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AviationforWomen®

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The Wright Chapter of WAI held a joint meeting with the Ohio chapter of the International Aerobatic Club (IAC34). More chapter highlights start on page 10.

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COVER PHOTO

LT Laura Holveck stands on the jetty in Atlantic City, New Jersey. Coast Guard training goes on over the water behind her. Photo by AST2 Christopher Razoyk.

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PRESIDENT'S MESSAGE

CAROLINE SHEEN



DR. PEGGY CHABRIAN

Dr. Chabrian joins Chris Hyland (right) and Betty Shotton of the Berkana Consulting Group at the First Flight Memorial ceremony.

Dear Members,

The Annual International Women in Aviation Conference is always the biggest event of our year. The reach of the Conference, in terms of the programs offered, social events convened and experiences provided to those who attend continues to grow and provide energizing results to attendees. If you could not join us this year in Reno, make plans to join us in Dallas in 2012.



annual Conference. There are currently 93 individuals who have joined the WAI Wings Society to date. The great thing about this program is the cumulative aspect. In other words, you do not need to make a large one-time gift, but rather, each year that you contribute, your donation is calculated towards the Wings Society until you reach the \$500 entry Pearl level. This is an excellent way to contribute to the future success of your organization. And, as a 501(c)(3) organization, your gift to WAI is tax deductible.

WAI will be exhibiting at the Sun 'n Fun Fly-In in Lakeland, Florida, in April and we will be hosting a WAI Connect breakfast as well. More information is available on page 4.

If you are not already a member of a WAI chapter, consider joining one in your area this year—or, if there is not one in your area yet, think about helping us form a new one!

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian
President and Founder

Our “Where Are You Going?” Membership campaign is in full swing with only a few months until its conclusion at the end of July. The grand prize of two cruise tickets, sponsored by Disney Cruise Lines, is just one of the prizes you are eligible to win if you sign up only one new member! You are guaranteed other prizes just for signing up members too, such as a WAI luggage tag for signing up one person, a WAI toiletry bag if you sign up three new members and your membership renewed for a year if you sign up five people. For more information about the campaign look on pages 8-9 of this issue.

Members of the new WAI Wings Society were inducted during a special ceremony held in Reno in conjunction with our

INSIDE THIS ISSUE



CAROLINE SHEEN

WAI Pioneer Hall of Fame member Betty Skelton admires her portrait at its unveiling at Kitty Hawk. **Page 6**



ZYOLA T. MIX

Zyola T. Mix sent us this photo of her three-year-old dedicated AFW reader. Who knows what she'll accomplish!



AMY LABODA

Operating one of the largest Fixed Base Operations chains in the world caps a career for Maria Sastre. **Page 24**

Classic. Comfort.

The H10-13.4...still the most popular headset in aviation

Aviation headset models come and go but the H10-13.4 remains a classic. Sure we've made changes to it over the years. The wider, super soft head pad and undercut comfort-gel ear seals are lighter and softer, reducing those headset hot spots and enhancing your overall comfort. But some things will never change – quality construction, dependable performance, superior communications and don't forget our legendary David Clark customer service that doesn't forget you after the sale.

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FUN IN THE SUN AT SUN 'N FUN WITH WAI

Are you going to the Sun 'n Fun Fly-In, March 29-April 3 at the Lakeland Linder Airfield in Lakeland, Florida? Come see us in our booth in the Exhibit Hall, and listen for Women in Aviation, International's radio show on Sun 'n Fun radio daily (usually right around 10:00 AM).

Dr. Peggy Chabrian is scheduled to give two education forums. Know someone who needs to know? Send them her way!

Everything You Need to Know about Learning to Fly, but Were Afraid to Ask

presented by Dr. Peggy Chabrian
Wednesday, March 30
10:00 AM in Tent #5

Aviation Scholarships: Not Just for Kids!

presented by Dr. Peggy Chabrian
Thursday, March 31
10:00 AM in Tent #7

WAI Connect Breakfast

Friday, April 1
8:00-9:00 am
Call for reservations and details
(937) 839-4647

Centennial Of Licensed Women Pilots Numbers Are In!

On March 8, 1910, **Raymonde de Laroche** of France became the first woman to earn a pilot license worldwide. In September of the same year, **Bessica Medlar Raiche**, a Wisconsin native, became the first woman credited to have soloed an airplane on the North American continent. And in 1911, **Harriet Quimby** became the first woman to earn a U.S. pilot's certificate (learn more about that in the WAI/EAA/Ninety-Nines joint effort *WomenVenture* event this summer at the EAA AirVenture show in Oshkosh, Wisconsin).

One hundred years later, to celebrate the achievements of these trailblazing women, flight instructor **Mireille Goyer** (WAI #7700) conceived of the Centennial of Licensed Women Pilots initiative as a way to spur on pilots to introduce girls to aviation. Perhaps it was just her timing, or her innovative methods, but however you want to explain it, Goyer's initiative inspired pilots to introduce 1,647 girls and women to the joys of flying in 29 countries on four continents. The flights were in balloons, gliders, ultralights, airplanes, floatplanes, and helicopters.

Through the year, pilots competed for awards in four categories: Most Female-Pilot-Friendly Airport in the World, Most Dedicated Woman Pilot in the World, Most Supportive Male Pilot in the World, and Most Unusual Introductory Flight. The competition for each award was fierce. Nearly 120 flights were made on New Year's Eve alone, the last day of the competition.

Oshawa Airport near Toronto in Canada earned the title of Most Female-Pilot-Friendly Airport in Canada and in the World with a total of 475 flights conducted by more than 50 pilots lead by **Lesley Page**. Renton Airport near Seattle in the United States earned the title of Most Female-Pilot-Friendly Airport in the United States and first runner up in the World with a total of 407 flights. **Karlene Petitt** (WAI#46404), an Airbus 330 pilot for Delta Air Lines, led the pilots of Renton Airport, who set the current world record for most girls and women introduced to flying in one day and one location, standing at 173 flights. Kpong Field in Ghana earned the title of Most Female-Pilot-Friendly Airport in Ghana and second runner up in the World with a total of 97 flights.

In the Most Dedicated Woman Pilot in the World category, the winner, **Amanda Sargent** (WAI #8532), a helicopter pilot and instructor in Seattle, Washington, conducted a total of 119 flights; 67 of these flights took place on New Year's Eve. Male pilots joined the campaign eagerly and introduced 995 girls and women to flying. The Most Supportive Male Pilot in the World in 2010 was **Andrei Floroiu** of New York. As a part of his FLYforMS campaign and with the help of **Keith Siilats** and the FLYforMS team, he introduced 157 girls and women to flying. **Peter Morton** of Renton, conducted 45 introductory flights to become the first runner up for Most Supportive Male Pilot.

In the Most Unusual Introductory Flight category, the winner, **Clark Morawetz** of Oshawa, Ontario, Canada, conducted the 2010 Most Unusual Introductory Flight; a marriage proposal that almost went wrong. "The ultimate winners were the hundreds of girls and women who discovered flying thanks to this campaign. May they fly forward the gift they received," says Goyer.

So what does Goyer have planned next? During Women of Aviation Worldwide Week, March 7-13, 2011, pilots around the world are invited to introduce more girls and women to flying and compete for similar awards. For more information about the 2011 competitions, please visit www.WomenOfAviationWeek.org.

For more information about the Centennial of Women Pilots campaign as well as view all the flights conducted in 2010, go to www.CentennialOfWomenPilots.com.





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Delta is proud to once again be a Platinum Level sponsor for the Women in Aviation convention.

WAI Pioneer Hall of Fame honoree **Betty Skelton** was inducted into the First Flight Society's Paul E. Garber First Flight Shrine, a portrait gallery in the visitor center at the First Flight Memorial. Skelton holds 17 individual land and speed records. Her Pitts Special, *Little Stinker*, is on display in the Udvar-Hazy Center of the Smithsonian Air & Space Museum.

The event included the portrait unveiling, as well as a luncheon. Women in Aviation were also honored at the celebration with the dedication of a pillar to celebrate women's achievements in aviation on the Century of Flight Memorial site. ✈



photos by Caroline Sheen





PHOTOS COURTESY OF STACY SHEARD



WAI Outreach: C H I N A

Sikorsky company pilot **Stacy Sheard** (WAI #39936) traveled to Shanghai, China, to perform return-to-service flights on two new Sikorsky 76C++ helicopters owned by China MOT for Search and Rescue missions. While there she met the first two female commercial helicopter pilots and the first female Rescue pilots in all of China.

Wan "Peggy" Qiuwen and **Song Yin** are currently Rescue co-pilots for the China Ministry of Transport. They both began flight training in 2008 after graduating from the Shanghai Maritime University and both hold degrees in Marine Navigation. They hold two commercial helicopter certificates, a CASA license from Australia and an HK CAD license from Hong Kong. China's CCTV news team was there to celebrate China's first women helicopter pilots that fly them on life-saving, rescue missions.

Sheard's outreach came on the heels of a WAI mission to Zhuhai, China, where **Melissa Rudinger** (WAI #44554), **Denise Waters** and **Amy Laboda** helped seed the first WAI China Provisional Chapter. ➔



MEMBERSHIP OPTIONS

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Same as an International Student, but with digital magazine only. (Active Students only)

INTERNATIONAL \$49

Aviation professionals and enthusiasts who live outside the United States.

INTERNATIONAL – DIGITAL ONLY \$39

Same as an International, but with digital magazine only.

FAMILY \$20

Individual family members residing in the same household as an Individual, Student or International Member. (magazine not included)

CORPORATE \$400

Organizations and/or Companies that support the goals of Women in Aviation International. One individual membership.

SUPERSONIC CORPORATE \$500

Same as a corporate membership, but includes individual member benefits for four employees.

Student memberships are for youth: age 18 years and under; undergraduate: minimum of 12 credit hours in college, university or technical school; graduate: minimum of 6 credit hours. The full name of your school is required for all Student membership categories.

THANK YOU WAI RECRUITERS!

