little old WAI ties up 50,000 square feet of exhibit space for a week. Because of the nature of the exciting and interactive booths, a full-scale, semi-trailer loading dock and crate storage facility also is required on-site. You can't find those at a typical Holiday Inn.

### Gimme Some Space

The WAI Annual Luncheon, an intimate sit-down affair for 1,900 or more of our closest friends, consumes 45,000 square feet of space. The training sessions and meetings need 14,000 square feet of space during a three-day period, and the general session ballroom is another 15,000 square feet, which needs to be set and ready simultaneously with the other breakout meeting rooms.

In all, some 150,000 square feet of floor space is needed during the week for the 2,900 to 3,200 attendees. Plus, if the WAI Opening Night Reception is hosted onsite, an additional 25,000

square feet is needed to accommodate the 1,200-plus attendees

KRISTINE VOLK



WAI has been asked many times why it doesn't host the Conference at a low-price hotel chain. Those chains simply do not have the number of sleeping rooms, the amount of meeting and exhibit space, nor the hotel staff and amenities to adequately meet the requirements of the WAI Conference.

"Conventionomics' is all about the balance between rooms booked, meals served and meeting space required. Hotel profits depend on maximizing return from their facilities and services.

When you attend the WAI Conference, the combination of your registration fee, sponsor contributions, and exhibit revenue covers the organization's costs for producing this event. Want a lower room rate? Okay, this is doable to some degree, but the hotel then will raise the meeting room rental fees, the food and beverage charges, and the audio/visual rental fees to offset the lower price hotel rooms. In turn, the Conference registration fees will go up proportionally to cover those higher costs.

Some members try to find alternate lodging, offsite from the Conference hotel. Nothing keeps you from doing so; however, there are benefits—tangible and otherwise—to staying onsite.

DAWN OF A NEW  
ERA IN



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KRISTINE VOLK

On the tangible side, there is reduced travel time each morning and night, and perhaps saving car rental and parking fees. If you have paid for hotel parking recently, you know it can be costly. According to the National Parking Association (yes, there is such an organization), the national average for daily parking at a hotel in a first-tier city is approximately \$20 per day. And, let's face it, WAI plans so many activities, meetings, training sessions and social functions onsite from sun-up to sun-down, it truly isn't necessary to even have a rental car while you are there.

Staying at the headquarters hotel also makes it easier to catch the always-packed early morning opening, general sessions and occasional breakfast meetings.

A less tangible benefit is the additional professional and social networking time you get from staying onsite. Catching up with an exhibiting company's rep in the elevator, or sitting down with another member for an evening meal after the exhibit hall closes, or partaking in an adult beverage with 20 colleagues in the lobby bar, where we all know deals are made and business cards are exchanged, is invaluable time.

### Feed Me

How much hotel staff resources does it take to feed nearly 3,000 attendees during a three-day period? Consider WAI's training and breakout sessions, where there are eight or 10 breaks occurring at the same time, or a sit-down banquet for nearly 1,300 people.

I'm sure you'd be surprised at how expensive the cup of coffee you are being treated to during the meeting is. Five bucks for some hot water squeezed over some beans. Aren't you glad when you get a break between sessions and find coffee urns, assorted tea bags and all the necessary accoutrements for an efficient coffee service? Each one of those gleaming silver urns costs the organization around \$112.

Fortunately, WAI corporate members step up to sponsor many of these breaks, and it's no small commitment from them. Be sure to thank them as you "java up" for the next session.

### Lights, Camera, Action

From the opening of the first session to the banquet speaker and 15 hours of education sessions and professional development seminars, the annual International WAI Conference which includes a Trade Show and Job Fair is, well, electronics intensive. The audio/visual crew has to get everything set up, shifted here or there, torn down—and it all must work properly. We are giving up time and treasure to be in these meetings, so we need to see and hear everything happening on the podium.

WAI uses microphones, video screens, computers, projectors, DVD players, sound systems, etc. An in-house crew familiar with the rooms and the equipment available is necessary. In our industry, we know how important it is to get trained and knowledgeable people to deal with the technical stuff. These professional AV personnel are expensive and they prize their gear, too. Again, budget hotels simply don't have these services.

### Long-Term Relationships

You probably have noticed a pattern with WAI's show venues during the past couple of years. Some places look familiar and some have familiar attributes. Just as you might buy in bulk at huge wholesale-type stores to save money, WAI tries to "buy in bulk" to reduce prices as well.

The staff and volunteer committees plan Conferences at least three to five years in advance. The planning for next year's Conference begins the first day in the office after this year's Conference closes. WAI doesn't have a huge staff (six full-time employees). So, it is essential for variables and surprises to be kept at a minimum while on-site at the Confer-



KRISTINE VOLK



KRISTINE VOLK

ence. WAI is blessed with many volunteers during the Conference and a few who work to help plan and coordinate the Conference year-round. But overall it is still a small number of people who coordinate this large event.

Having a long-running relationship with convention sites, such as Hilton, Disney or Gaylord properties, helps WAI leverage the costs, reduce surprises and plan for a positive experience for every Conference attendee.

### ***But Wait, There's More***

When you worry about the cost of coming to Conference—and you might—think about the benefits as well. Remember, headquarters staff and your board of directors want you to get maximum benefits from your Conference experience. The Conference is important because it encourages members to stay active in the organization.

The training sessions and motivational speakers are either underwritten or significantly subsidized by the organization. Some speakers come at their own expense in support of WAI. Several of our corporate sponsors have the singular goal of providing you, the WAI member, with information on new technologies, career enhancement opportunities, leadership skills, an opportunity to meet aviation heroes and leaders, and perhaps a chance to adjust your outlook on life.

You can't put a price tag on some of the education sessions and professional development seminars offered during the WAI Conference. For example, comparable conferences with training sessions put on by other organizations

charge upwards of \$600-\$800 for conference registration, plus more for banquets and luncheons, plus travel and hotel.

Finally, there is an aspect about the WAI Conference that often escapes our notice while we are worrying about costs. The Conference is fun. Isn't it fun to be around your peers and colleagues? Isn't it just plain fun to get caught up in their work, their experiences, their families and remembering past Conferences together? Isn't it fun to enjoy these grand hotels in some of the most popular destinations in the country?

The WAI team works extremely hard year-round to ensure your Conference experience is valuable, educational and, yes, fun. They know, for some of you, the Conference may be your only vacation time, too.

