

WAI CONFERENCE 2011 WRAP UP INSIDE!

Aviation *for* Women[®]

MAY/JUNE 2011

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

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TERRY RYAN

Photo contest winner Terry Ryan captures the spirit of the WAI Conference in her portrait of WAI Jazz Band player Donna Clark and her son, Donnie. Clark traveled from Scotland to Reno and played with Donnie all week.

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COVER PHOTO

Jaime Tucker works under the wing of a Spartan School of Aeronautics aircraft. Photo courtesy of Spartan School of Aeronautics.

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PRESIDENT'S MESSAGE

JERRY CHABRIAN



DR. PEGGY BATY
CHABRIAN

Lindsay Dru Brewer holds the Brewer Trophy, which she presented to Peggy Chabrian on stage at the 2011 Conference banquet.

staying at the hotel. When we confirmed that we were, he shared with us that several of the employees had been commenting earlier in the day about how excited and energized our group was—in fact, he said it was the happiest group they had seen in a long time.

Similar comments were made by many of the keynote speakers who joined us in Reno. They said they were inspired and motivated by the attendees. And several attendees, particularly first-timers, noted how friendly everyone seemed to be and genuinely interested in welcoming them.

This is a true description of Women in Aviation, International (WAI) and its members. When I go to various events to speak, people often ask, what is it that makes WAI unique? I tell them it is the individual members and their passion for aviation and for being a part of this organization—wanting

Dear Members:

Exciting! Inspiring! Fun! These are just a few of the words we heard many times from attendees at the recent International Women in Aviation Conference in Reno, Nevada.

One of the more interesting comments came from a waiter in one of the restaurants located in the Grand Sierra Resort. While enjoying dinner one evening the waiter asked us if we were part of the aviation group

to encourage others to become active in aviation and share experiences.

Just a few weeks after our event in Reno several of the staff went to the annual Sun 'n Fun Fly-in held in Lakeland, Florida. WAI members participated in the WAI Celebrity Breakfast, stopped by the booth to renew their membership, or find out how to start a chapter in their area. I was invited to provide a few forums this year, too.

A special moment for me was to recognize Paul Poberezny, Founder of EAA, as part of a special recognition ceremony held onstage at the Fly-In. Here is a little known fact: Paul Poberezny played a part in the original organization of WAI! But the best part of Sun 'n Fun was learning that WAI is a finalist for a \$10,000 Lightspeed Aviation Foundation Grant. At lightspeedaviationfoundation.org/content.cfm/Finalists/Your-Vote-Counts you can help us by voting for WAI.

I also enjoyed serving as the banquet speaker during the Professional Women Controllers annual conference in Portland in April. PWC is proposing to hold their annual conference in connection with the WAI Conference in 2014. This is just another example of WAI working together with an aviation organization, as we do with so many.

Looking ahead to the summer months I hope to see many of you at various aviation events. Look for us!

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian
President and Founder

INSIDE THIS ISSUE



PAULA GRUBB

WASP Jean McCreery signs poster during the 22nd Annual International Women in Aviation Conference. **Page 24**



Are you in the running for the WAI Disney Cruise Line package? Learn how you can be in the drawing! **Page 8**



COURTESY OF ALICE SURRENCY

Sgt Alice Surrency was an Accidental Pioneer in the U.S. military in 1979 when she ended up in combat. **Page 34**



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.

If you want to reach the majority of active pilots, from students to veterans, turn to the magazine they all trust to show them where they're going from here: *FLYING*.



FLYING

Exceed your reach.



While you are wrapping up what I'm sure has been another fabulous Conference (I'm there in spirit), I'm catching up on some reading and chuckling at your "Conventionomics" article (AFW January/February 2011) because I'm remembering the first WAI Conference I attended. I'm thinking it was the Third Annual—it was at Parks College and there were maybe 100 of us there (please correct me if my fading memory has the numbers wrong).

Did you really imagine back then that in a few years your biggest problem would be finding hotels with a couple of thousand rooms and 50,000 sq. ft. of meeting/exhibit space? And of course that won't be enough in a few more years.

I'll throw a few extra bucks in with my dues this year to help someone attend next year's Conference. At my age, the odds are that I'll just be there in spirit once again :-)

Danna Henderson (WAI#1097)
Whirly Girl #31

Thank you for a great WAI Conference this year. The group this year was enthusiastic! I wanted to share a story with you to give you some insight on how valuable this event is to some of the participants. We brought some of our maintenance professionals who had not been involved in WAI. One of the women has been a line mechanic for almost 25 years, working in many different roles throughout her career. She joined our company about 15 years ago and is currently a lead line mechanic in Memphis. She told me that she was reluctant about attending the Conference,



A WAI first? Let us know!