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

Oluwatoyin **Adanlawo**

Helen **Adekola**

Felicia **Agubata**

Jessica **Aitchison**

Folashade **Akande**

Brenda **Alarcon**

Katherine **Allen Weber**

Carrie **Anderson**

Joy **Anyaeibunam**

Michelle **Arcamuzi**

Jacqueline **Armstrong**

Gail **Avendano**

Oluwasola **Awe**

Oluwatoyin **Awonusi**

Omomoh **Ayovhor**

Rebecca **Ball-Miller**

Tori **Ballweg**

Sarah **Bar**

Michelle **Bassanesi**

Jenny T. **Beatty**

Patricia **Beckman**

Patricia **Bening**

Sarah Jean **Berry**

Rosella **Bjornson**

Megan **Bohn**

Elizabeth **Booker**

Connie **Bowlin**

Heather **Bowman**

Wendy **Boyes**

Eve **Brandes**

Anne **Brickert**

Rick **Brown**

Shawna **Brownhill**

Cindy **Bruner**

Melane **Byrd**

Kendra **Cabbage**

Mary Anne **Cannon**

Angeline **Capriotti**

Lisa **Cardinal**

Luz **Carrero**

Sara **Catto**

Alice **Chan**

Tracy **Chaplin**

Kathleen **Chastain**

Julie **Clark**

Joey **Colleran**

Laura **Cox**

Amy **Crain**

Victoria **Croston**

Doris **Cunningham**

Natarsha **Cunningham**

Joanne **Damato**

Olufunke **Daramola**

Rebecca **DeDousis**

Lisa **DeRose**

Rosalind **Derrick**

Anna **Dietrich**

Christi **Dobelli**

Jessica **Dobie**

Elgene **Doinidis**

Mojisola **Dokun**

Rebecca **Duggan**

Cordelia **Ekpott**

Rebecca **Elkins**

Wendy **Emeka-Alaribe**

Devyn **Everett**

Shoshana **Frank**

Christa **Frey**

Ying **Gao**

Denise **Garcia**

Anel **Garibay**

James **Garrett**

Amy **Gesch**

Meg **Godlewski**

Brianne **Goodwin**

Carrie **Goodwin**

Linda **Grady**

Donna **Hanson**

Deborah **Hecker**

Donna **Hendrickson**

Kyle **Herbig**

Helen **Ho**

Catherine **Houghton**

Deborah **Huffman**

Tammie **Irwin**

Mary **Iso**

Gretchen **Jahn**

Beth **Jenkins**

Brenda **Jennings**

Kelly **Jeselun**

Margaret **Joseph**

Tamara **Joseph**

Pearl **Judd**

Maria **Julius**

Julie **Keane**

Caitlin **Keith**

Reya **Kempley**

Blanch **Kibble**

Amy **Kienast Linderman**

Kizna **King**

Martha **King**

Kara **Klem**

Melisa **Klink**

Sherry **Knight Rossiter**

Virginia **Knudsen**

Miyukiko **Kostelny**

Karen **Kropornicki**

Joe **Kuberka**

Valerie **Langford**

Refilwe **Ledwaba**

J. Nejia **Leffler**

Pamela **Lindsey**

Jose **Lockett**

Eric **Love**

Kendall **Lovell**

Kelly **Lucas**

Amoreena **Lukens**

Jeanne **MacPherson**

Fallon **Mardian**

Christopher **Matteson**

Shaun **McAndrew**

Chelsea **McChesney**

Kelly **McCoy**

Maureen **McFarland**

Darlene **McKechnie**

Jennifer **Meiners**

Jean **Moffitt**

Betty **Monnett**

Neita **Montague**

Janette **Moore-Harbert**

Gisela **Munoz**

Mary **Nave**

Ugochi Rejoice **Ndudinachi**

Kelly **Nelson**

Patricia **Neubert**

Chinelo **Nwosu**

Olabisi **Odukoya**

Chisom **Ohuaka**

Akunna **Okoye**

Audrey **Okpor**

Russell **Olson**

Hilda **Ombatta**

Carolyn **O'Meara**

Nkechi **Onyemelukwe**

Maria Ubong **Ordor**

Rochelle **Oslick**

Lindsay **Pagani**

Kris **Palcho**

Salome **Pam**

Pauline **Patterson**

Janet **Patton**

Dolores **Pavletic**

Ken **Paynter**

Jennifer **Peasley**

Erin **Pedersen**

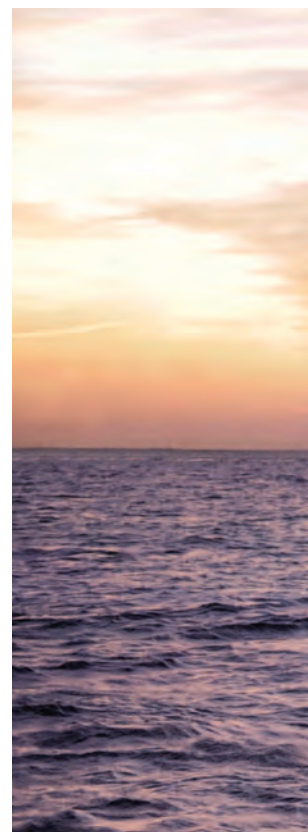
Jeffrey **Pomeroy**

Dorothy **Pooley**

Keena **Pope**

Kellie **Rancifer**

Hadon **Rath**



SAIL AWAY ON DISNEY CRUISE LINE'S NEWEST SHIP

Christine Redmond	Janelle Tabares
Tegan Rieser	Catherine Tabb
Theresa Riggs	Karen Taylor
Lisa Rodriguez	Kathleen Taylor
Linda Rogus	Rachel Threlkeld
Tami Ryley	Jessica Tice
Jennifer Saddler Thomas	Terri Traudt
Ladi Salami	Camila Turrieta
Gerri Schultz	Karolina Utiko
Joni Schultz	Valerie VanDeRostyne
Sara Schwarz	Lakshmi Vempati
Janice Serfass	Jacqueline Warda
Chrystina Short	Robert Warner
Sara Simpson	Theresa Whiting
J (Angie) Slingluff	Lewie Wiese
Laura Smith	Hope Wilson
Modinat Sowemimo	Samantha Wilson
Kendra Sprott	Sara Wilson
Christine Stolarz	Natalie Winkels
Sandra Stone	Brittini Woehl
Jennifer Storm	Angelika Wozniak
Dawn Suffern	Gill Wright
Ethel Symonette-Johnson	Tracy Zedeck

Help 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, WAI's goal is to increase membership to 10,000 members.

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:** Three night cruise for two aboard the fabulous new **Disney Dream**—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, Texas.

✈ **Third Prize:** Receive carry-on roll-aboard luggage.

Check out all the details at
www.wai.org



Sign up 1—
Receive a WAI luggage tag

Sign up 3—
Get a WAI toiletry bag

Sign up 5—
Your WAI membership will be renewed FREE for one year

Sign up 10—
Get a WAI logo computer bag

Sign up 20—
Receive VedaloHD Performance Sunglasses, valued at \$250



**GREAT SALT LAKE CHAPTER**

The Great Salt Lake Chapter recently hosted an aviation résumé workshop on the Westminster College campus. In addition to learning about how to create an effective pilot résumé, students and instructors met SkyWest Captain **Holly Haag** (WAI #9715) who provided valuable information about aviation applications, interviews, and what to expect as a regional airline pilot. ➔

**PUERTO RICO CHAPTER**

Luz Carrero (WAI #44400) got to work diligently on creating a chapter of Women in Aviation, International in Puerto Rico after meeting WAI staff at the AOPA 2010 Aviation Summit in Long Beach, California. In record time, she held a membership drive at Inter-American University and attained provisional status in time for Christmas. You can learn more about Luz at www.waipr.org.

WOMEN WITH WINGS CHAPTER

The St. Louis Women With Wings Chapter had a wonderful tour of Parks College of Engineering, Aviation, and Technology in November. **Susan Bloomfield**, the group's guide, provided a very informative and eye opening adventure on an impressive portion of aviation in St. Louis. The tour included a visit to the flight line at St. Louis Downtown Airport (KCPS), a very personal tour through the main campus facilities (including a wonderful history wall—it even had a photo of Dr. Peggy!), an opportunity to fly their jet simulator, and the chapter met at The Fountains on

Locust (a former car display location turned into a relaxing restaurant with an award winning rest room) for an enjoyable lunch with delicious ice cream.

In December, the chapter gathered at the beautiful home of **Gloria Bahn** (WAI #1434) for the annual Holiday Potluck Party. After a delicious dinner with wonderful desserts, the lively and competitive gift exchange ensued. This year had a twist to the gifts—a White Elephant exchange. It is amazing what people have kept over the years! The members also spent time discussing upcoming events in 2011. It was a great night of sharing and friendship. ➔



New Official Chapters

Women in Aviation, Great Salt Lake
Chapter #78 (previously Provisional
 Chapter #87P) Salt Lake City, Utah

Greg Myers, President
Caitlin Keith, Vice President
Lisa Dang, Secretary
Daniel McBride, Treasurer
Thomas Minturn, Membership Chair
Ellie Layman, Outreach Chair
Julie Paasch, Advisor

Women in Aviation, Dowling College
Chapter #79 (previously Provisional
 Chapter #94P) Oakdale, New York

Amy Blechman, President
Kristina Williams, Vice President
Monica Lopez, Secretary
Priscila Guachichulca, Treasurer
Thomas Richter, Membership Chair
Yvonne Lam, Outreach Chair
Ryan Leick, Advisor

New Provisional Chapter

Puerto Rico Chapter #106P
 San Juan, Puerto Rico

Luz Carrero, President
Terri Madden, Vice President
Maria Franqui, Secretary
Janisse Fernandez, Treasurer
Caroline Ocasio, Membership Chair
Rafael Carrero, Outreach Chair

CAPITAL REGION CHAPTER

The Capital Region Chapter, as well as the Ninety Nines, participated in the grand re-opening of the Pioneers of Flight Gallery at the National Air and Space Museum in Washington, D.C.

The Pioneers of Flight Gallery highlights **Amelia Earhart** and her Lockheed Vega and was under construction for a period of time. Volunteers brought objects, such as maps, navigational items, photos, videos, and headsets, to discuss with visitors. There was also a panel in which Air Race Classic participants discussed their experience in the race as well as being pilots. There were approximately 15 members who participated in the very successful grand re-opening event. ➔

FT. LAUDERDALE CHAPTER



FT. LAUDERDALE CHAPTER

Experimental Aircraft Association Chapter 133 welcomed the WAI Fort Lauderdale Chapter to its annual Young Eagles Rally. WAI volunteers staffed a booth and helped children and parents check in for their flights. Chapter President **Melissa Grabiec** (WAI #45778) flew all of the girls that attended this exciting event in an experimental airplane.

Virginia Knudsen (WAI #46000) soothed a few nervous parents. Both **Michele Osborne** (WAI #46011) and **Jessianna Bartier** (WAI #11965) guided the cars into the Learn to Fly Center. **Kennia Aguilar** (WAI #45729) made sure each of the children left with a goodie bag. Both **Karen and Sharon Dreesen** (WAI #45945) were busy all the while capturing colorful photos of this educational yet super fun event on their digital cameras. The afternoon concluded with both Grabiec and one of the EAA pilots taking all of the WAI volunteers up for a familiarization flight as well. It was the first time in a general aviation aircraft for some of the ladies—who loved the flight so much they did not want to come back down to earth. Many seeds of aviation were planted in the hearts of the young and not-quite-as-young that day. Who knows what dreams will sprout? ➔

OHIO UNIVERSITY CHAPTER

The members of the Ohio University Chapter are celebrating their successful fundraising efforts over the past year. During last spring quarter—after last year's Conference—the members of the chapter got together and started new fundraising ideas from selling decals, popsicles, chocolates, koozies, raffle tickets, and homemade aprons to working University events, and applying for grants throughout the year. After some airshows, craft shows, personal sales (and lots of hours cutting and sewing 100 aprons), they are proud to announce that they have raised over \$4,000! Thanks to the amazing efforts of the members, they were able to send at least six chapter members to Reno in February.

Aside from the time dedicated to fundraising, they spent time volunteering with the local Boy Scouts for Aviation Career Day. From how to preflight and plan for a cross country to weather and aerodynamics, they were proud to say that they helped children to earn their aviation badges. Who knows? Maybe they even helped inspire some future pilots and WAI members! ➔



OHIO UNIVERSITY CHAPTER

Ohio University Chapter members at the Vinton County Airshow (left to right)

Catherine Meyer (WAI #45196), **Emily Pleshinger** (WAI #41207),
Erin Derosa (WAI #40908), **Nicole Sari** (WAI #42679), **Theresa Meyer** (WAI #44005),
Brooke Furz (WAI #46284), and **Rachael Johnson** (WAI #45017)

THE WRIGHT CHAPTER

The Wright Chapter held a joint Saturday lunch meeting with the Ohio chapter of the International Aerobatic Club (IAC34) at Red Stewart Airfield (40I) in Waynesville, Ohio. **Lorrie Penner** (WAI #32944) taught chapter members how the IAC plans its aerobatic competitions around the state.

After the meeting Wright Chapter members were all treated to some aerobatic flight demos by the IAC members and enjoyed a beautiful day in Southwest Ohio. ✈

SAN DIEGO CHAPTER

San Diego Chapter members visited HMM-163 (REIN) Helicopter squadron on Marine Corps Air Station Miramar in December. Chapter President **Michelle Amthor's** husband Captain **Justin Amthor** provided a guided tour of his current squadron, *Evil Eyes*. HMM-163 (REIN) currently is comprised of four different types of helicopters that were toured. Captain Amthor flies the CH-53E Super Stallion but also gave guided tours of the CH-46 Sea Knights, UH-1N Huey, and AH-1W Cobra. Chapter members were able to climb inside the cockpit and walk around the CH-53E while hearing a brief history and understanding of mission usage. ✈



SAN DIEGO CHAPTER

(left to right) **Captain Justin Amthor**, **Michelle Amthor** (WAI #5943), **Angela Smith** (WAI #46504), **Cynthia Laddon-Kaase** (WAI #38028), **Lisa DeRose** (WAI #46490)



HOUSTON CHAPTER

HOUSTON CHAPTER

With many brand new members and the most loyal members joining together, the chapter has certainly worked hard to put itself back together! The chapter has been busy with tours of "everything aviation"—a behind-the-scenes tour of Houston's Intercontinental Airport operations department, Flight Safety International tour and Hawker 800/900 Full Motion Flight Simulator Experience; Conroe, Texas, National Guard Apache Helicopter Unit and helicopter flight simulator; Houston's Memorial Hermann Hospital, Life Flight helicopter facilities; and

Vertex Helicopters, Houston's leader in helicopter training, tour and discovery flights.

The chapter participated in a community outreach event at the Wings Over Houston air show. And how could they miss out on what Houston is most famous for, National Aeronautics & Space Administration. The chapter had its training in the NASA altitude chamber. The year wrapped up with the Christmas party in December, an event that they collaborated on with the WAI Space City Chapter. The party was held at the ConocoPhillips flight department hangar in Houston. ✈

HORIZON EAST-IRAQ CHAPTER

Members of Horizon East Chapter leaned forward into the hot intense prop wash to board a UH-60 Blackhawk helicopter. Inside a desert camouflage bag, they were carrying important items....Women in Aviation membership forms, brochures, and information about Horizon East, the new WAI Iraq Chapter. But they were carrying more than just WAI brochures, they were carrying a message of hope for the women of Iraq.

Meanwhile, brave Iraqi women ventured out from their homes to meet them, some traveling hours by car across the country to learn of the new opportunities in aviation. The two groups converged deep in the heart of Baghdad. The U.S. Embassy, the Department of Transportation, and Horizon East Chapter co-hosted a Women in Aviation luncheon. In attendance were key officials from both American and Iraqi aviation agencies and industries. Guests included Iraqi women who are already working as airport managers, in airport safety, and as members of the Iraqi Civil Aviation Authority. Ambassador **Jeanine Jackson** and Department of Transportation attaché **Kathryn Vernon** (WAI #44936) spoke at the event (full remarks at www.waiiraq.org). Vernon, a former ATC controller and FAA employee, is a WAI member and proud mother whose daughter happens to fly Blackhawk helicopters. The interest in the event far exceeded the space available at the Embassy, but the message of increasing opportunities for women was broadcast to thousands in Arabic on the evening Iraqi news. There was an overwhelming response from the participants at the event, many of whom joined WAI.

This effort was spearheaded by members rather new to WAI. But behind the scenes, some of WAI's most accom-

plished played a significant role by investing time in mentorship. Chapter President and founder USAF 1Lt **Chrystina Short** (WAI #45090) coordinated the Embassy event. But Lt Short was inspired by RADM **Wendi Carpenter** (WAI #30353), whom she met at the 2010 WAI Conference. RADM Carpenter spent



HORIZON EAST-IRAQ CHAPTER

significant time mentoring the young C-130 copilot, now Iraq chapter president, throughout her first deployment.

Lt Col **Nicole Malachowski** (WAI #29820), also played an important role. Between caring for her newly born twins, and re-qualifying in the F15E after her White House Fellowship, she found time to write an inspirational story and send an autographed photo with a message addressed to the women of Iraq. (also at www.waiiraq.org).