### ***Because It's Aviation and I Love It!***

The main thing is WAI recognizes this is your time, your money and your Conference. I don't believe any other organization works as diligently as WAI does to hold the line on costs, all the while providing a positive personal and professional experience for everyone involved.

If all else fails, the simplest explanation always works: "Because it's aviation and I love it!"

For more information, visit the WAI Conference web site at [www.wai.org/11conference](http://www.wai.org/11conference). ✈

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*Gary Picou, a writer for Avionics News, the publication of the Aircraft Electronics Association, contributed significantly to the information in this article and we appreciate his input.*

# **Fly the Air Race Classic!**

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Air Race Classic

**ARC 35th Anniversary - Celebrating ARC Heroes & History**  
**Route: Iowa City, IA to Mobile, AL**  
**June 21 - 24, 2011**  
**Visit [www.airraceclassic.org](http://www.airraceclassic.org) to learn more!**

2365.4 nautical miles  
2722.0 statute miles

# 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 room discount extended!
- 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, Enthusiating & 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.

## Meet A Speaker: Canadian Snowbirds Commanding Officer



Lieutenant Colonel Maryse Carmichael was born in Québec City, Québec, in 1971. She began her career in aviation as an Air cadet as a member of 630 Squadron, in Beauport, Québec, from 1984 to 1988. She enrolled in the Canadian Forces in 1990. In January 1994 she received her Wings. Major Carmichael remained in Moose Jaw as a Flying Instructor, where she was awarded the A2 instructional category and served as School Operations Officer and Standards Officer. She subsequently flew the Bombardier-Canadair CE-144 and CC-144 Challenger Aircraft with 434 Combat Support Squadron in Greenwood, Nova Scotia, and then with 412 Transport Squadron in Ottawa, Ontario, in the VIP transport role.

In November 2000, Lieutenant Colonel Carmichael was selected to be the first female pilot to fly with the Snowbirds Aerobatic Team. Upon promotion to the rank of Major in 2001 Lieutenant Colonel Carmichael served as the team's Executive Officer. In 2003, she was posted to 3 Wing Bagotville to serve as the Deputy Wing Operations Officer. Lieutenant Colonel Carmichael returned to flying in 2007, this time on the CC-130 Hercules, flying Tactical Transport with 436 Transport Squadron, at 8 Wing Trenton and supporting the Squadron as the Operations Officer.

In May 2010, Lieutenant Colonel Carmichael was promoted and appointed as the Snowbirds' Commanding Officer. This assignment marked her return to Moose Jaw, to command the Canadian Forces' Air Demonstration Team, the Snowbirds. She has accumulated, to this day, over 3200 hours of flying time in her flying career. She is married to Major Scott Greenough, a fighter pilot with the Canadian Forces, and they have two daughters, Georgia and Danielle.

## Notice of Annual Meeting and Board of Directors Elections

**Women in Aviation, International will hold its Annual Meeting and election of Board members on February 24, 2011 at 11:00 am at the Grand Sierra Resort in Reno, Nevada.**

# 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 *sponsored by Jet Blue*
- 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 *sponsored by Jet Blue*
- 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  
*sponsored by FedEx Express*
- 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  
*sponsored by Conoco Phillips and AOPA Insurance*
- 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 and UAA*
- 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
- 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  
*sponsored by American Airlines, American Eagle, and AACU*

## Saturday, February 26

- 9:00 AM - 10:30 AM General Session *sponsored by The Boeing Company*
- 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 *sponsored by ERAU*
- 6:00 PM - 7:00 PM Pre-Banquet Reception  
*sponsored by American Airlines, American Eagle, and AACU*
- 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 have been extended! Be sure to make your reservations by January 15th**

**\$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.

## TRAINING APPROVED FOR FAA EMPLOYEES

*The 2011 International Women in Aviation Conference is approved as training for FAA employees! Managers may approve attendance and funding for the entire Conference. As with all training, approval is at the manager's discretion and subject to operational demands, organizational priorities, and resource availability.*

# 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

## General Registration

(December 4, 2010 - February 4, 2011 - no refunds after this date)

	Member	Non-Member
<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"/> _____
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### 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
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### 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



# ABOVE IT ALL

## *Flying the U-2*



**by Senior Airman  
Ross M. Tweten**

380TH AIR EXPEDITIONARY WING PUBLIC AFFAIRS

In its 50 years of flight, only six women pilots have been at the controls of the Lockheed U-2 *Dragon Lady*. Three of those six are currently in the Air Force, and two of those three are currently fighting in operations *Enduring Freedom* and *Iraqi Freedom*, flying with the 380th Air Expeditionary Wing's 99th Expeditionary Reconnaissance Squadron, the only U-2 squadron in Southwest Asia.

Maj. Merryl Tengesdal and Capt. Heather Fox, both U-2 pi-

lots with the 99th ERS and deployed from Beale Air Force Base, California, continue to add to women's and the U-2's history, while fighting the war on terror 70,000 feet in the air.

From these altitudes, Major Tengesdal and Captain Fox, along with their 99th ERS wingmen, provide other warfighters with intelligence, surveillance and reconnaissance of the battle space.



*Capt. Heather Fox, a U-2 Dragon Lady pilot with the 99th Expeditionary Reconnaissance Squadron, stands while Senior Airman Roric Ongaco (right) and Staff Sgt. Lisa Tetrick, 99th ERS physiological support division technicians, help attach the torso harness to her suit. She was preparing to fly a reconnaissance mission March 25 from an air base in Southwest Asia. Captain Fox is one of only three female U-2 pilots currently serving in the Air Force. (U.S. Air Force photo/Senior Airman Levi Riendeau)*



Since its introduction in 1957, the U-2 and the men and women who support it have provided the United States and all its branches of military, with an unmatched upper hand on the enemy by providing high-altitude intelligence, surveillance and reconnaissance to commanders.

"After we've completed a mission and landed the aircraft, it's rewarding to know that we've helped the forces on the ground, and kept them safe," said Captain Fox. "Even after 50 years, the U-2 has a significant impact on the mission."

According to Lt. Col. Thomas Engle, 99th ERS commander, the U-2 is an unforgiving aircraft which requires exceptional airmanship to fly, and is arguably the most difficult aircraft in the world to land.

Pilots are carefully screened before being accepted for training, to include a three-sortie interview profile to determine the applicant's aptitude for flying the "Deuce." Fewer than half of the candidates invited to interview eventually get qualified to fly combat reconnaissance missions in the aircraft.