Puerto Rico Chapter President **Luz Carrero** (WAI #44400) got married while attending the 22nd Annual International Women in Aviation Conference in Reno, Nevada. We think this is the first time this has happened in WAI Conference history. Did you get married during a previous WAI Conference? If so, tell us, email us at waihq@wai.org.

but was asked by her leadership team and agreed to come. The first day she interacted with the folks that attended the Conference and found herself in a position of helping the women that were interested in her field. She described the experience to me and as she talked, her eyes lit up with the enthusiasm of a young woman just starting her career. Further, she realized that this industry has more to offer than she ever imagined. In fact, she might even look to other positions knowing that there is more opportunity than she ever realized.

Your work is so important to us in the field. Thank you for all of your efforts.

Lisa Brockenbrough (WAI #47741)
Director Flight Safety, Delta Air Lines

Irecently had the privilege to represent the Association for Women in Aviation Maintenance (AWAM) and be an Educational Session Speaker at the 2011 Women in Aviation International Conference in Reno, Nevada. This year's Conference provided attendees with a

wide selection of topic choices in a variety of areas. I had hope that my session entitled "Now's the Time to Buy an Airplane" would not only assist individuals in navigating the buying process, but also inspire them to reach for the very real goal to own their own aircraft. Upon reviewing the schedule of interesting presentations offered during the same time slot as mine, I thought I'd be lecturing to a near empty room. It was I, however, while setting up my equipment, who became inspired by the number of people who were filling the seats. My thanks to the participants for a lively, spirited session and to WAI for approving the topic. It is telling that a first time conference attendee stated that she had not only come to connect with other women in the industry, but to specifically hear this session's information regarding purchasing an airplane. This type of attitude bodes well for our industry's future.

Would aircraft ownership, either as an individual or as a fractional, be a sound decision for your type of flying? Should you plan to buy in the next year or wait for a few? Only you can truly assess the pros and cons. We all know the economy has been a sobering challenge in recent years, but for the resourceful and determined pilot, there could be no better time to find that perfect deal. Similar to purchasing a home, there are many excellent opportunities to be found to purchase both new and used aircraft. Success will come to those that perform their due diligence, realistically crunch the financials and look toward the resale value of their purchase as both their needs and expertise evolve.

Sharon K. Riffle (WAI #5031)
AWAM Board of Directors

My name is Helen Adekola, and I worked in the press room during the 2011 Conference in Reno, Nevada.

I just want to congratulate you and your team for a successful 22nd annual WAI Conference. I want to let you know that the program is getting better and better every year and I am proud to be able to identify with the organization.

Helen Adekola (WAI #41025)
WAI, Nigerian Chapter

Congratulations on the successful 22nd Annual International Women in Aviation Conference in Reno, Nevada.

"Inspire, Innovate, Enthuse," surpassed the WAI tradition of providing a first-class annual networking event, supporting all aviation disciplines. Whether you are just starting out with an interest, addressing mid-life changes or reflecting and sharing the wisdom and years of experience, Women in Aviation, International's conference had something for everyone. Representing an aviation organization (AWAM), the Conference provides a perfect setting for us to connect with our sponsors and members. It is like no other conference I go to each year. The energy is a force that carries forward to support safe flight and aviation goals throughout the year.

I would also like to thank all the WAI staff and volunteers for their professionalism and dedication. They have always provided a high quality of service in an efficient and pleasant way. It is our pleasure to work with them. From behind the scenes in the coordination center and

Videographers at the 2011 Conference?

For anyone who attended the Reno 2011 WAI Conference and participated in the seminar "What Are You Doing in the Gap?"—did you happen to videotape the event or know of someone who may have videotaped the session? If so please contact me via email at aalindsey@fedex.com. (The facilitators would like to have a copy of the tape for training purposes.)

Amy Lindsey (WAI #13596)
Hernando, Mississippi

registration, to the general, professional and educational sessions, to the humming and well-displayed exhibit hall, these role models exhibit the possibilities.

I was especially thrilled this year to see the many new and returning faces at the technical events. Even the snow through Donner Pass did not deter some! AWAM's annual events of sponsoring the Maintenance Recurrent Training, supporting the educational

sessions, our annual meeting and Technical Scholarship and Awards Breakfast sponsored by Pratt & Whitney have become standards during the WAI Conference. AWAM's scholarship program has grown to award a record 29 scholarships worth \$73,000 this year. One of AWAM's goals is to promote communication between pilots and mechanics. WAI is one of the best places to continue these conversations!