Overall, the success of the Iraq chapter demonstrates the power of the amazing mentorship network that is WAI, which is now expanding throughout the Middle East. It turns out, when we take time to encourage our sisters, even our youngest members and those of other nationalities, it can pay great dividends...and just might change the world. ➔

SIUC SALUKI AVIATORS — The Saluki Aviators Chapter at Southern Illinois University Carbondale has been hard at work fundraising and increasing their involvement. They have held two very successful bake sales at their local airport, where they raised money for chapter polo shirts and chapter dues. They attended New Student Orientation where presidents of all of the Aviation Registered Student Organizations go to inform new students about their organizations. They hosted potluck dinners, helped out with the Annual SIUC Aviation Banquet, volunteered to pick up trash at the Lake Kincaid Spillway and participated in "Let's Wing It," a program for elementary schools. The Saluki Aviators plan to work hard this semester on becoming an Official Chapter!

Saluki Aviators President **Jordan DiGrazia** and **David Bias** selling baked goods.



SIUC SALUKI AVIATORS CHAPTER

CENTRAL FLORIDA CHAPTER

Central Florida area women pilots and enthusiasts spent a Saturday in October laying out and painting a new compass rose at the Orlando Executive Airport.

The Central Florida Chapter, the Spaceport Ninety-Nines, the Embry-Riddle Ninety-Nines, and friends from EAA Chapter 74 came from far and wide to help with this project. (The Ninety-Nines have been painting navigational aids since the 1930s.) The Greater Orlando Aviation Authority operates the airport and provided paint, supplies and box lunches. The cardinal points were surveyed and marked ahead of time by a local surveying company to ensure accuracy. The 99s insignia was painted in the center of the compass rose, with compass points marked every 30 degrees. ➔

CAREERS

Erica Dugger (WAI #46310) is the WAI Houston Chapter's first annual scholarship winner. Dugger holds a CFII and recently began her new position as a flight instructor at The Flight School in the Houston area. Dugger also serves as chapter secretary and is certainly a valuable addition to the chapter.

Dayna Gamble (WAI #44885), was hired by Jazz Airlines to fly Dash 8s and is based in Calgary, Alberta, Canada.

Megan Goddard (WAI #8588), after creating a Safety Management Systems (SMS) program for the Salmon Arm Airport, moved on to Pacific Coastal Airlines and flies as a captain and is based in Vancouver, B.C.

Tanis Herriot (WAI #28833), was promoted to be an Approved Check Pilot for Central Mountain Air and is the first female to hold this position at her company.

Caroline Kolasa (WAI #14048), was hired by a corporate flight department, InfinitAir, as a King Air Captain and is based in Edmonton, Alberta, Canada.

Bette Lawrence-Water (WAI #42680), Chapter Vice President of the Chicago's Leading Edge, was recently elected President of the African American Leadership Roundtable, Inc. Founded in 2000, the AALR is an all-volunteer, nonprofit, nonpartisan organization, whose mission is to build leadership, increase awareness, and create collaborative opportunities to enhance the

Geraldine Doyle, inspiration for "Rosie the Riveter," dies

A memorial service was held January 8 for Geraldine Doyle, who said her photo was the inspiration for a popular poster lauding the efforts of working women during World War II. Doyle died in January in Lansing, Michigan. She was 86. A war production committee used Doyle's likeness from a photo taken when she was a 17-year-old operating a metal-stamping



machine at American Broach & Machine Co. in Ann Arbor. The head-scarf-wearing woman flexing her biceps in the "We Can Do It!" poster encouraged women to enter the workforce. The poster and Norman Rockwell's similar painting of a female worker followed a popular song titled "Rosie the Riveter"—

a name given to women working in plants during the war. Doyle, a cello player, actually worked in the factory only a couple of weeks, her daughter said; she quit after learning that the woman she had replaced had injured her hand on the metal press.



overall wellbeing of African Americans and the community.

Jen Melvin (WAI #17419) was promoted from Senior Underwriting Assistant in Corporate Aviation to Underwriter for Pleasure and Business Aviation at Phoenix Aviation Managers Inc.

Dolores Pavletic (WAI #40898), made a presentation on "Producing the Professional Pilot" to the Chicago Bar Association Aviation Committee in November. She discussed hot topics in the air-

line industry and some of the proposed changes to commercial pilot certification and hiring. The presentation was also available as a webinar.

Joanna Peto (WAI #44242), completed her first solo in an aircraft.

Congratulations to **Annette Weimer** (WAI #44457), recipient of the "Walmart Brighter Futures Project Grant." She received training and \$2,000 from the Walmart Foundation and partner, the League for Inno-

vation in the Community College. The funds are for tuition, books and other expenses associated with continuing education. The training focuses on jobs requiring 21st century skills in an effort to provide a promising career future. In addition to specific job training, she will receive career counseling and job acquisition skills such as job search, résumé writing and interviewing techniques.

PASSAGES

"Kay" Catherine Marie Roam (nee Doherty) (WAI #138), age 72, died in her sleep December 28, 2010. A retired pilot, flight instructor, weather forecaster, book-lover, she was a self-described "tough old bird." Roam graduated from the University of Minnesota with a degree in chemistry. She married Gary Roam and they have three sons—Michael, Karl, and Daniel—and five grandchildren. Aviation was her passion, and she joined WAI, was a search pilot for the Civil Air Patrol, and a member of the Ninety-Nines. Gifts in her memory can be made to Women in Aviation, International or to a charity of your choice. Notes with memories of Kay would be appreciated: c/o Karl Malamud-Roam, 817 Kearney St., El Cerrito, CA 94530. ➔



Joanna Peto



JENNIFER D.
IVERSEN DRAUGHON

ICAO SCHOLARSHIP TRAINING

I have to let you know how much the Women in Aviation ICAO Scholarship Training awarded to me in February 2010 has benefited me professionally. The scholarship allowed me to attend my first International Women in Aviation Conference in Orlando, Florida, in 2009, and there I experienced a truly grand event. It also further opened up doors to ICAO to which I would

never otherwise have had access. In fact, in addition to the scholarship training I received, I was given the opportunity to attend ICAO's first Next Generation of Aviation Professionals Symposium in Montreal, Quebec, Canada, immediately following the WAI Conference.

In April and May of 2010 I went to Montreal, Quebec, Canada, to work with ICAO's Air Navigation Bureau in the Flight Safety Section. This experience gave me a great deal of current aviation experience, exposure, and networking contacts in the international aviation environment. From the time I got to Montreal I was given a plethora of opportunities to learn and explore many areas of ICAO's reach. While there I was able to work on multiple programs that included: Fatigue Risk Management Systems, International General Aviation, Aeronautical Information Services, and Aircraft Accident Investigations.

As stated in my original application for this internship, the work completed at ICAO Headquarters in Montreal has proved to be invaluable to me. There is no other way than this scholarship to gain these experiences.

Through leveraging this work experience and contacts, I was able to come back to the United States and get a job with RTCA to work in Program Management and as a liaison to further joint work with ICAO in future initiatives. RTCA, Inc. is a private, not-for-profit corporation that develops consensus-based recommendations regarding communications, navigation, surveillance, and air traffic management (CNS/ATM) system issues. RTCA functions as a Federal Advisory Committee. Its recommendations are used by the Federal Aviation Administration (FAA) as the basis for policy, program, and regulatory decisions and by the private sector as the basis for development, investment and other business decisions. Organized in 1935 as the Radio Technical Commission for Aeronautics, RTCA today includes roughly 400 government,

industry and academic organizations from the United States and around the world. Member organizations represent all



**Through leveraging
this work experience
and contacts, I was
able to come back
to the United States
and get a job.**

facets of the aviation community, including government organizations, airlines, airspace users and airport associations, labor unions, plus aviation service and equipment suppliers.

I just recently relocated for this position to Washington, D.C. and am enjoying all the new learning and contributing aspects of this career opportunity.

This experience has already furthered my aviation career goals and opened up more professional opportunities than I could have hoped or dreamed. I truly hope these opportunities are continually available to future women in aviation professionals who wish to gain international industry exposure.

Thank you for the opportunity of a lifetime. ➔

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Jennifer D. Iversen Draughon (WAI #16801) works for RTCA in its liaison unit, where she encounters the International Civil Aviation Organization (ICAO) around every "corner."



DALLAS AIRMOTIVE

Tracing its origins to 1932 at Dallas Love Field, Dallas Airmotive got its start repairing and overhauling aircraft piston engines.

The company quickly moved into turbine engine repair and overhaul to keep pace with the new and increasingly sophisticated engines introduced beginning in the 1950s. Today Dallas Airmotive focuses on servicing turbine engines used by business

and general aviation, government, military, airline and rotor wing operators around the world.

As a leading independent OEM-authorized turbine engine repair and overhaul organization, Dallas Airmotive has forged bonds with turbine engine manufacturers that go back more than 60 years. Working with these OEMs, it has developed many of the repair and overhaul techniques that are standard in the industry today. For example, in addition to continual updates from the company's customer service professionals, BBA Aviation ERO, which owns Dallas Airmotive, has developed an industry-leading, online engine tracking system for its customers.

"Turbine Update" is a web-based program that enables customers to check the status of their engine as it flows through its Dallas maintenance facilities. Customers can access status, cost and delivery information 24 hours a day from anywhere in the world via the Internet.

Over the years, the company has continued to add engine authorizations, services and capabilities that encompass the majority of turbine-powered business and general aviation aircraft flying today.

BBA Aviation plc, a worldwide aviation services company based in London, England, began assembling an exceptional

team of aviation services companies in 1997 with the purchase of Dallas Airmotive. H+S Aviation and Airwork Corporation (now part of Dallas Airmotive), acquired in

1998, augmented its reach and scope. Premier Turbines, added in 2003, rounded out its core engine repair and overhaul capabilities. In 2008, International Turbine Service, a supplier of turbine engines, parts, components and accessories, and Barrett Turbine Engine Company, a specialty provider to the TFE731 market, joined and strengthened the ERO group.

Together, the BBA Aviation ERO group of companies integrates this overhaul service net into a comprehensive, globe-spanning mesh of service companies that is dedicated to providing around-the-clock support no matter where you operate an aircraft. For additional information about BBA Aviation, please visit www.bbaaviation.com.

Dallas Airmotive has been a Corporate member of Women in Aviation, International since 2004. In 2007 the company celebrated its 75th anniversary at its Grapevine, Texas, location. Hugh McElroy is President of the BBA Aviation Engine Repair and Overhaul (ERO) Group of companies. He is also a member of the Executive Management Committee of BBA Aviation plc. McElroy is a veteran aviation executive who has dedicated his career to building organizations that deliver the highest quality of service and technical performance in the aviation and aerospace industry. His offices are also in the Dallas Airmotive location.

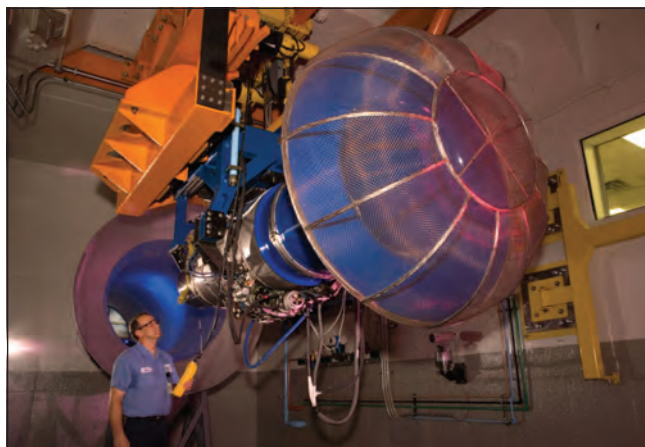
Through BBA Aviation Engine Repair and Overhaul, Dallas Airmotive offers challenging and rewarding career opportunities for aviation professionals, and is currently hiring in both the U.S. and U.K. For more information about full-time positions go to <http://www.bbaaviationero.com/node/9>.

Contact Dallas Airmotive by telephone at (214) 956-3001, or you can call toll-free in the U.S. at (800) 527-5003.

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Women in Aviation, International Welcomes New Corporate Members

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Aviation, Inc.



DENISE WATERS

When performing an aircraft inspection what should I be looking for regarding aircraft registration?

The buzz word for aircraft registration is simple: currency. New, as of 2010, U.S. aircraft registrations (FAA Form 8050) have an expiration date. All aircraft registrations will be expiring over

the next three years based on a schedule released in 14 CFR 47.40. Each aircraft registration must be renewed according to its original certificate month of issue. Renewal, after that, is required every three years.

Aircraft with expired registrations are considered not registered in the FAA system, therefore, that aircraft's airworthiness certification becomes ineffective. No registration; no authorization for flight. Your job as the aircraft mechanic is to notify the owner to correct the problem. We all know that during an inspection, verifying aircraft documents is critical. Inspections must meet all applicable maintenance airworthiness requirements (14 CFR 43.15) and operation requirements for civil U.S. aircraft certifications (14 CFR 91.203). No matter how mechanically sound for flight, if the aircraft records are not current, the aircraft is not airworthy. Abide by this simple rule: no sign-off until current.

I want to build an E-LSA, Experimental Light Sport Aircraft. Do I have to build 51 percent of the aircraft and document that for the FAA?

No. Note this: there are similarities and differences between E-LSA and Experimental Amateur-Built Aircraft and it is critical for anyone contemplating a build to understand the two certifications. Both, when completed, have special airworthiness certificates in the EXPERIMENTAL category. That said, they follow two different building paths to receiving that certification. Builders completing amateur-built aircraft must complete at least 51 percent of the build, and provide proof, in photos and documentation, that they did so. The aircraft must be built solely for education or recreation; no hired-built aircraft are allowed. A builder can deviate from the kit/plans according to her wishes, however, to create a custom craft.