Missions in excess of nine hours wearing a full-pressure suit while flying at extreme altitudes are very fatiguing and require a high degree of professional commitment.

"Major Tengesdal and Captain Fox are both experienced U-2 instructor pilots bringing a high level of maturity and skill to the 99th ERS," said Colonel Engle. "I place a high degree of trust in these officers, as they face tough decisions



*Above Left: Checking out the pressure suit for any leaks or issues is a critical pre-flight item. Right: Thanking the pre-flight crew before takeoff is a standard ritual.*

every day to keep our pilots and aircraft safe while executing the mission; and they do it admirably.”

Fewer than 850 Airmen have piloted the U-2 since its introduction. According to Captain Fox, the small number of women whose names are on that list is just another number.

“To be perfectly honest I really don’t think it’s that big of a deal,” she said. “The aircraft flies the same for women as it does for men. I’m just glad I’m a part of an aircraft with such a great mission.”

According to Major Tengesdal, every contribution in the military is important to winning the war on terrorism.

“As a pilot, all that matters is the mission, no matter if you’re male or female,” she said. “We get it done out here, and I’m happy to be a contributing member of this team. It’s an honor to be a part of the U-2 heritage.” ➔

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Ross M. Tweten is a Senior Airman with the 380th Air Expeditionary Wing. He serves in Public Affairs.

# MAGGIE MUTAH

*An East-African schoolgirl's  
dreams of rotary-winged flight  
come true*

**F**or Maggie Mutahi her fascination with all things that twirl and fly began innocently enough in a school yard near her home in Karatina, Kenya. One of seven children (three boys and four girls), she'd never considered aviation as a vocation—frankly she wasn't thinking much about vocations at all, until her school-mate's father, up in a light helicopter with a friend, decided to land in the playground to entertain the children.

**by Amy Laboda**

"There they were, floating, hovering," recalls Mutahi. "I stood there, at 12, and all I wanted to do was ask the pilot, 'How did you do that? How did you stop in the air?'" From that point on, all she wanted to be was a helicopter pilot.

Graduating high school in 1994 Mutahi quickly realized that aviation degrees were not on the list of possi-





PHOTOS COURTESY OF MAGGIE MUTAHI

bilities at Kenyan Universities, so she settled in and studied for a Bachelor's Degree in International Business Administration and Accounting from the United States International University in Kenya. She moved to the Los Angeles area of the United States and launched herself into a career in business management at a Walmart distribution center. It was exotic, for a child born and reared in Kenya, but it wasn't what she'd imagined she'd be doing. In any case, it paid the bills.

***I looked around and realized what an amazing thing my mother had done. She'd given us all life—our lives—to do what we wanted and make good. It was right then and there that I said, 'That's it! I'm living my dream.'"***

"Then, in 2004, mother had a stroke, and she passed suddenly," explains Mutahi. "We were grave side, all seven of us, and I looked around and realized what an amazing thing my mother had done. She'd given us all life—our lives—to do what we wanted and make good. It was right then and there that I said, 'That's it! I'm living my dream.'"

Mutahi was taking flying lessons three months later, working nights to pay for them. "I did it for mother, and for me," she says.

It would take more than just working nights to pay for the type of flight training Mutahi desired, so she pulled down a big student loan in 2005, and by 2006 she was qualified and looking for her first aviation job.

"I was standing at Van Nuys Airport, just outside of Los Angeles, when I saw this gorgeous, big, black Sikorsky helicopter gracefully sweep in and light onto the tarmac. I thought, wow, you'd have to be a big, strong guy to fly



that. The guy standing next to me, a colleague, immediately corrected me,” she chuckles. “He said, ‘Actually, it’s a woman flying.’ And that’s how I met Stacy Sheard,” she smiles.

Sheard grew up in California. She became a Russian Military Intelligence Analyst with the U.S. Army, and then went through flight school and became an Army Aviator flying Blackhawks and Hueys. After 11 years in the army, she left to fly in Las Vegas, the Grand Canyon and then later in Los Angeles for Childrens Hospital Emergency Air Transport. When Sheard and Mutahi met she was flying a corporate helicopter for Elite Aviation and occasionally flew aerial news, commercial, film and SAG pilot work. These days she works as a Production Test Pilot for Sikorsky Aircraft at the Keystone Helicopter facility in Pennsylvania.

Mutahi and Sheard became fast friends, and Mutahi credits Sheard with mentoring her right into the position she holds today, as a line pilot and flight operations manager for Everett Aviation in Nairobi, Kenya. Sheard introduced Mutahi to the Whirly Girls and Women in Aviation, International, too. “I love the organizations and the networking,” says Mutahi. “And Stacy showed me what it could be like, having grown up knowing all along her power in the world. It is different for women in Kenya. But organizations such as WAFRIC are here for women. I certainly feel that I was never given any extra leeway in my licensing, and I had to learn to assert myself and always show that I am in command of a flight mission. Now my flying takes me to the most interesting places, such as Malawi, Ethiopia, Uganda, and all over Kenya, which is a beautiful country from the

***Avoid competing against individuals be they male or female—define your goals and keep your focus on achieving them, don’t be afraid to try, learn from your mistakes and you will succeed.***

air,” she says. “I am home, and flying helicopters. This is my dream.”

Her dream includes flying in and landing on some tough, untrodden terrain. The professional staff of flight dispatchers and mechanics (engineers, as they are called in Kenya) work with modern equipment at Wilson Airport in Nairobi, Kenya, to provide VIP, emergency medivac, tourism and freight solutions to a clientele that runs the gamut from filmmakers and presidents to wedding couples to accident victims and police escort work. Mutahi has had the opportunity to meet and fly them all in the past three years.

The helicopters Mutahi fly are tough Eurocopters, from the E280-C to the workhorse AS350-B2. The company is ISO9001:2000 accredited and currently shows that it is hiring qualified helicopter captains.

As for her advice to others, it is straightforward. “My message to all the girls out there... especially those who have been programmed to be second best, is this: No matter what you aspire to do, find the benchmark, the highest standard for performance of your job and compete to exceed that standard. Avoid competing against individuals be they male or female—define your goals and keep your focus on achieving them, don’t be afraid to try, learn from your mistakes and you will succeed.”