E-LSA has no required completion percentage or additional criteria for education or recreation. These aircraft must be built from an approved E-LSA manufacturer's kit, with supporting paperwork, strictly following all documentation. No deviations or customizing in any way are allowed until after the airworthiness certification is received; and then only conforming to LSA definition. You can legally hire someone to build your E-LSA. Find the specifics in 14 CFR 21.191(g) and (i) of the Federal Aviation Regulations. ✈

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

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The OPTIMAX 365 is extremely compact and lightweight, weighing just 11.8 ounces (335 g). Its ergonomic design provides ultimate comfort and freedom of movement during inspections. The flashlight has a corrosion-resistant, anodized aluminum lamp body and stands up to heavy use. The torch is portable and up to heavy use in the field or laboratory. Both AC and DC chargers are included with the flashlight. Its 30,000-hour LED bulb and electronic intensity stabilizer ensures consistent performance. Best of all, the LED maintains high-intensity between charges. The Optimax 365 is available from **spectraonline.com** and comes complete with smart AC and DC chargers, UV-absorbing spectacles, belt holster and padded carrying case. ➔



PHOTO BY MIKE COLLINS



New Book Chronicles the Legendary DC-3

Together We Fly: Voices From the DC-3 is the story of an aircraft like none other—an icon of an industry. Seventy-five years after her first flight, crowds still gather to watch a DC-3 land,

technicians revel in the sound of her rumbling radial engines, cargo haulers appreciate her ability to stretch to meet impossible demands, and pilots still dream of flying it.

Author Julie Boatman Filucci introduces you to the people that helped make the DC-3 greater than the sum of its parts. From the DC-3's early development, through its many historic roles, and into the present, Filucci's lyrical prose takes you on a human journey of visionaries, engineers, pilots, mechanics, hostesses, and passengers. From Donald Douglas, who conceived of her, to heroes you know, such as Emily Howell Warner, who was entranced to fly by the plane, Filucci captures them all. Filucci is a flight instructor, technical writer, and curriculum developer. She holds an airline transport pilot certificate with a Douglas DC-3 type rating.

ISBN: 9781-56027-795-8

Hardcover; \$24.95.

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Leather Pilot Logbook Case

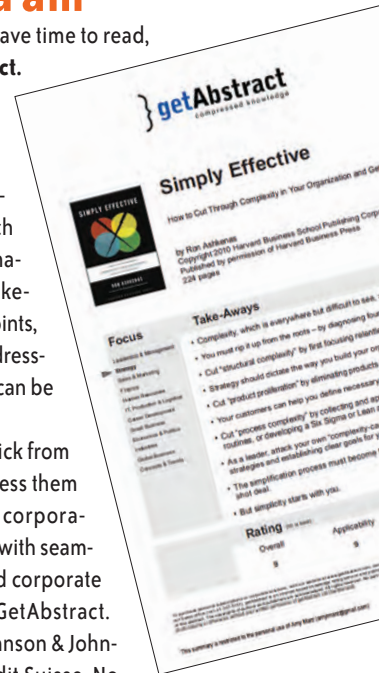
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Just The Facts, Ma'am

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by Nancy Spraker



BETTY SHOTTON

LESSONS FROM THE COCKPIT

“Courage is the price that life exacts for granting peace. The soul that knows it not, knows no release from little things; knows not the livid loneliness of fear” —*Amelia Earhart, July 24, 1897–July 2, 1937*

When I pushed the throttle full forward, took my feet off the brakes, pulled back on the yoke and lifted off on my first solo flight, a strong wave of fear washed over me. The stark

realization hit—I was flying high above the ground and I was alone. Yet almost immediately the anxiety in my gut was replaced by an overriding sense of personal responsibility and resolve. I understood for the first time what it really meant to hold my own life in my hands.

One of the greatest gifts we are given when we learn to fly is the gift of courage. When you are thousands of feet above the earth at the controls; you are as alone as you can be.

What greater test of courage is there than those rare moments when you face your own mortality?

Courage is unique to each of us. What scares me may not scare someone else, and vice versa. What takes great courage for one, may take none for another. But two things are true for all of us. We can build our capacity for courage. Like a muscle, our courage grows stronger the more we practice. And, the more courage we call upon in our life, the more windows of opportunity will open.

How do we strengthen our courage muscle? We start by identifying our fears. What areas in our life and career aren't working, and why and how do we resist changing those very things? The things we resist are most often those which dive straight into the inner sanctum of our fears and uncertainties. Identify these, and admit to them.

The next step is more straightforward, and that is to determine what we need to learn or do, in order to rise above our fears. That might mean going back to school, taking classes or lessons, reading books, engaging a coach, initiating a difficult conversation, or perhaps seeking professional counseling. We learn and prepare ourselves to move beyond those things that hold us back.

And once we are prepared, we look our fear squarely in the eye, and with knowledge, skill and confidence, we take action. We might fall down. In fact, we usually do when we venture into unfamiliar territory. Go ahead; just make sure to get

back up! Because every time we pick ourselves up, we fortify our courage and we increase our capacity to take on bigger challenges. When we test our courage, so too is our character built.

Life is full of opportunities and adventures. We need only the courage to take them on. When we fly, we have more than our share of opportunities to test our courage. Here's one that happened to me.

Where is the runway?

We rarely get to choose when courage will be required of us. It is the unexpected guest, the unanticipated call.

Courage dialed my number on October 3, 1996. A high-ranking official in the Surgeon General's Office needed to get to Washington. I scheduled the flight to DCA for the next evening. It

was one of my first commercial flights, into one of the busiest airports in the world...in a single engine Cessna 182...at night; all uncharted territory for me.

Fear and anxiety set in hard. I called all my flying buddies, hoping for a DCA-savvy flight companion, but no one was available. So I prepared on my own, studying charts, approaches and airport particulars. I made a detailed flight plan, and an arrival reservation.

October 4 dawned clear and blue, and was forecast to remain so through the evening. At 5:00 p.m., I headed to First Flight airstrip in Kill Devil Hills, North Carolina, to pick up my passenger.

Taxiing toward the tie down area, you couldn't miss him; he was the only person in a tailored suit, with a hefty-sized briefcase by his side. He requested to sit right seat with a headset, which only deepened my anxiety, knowing he would hear and see everything.

The flight up was uneventful, and by the time we were north of Richmond, Virginia, the night was pitch black. Closer to the airport ATC authorized me to descend VFR. The con-

**The things we resist
are most often those
which dive straight
into the inner sanctum
of our fears
and uncertainties.
Identify these,
and admit to them.**

troller asked if I could see the runway. Well...Washington, D.C. at night looks like an extravagantly lit Christmas tree. Runway lights are kept low, and for a newcomer like me, they were indistinguishable from road lights, car lights, mall lights, house lights, a big merging maze of lights.

"Negative," I said.

The controller put me on a 360. Coming around, he asked again if I could see the runway. I couldn't. Knowing that my passenger was listening turned up the stress level. I casually asked him if he could see the airport. No.

"Negative," I said again to the controller.

Another 360. I strained to focus. After the third 360, I remembered I could ask for vectors. I did and to my relief, Runway 19 lined up in front of me. We landed and rolled to the FBO, where my passenger, as quiet and composed as if nothing untoward had happened, got in his limo. Meanwhile, I took a deep breath, tried to shake off the tension and regain my confidence for the return flight.

As I lifted off, the engine missed. Climbing out, it missed again, and again. I reported the engine roughness to ATC and requested a climb to 12,000 feet, where I hoped I could diagnose and correct the problem. I was reluctant to return to the same controller I'd just spent too many 360's with, feeling dumb. But courage can show us where pride sets us back. So when 20 miles south of D.C. there was no improvement, I decided to turn back, the risk of engine failure at night was too great.

I easily identified the runway, landed, and humbly returned to the now familiar FBO.

It took until the next morning to find a reciprocating engine mechanic in the turbine world of an international airport. The culprit was fouled spark plugs. Not a big thing on the ground, but a challenging uncertainty in the air.

In the meantime, making the best of a bad situation, I'd spent the night at a four star hotel, did some post-trauma shopping at the killer mall next door and spent every cent and more I might have made on the flight.

With experience, I got proficient and comfortable in a Class B airport. I went on to fly my 182 into DCA, LaGuardia and Newark many times. What had initially tested my courage became another skill I mastered.

Where can your courage take you?

Line up on that runway, point your nose into the winds of change and challenge, push forward those throttles, feel the power of your courage as you rise above the chains of fear and limitation.

We all deserve a chance to fly. Bon voyage! ✈

.....
Betty Shotton (WAI #41335) is the CEO and Founder of LIFT-OFF LEADERSHIP LLC, and is a Partner with Berkana Consulting. She has more than 25 years experience as a CEO, Entrepreneur, and Leadership Consultant. Her business career started at a Fortune 500 as an Internal Consultant and a Manager in Human Resources. She is currently working on her first book, scheduled for release in the first quarter of 2011 with Beaufort Books of NYC. Shotton spoke at the 22nd Annual International Women in Aviation Conference.



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First Mission Aviation Fellowship Pilot



Greene (center) made the first flight into a rugged region of Papua, Indonesia, to visit missionaries Bill and Grace Cutts. The Monis tribe, which had worked so hard to build the air strip, came out in full force.

As the first pilot for Mission Aviation Fellowship, Betty Greene flew across the Andes and was the first woman to pilot an aircraft in Sudan for the Mission Aviation Fellowship.

But Greene, a member of the Women Airforce Service Pilots (WASP) during World War II, wasn't one to talk about her achievements. As WASP aviators, Greene and 1,100 other women took on non-combat flying duties that often were hazardous, freeing up male pilots for combat.

She wasn't looking for publicity, and the last thing she wanted to do was brag about any of it. Had it not been for Greene's parents sharing her exploits with the rest of the family, not even her closest kin might have known much about her work.

"I never got the feeling that any of the Greene siblings ever thought anything they did was heroic," said Naraelle Hohensee, Greene's grand-niece, who represented her great aunt at a Capitol Hill ceremony that honored WASPs with a Congressional Gold Medal.



WASP aviator Betty Greene became a Mission Pilot

Betty Greene's older brother Al, who in 1940 sailed with his wife to China as a missionary, is Hohensee's grandfather. Hohensee found that attitude of humble sacrifice common among her great-grandparents' children and the women of their generation receiving the honors.

"I got the feeling it [the service] didn't faze the women who actually did it. They didn't realize they were doing anything out of the ordinary," Hohensee said. "They just did what they loved."

"I think Aunt Betty felt the same way. She was doing what she loved and didn't think anything else of it."

Greene died April 10, 1997, of Alzheimer's at her home on Lake Washington near Seattle. She was 77.

Betty Greene's fascination with becoming a pilot began in childhood. A devout Presbyterian who enjoyed ministering in her church's youth group, she also sensed God had called her to use airplanes to further missionary work—even though at the time, there was no such thing as mission aviation. While training at Aveng-

er Field in Sweetwater, Texas, for the WASP program, Greene wrote a pair of articles for Christian publications about how flying could advance Christian ministry. Three American military pilots responded by sharing with her their vision for creating the Christian Airmen's Missionary Fellowship.

After word came that the WASP would disband in December 1944, Greene moved to California to set up an office for the fledgling group. It eventually connected with combat pilots of like vision in the UK, Australia and New Zealand who became Mission Aviation Fellowship. Greene flew MAF's first flight, which was in partnership with Wycliffe Bible Translators in Mexico.

In addition to Peru and Sudan, Greene piloted MAF aircraft while based in Nigeria and New Guinea.

Hohensee thinks her Aunt Betty probably would have shared the attitude of the WASP program's surviving 112 pilots who attended the Gold Medal ceremony. "The women are happy to be honored, but they weren't exulting in the honor," Hohensee said. ✈



Founded in the U.S. in 1945, MAF (www.maf.org) missionary teams of aviation, communications, technology and education specialists overcome barriers in remote areas, transform lives by enabling

the work of more than 1,000 organizations in isolated areas of the world. With its fleet of 58 bush aircraft—including the new KODIAK—MAF serves in 31 countries, with an average of 101 flights daily across Africa, Asia, Eurasia and Latin America. MAF pilots transport missionaries, medical personnel, medicines and relief supplies, as well as conduct thousands of emergency medical evacuations in remote areas. MAF also provides telecommunications services, such as satellite Internet access, high-frequency radios, electronic mail and other wireless systems.



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CUSTOMER SERVICE REALLY PAYS



An Interview with Signature Flight Support's Chief Operating Officer, **MARIA SASTRE**

If you only look at Maria Sastre's biography on Forbes.com or Bloomberg.com you'd be left impressed—she has a long history of rising through the ranks of the customer service and hospitality side of first the commercial airline industry, then the cruise liner industry, with stints as the CEO of a major non-profit involved in helping at-risk teens obtain a college education. She has sat on the board of directors of several large companies in the restaurant and food distribution industries. And now she runs the day to day operations for 102 FBOs worldwide (and does so with the intent of preserving and enhancing the classic Signature style).

Learning she was born in Cuba, and emigrated to the U.S. as a child, and achieved all this as one of the first in her family to graduate from university, begins to touch on the depth and devotion that Maria Sastre has for her career. Knowing that she finished an MBA while raising a young son as a single mom and working full-time tells you about her grit and determination to rise to her own full potential.

But talking with Sastre, and listening to her passion for general aviation, quality service and common sense, will, I hope, inspire you, as she did me.

Maria, how is it that you learned about Women in Aviation, International?

I went to the WAI Conference in Denver, Colorado. I was the first female operations manager of any U.S. airline in 1999, I think. I was with United Airlines then. We stayed at the Adam's Mark Hotel. I'll never forget it. I remember because Stapleton was still open. And it was the first time that United had us participating in the Conference. We were surprised to see other women! We didn't understand the scope and the breadth of the participation of women in the whole of the aviation industry. We just went, WOW! Look at all these women! We became quite committed to the organization because it was such an incredible eye-opener.

United Airlines was not your first job with an airline though, was it?

Oh no. I started just as deregulation came about....in the 1970s....when airlines were focused on service. And so many of these businesses couldn't change fast enough with deregulation and went out of business, including my company, Eastern Airlines.

There were a few really good things about Eastern. For one, it was very progressive about women in the company. I was in ops, marketing, computer services....Frank Lorenzo, who closed up Eastern, offered me an opportunity with Continental Airlines.

Right when Continental emerged

Interview by Amy Laboda

from Chapter 11 I was recruited by United. I opened its Latin American and Caribbean divisions. When I left to go to Royal Caribbean Cruise lines, I was VP of Global Solutions.

The reason I moved up, I think, was that I always had a strong affinity for doing the right thing by the customer. With United there was a real emphasis to run those Latin American markets with a very high level of service, which was great. I could do that. And my customer satisfaction emphasis was great. We worked on cutting edge, at the time, technology that would make the process easier on the customer, such as e-ticketing and e-check in.

The switch to cruise lines had to be refreshing!

It was different, and they needed my expertise. At the time they were recruiting a lot of people away from the airlines. I was recruited by Royal Caribbean to help bring on the mega-ships. It was extremely rewarding. We did process systems

and organization. It was a wonderful opportunity, and saw the cruise line blossom and take off after 9/11. Got to work on the Freedom Class and Oasis and Allure ships which was great!

I opened China for Royal Caribbean. It is an awesome market but for many industries, it takes a long time to get in. In the travel industry, it is particularly difficult, because few Chinese can travel. About a million of them.

I had the opportunity during that time to fly general aviation and I was always impressed with the Signature FBO network. I felt that it was very effective at creating a Brand and standard of service across its network. More often than not your expectations are met or exceeded. I was thrilled to get the call from them.

But before you got that call in 2010, you actually retired, didn't you?

You know, I did. I thought I was ready after 32 years for retirement. The average

***I understand
"no" but it should
be reserved for
the extreme.***

***I feel like there is
always a way to
work things out.***





age of the corporate female executive retiring is 52. And I was right there.

I thought I'd be content as a full time grandmother to my granddaughter. I quickly realized why most grandparents are not fulltime parents! I needed to get back in the saddle and work!

I happened upon this non profit program with at-risk kids called Take Stock in Children. It encourages them to stay in school by promising them a college education if they do well. This is a project close to my heart. I was born in Cuba, and I'm a first-generation American citizen. I would not be where I am today if it was not for my education, and the people who encouraged me to stick with it. The program is very flexible, partnering with either a community college or an education foundation, or working independently. The program is the same but it is flexible to the needs of those who want to execute the program. The manual, however, remains the same in each case.

I was able to both help my family and contribute to society with my education. I think every child deserves the opportunity to receive a good post-secondary education in the U.S. I

became President and CEO of this organization right at the height of the recession. We improved the balance sheet and the profile of the organization both at the state level and in D.C. We secured an important grant that was key to the organization's moving forward.

I enjoyed being part of a social cause that was representative of the opportunities I had. I'm still a board member and a mentor—it is key for me to do so.

And then you got the call from Signature?

I was thrilled to get the call from them. I thought, what a way to culminate a career! My work with Signature has "high-touch" and travel and customer service. I was really excited.

So tell us a little bit about what a day in your life at Signature is like, would you?

A day in my life at work at Signature involves usually several conversations with my regional vice presidents, a staff meeting, preparing for a presentation, talking to customers or to one of our partners. I might be talking to an airport direc-

tor or manager in one city, or a port authority council in another. I'm always looking at our data in the database, and in general terms there is a lot of travel in the network. Probably 70% of my time I am traveling. In six months I've been to 40 of our FBOs, some of them multiple times!

And I'm traveling commercial airlines because we don't own a corporate jet (although occasionally we use a fractional service).

You've really done a terrific job focusing on your strengths and parlaying opportunities into bigger opportunities in your career in the travel industry. Can you give Women in Aviation members some advice on how to manage their career tracks as you have?

Be persistent. Be tenacious. Never give up. I am known for my tenacity. I understand "no" but it should be reserved for the extreme. I feel like there is always a way to work things out. And I believe that compromise is important—it is what great companies, great organizations and people

have built their success on—compromise. Ultimately the sustainability of success comes from being balanced.

I was married very young and had my son so young. And at that time I was so focused on career and family that I had no time for frivolity. No clubbing or playing around. I was a single-parent for a while. I was working on my MBA. It was tough for years. Now, in my older years I'm enjoying the travel that comes with my career, and taking time with my husband. My friends who had kids when they were older still have those kids in high school now.

There was a price, for sure. I took on all that stress and responsibility at such a young age. Things don't just magically happen. You have to work for it. But I love it now, seeing my son and daughter-in-law and my granddaughter. And of course, where I'm at with my career.

Sometimes I think that this generation, my generation, gave so much to our children, and set them up to expect so much. And maybe we didn't explain how much work was involved in getting to where we are. And that's tough. I dealt with that with my son, but then he understood, finally. And you have to do that.

What has been beneficial for this younger generation, in so many ways, is this recession. They didn't have to listen

People— Signature's Best Asset

Signature Flight Support knows that nothing makes an experience more than the individuals with whom one shares it. Sastre says that's why Signature Flight Support is focused on attracting a diverse group of individuals who are passionately committed and personally invested in creating a delightful, safe, warm, and inclusive environment for our employees and our customers.

As the company grows and expands, it is determined to ensure that it provides its employees and customers an environment that demonstrates its core values of integrity, responsibility, safety, service, people and performance, she insists. To remain steadfast in Signature's commitment to its principles Sastre says it will continue to focus on creating an environment where individuals are encouraged to share ideas, embrace differences, and grow both professionally and personally.

Being an employer of choice and empowering individuals in a safe and sustainable environment is what makes Signature Flight Support a global leader in flight support services. And yes, they are hiring. Find out more at: <https://www.hrapply.com/signature/setup.app>

Signature
FLIGHT SUPPORT
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to their parents talk about tough times—now they had to live them along with their parents. And they know now that you've got to work hard to succeed.

Are there employment opportunities at Signature today that WAI members might be interested in?

Right now the company is cultivating management from within, with a strong focus on diversity. I think that more and more minorities and women are interested in general aviation as a career. And FBOs are definitely general aviation.

We are a global company with locations in 103 cities around the world. Montreal, Canada, was our most recent FBO opening, which we announced at NBAA 2010. We are excited about the opportunity for growth, and we are excited to see the business turn around. As it relates to our processes, we provide a good, efficient customer experience, both for the pilot and the back seat customer.

In terms of our network, the executive team here at Signature is interested in growth. We want new customers, and new FBOs. We will strive to do better, too, so that we keep those loyal customers. ➔

RESCUE

U.S. COAST GUARD WOMEN BALANCE FLYING AND FAMILY

Women in all industries make difficult choices when balancing work and family; aviation is certainly no different. Military aviation presents special challenges, from the physical strain of pregnancy to the emotional drain of leaving little ones behind while deployed.

In a competitive career that demands proficiency and rewards accumulated flight time, we must offer consistent, peak performance. Family planning can prove difficult in this environment. One organization where women find balance in the pursuit of meaningful aviation careers and happy families is the United States Coast Guard.

A military organization with continuous Law Enforcement (LE), Homeland Security and Search and Rescue (SAR) missions, the Coast Guard either sends its officers to Navy Flight Training in Pensacola, Florida, or hires military pilots from the other services. The Coast Guard also trains three enlisted ratings as Electronics Technicians, Structural Mechanics, or Survival Technicians, who maintain and crew five operational and two command and control platforms across 27 air stations. Deriving immense job satisfaction, aviation moms enjoy limitless operational opportunities and navigate

successful careers with the help of standardized operations and supportive command climates and policies.

Commander Frances Messalle (WAI #4482) is the Operations Officer, or chief pilot, at Air Station Elizabeth City, North Carolina. A 1994 graduate of the Coast Guard Academy in New London, Connecticut, Messalle has flown four of the Coast Guard's aircraft including the HU-25 Guardian as an Instructor Pilot flying SAR and LE missions based out of Miami, Florida, and the Challenger 604 and Gulfstream V as one of the Coast Guard Commandant and Secretary of Homeland Security's pilots at Air Station Washington.

Messalle flew the Commandant and Secretary while she was pregnant with her son, Andrew. She found the experience tremendously rewarding, "I flew all around the world. I could feel my son kicking around in my belly coming in for landing—it was like he knew what was coming. It's kind of cool that he's been so many places with me before he was ever born. It felt great that I could be in such a high visibility position and that I could come back so quickly and continue my career."

Recently qualified in the HC-130J Hercules, Messalle supervises 35 pilots in the safe operation of five MH-60T Jayhawk helicopters and five Hercules airplanes along the eastern seaboard from Nova Scotia, Canada to Columbia in South America. In January of 2010, Air Station Elizabeth City Hercules and Jayhawk crews worked with Navy assets to rescue a sailor in distress 250 nautical miles offshore in blowing snow and

heavy seas. Fortunately for the sailor, whose boat sank in the middle of the night, the Hercules deployed two life rafts. When he finally reached one of the rafts, it kept the sailor safe until he was rescued by Navy crews aboard the USS

by LCDR Liz Booker

Eisenhower. An Elizabeth City Jayhawk later delivered the sailor to dry land.

"That case was awesome because we used all of our gear; the Self-Locating Datum Marker Buoy (SLDMB), Forward Looking Infrared (FLIR), Radar," Messalle relays the details of the case. "It was phenomenal, especially with the odds not in our favor; the snow, the aircrews were sick because of the conditions, it was over 250 miles offshore." Rewarding cases keep members around the Coast Guard motivated and challenged. Messalle is inspired both by her Coast Guard work and by her loving and supportive family.

Messalle, and her husband Carl, share the load at home so each can thrive in individual Coast Guard careers. "He enables me to do what I do. He's very supportive; he's a willing partner to really split the load 50/50... he's done it all and he's got his own story." CDR Carl Messalle is Messalle's Academy classmate, a prior patrol boat commanding officer, and is the Aviation Logistics Center Comptroller in Elizabeth City. "Even on my lowest days he always picks me up and tells me why it's worth it," says Messalle.

The Coast Guard's pilots would be nothing without highly competent flight mechanics that not only maintain air-

U.S. COAST GUARD PHOTO/PA3 BRANDON BLACKWELL

MOMS

A full-page photograph of two Coast Guard crew members in orange flight suits and helmets working on the side of an orange helicopter. The helicopter has "GUARD" and "DETROIT" written on it. The crew members are using tools to work on the side of the aircraft. The background is a clear blue sky.

Don't think that the job of water rescue doesn't come with risk, because it does. But Coast Guard training helps its enlisted and officers mitigate risk, stay alive, and make rescues.



Commander Frances Messalle is the Operations Officer, or chief pilot, at Air Station Elizabeth City, North Carolina.

U.S. COAST GUARD PHOTO/PAZ ANDREW KENDRICK

craft but also crew every flight. Chief Aviation Electronics Technician Stacy Dasher (WAI #45572) enlisted in 1995 and is in her fourth tour as a flight mechanic on the MH-65 Dolphin helicopter. She is assigned to her second tour of duty at Air Station Detroit, Michigan where she manages and supervises aircraft maintenance. Dasher's primary expertise is aviation electronics, but all Coast Guard mechanics also qualify as aircrew. As a Dolphin Flight Mechanic she monitors flight and engine instruments, assists with radio communications, aids in searches, and serves as the pilots' eyes to hoist targets, providing verbal direction and operating the hoist cable during rescue evolutions.

Like Messalle, Dasher crewed the aircraft until six months pregnant with both of her boys; Shane who is nine years old, and James, seven. In addition to the drastic changes brought by two pregnancies in three years, Dasher and her family transferred from Detroit to Humboldt Bay, California when her youngest was two months old, and again to Kodiak, Alaska when he was three. The Coast Guard's aviation standardization program helped ease those transitions, at least professionally.

While each unit may experience unique challenges—from ship landings

in the Bering Sea to special ice rescue procedures used on the Great Lakes—the Coast Guard's intense standardization program and centralized training create predictability and provide the organization immense flexibility. The Coast Guard's aviation standardization teams, based in Mobile, Alabama, travel to every unit each year to evaluate crews' standard knowledge and execution of procedures; this allows a flight mechanic to transfer from one unit to another and crew a plane immediately, no matter how complex the mission.

"You can jump into a plane with anybody, it doesn't matter," says Dasher. "We all know the same regulations and the same verbiage. It's been very simple to go to a new unit and fly with new pilots right away." This agility, fostered around the service, was critical to the Coast Guard's successful rescue of over 33,500 Hurricane Katrina victims. The disaster brought hundreds of crews to the Gulf Coast from all corners of the U.S. who flew and worked as cohesive teams.

While standardization may help Dasher on the hangar deck and in the plane, her success at home can be credited to her supportive husband, Jeff Dasher. In Kodiak, Jeff, a trained chef, worked in the kitchen at the Child Development Center while Dasher made fre-

quent deployments to Coast Guard Cutters on patrol in the Bering Sea. "I don't really want to be away from my kids for any longer than I have to but we went to Kodiak and I did four deployments in a three year period and was gone for a total of like 215 days," she recalls. "They were school-aged while we were up there, so when I came home, we had to reestablish that 'Yes, I am mom, and I do have power over you,'" she laughs.

Another Coast Guard mom, Lieutenant Laura Holveck (WAI #46438), is new to managing separation from her daughter, Kate, who is a year old. "I love flying and I love the mission, and I love going on SAR. I love it all. What I am having a hard time adjusting to, is being away from my family. I don't want to miss any moments and I think that's just like any other parent," Holveck says.