Last year Mutahi’s father organized a fifth-year memorial to her mother, to celebrate her life and help the children and grandchildren remember her. Mutahi and her siblings were all there. In her blog, Mutahi wrote about the experience, “My mother is responsible for making me the person that I am today—words are not enough to express my appreciation and love. The best I can do is pass it on.” ✈



*Left-hand page: Maggie Mutahi with her friend and mentor, Stacy Sheard, dressed for work in L.A., and relaxed at Wilson Airfield in Kenya. Sheard is currently a production test pilot for Sikorsky Helicopters. Above: Mutahi preflights her aircraft before heading out on a VIP mission. Mutahi has carried former U.S. Presidents and Kenyan dignitaries. Below left: Housing encroaches on the runway making landing more hazardous. Below right: Mutahi speaks to delegates and students about her experiences during the first WAFRIC Conference at the Pan Afric Hotel in Nairobi, Kenya.*





JACQUE BOYD PhD

## AEROSPACE EDUCATION IS NOT JUST FOR EDUCATORS

**A**s I discussed developing this “new” column with *Aviation for Women* Editor, Amy Laboda and Women in Aviation, International’s leader, Dr. Peggy Chabrian, I voiced some of my concerns for

the organization and exactly why I thought this would be an advantageous time for me to begin something new. In case you haven’t noticed, the organization is called Women in Aviation,

not specific to pilots, not specific to mechanics, not specific to Air Traffic Controllers. We have a little something for everyone involved in the field of aviation. I’m extremely proud to have a “#32” membership designation on my WAI membership card so I’ve seen the organization go through many stages of development. I felt that we really weren’t hitting that larger group of members in a way that the mission statements or goal of the organization directs.

I’m fairly certain it all starting this way: Envision a little white one-room schoolhouse on the plains of Nebraska in about 1918. You can almost hear the recitation of the alphabet being led by the young school marm; ‘A’ is for apple. Then, without notice, the foreign sound of an engine that is attached to one of those new-fangled aeroplanes drifts in on the wind. The children run to the windows to get a better look at the dashing barnstorming pilot who has just landed in the field next to the schoolhouse. The young school marm tries to re-establish order and we once again hear the recitation begin, but this time: ‘A’ is for airplane. That’s my story and I’m sticking to it.

Whatever you want to call it—and it has morphed through the years—aviation education, aviation/space education, aerospace education, aerospace technology, under any name it’s still the same thing: the use of aviation and space to enhance education. Many studies have been done through the years about the value of aerospace education and the outcome is typically the same: student’s motivation and excitement for learning is enhanced.

In reality, we are all educators. Anytime we sell ourselves in an interview or share the love of aviation with someone, we are educators. We are “educating” someone else about an aspect of our lives that we all love—aviation, aerospace, space, math, science and on and on. Pilots come visit classrooms and mechanics hold hands-on workshops.

Most of you may know that I developed maternity policies for female pilots, or I researched the American women who flew for the British Air Transport Auxiliary in WWII. You might not realize that I began my working career as a first grade teacher. In 1979 I was awarded the Amelia Earhart Memorial Scholarship by the Ninety-Nines in order to complete my Master’s degree in Aerospace Education. I moved from Nebraska to Tennessee to attend Middle Tennessee State University—the only institution of higher education in the United States where I could actually get a degree in aerospace education at that time. While at MTSU, I met a young woman in the same program: Peggy Baty (now Chabrian). Our mutual interest in aviation/aerospace education has taken us places we never could have imagined.

I spent the next few years in the classroom, then on to the University of North Texas where I completed my Ph.D. work and my dissertation which was an exploration of aviation science education and aerospace education workshops. Only then did I take the ten year detour into writing and working with female pilots. When I moved to Angel Fire, New Mexico, a new Charter high school had just opened and the Director at the time knew I had my M.Ed. in Aerospace Education and had done my Ph.D. research into aviation science. He asked me if I wanted to teach an aviation class. The easy response was “Yes!”

Because of the curricular approach and mission of the school my class was not to be a simple pilot ground school. The aviation curriculum would be integrated into every other course in the school. The only real difficulty was that the curriculum didn’t exist; I would have to develop it on my own. To any educator that’s a dream come true. For English we read and analyzed the wartime journals of Charles Lindbergh and read Antoine St. Exupéry’s works. I worked

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with the science and physical education teachers when we did experiments on vertigo and explored hypoxia. The class worked with music and art in composing our own “symphony of the cosmos.” We developed our own wing for snow kiting and actually “soloed” the prototype with no major accidents. We developed and flew an unmanned aerial vehicle (actually a Lancair radio-controlled aircraft) with an infrared camera in the belly to help the U.S. Forest Service do hot-spotting for forest fires. I spent the next three years teaching one class, then two classes and getting sucked further and further back into a formal educational setting. While I was teaching I watched one Director after another leave the position. I finally came to the conclusion that this particular educational setting was so unique and so compelling that I would apply for the Director’s position. Sometimes the credo of “be careful what you wish for” is all too true. This year is the fourth year I’ve spent as Director of Moreno Valley High School. The only drawback is that I’m not teaching aviation anymore. My aviation work with the students comes during the summer time or occasionally on a Saturday during the school year. There you have a rough introduction into my background in aerospace education.

***If you’ve ever been asked to speak to a school group I’d like to know what your concerns were, what was presented and what the outcome of the presentation might have been.***

Now—moving forward with my vision for this column. I want your input. If you’re a classroom teacher I want to know what you’ve done in your classroom that’s worked—and what hasn’t worked. If you’ve ever been asked to speak to a school group I’d like to know what your concerns were, what was presented and what the outcome of the presentation might have been. We’re going to explore resources. Budgets are tight and many of traditional material “perks” are no longer available, so we’re going to share information on the best places to obtain materials for presentations. We’ll take a look at organizations that exist to help support education and educators. One of those “organizations” is the FAA. The FAA AVSED (Aviation and Space Education) Team will present the Aerospace Educator’s Workshop at the Women in Aviation Conference in Reno, Nevada. The workshop is scheduled for Thursday, February 24 at 9:00 a.m. If you’ve already registered for the Conference, just email WAI-HQ@wai.org to say you’ll be coming to the workshop, too. ➔

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Jacque Boyd, Ph.D. (WAI #32) is the director of a Charter High School and a freelance writer living in Angel Fire, New Mexico. Contact her at [JacqueBBoyd@yahoo.com](mailto:JacqueBBoyd@yahoo.com).

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DR. PHIL  
PARKER

## US AGAINST THE GERMS: WHO'S WINNING?

**W**ith the passing of the first decade of the new millennium around the corner, I was recently asked if I was particularly surprised by any of the changes to hit preventive medicine. Certainly we continue cohabitation with a host of agents potentially dangerous to our health—

infectious organisms such as the viruses, bacteria, fungi, and parasites; toxins and poisons; environmental extremes such as heat, vibration, ionizing and non-ionizing radiation. Focusing on the infectious risks, we have been bombarded over the last decade with headlines regarding flesh eating bacteria, “superbug” bacteria resistant to antibiotics, massive food recalls, bioterrorism with anthrax, SARS, Bird Flu, H1N1, and according to the evening news most recently in Denver...bedbugs! Beyond the devastating impact infectious agents can, and have had on the aviation industry, these “epidemics” have impacted our society as a whole either through direct experience or media induced anxiety.

Most of us only have to deal with minor upper respiratory infections. Some sources estimate that in the course of a year, individuals in the U.S. suffer from about one billion “common colds” attributed to viruses such as rhinoviruses, coronaviruses, adenoviruses, coxsackieviruses, and echoviruses. Despite our medical advances, we are still relatively powerless against these pathogens. Symptomatic treatments such as bed rest, drinking fluids, warm salt water gargling, and steamy shower treatments are still the mainstays. Antibiotics do not kill viruses, and vitamin C studies are not conclusive.

We still commonly see pilots trying to push the envelope flying with upper respiratory congestion resulting in barotraumas such as ear block damage to the tympanic membrane or sinus block potentially ripping the lining from the sinus cavities. Unequal valsalva can result in alternobaric vertigo or an uncontrollable sense of tumbling...not recommended to be combined with the wing low method of handling cross wind landings! Many may seek symptomatic relief with over-the-counter (OTC) medications typically containing a combination of pharmaceuticals for which pilots and controllers should use caution. For aircrew, FARs 61.53, 67.113, 67.213, 67.313 and 91.17 preclude flying while having a condition or taking a medication that might affect flight safety. Controllers must clear all medications including OTC drugs with a supervisor or the Regional Flight Surgeon before returning to aviation duty. If the underlying condition is well-controlled, the FAA does allow use of decongestants containing pseudoephedrine and phenylephrine, mucolytics containing guaifenesin, topical steroid nasal sprays, and non-

sedating antihistamines such as loratidine and fexofenadine. The FAA does not allow flying when pre-treating with decongestant nasal sprays (though these can and should be carried for emergency treatment of potential barotraumas while trying to land). OTC products often are combined with an anti-cough medication, dextromethorphan, which isn't allowed. Sedating antihistamines including antihistamine nasal sprays are ubiquitous and should be avoided.

It's common to see people take OTC cold medications containing potentially sedating antihistamines and then go about their daily routines including driving. In a University of Iowa study antihistamines were shown to have more impact on driving performance than alcohol. While most airmen and controllers would never dream of mixing alcohol and flying, these medications continue to be used by airmen regularly. The FAA conducted a review of pilot fatalities in civil aviation from 1990-2005 and found that out of 5,383 accident fatalities from which specimens were received, 338 containing sedating antihistamines.

So what has science in the 21st century come up with to battle these threats? Because rhinoviruses and others viruses can survive up to three hours outside the nasal passages on other surfaces, regular use of disinfectants is our first line of defense to help prevent spread of germs. In 2010, despite all of our medical advances, simple hand washing remains one of the best ways to keep from getting the common cold and its associated ailments. I am amazed to see hand sanitizers and wipes near all the shopping carts at my supermarket, and I assume it's just a matter of time before they make it into the oil boxes at local FBOs. After all, performing a crosswind landing near my personal minimums at an extremely busy GA airport gets my palms almost as sweaty as shopping for bargains at the local market and trying to keep food in the house with two teenage boys. ➔

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



PATRICIA LUEBKE

## WHAT THE BROCHURE DOESN'T TELL YOU

**T**he other day I was looking at the brochure for this year's International Women in Aviation Conference, and as much information that is in there—all the facts and figures—it really doesn't tell the whole story of why you should attend the Conference. Those WAI members who have attended a Conference know what I'm talking about—those who haven't need to

know that there is a whole lot more to a Conference than is even included in that brochure.

If you're still weighing your options, undecided about whether to attend this year, let me tell you what you'll get out of the Conference that the brochure doesn't mention. First of all, you'll have a ball. That's right: *plain, old-fashioned fun*. How could it be otherwise? Gather thousands of eager, energetic women together who all share a common passion for airplanes and you're going to have a good time.

As an aside, take a look at the web site for the Grand Sierra Resort ([grandsierra-resort.com](http://grandsierra-resort.com)) in Reno, this year's Conference headquarters. This resort has a 50-lane bowling alley, a multiplex movie theater (with a \$3 ticket price); virtual indoor golf and a 40,000-square foot video arcade including a laser tag venue. Add in 21 retail stores for the shoppers, and you won't run out of things to do.

A delightful byproduct of attending a WAI Conference is that you are likely to meet, up close and personal, an aviation pioneer or other aviation celebrity whom you've seen in magazines and books. One year, I was able to meet the then-FAA Administrator—in the restroom! Last year, I met Betty Skelton. When I later googled her, I was blown away by her accomplishments. She is called the "First Lady of Firsts" because of her many automotive and aviation records. She's even in the NASCAR Hall of Fame. Of course, it's always a pleasure and an honor to shake the hand of any WASP, and you are bound to cross paths with one at the Conference. Honestly, there is no show or no convention where famous people are more accessible than at a WAI Conference.

Another time I was in the press room when a military pilot, who had flown in Iraq, was being interviewed on camera for Aero-News Network. As she modestly related her experiences, I was struck by how totally ordinary-looking she was. She is a woman whom you would pass by in the supermarket and not even notice. Her outside appearance (well, other than her flight suit, of course) gave no hint to her bravery and accomplishments. There are so few celebrities I would cross the

street to meet, and yet at every WAI Conference, I find myself in awe of many of the attendees, passing as regular people.

It's not unusual for women who are working in the aviation industry to feel isolated, to be the only female in the room, on the team; the only woman at the airport, in the department, on the crew. The great thing about attending a WAI Conference is that you realize you are not alone. You'll meet and get to know dozens of individuals all of whom also thought they were the only one. What's more, there is no other gathering in aviation that embraces diversity as much as a WAI Conference. It does your heart good to look around and see people of every color, from diverse ethnicities, all of whom are drawn together through aviation.