Holveck, and her husband Crist, who is also a Dolphin pilot, transferred from Air Station Miami, Florida to Air Station Atlantic City, New Jersey, while she was pregnant. Air Station Atlantic City not only provides SAR, LE, and port security coverage for coastal waters from Connecticut to Virginia, but the unit is also responsible for security support of the National Capitol Region. This means



frequent duty nights and deployment rotations to Washington D.C.

"It's been a whirlwind of a first year," says Holveck. Like any new mom trying to excel at home and at work, she feels the shift from her pre-parenthood days, when she was completely flexible and always available for the Coast Guard, to balancing her professional reputation and being a great parent. This balance is not hers alone to bear; she shares the load with her dedicated husband and the Air Station and the Coast Guard as a whole.

From the Commandant to the 27 Air Station Commanding Officers, the organization is focused on nurturing diversity of thought, background, and experience. Coast Guard leaders are charged

with maintaining inclusive command climates that provide flexibility to members while meeting operational demands. Her command does this by enabling Holveck and her husband to closely manage their schedules so they have more predictability, especially in these crucial first years with Kate. The organization's co-location and temporary separation policies also provide flexibility. Pilots and mechanics typically transfer every three to four years. While not an absolute guarantee, the Coast Guard's policy is to make every effort to assign military members to the same geographic location, even if the spouse is in another military service. Since they met in Navy Flight School, Holveck and her husband have been stationed together. Additionally, members who have completed obligated service requirements may request up to a two-year sabbatical and return to the service at their previous rank. Many members, male and female, have benefited from this opportunity.

Holveck is also supported by a strong

network of women aviators. "I think our social network with Coast Guard women aviators is awesome. It's like a little family spread out all over the United States," she says of her female peers. Among their many efforts to support the women who come behind them, the pilot moms collected their stories and advice to help junior women navigate their own family and career plans. Holveck is both a beneficiary and a contributor; "It's just nice to know that you're not alone trying to balance family life and aviation."

While females may represent a small percentage of the Coast Guard's aviation workforce—85 of the Coast Guard's 1,200 pilots—the numbers are growing rapidly; 20 of the 80 Coast Guard students in training at Navy Pensacola are women. Regardless of their long term professional or family goals, all of these future aviators look forward to rewarding opportunities in an organization that values their diversity and is willing to flex to support their personal and professional growth. From saving lives to stopping drug and migrant runners, the Coast Guard does good work every day. Messalle, Dasher, and Holveck, along with their proud and supportive husbands and children, feel privileged to be a part of this Coast Guard Family. ➔

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LCDR Liz Booker (WAI #17175) is Aviation Assignment officer, U.S. Coast Guard.



Lieutenant Laura Holveck is new to managing separation from her daughter, Kate, who is a year old.



Beti Ward

Laura Sanders

THE LADIES OF AIR FREIGHT:

Freight:

just the word conjures up images of rough-and-tumble loading docks, late in the night, lit with huge mercury vapor lights. The inhabitants of such a world have traditionally been big, burly types, yes—of a certain gender. Well, that's the stereotype, anyhow.

One look at the ladies in the luncheon at the Airforwarders Association (AFA) meeting in Orlando, Florida, would dispel that vision. These women have all risen, some slowly, some astonishingly rapidly, through the ranks of the tough and tumble world of air cargo to become owners, COOs, and top managers in the business. And they know their business.

Take Laura Sanders, for an example. A vice president of operations for the consolidated freight conglomerate Lynden International, Inc., Sanders knows her business. "In today's environment, especially in transportation, customer requirements have radically changed," she explains. "Between security and the regulatory requirements, and the costs....we've been through just in time and supply chain revolutions....and if the clients' factories and processes go down...how do we help them?" Sanders' job is to find out. "We cover air, surface, water and rail to move our customer's goods....we stay knowledgeable and flexible at all times to serve our customers."

Sanders came out of Washington University with a Bachelor's degree in Business Administration and started working for Airborne Express almost immediately. She had the opportunity to cover the spectrum of available positions at that company base; from customer service and dispatch to weekend operations. Over eight and a half years she eventually

became the night operations manager, responsible for the loading/unloading of the DC-9s that came in and out.

"When I left I was an outbound manager," she remembers. "I started my family, and then changed companies."

At Lynden International Sanders gravitated first to customer service, then to call center manager, then director of service, then director of operations, and most recently, Vice President of Operations for the company.

"A major part of my success at Lynden is that the company has allowed me to grow and really utilize my talents," she says. "We are family friendly. Our people are first, and they make the company and provide service to the company. Lynden provides benefits, retirement and right down to the hours that are flexible so you can have a life. We hire well, good people, and they stay with us."

When asked what made her rise at Lynden so smooth, Sanders smiles. "I had the chance as a young person to take up new opportunities at Lynden, and I've been rewarded for staying here at the company. I don't know that changing jobs all the time for money is always the best track. Myself, I never took "no" for an answer. If I wanted it, I got educated, worked hard to sell my ideas that I firmly believed in, and I found ways to make it happen within the company."

Sanders became a director of the Airforwarders Association more than 11 years ago, and has chaired their education committee. "I'm passionate about training people in conflict resolution, and I've really caught on to the training and mentoring functions of the AFA. Moreover, the AFA helps all of us in the freight forwarding business to understand the many facets of our industry," she explains.

It was through attending the AFA conferences that Sanders met Beti Ward, founder and CEO of Pacific Air Cargo. Ward's

Beti Ward and Laura Sanders

journey into the air freight industry was somewhat less direct than Sanders, but, she, too, has found the business to be very, very good to her.

Ward's story starts when her kids were in college and she decided that she should move to a place where snow shovels were an uncommon sight. Her real estate and business management skills, developed over years in finance, helped her re-invent herself as a business consultant.

"One day a gentleman came to me who had been in the trucking industry, and he wanted to set up an air freight forwarding company. But he didn't have enough money. Ultimately I ended up investing money in the business myself," Ward explains. "I just found it fascinating. I've always loved to travel and I just got hooked on it."

After a couple of years this gentleman wanted more of a 9-5 job so Ward bought him out of the business. But it was her involvement with a local women's business group that allowed her to transform her cargo company into its unique

"I hadn't been involved in the business for long when the need to service shippers in Hawaii became obvious. It took a bit of time to overcome the cultural differences that surfaced once actually working in Hawaii. Hiring locals early on definitely helped," she recalls. In the early days of the business she found herself doing whatever it took as manager, salesperson, and operations director—however, it all paid big dividends and the business took off.

Conrad Kalitta, a giant of the air freight world, furnished the aircraft to Ward, who would fill them up. At first it was a simple DC-8 three times a week to everyday. And then she moved up to a Boeing 747. "I was absolutely overwhelmed the first time I walked up on it," Ward remembers. "It was just huge, and I thought, wow, how am I going to fill it. But eventually we did."

The timing was great for Ward. She didn't have the family at home to have to be home at night to cook dinner, she says. "This is such a 24/7 business. You've got to be there. Our flight has always left at night. I set it up that way and



**If you aren't strong
on the financial end of
your business passion,
my advice is, get
someone to assist you.**

niche. "I met a woman who was a florist. She was lamenting her difficulties getting flowers out of Hawaii. She asked me to go to Hawaii and talk to her suppliers and see what I could do to help her."

Ward was enthralled by the business, and ultimately ended up running charter aircraft flights once a week out of Hawaii to get flowers and produce. "We were using leased aircraft on the weekend. I was sharing this aircraft with a company that was shipping freight to Hawaii during the week. It was unique for its time," she says. But it soon became apparent that it was worth expanding.

it worked, mostly because the customers told me what they wanted and what worked. By leaving LAX at 2:00 a.m. and arriving Honolulu at 6:00 a.m. it really worked for our customers. And we were able to help DHL and the like offer overnight services for packages from the East Coast, too."

In 1998, Ward sold her interest in this successful, profitable business and set off to enjoy what would turn out to be a very short lived retirement. The company that purchased her business did not carry on well, and it failed. Her former customers and some of her previous staff convinced Ward to go back into business, this time, on her own.

"I was able to recruit some of my previous staff and Pacific Air Cargo was launched in the year 2000," says Ward. "It's been very good. This time I'm a 100 percent owner, which is good and bad. It was nice to have a partner to bounce ideas off. But being a sole owner is gratifying because you make your decisions, sleep with them, and reap the rewards. I have to say, though, that there have been a lot of people in the busi-

I had a woman manager at Airborne who taught me how to dress professionally and talk professionally—they were tough times for me and she helped me through and made a huge difference in my career path, I believe. My college experience taught me to meet deadlines and balance my life. That is vital in a workplace. I learned to communicate. I like change, challenge, and I always wanted to be in a job where I could grow.

My college experience taught me to meet deadlines and balance my life. That is vital in a workplace.



ness who have counseled me, and I am a proponent of mentoring, and participate in mentoring, too," she says.

Ward and Sanders, who work together on mentoring and educational projects through the AFA, both offer valuable advice to anyone seeking to emulate their careers.

"If you aren't strong on the financial end of your business passion, my advice is, get someone to assist you. Go to lunch with a senior executive of a company where you know they might have information that could help you—and you pay for that lunch. You'd be surprised how well that works. You learn so much from their expertise," says Ward. "I have found that my finance background has been absolutely critical. If you don't have that background, take your CPA or your banker to lunch—someone who can help you learn to read the books. You have to have understanding and control of your finances to succeed. Get educated. I've seen so many great businesses with customers, good products and good sales staff and yet, they go out of business because they somehow lose cash flow. Hey, I know it is the boring part, and that can make it tough to pay attention to, but it is essential for business success."

"Coming out of college I was very 'green,'" laughs Sanders."

I didn't require an 8-5 job. I think in transportation I get to see a lot everyday. There is plenty of change and challenge," she smiles.

"I would think for a young person, especially someone just starting out on a career, a mentorship program is a great resource. You can learn to be in business and be successful," Sanders continues.

Ward backs her up. "The great part about the 10 years I've had Pacific Air Cargo is that I've worked with such terrific people. My staff has really stuck around. I think that one of my better talents is picking good people to work with. People I can rely on. You can't do it by yourself. It takes people who work together. I am proud to be a woman in the transportation management industry. In the past 15 years, more and more women have found their way into this business. Whether it's the softer touch, attention to detail or concern for employees and customers, many women have found success in this once male-dominated industry. I take an active role in the organizations that promote women in our business and support their personal growth."

With women such as Sanders and Ward ready to mentor, there's never been a better time for a woman to become a freight lady. ➔



JACQUE BOYD PhD

TAKE YOUR SHOW ON THE ROAD: VISIT A CLASSROOM

As an educator I can talk until I'm blue in the face, but having the same words come out of someone else's mouth always seems to elicit a) more interest; b) actual usage of a concept; and c) well, more interest! It's sort of like being the mom or dad—if someone else tells you something it's truer than if it comes from someone you know. So, here's my

charge to you: take your expertise into a classroom as a visiting lecturer.

Most of us jump at the opportunity to talk about what we love doing; in my case education and aviation. I've been able to blend my two loves into a great little gig. How about you? If someone gave you an uninterrupted hour to talk about aviation what would you do with that time? I doubt there's a pilot out there who hasn't been asked to come into a classroom. If you're an air traffic controller, an aerospace engineer, an avionics or maintenance technician, an aviation writer, an aviation attorney, an aviation insurance expert, and such, it's time for you to go share.

Each time an outsider enters a classroom to do a guest gig the students see their world in a little different light. They connect with a visitor in a different way than they do with the person they see every day and that connection might lead to a broadening of their world view. You share a new approach to something they may have a very vague connection to or simply a different way of looking at something that's familiar and taken for granted. Either way, you're a new face and that's often all it takes.

First Steps

Check out the schools in your home area. You might have children who attend those schools and you have an insider's take. That can be good and not-so-good. If you've already given a presentation for your own child's classes, branch out a bit. Go to a different school within that system. You'll be able to get a recommendation from the teacher you've worked with and more importantly from the administrator in the school you've already visited.

Each year the State of New Mexico requires me to write a detailed Emergency Safety Plan. One of the aspects of this plan is how I deal with visitors to my school. Every school is required to have a process in place for people coming into the school; signing in at the office, wearing a visi-

tor's badge, being accompanied by school personnel. You will need to make yourself aware of whatever process is in place at the school where you'll be a guest. My suggestion is to make contact with the administrator.

***Remember what you
were like when you
were the age of the
children who will be
your audience—
then add a few years.***

If you've been invited by a classroom teacher some of the above concerns have already been addressed. This may come as a surprise, but there are teachers who forget to tell their administrator that they've invited a visitor to their classroom. Administrators like to know what's happening at their schools and that includes who might be visiting their classes. A word-to-the-wise is to make contact with the administrator *before* you come to the school, introduce yourself on the phone and then make a

point to re-introduce yourself when you physically get to the school.

Presentation Preparation

Let's say the invitation has been issued, you've got the gig, and you know your subject matter—so now prepare for your audience. Your first consideration is the age level. If you have children of your own or neighbor children, you might be familiar with approaches that work to connect with various age groups. If not, a first good try is to remember what you were like when you were the age of the children who will be your audience—then add a few years. The students you'll be visiting have been subjected to a great deal more life than in generations past. They have a great understanding of technology and how to use it to get what they want. Be aware of that expertise.

Think about why it is you love doing what you do. If you can convey your enjoyment of the topic it goes a long way to keeping their attention. When you plan your presentation think about how you talk to your peers about what you do. Never talk down to your audience. You may need to revamp some of your vocabulary—or provide definitions for some of the technical jargon—but always speak conversationally.