During a Conference, you'll meet other women whose personal life paths have not been smooth, but who have triumphed. It's fairly typical to hear a woman relate her story of being furloughed, fired, out of work, broke, busted and disgusted—and yet, they found a way to make a comeback. What's amazing is that often the break they needed came through a contact made at a Conference. Through their stories, you learn that you have to keep going and that the world is full of possibilities. You can go home believing that you can have a second act, or a third, or a fourth even. And I'm not talking about superstar motivational speakers—I'm talking about the woman you sit next to at lunch or chat with while waiting for a session to begin. Through your fellow attendees, you'll see about the possibilities in your own life.

I understand that times are hard and budgets are tight, but if you are on the fence about whether to attend the Conference this year, do yourself a favor and come. I am not exaggerating when I say that attending a WAI Conference is *life-changing*. That change may be tangible, but it can also be intangible—I guarantee that you'll leave this Conference with a smile on your face, refreshed, restored and ready to do great things. ➔

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

**Honestly, there is no  
show or no convention  
where famous people  
are more accessible than  
at a WAI Conference.**



JO DAMATO

## REGISTER NOW FOR YOUR FREE, DO-IT YOURSELF MAKEOVER!

**A**re you ready for Reno and the 2011 Women in Aviation International Conference? You must be excited to meet new people and reconnect with old friends including, yes—yourself. Will you recognize yourself when you see her? She looks like you—only better. She is well-rested. Her hair was blown dry all in one uninterrupted sitting. Her clothes are freshly pressed and

spit-up free. Her purse contains business cards and lip gloss and is void of used tissues, extra juice box straws, and Goldfish crumbs lining the bottom. Her calendar for each day contains her itinerary only and not that of an entire household. She is confident, smiling, and excited to start her day with others also reconnecting with themselves. Confused? If you are heading to Reno then ask yourself, are you there as “the working wife and mother” or as “the working aviation professional with a spouse and kids?”

Will this Conference be both a professional recharge for you as well as a personal respite? Will you combine networking and socializing as you both mingle with vendors and giggle with old friends? Will you both celebrate the fact that you get to have the bliss of deep sleep in a hotel room without a baby monitor while also missing your kids like crazy and then feel both happy and sad when you realize a few hours after arriving that you almost forgot that you have kids because you are having such a productive and fun time as simply a woman in aviation? If yes to all of these questions then you are beginning the temporary transformation that takes you from being the manager of your daily household to the CEO of you, yourself, and you!

I treasure events like Women in Aviation, International’s Conference, which allow me time to focus on my career without distraction. I am the parent in our household who does not have to travel very often for work and when I do it is a whirlwind activity that allows me to be the most productive and efficient for my employer while minimizing my time away from our kids. Because of this I can’t help but be jealous of my Prince Charming when he gets a sweet four-day trip with lengthy South Florida overnights. Although I have never seen him pack swim trunks or a Tommy Bahama shirt in his bag (does he even own one?) I always imagine he is changing into

resort wear as soon as he lands to lounge at the beach, dine at five-star restaurants, and enjoy cigars and cocktails with the most fabulous people. Yes, in my mind he is suddenly the “Most Interesting Man in the World” that I see on that beer commercial. In reality I know he is respecting our family budget by getting a quick, inexpensive dinner with his flight crew and then in his room using his laptop to work on his Photoshop and web design hobbies. Still, it’s those focused moments on his own that he is getting that I crave when it is too long between my own trips and I feel like I am everybody’s something—wife, mother, sister, daughter, friend, employee, coworker, neighbor, cheerleader, nurse, chauffeur, chef, personal assistant—err, sorry, I got carried away there. While I cherish those roles on a daily basis I also know that it is not wrong for me to feel that way. I just think that for me to try my best to excel at all of the things I just listed I need to reconnect with the person I am when I am not actively wearing my mom uniform. Insert professional aviation conference here.

As I write this I just returned from one of my favorite events of the year, the NBAA Annual Meeting, Convention and Trade Show. During this week-long business trip I was definitely not holed up in my room, but instead was, according to some people, in three different places at once. I was up by 0500, dressed in business attire and heels and getting coffee in the lobby by 0630 and both working and networking by 0800 daily. In my left hand I carried a clutch containing my Blackberry, business cards, a credit card and my room key so that my right hand was free to shake hands at every new encounter. Every time the Blackberry vibrated it was Outlook cueing me for my next meeting and location. I was literally here, there, and everywhere. The ache in my feet never reached the smile on my face! By lunchtime each day I had about six scheduled appointments out of the way and was re-

***Here is a solid gold tip  
that will reduce your  
own stress and  
make your kids happy  
when you return.  
Purchase and stash  
their gifts before you  
go so you don’t have  
to worry about buying  
souvenirs on the road.***

stocking my case with business cards and refreshing my lip gloss for round two. By 1700 I was finally heading back to the hotel to start the after-hours networking and the first thought of calling home all day finally entered my mind. That is until I got to the hotel and again ran into about 50 of my closest friends and colleagues for more networking over cocktails, then dinner, then vendor events, and then back to the hotel bar for wrap-up. Exhausted I rode the elevator back up to my room after midnight each night finally ready to lose the suit and heels to a few hours of sleep... It was GLORIOUS! For five days I was Jo Damato, business aviation professional. People wanted to talk with me about things related to my first love—aviation.

I'm also lucky enough that my closest girlfriends are in this industry and that they were at the event all week as well. I could truly mix business with pleasure. Within the same conversation we could start out on a work-related topic and then jump into a personal anecdote from *The Tales of Mommyland* and then transition right back into commenting on the industry forecast. As we celebrated our temporary independence from our minivans we also had long, deep conversations about home life that can never be expressed through a distracted phone call or a quick email. Each night as I sat with a glass of wine and good friends I had a chance to embrace the circle I was in and to appreciate the fact that there are other moms like me.

I know my husband, too, was thrilled that I was getting this happy mixture of just what I needed while I was away. He did

want me to work hard and play hard on this trip since this is not a regular gig for me. He didn't expect to hear from me often and was happy when he heard about how well my meetings went and also about how late I stayed out with the girls each night. He wanted me to know things were under control at home and didn't text me 10 times a day for dinner ideas or to locate a lost toy. If he was jealous then I had no clue because all I heard on the phone each day was that he was supportive and that made all the difference for me to really immerse myself in the week's activities without stressing about the state of things back home.

As you prepare for Reno and the International Women in Aviation Conference, take the time to decide what you want to accomplish when you get there and start working towards it today. Review the plan with your spouse or the primary caregiver before you leave so that you can separate the two "yous" for a few days without causing anyone stress or chaos. While you are at it, put together a list of what you want to do at the Conference and write it down or put it in your calendar. Leave room for deviations and wonderfully long conversations in the hotel lobby. Finally, here is a solid gold tip. Purchase and stash gifts for all before you go so you don't have to worry about buying souvenirs on the road. Don't forget your spouse or child caregiver, too, for ensuring that you were able to get the most out of Reno by being able to stay focused! ➔

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

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## MAKING THAT MAJOR PURCHASE IN 2011

If there is a silver lining to the recession, it is that the recession has presented opportunities for those with good credit or some extra cash to obtain bargains on major purchases such as a home, car or even an airplane. But there are some important considerations before you make that purchase. Housing prices have taken a significant nosedive in

the past two years and have particularly declined in states such as Florida, Arizona and Nevada. It is a buyer's market in many parts of the United States, and mortgage rates are at historically low rates with 30-year fixed rate loans as low as 4.5 percent in recent months. Just because it may be a buyer's market, however, does not mean that you should buy now. The most important consideration is whether the time is right for you to be buying. Do you plan to stay in the home for an indefinite number of years? As many have seen in this recent real estate market, it can take many months to sell a home. Do not buy unless you plan to stay in the home for at least several years and realize that when you may need or want to sell, you may not obtain your desired asking price.

Before you buy anything with a significant price tag, you should ask yourself these simple questions: How is your credit score? Many lenders will not lend to those without a good credit score. If you are planning a major purchase, focus on improving your credit score at least six months in advance of the purchase. Is your job secure? If you are not confident that your job is secure or you think you may experience a pay cut, now may not be the right time for you to buy a home. Do you have an eight-month emergency fund? This is the new standard in the post-recessionary economy, which means that you need to have saved up enough cash to pay for eight months of your expenses.

Besides evaluating your own personal financial situation, another consideration is that many of the homes for sale now have been foreclosed or abandoned. The price may seem like a bargain, but there may be an underlying reason. Be very cautious purchasing a foreclosed home to ensure that there are not liens on the property for unpaid taxes, association

fees, etc. Also, many foreclosed homes had second mortgages so you need to make sure that you are able to obtain good title to the home. This is particularly important for homes that are sold at auction.

If the home you are considering has been empty for several months, it may be in need of serious repair as well. Check out the neighborhood carefully to see if the area is one that has had a high number of foreclosures and abandoned properties, which can bring down the value of the entire neighborhood.

Car dealers are also offering some good deals lately for new and used cars. Many people have to sell their vehicles to obtain cash making more used cars available too. Auto loans are at historically low rates and auto manufacturers are offering zero percent or slightly higher rates on financing. Those rates, however, are only being offered to those with good credit scores. Some dealers have been offering attractive pricing to sell cars that may be discontinued models, such as GM's Pontiac brand. Keep in mind that finding parts to repair the vehicle may be more challenging for a model that is no longer being manufactured. Also consider whether the dealer that you are purchasing from will be in business when you need to get the car serviced.

There are also some great deals on aircraft. If you have decided to purchase an aircraft, Trade-a-Plane ([www.trade-a-plane.com](http://www.trade-a-plane.com)) is one great resource for finding what you are looking for along with web sites such as [Barnstormers.com](http://Barnstormers.com). Keep in mind that many aircraft owners may want to sell, but not putting the aircraft on the market due to depressed prices. If you do not see what you are looking for, consider placing a "Wanted" ad in one of these publications. Another major consideration is whether the plane has been flown

***Keep in mind that finding parts to repair a vehicle may be more challenging for a model that is no longer being manufactured. Also consider whether the dealer that you are purchasing from will be in business when you need to get the car serviced.***

recently. Some owners may be forced to sell due to financial reasons and may not have operated the aircraft regularly. A thorough pre-buy inspection is always a must, but even more so for an aircraft that has been idle for more than a few months. The aircraft may not have been maintained due to the owner's financial constraints so a thorough review of the logbooks by a competent mechanic is very important.

One of the best resources for information on buying an airplane can be found at the Aircraft Owners and Pilots Association web site, [www.AOPA.org](http://www.AOPA.org), in their members' only area. If you are thinking about buying an aircraft and have not yet joined this organization, it is well worth it to access

**An aircraft that has  
been idle for more than  
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maintained due to the  
owner's financial  
constraints so a  
thorough review by a  
competent mechanic  
is very important.**

these resources that include title services and escrow services, among other resources. Much like with a home purchase, be very cautious about buying an aircraft at auction, as there may be multiple liens against the aircraft. A title search is a must and AOPA can assist with this process.

Need a place to store that aircraft? Your local airport may have some great deals on aircraft hangars. Many airports have private hangars for sale and hangar prices have fallen right along with real estate prices. Not only will a hangar provide shelter for your aircraft, but if you purchase a hangar that can accommodate more than one aircraft, you will also have rental income to offset the cost. Hangar properties are often affiliated with hangar associations (similar to condo associations) so you will want to get familiar with any rules and restrictions applicable to your hangar association and to your airport.

Nearly every pilot will confess that she has had at least one flight where she had flier's remorse after she left the ground. Do not let a major purchase leave you with buyer's (or flier's) remorse. ✈

.....  
*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).*

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### Use your benefits!

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*If you have not yet registered to attend the Conference, register by February 4, 2011 to take advantage of general registration rates. On-site additional registration fee of \$75 is effective February 5th.*

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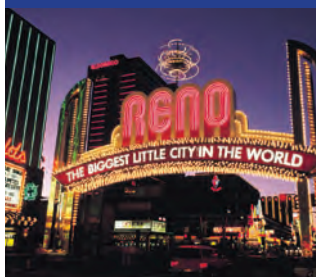
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LOOKING AHEAD

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 15-18**

11th Bi-Annual  
Canadian Women in  
Aviation (CWIA)  
Conference  
Delta Hotel Centre Ville  
Montreal, Quebec, Canada  
[www.cwia.ca](http://www.cwia.ca)

**June 16-18**

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

**June 21-24**

Air Race Classic  
35th Anniversary Race  
Iowa City, Iowa,  
to Mobile, Alabama  
[www.airraceclassic.org](http://www.airraceclassic.org)

**July 25-31**

EAA AirVenture Fly-In  
Wittman Airport  
Oshkosh, Wisconsin  
[www.airventure.org](http://www.airventure.org)

*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. ➔*

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ing stupid and making mistakes. But everyone else is here to learn and treats me like an equal. Not like a mom. Not like a woman. Just like another person working on airplanes.