Make eye-contact! I hate it when someone comes into my classroom and speaks only to me. You're there to make an impact on the students, not on the teacher who you may already know. Look the students in the eye and have your gaze travel around the room. If you don't have to remain in one spot to control any audiovisual you might have, roam. If you're moving comfortably around the room it will also help keep the students' attention.

This brings us to the question of audiovisual needs for your program. Bringing a prop or two is a good thing. However, make certain that the classroom is equipped with what you need. If you bring a laptop make certain there is a projector that will be compatible with your equipment. If you bring a DVD, CD, flash drive or memory stick make certain that the classroom equipment has a compatible program. How do you make that happen? Ask questions *before* you get to the classroom. Don't lose the students before you've even begun the presentation.

Gimmicks and Gimmies

I have a friend who is a former SR-71 pilot. He does a rap routine about the airplane as his presentation, no matter what the age-group. Be careful with gimmicks like this and make certain you can carry it off. He can, fortunately, and has them begging for more!

Every time I came back from a Women in Aviation Conference I brought my class goodies. I made certain I had my business card when I roamed through the exhibit area. I

asked for only the number of students I had in my class and the exhibitors really appreciated my candor when I told them about teenagers in my aviation class. I still see students using the pens my engineer-buddy from Lockheed sent to my class. If your company will supply posters for the classroom, key chains, pens, pencils, or rulers with your company logo, your presentation will be more of a success.

In lieu of the professional gimmies, think about making something during the presentation. Make certain you have everything you need to make your demonstration piece *and* make certain the teacher is aware of what you plan to do. Bring your own supplies and know how to make whatever it is you're doing. I know that sounds like a given, but it doesn't always happen that way. Practice making whatever it is and time yourself.

The above brings me to the last, but probably most important point: stay within the time limits that have been set by the teacher. You might be a guest in a self-contained classroom and have a little more leeway on your timeframe. More than likely, those students will have to be in another class at a certain time. Make certain you know how much time you have for your presentation and don't go over!

Now, you're set! Go find a classroom and share what you love about aviation. ✈

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DR. PHIL
PARKER

POLYCYSTIC OVARY SYNDROME (PCOS)

Q: *My doctor wants to put me on a diabetes medication for a condition called Polycystic Ovary Syndrome. If she does that, would I still be able to fly?* Polycystic Ovary Syndrome, also known

as PCOS, and its treatments continue to be a source of confusion for pilots, their providers, and their Aviation Medical Examiners. While some estimate PCOS affects up to 1 in 15

women, a universally accepted definition of the condition is lacking and there is a great deal of variation on how treating providers address the condition once it is diagnosed. In the simplest terms this is a problem of hormonal imbalance where the ovaries produce an excessive amount of androgens or “male sex hormone.” As a result, the condition is often associated with chronic lack of ovulation (infertility and menstrual disorders) and effects of androgen excess such as acne and facial hair. Interestingly, the actual finding of polycystic ovaries is nonspecific in many cases (e.g. may or may not be noted).

While the exact cause of PCOS remains unknown, there is evidence that insulin resistance may certainly play a role. Insulin is secreted by the pancreas and helps move sugar out of the blood stream into the muscles to be used or stored as fat. When the cells don’t respond then more insulin is produced. This high level of insulin can then lead to even higher levels of androgens and eventually increased risk for diabetes, obesity, and high blood pressure. This can also result in *Acanthosis nigricans* which is hyperpigmentation of the skin on the back of the neck, the axilla, and beneath the breasts. Interestingly, not all cases of PCOS show insulin resistance.

Much of the evaluation for PCOS involves ruling out other potential diagnoses such as androgen-secreting tumors, medication side effects, genetic issues, and other endocrine issues such as thyroid, adrenal, and hypothalamic problems. This evaluation involves laboratory testing and may include ultrasound of the ovaries. For someone who has chronic anovulation, their provider may also recommend an endometrial biopsy because of increased risk for uterine cancer.

Because of the association of insulin resistance and potential risk for future diabetes, many with PCOS are recommended to start taking a diabetes medication called metformin,

which helps sensitize the cells of the body to recognize insulin. In fact, in many cases we are seeing an increase in prescribing of metformin by infertility clinics since the decreased androgens tend to lead to an increase in ovulation essentially restoring the hormonal imbalances.

PCOS itself isn’t disqualifying if there are no significant adverse effects. However, use of diabetes medications such as metformin does require FAA clearance before return to flying or controlling.

PCOS itself isn’t disqualifying if there are no significant adverse effects. However, use of diabetes medications such as metformin does require FAA clearance typically with a Special Issuance or waiver before return to flying or controlling. The FAA’s primary concern with oral diabetes medications even when used for PCOS or infertility is that an airman might over correct the insulin resistance resulting in a sudden drop in blood sugar levels known as hypoglycemia. For those unfamiliar with the condition you may recall the memorable scene from the movie *Steel Magnolias* where Shelby became combative during her hair appointment. Obviously hypoglycemia in the aviation environment could have detrimental consequences. To ensure safety, the FAA imposes a 60 day observation period after starting metformin before they will consider a waiver. To avoid confusion, a note from the treating provider should clearly address why metformin is prescribed, dates of treatment, current blood sugar levels, and confirm no hypoglycemia has occurred. For diabetes an eye exam is required, but this should not be required for PCOS or infertility use of the medication. Once the waiver is granted, the FAA will simply require an annual update to ensure the airman continues to do well without adverse side effects. ➔

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

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PATRICIA LUEBKE

COMMUNICATING WITH YOU

You may think of *Aviation for Women* as the sole publication you receive as part of your membership in Women in Aviation, International, but it's only one of several methods WAI has to communicate with you. Sure, the magazine is the biggest and the glossiest publication you get, and chock full of news, stories about inspiring women, new products and all the rest.

But there is more. WAI's electronic newsletter *WAI Connect* arrives via email—if you're not receiving it, it could be that WAI doesn't have your email address, so send it along. Neither of these publications could be possible without the support of its advertisers and sponsors.

If you haven't yet attended a WAI Conference, you may not have seen a publication that is distributed there. WAI publishes three issues of *The Daily*, a newsletter distributed at the Conference to highlight interesting people and activities throughout the Conference. Typically we have published three issues per Conference: you get the first one when you arrive and register, the second one as you enter the General Session on Friday morning and the third one when you enter the General Session on Saturday morning.

The second and third issues of *The Daily* are published on site. We write it during the day, get the file to the printer by 5:00 p.m., and print overnight. That tight deadline is a challenge, but the greater challenge is to depend on volunteer writers and photographers to get the job done. But that challenge is also what makes it most fun—and most rewarding.

When volunteers arrive in the WAI Press Room, the home base for *The Daily*, they often believe they'll just be helping greet the media or straightening up the room or running errands. These volunteers are often surprised when we hand them an assignment and send them out to write their stories.

Who are my favorite volunteers? The military. I usually start out by asking a new volunteer if he or she has ever written an article. Mostly the answer is "no," but the military volunteers routinely say to me, "No ma'am, but I can try."

Living in New York City, I am not called "Ma'am" that often, but beyond that, I love the attitude of "I can try" and that's all we could ever expect from a volunteer. Considering that many of our volunteer writers are not experienced writers, I am usually blown away by what a great job they've done and the load of positive energy they bring to the task. It won't surprise you that some of our *Daily* writers have gone on to write for *Aviation for Women*. Editor Amy Laboda and I are like proud Mother Hens when that happens.

For me, another reward of managing volunteer writers is seeing their excitement when *The Daily* is published and they

see their name in print alongside their articles. Nothing that is written ever goes to waste since if we don't use it in *The Daily*, it will find a home in *Aviation for Women* or the WAI blog.

If you're not going to be at the Conference this year, you can still read *The Daily* on the WAI blog. We started the blog as a way to dispatch news from the Conference and then stuck with it all year long. In 2010, we consistently blogged about three times a week on average. Amy and I try to find news of interest to our members. Check it out at <http://waishowdaily.blogspot.com>. Better yet, bookmark it so you can stop by regularly.

This year we blogged live from the Conference as well. We know how many of you can't make it to the Conference for whatever reason so we try to capture some of the excitement of the Conference for you in our blog. We'll post as many stories and photographs from *The Daily* as we can.

Please don't ever underestimate how important a photograph and several sentences are about, for example, an event that your WAI chapter has hosted. Everyone wants to see current members, and your successful event or idea may be the impetus for another chapter. Just send your materials to Amy Laboda at alaboda@wai.org and make sure your photos are high resolution.

As an aside, in case you're also in the news writing business and produce a newsletter in any format for your company or your WAI chapter, don't forget you have access to all the news releases that WAI produces, on average twice a month. You'll find them in the News section of the web site so feel free to cut and paste and use that material for your own. Even if you're not a newsletter editor, check out the news releases and see what WAI is up to.

Because WAI is a membership organization, we want all of the publications to reflect the interests of as many members as possible. That can be a challenge with a group as diverse as this association. We need your feedback and ideas as well—for the magazine, for the blog, for the newsletter. Consider yourself on the staff of these publications—they are there for you as a benefit of WAI membership. ➔

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Kelly Moran / Systems Engineer / Raytheon Missile Systems / *FLYING* Reader

It doesn't take a rocket scientist to learn to fly. Wait. Maybe it does.

Photography: Tom Gerczynski

TO BECOME an honest-to-goodness rocket scientist is an impressive achievement by any measure. But it still comes in second to Kelly Moran's childhood dream of being a professional pilot.

When she was three, Kelly's parents took her to an airshow. At that moment, a pilot was born. She says, "From then on, every time I saw a plane in the sky I watched until it was out of view. And I thought, 'I'll be a pilot some day.'" However, a lifetime of type 1 diabetes stood between her and a medical certificate.

So Kelly settled for getting as close to a cockpit as she could, flying vicariously through the pages of *FLYING* Magazine. But she never lost her determination to become a pilot. Surely, someone with the smarts to become an aerospace engineer could find a way around the FAA's unforgiving medical standards.

Where there's a will, there's an LSA.

The solution came when Kelly read an article in *FLYING* about a new category called Light Sport Aircraft and a rating that would let her fly without a medical certificate. She had only one reaction: "Perfect! Let's go!"

She found a flight school with a Remos Light Sport Aircraft. Two quick months later, Kelly flew off as a Sport Pilot. Next on her to-do list was her own airplane. Kelly says, "I had fallen in love with the Remos while training. It's just so much fun." She and a friend bought a new Remos GX, which they promptly turned into what is certainly the world's only Remos in warbird dress.

Kelly flies at least once a week, often taking family and friends on sightseeing tours or to dinner. She does some serious cross-country flying, too, sometimes 300 miles or more.

She intends to get her medical one day. "But I'm going to be extremely careful because I would be devastated if I couldn't fly anymore. I'd love to be an aerobatic performer."

Don't just keep up, get ahead.

Kelly is a typical *FLYING* reader. Just like Kelly, 74% of student pilots read *FLYING*. So do 82% of pilots who train to fly more sophisticated aircraft. She is part of a new generation of pilots who read the magazine that started it all and is still reaching for what's next.

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JO DAMATO

INVEST IN YOUR CHILD'S TRAVEL SAFETY

A high school friend suggested that I join her Bunco group as a way to meet some other moms when my family moved back to my hometown. I attended our December Bunco night the day after NTSB Chairwoman Deborah Hersman hosted a public forum focused on Child Passenger Safety in the Air and in Automobiles. Because this event was webcast from

D.C. and presentation materials were also made available afterwards I was able to benefit from the information myself in southern New Jersey. Sitting at one of the Bunco tables I was armed with enough facts to be outspoken on the topic to any mom who would listen. I was thrilled to hear that most of them practiced proper child safety on the road but also learned that there had been heated discussions the year prior on appropriate child safety in the air. The ladies involved in that discussion couldn't wait to take some of the new information from the NTSB forum back to the naysayers in the name of child safety!

My Own Experience

It happened so fast. The little one was sleeping, the six-year-old was quietly staring out his window, I was reading a novel, and my husband was driving the family minivan. One hour until home after a terrific weekend on the Chesapeake and then a jolt in the back, a crash, brakes squealing, another rear jolt, crash, forward impact felt, and then a third rear jolt until it all stopped as quickly as it had begun. Quiet for a fraction of a second was replaced by tears, panic. The baby now awake and screaming, the oldest terrified and unsure what happened, my husband and I staring at each other.

Thankfully, we escaped major injury that day and the van was repaired and returned to us in a month's time but the aviator in me kept reflecting on why the kids escaped harm. For my three-year-old the answer was easy. His weight and height clearly falls into the recommended Child Restraint System (CRS) guidance for a forward-facing car seat with a harness. The impact from the collisions was jolting but his seat did its job and he was held firmly in place and out of harm's way.

There seem to be more misconceptions with the older kids about the best method to restrain them properly on the road. My six-year-old is tall for his age. He and his peers have also entered that stage where the slightest difference in what they

do can be seen as "uncool." I'll admit that I've been tempted to graduate him to the "phonebook-style" booster which retails for about \$15 and is ultra-portable and convenient, not to mention approved as an appropriate CRS. Yet when I found a five-point harness high-back booster seat for use up to 65 pounds and then backless up to 100 pounds with a seat belt we decided to invest in that instead. The use of that seat is surely what saved him from head and neck injury, getting thrown around the vehicle or slamming into the back of the driver's seat.