In the three days I learn so much I'm overwhelmed but also feel invigorated with the new knowledge. Each day is a new adventure in learning and though I jot down technical notes about the workshop for my eventual article, the thing I have written down more than anything is: "This is fun!" And here's another cool thing, I'm not being judged by how my kids behave or judging myself based on how much I've accomplished around the house. I'm being measured by my ability to use tools, to wield a paint gun, to work quickly and well. By the end of the workshop, I have not only covered my tube frame with fabric and painted it to a glossy, near perfect finish, I have buffed and polished my sense of self.

By Sunday evening everyone has said their good-byes and has headed home. I'm staying with Dan and Marjie one more night and I call home to tell Owen and the kids how much fun I've had, that I miss them and I'll be home tomorrow. I wonder if they can tell from the sound of my voice that I'm a different person. That though I love being their mom, and gladly accept the joys and pains of the job, that these few days away have made me feel stronger and more confident than I've felt in ages. Rose and Ryan ask if I'm going to bring them a surprise, and I smile, knowing that they'll benefit from my time away even if they can't comprehend the fact.

In the morning Dan carefully cuts the fabric off of my metal frame so I can take it home and show Owen and the kids what I did all weekend. When I get to the Seattle airport I'll pick up some gifts for my kids at the Seattle airport, but this fabric panel is my own souvenir, something I will hang up in my shop to remind myself of my working mini-break away from my normal life.

**I**t's been two years since I jetted west to Washington for five days and arrived home refreshed, rejuvenated and recharged in my abilities—and so happy to see my husband and children.

I'd like to say that I jumped right out in the hangar and spent hours working on my plane, that I never lost track of my Flying Tool Woman self again. But life isn't perfect. My fabric panel hasn't even made it to my shop wall, instead it's draped over a quilt rack in my office. But when I do feel like I'm losing sight of the confidence and competence I gained in working with tools and airplanes, or when I feel overwhelmed with parenting and everyday life, I sneak a peek at the fabric panel, smile, and gently remind myself that the life tools I've gained through working with shop tools are always with me, that I'll never lose my Flying Tool Woman self again. ➔

.....  
*Myrna CG Mibus (WAI #11146) is a writer and a mom, and a pilot and homebuilt mechanic, all in Webster, Minnesota.*



MYRNA CG MIBUS

## FINDING THE FLYING TOOL WOMAN WITHIN ME

I am on a Boeing 757 heading to Seattle. My final destination is Cashmere, Washington, where I'm going to attend a three-day workshop on covering small airplanes with Stewart Systems, an environmentally friendly fabric and paint system. I'm looking forward to the workshop, to three days of working with tools and learning about airplanes. I'm excited

for this mini-getaway, but traveling without my family for the first time in five years. I feel like I'm missing a part of myself.

I am the daughter of two handy parents who spent hours building and fixing things in our garage and basement workshops. Early on Mom and Dad taught me how to use hand and power tools safely, to fix and build things. I felt confident and competent in the shop, which in turn gave me courage to try new things when I moved out on my own, like volunteering at a World War II airplane museum where I learned about fixing and restoring airplanes. I learned how to fly small planes, and though I once considered pursuing a career as a pilot, I decided to keep flying my hobby instead.

It's through this hobby that I met my husband of almost 17 years, another pilot who flew for fun. As an aviation couple we felt well matched—Owen had more flying experience but I had more mechanical experience.

Our dream was to be a flying family and have fun with aviation. When daughter Rose arrived in 1999, we moved to an airplane community of 50 houses built around a grass runway. When son Ryan arrived in 2002, we bought an inexpensive family airplane, a beautifully restored four passenger 1955 Piper Pacer. Our Pacer is about the size of a VW Bug inside and cost less than a decked out minivan. With our new set of wings, we'd fly off on family flying adventures that ranged from hops to Grandma and Grandpa's to long-legged cross countries crossing, well, countries, literally.

Though I was living my flying family dream I found that I was losing touch with my mechanical abilities. I wanted to help with oil changes and annual inspections but full-time kid-care zapped me of my extra energy. Even though Owen encouraged me to spend time in the shop and offered to watch the kids, I started handing the mechanical tasks in the shop, over to him.

It bothered me that Owen was starting to surpass me in the aviation maintenance category. I wanted to regain my confidence in fixing things, but with two small kids to care for, I felt stuck and didn't know how to make it happen.

What I really needed, I felt, was a chance to get away from

home to figure things out. Then I remembered the airplane fabric covering workshop offered by our friends, the Stewarts. We had met brothers Dan and Doug and their wives Marjie and Rava at an aviation convention when we first purchased our Pacer. There they demonstrated their Stewart Systems process at a forum. I dreamed of taking one of their complete workshops one day.

There is something to be said about gut instincts, about having a feeling that something is right and right then it dawned on me that going to Washington to attend workshop was just what I needed to do to be a Flying Tool Woman again.



The 757 has landed and I'm on a commuter flight to Wenatchee, a half hour hop over the mountains. Marjie picks me up and takes me to their business base, several hangars at Cashmere-Dryden Airport, tucked in

the Cascade Mountains. Dan and Doug greet me with enthusiasm and introduce me to the workshop instructor, Jason. I'm excited as I look around the hangar. A paint booth flanks one side of the hangar, a long workbench another. There is an unmistakable shop smell in the air, and I'm surrounded by tools. In the familiar setting I feel like I'm about to embark on a project with Dad or help one of my mechanic friends work on an airplane engine. I feel a surge of confidence. I know I have arrived.

Over coffee and muffins on Friday morning we introduce ourselves, eight students from all over the country, even Hawaii and Alaska. I'm the most novice of the crew, and—I'm the only woman. We all get a work space, and I choose a table at the edge of the action where I feel inconspicuous.

Each work station has a metal tube structure, a framework welded together to represent a section of an airplane's tail. Our task for the next three days is to cover this framework with fabric and paint it. At first I'm worried about look-

*Continued on page 47 ➡*

*Patty Wagstaff*

*Patty Wagstaff AirShows Inc.*

*National Aviation Hall  
of Fame Inductee*

*Aerobatic Champion*

*Typical Pilot*

*FLYING® Reader*

**“If I can do it, anyone can do it.”**

**CIRRUS**

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

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

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

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

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

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

### *She reads FLYING every month*

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



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