In the Air

I remember as a college freshman when Captain Al Haynes came to our university to talk to us about his experience as the captain of United 232, which crashed in Sioux City, Iowa, after a full hydraulic failure. He told us that the Chief Flight Attendant was horrified that as she was briefing passengers to brace for impact she could do nothing for the four lap children on the flight except to tell their parents to place them on the floor in front of them buffered by pillows and blankets. One of those babies did not survive the crash. I cannot tell you how often in the past 17 years that statement has haunted me. Is the savings of an airplane ticket really worth the risk of putting a child in harm's way? Is peer embarrassment for a child or an adult's convenience really a priority when we know a child is safest in a restraint system based on age and weight recommendations? In my house, and in yours too, the answer should be no to both of those questions. When we have traveled by air with a child under 40 pounds it has never been a question that he would have his own seat with a CRS.

In Chairwoman Hersman's opening remarks at the forum she noted, "And yet, we see it regularly when we travel: parents putting their children in child seats on the drive to the airport, checking the car seat as luggage, and then holding the child on their lap during the flight, even when everyone

"A rule that required CRS on aircraft would result in some diversion to highways, a less safe mode of travel. This would not be good transportation safety policy."

else on the plane is buckled in. Once at their destination, that child is once again secured in the car seat for the car ride from the airport. The laws of physics don't change, whether you're on an airplane or in an automobile. And we know that no parent would intentionally place their child in a less-safe position than they place themselves. If we are so careful to strap our children into car seats when we drive to the airport, then why are we not as diligent in securing them in a seat of their own on the aircraft? The Safety Board has issued 14 recommendations on child safety in aviation. Among them is a recommendation for the FAA to require restraint use for all occupants of airplanes, including infants and small children.

The FAA's official guidance does note that a child younger than two is safer in a restraint system than on an adult's lap but the FAA does not require use of a CRS. The spokeswoman at the NTSB forum maintained that "a rule that required CRS on aircraft would result in some diversion to highways, a less safe mode of travel. This would not be good transportation safety policy."

The NTSB did a safety study related to the FAA's assertions and in August 2004 their Office of Research and Engineering published the *Analysis of Diversion to Automobile* in regard to the disposition of Safety Recommendation A-95-51 concluding, "After considerable analysis of real-world air and road vehicle data, staff has found that in extreme cases, diversion from air travel may result in increased risk of fatality or injury for some specific vehicle, trip, and driver types, but this accident risk is not evenly distributed and no evidence was found to suggest an increased risk for children under five years old. In total, there does not appear to be a clearly defined relationship between diversion from air travel and highway accidents or injury. In fact, despite the acknowledged difference in relative risk between road and commercial airline travel in the United States, and the largest diversion from air travel in U.S. history during recent years, road fatalities and injuries for children under five years old have continued to decrease."

I provided this information not to fuel the debate but to give you a better understanding of why the FAA recommends but does not require and why the NTSB still champions for the requirement. Many parents have said that if the FAA doesn't think it should be required then my lap baby is probably safe and I will save the cost of a ticket for my child. I want you to be able to answer that question and to provide these tips. The FAA does have a wonderful resource available at www.faa.gov/passengers/fly_children/ that details best child safety practices on aircraft.

In the Air: Child Restraint System

A CRS is a hard-backed child safety seat that is approved by the government for use in both motor vehicles and aircraft. When purchasing a CRS, make sure your CRS is government approved and has "This restraint is certified for use in motor

vehicles and aircraft" printed on it. Otherwise, you may be asked to check the CRS as baggage.

Make sure the label is legible or that you have documentation that the seat is approved for use on aircraft.

Make sure the CRS is appropriate for your child's weight and always follow the manufacturer's instructions when using a CRS. The FAA recommends that a child weighing less than 20 pounds use a rear-facing CRS. From 20 to 40 pounds that child should use a forward-facing CRS. If he or she weighs more than 40 pounds, use an airplane seat belt.

A child may also use an alternative, such as a harness-type restraint, if it is approved by the FAA. The FAA has approved one restraint appropriate for children weighing between 22 and 44 pounds. This type of restraint is not safe for use in motor vehicles.

Check your airline's web site for information about using a CRS. Before select-

ing seats, check with the airline to see if there are any seats that might not accommodate your CRS.

Like you, I am a parent who is concerned for the safety of my children first and foremost. I am also an aviation professional and I am passionate about aviation safety as well. I thank the NTSB for offering this forum and for continuing to bring focus to improve safety for our children.

Review the presentations at www.nts.gov/children.

If you or your child's other caregivers need a refresher on proper automobile CRS, using this guide from the National Highway Traffic Safety Administration (www.nhtsa.gov) should help.

On the highway—use the correct child restraint system for your child's age and size. Keep your child in a rear-facing seat until your child is at least one year old and at least 20 pounds. Use a forward-facing seat with a harness after your child has outgrown their rear-facing seat. Your child should stay in this seat until they weigh approximately 40 pounds or their ears reach the top of the seat.

Use a booster seat when your child has outgrown the forward-facing seat. Be sure to check the height and weight limits for the seat you own. Your child needs to use a booster seat from about four to eight years old or until your child reaches 4 feet, 9 inches. Keep your child in a booster seat until the adult lap-and-shoulder belt fits properly. The seat belt should lie across the chest between the neck and arm and the lap belt must be across the upper thighs, not the soft stomach.

An adult lap-and-shoulder belt can be used when your child is tall enough (usually about 4 feet, 9 inches) to sit against the back of the car's seat with their legs bent at the knees with their feet hanging down.

And finally, understand that all children under 13 should ride in the back seat. ➔

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



SHERRY
PARSHLEY PhD

AIRCRAFT OWNERSHIP COSTS

With aircraft costs at a low point, you may be considering the purchase of an airplane. There are certainly some bargains to be found. I have owned two airplanes, a 1947 Stinson which I owned for 15 years and I presently own a homebuilt RV8, which I co-built. Owning an aircraft can raise your aviation experience to a new level, as now you will be dealing with

maintenance issues on your own, rather than simply letting the Fixed Based Operator (FBO) know that something is broken on the rental aircraft. There are important financial issues that you must consider, however, and this article will help you to evaluate these costs.

First, we need to discuss some accounting terminology. Fixed costs are costs that remain unchanged regardless of activity level. In this case, the activity level is the number of hours that the aircraft is flown. Variable costs vary directly and proportionately with changes in activity.

Fixed costs include insurance, hangar rent (or tie-down), a loan payment if the aircraft is financed, and the annual inspection. Variable costs include fuel, oil, non-routine maintenance, and engine replacement costs.

Before making a purchase, you should contact at least two insurance brokers to obtain an estimate of insurance costs. You will want to deal with two brokers that do business with different insurance underwriters. Keep in mind, however, that insurance rates can vary greatly from year to year depending on the state of the insurance marketplace. Your rates will be determined by the amount of flight time you have in total and time in that type of aircraft. A less experienced pilot with no experience in the aircraft type will pay more or may even be denied coverage.

Your local FBO can provide tie-down rates. You may want to hangar your aircraft and many airports have hangars to rent either through the FBO or by private owners. Again, these costs can vary depending on supply and demand.

The loan amount, the interest rate and the length of the loan will determine your loan payment. It is best to deal with a lender that deals in aircraft financing, as they are more familiar with the aircraft values.

Regardless of how many hours you fly, your aircraft is required to have an annual inspection by a mechanic authorized to conduct inspections of aircraft airworthiness. This is a special designation beyond the A&P (Airframe and Powerplant)

certification and not all A&P mechanics can perform an airworthiness inspection. You may want to talk to local aircraft owners in your area to obtain recommendations and cost estimates.

Variable costs include fuel, which can also vary widely and typically rises and falls in the same manner as auto fuel. There are often regional differences in fuel prices as well.

Oil changes typically occur every 50 hours for a single-engine airplane. This is one maintenance item that you can do yourself as an owner of the aircraft.

Many owners overlook engine replacement cost, but it is an important consideration and one of the largest expenses of ownership. Typical engines on single-engine aircraft have a useful life of about 2,000 hours, also known as TBO or time before overhaul. You are not required to overhaul the engine when it reaches this point, it is recommended. You may find that your engine begins to experience performance issues before the TBO, particularly if you (or previous owners) have not taken good care of the engine by performing regular oil changes, and running the engine according to manufacturer specifications.

The last variable cost to be considered is non-routine maintenance such as replacing batteries, tires, magnetos, and fixing anything that breaks, including avionics, which can be quite expensive with the sophisticated equipment found in even the most basic airplanes. This cost is often the hardest to estimate.

A numerical example will help illustrate aircraft ownership

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A less experienced pilot with no experience in the aircraft type will pay more or may even be denied coverage.

cost concepts. Assume the following fixed costs: \$1,500 for insurance; \$200 per month or \$2,400 per year for hangar rent; \$300 per month or \$3,600 per year for loan payments; \$500 per year for an annual inspection; total fixed costs of \$8,000 per year.

The variable costs are quoted on a cost per flight hour basis. Assume your aircraft uses 10 gallons per hour at \$4.50 a gallon for a cost of \$45 per flight hour, and add another \$5 per hour for oil changes. An engine replacement can easily cost \$20,000 for a new engine and based on a 2,000-hour engine (TBO), this will cost \$10 per hour. Assume another \$10 per hour for the non-routine maintenance items. The total of these variable costs is \$70 per flight hour.

The objective is to calculate a total cost per flight hour that includes fixed and variable costs. Your fixed cost per flight hour varies inversely with the number of flight hours. Based on 100 hours per year, the fixed costs will be \$8,000/100 hours or \$80 per flight hour. The total operating costs per hour based on 100 flight hours per year will be \$80 for fixed costs plus \$70 variable costs or \$150 per flight hour.

You can decrease this cost per flight hour by flying more

The objective is to calculate a total cost per flight hour that includes fixed and variable costs. Your fixed cost per flight hour varies inversely with the number of flight hours.

hours. At 200 hours, the cost per flight hour becomes \$110 per flight hour. Flying the aircraft only 50 hours annually results in a cost per flight hour of \$230.

There are, however, several non-quantifiable considerations. You will have better access to the aircraft if you own versus rent. Many FBOs will charge a minimum rental fee per day so using the aircraft for an entire day can get expensive. For me, the most important consideration that cannot be quantified is that I know my airplane. My partner and I are the only pilots who fly it and since we were the builders, we know every rivet! While most pilots who rent will be responsible and let the FBO know of a mechanical issue, you can never be certain what happened on the previous flight. That peace of mind is priceless. ✈

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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.

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AVIATION CALENDAR



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

2011

March 14-16

BA-Meetup
London, England
www.bameetup.com

March 22-25

54th Annual AEA
International Convention
& Trade Show
Reno, Nevada
www.aea.net

March 29-April 3

Sun 'n Fun Fly-In
Lakeland, Florida
www.sun-n-fun.org

May 17-19

11th Annual European
Business Aviation
Convention & Exhibition
Geneva, Switzerland
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

June 16-18

16th Annual Flight
Attendants/Flight
Technicians Conference
San Diego, California
www.nbaa.org

June 17-19

AeroExpo UK
Sywell Aerodrome
England
www.expo.aero/uk

June 21-24

Air Race Classic
35th Anniversary Race
Iowa City, Iowa,
to Mobile, Alabama
www.airraceclassic.org

July 25-31

EAA AirVenture Fly-In
Wittman Airport
Oshkosh, Wisconsin
www.airventure.org

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VIKKI GREENLEAF

WOMEN IN AVIATION, INTERNATIONAL: HOW IT WORKS

Like many of us who are members of Women in Aviation, International, I have been around aviation my entire life. I was at Oshkosh when I strolled by the Women in Aviation, International booth. I met a nice woman who encouraged me to join. On the cover of an issue of *Aviation for Women* magazine, displayed at the booth, was a photo of a WASP

(Women Airforce Service Pilot), who pioneered flying military aircraft, standing arm-and-arm with two women U.S. Air Force pilots and in front of a General Dynamics F-16 Fighting Falcon that was part of the USAF Thunderbird's Demo Team. How could I not join? I worked on the F-16 program while I was in the Air Force in the 1980s and I had always hoped that women would be able to fly the sleek, beautiful and powerful fighter aircraft.

I got my pilot's certificate that October while working a job in a local business to pay for my training. In November a good friend, Glenna Blackwell (WAI #29530), asked if I would be interested in attending the International WAI Conference in Atlanta, Georgia. I figured that I had the time and money, so I said yes, made my reservations for the trip and then looked forward to attending.

Shortly after making my reservations I lost my job. I considered telling Glenna I could not make it, but the money was already spent and I figured I might as well go and just have a good time. I got to the Conference and dove right in to the fun. One evening I met Sharon Porven (WAI #5484) from Sikorsky Aircraft though Glenna. Sharon is a fellow WAI member and pilot in our area. I had really never gotten a

to her she asked me for a résumé. A résumé? I had not done any "engineering" work since 1988 when I separated from the



Sharon (left) and co-worker in the Sikorsky booth at the 2010 Conference

She asked me about what I was doing and a little about my background. After I explained it all to her she asked me for a résumé. A résumé?

chance to spend time with her. She asked me about what I was doing and a little about my background. After I explained it all

Air Force. She assured me that I did have something to offer Sikorsky with my avionics background and asked me to give her my résumé before we left the Conference. I quickly developed my first technical résumé in over 10 years and gave it to her. I also dropped by the UTC booth and applied for a couple of jobs while I was at it to get the cool bag they were giving out.

I was shocked when less than three weeks later Sharon called and asked me if I was still interested in working for Sikorsky. I interviewed in March 2009 and was at my desk June 1 (my desk is just around the corner from Sharon's).

I can honestly say I have found my dream job. Sharon continues to mentor me at work and we have become fast friends. I returned to the Conference in 2010 representing Sikorsky with Sharon. What a year it was. And now I can't wait to see what this year brings. All because of Women in Aviation, International, and the connections I made. ➔

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Vikki Greenleaf (WAI #41095) happily lives and works near Sikorsky's Connecticut plant.

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