Thank you Women in Aviation, International for providing this venue to support the technical disciplines vital to aviation. We look forward to interacting with WAI throughout the year and re-connecting in Dallas 2012.

Denise Waters (WAI #221)

President, Association for Women in Aviation Maintenance (AWAM)

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

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CONFERENCE 2011

Hawaii 50 Chapter Wins the Custom Chapter Logo Contest



Logos from 25 WAI Chapters were displayed in the Membership Booth in the Exhibit Hall. All attendees were encourage

to cast a vote for their favorite. It was a tough decision to pick a favorite design and every chapter received votes. Hawaii 50 with the most votes received the DVD "Speed and Angels" for their chapter. We plan to have the contest again next year at the Conference so all chapters are encouraged to design or update their custom logo.

Vote for WAI

WAI is in the running for a People's Choice Award from the Lightspeed Aviation Foundation. The funds would be used to produce a presentation for WAI chapters about careers in aviation and aerospace to present to students. This would include displays and graphics for the chapters to use as well as handouts. We will include both the usual and the unusual areas in aviation and aerospace, and cover both requirements to get into these fields as well as direction towards scholarships and financial support. Navigate to lightspeedaviationfoundation.org and click on "vote now."

Thank you 2011 WAI Conference Sponsors

This is a fact: without the generous donations from WAI Sponsors and corporate members we could not provide the Conference we do every year. Be sure to let them know how much we appreciate their donations of resources, money and scholarships.

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(Left) Amy Laboda and WAI Board member Shelly Simi ham it up at the Sun 'n Fun Radio Station with WAI Sponsor and Corporate member Jeppesen, a Boeing Company. (Below Left) Peggy Chabrian with EAA Founders Paul and Audrey Poberezny, Sporty's Pilot Shop co-founder Sandy Shevers and air show pilot Patty Wagstaff at the WAI Celebrity Breakfast. (Below Right) Volunteer Lewie Wiese helps Chapter Relations Manager Betty Huck in the booth at the Fly-In.



PHOTOS BY JOHN SLEMP

Thank you

Annual Fund Donors!

Your donations will be used exclusively to provide individuals with opportunities in aviation, expand their careers, expand their horizons and ensure that WAI remains a vital, robust and active organization now and in the future.

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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 April 4). They are now eligible for great prizes! Have you brought someone onboard WAI yet?

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Chinelo **Nwosu**
Joanne **Ochipinti**
Olabisi **Odukoya**
Chisom **Ohuaka**
Akunna **Okoye**
Audrey **Okpor**
Russell **Olson**
Hilda **Ombatta**
Carolyn **O'Meara**
Nkechi **Onyemelukwe**
Maria Ubong **Ordor**
Rochelle **Oslick**
Lindsay **Pagani**
Susan **Paish**
Kris **Palcho**
Salome **Pam**
Pauline **Patterson**
Janet **Patton**
Dolores **Pavletic**
Ken **Paynter**
Jennifer **Peasley**

SAIL AWAY ON DISNEY CRUISE LINE'S NEWEST SHIP

Erin **Pedersen**
 Jennifer **Phillips**
 Jeffrey **Pomeroy**
 Dorothy **Pooley**
 Keena **Pope**
 Kellie **Rancifer**
 Hadon **Rath**
 Christine **Redmond**
 Audrey **Ricks**
 Victoria **Ridge**
 Tegan **Rieser**
 Theresa **Riggs**
 Lisa **Rodriguez**
 Linda **Rogus**
 Sandrine **Rohrer**
 Tami **Ryley**
 Joslyn **Sackmann**
 Jennifer **Saddler Thomas**
 Ladi **Salami**
 Carol **SaNoGueira**
 Maria **Sastre**
 Lisa Marlene **Sawyer**
 Gerri **Schultz**
 Joni **Schultz**
 Sara **Schwarz**
 Kimberly **Scott**
 Rachel **Seelhammer**
 Janice **Serfass**
 Chrystina **Short**
 Sara **Simpson**
 Nancy **Sisemore**
 J (Angie) **Slingluff**
 Laura **Smith**
 Michele **Sobol**
 Taylor **Soli**
 Modinat **Sowemimo**
 Kendra **Sprott**
 Kelley **Stewart**
 Suzanne **Stokes**
 Christine **Stolarz**
 Sandra **Stone**
 Jennifer **Storm**
 Dawn **Suffern**
 Ethel **Symonette-Johnson**
 Janelle **Tabares**
 Catherine **Tabb**
 Karen **Taylor**
 Kathleen **Taylor**
 Sandra **Terkelsen**
 Emory **Thomas**
 Shelley **Thomason**
 Rachel **Threlkeld**
 Jessica **Tice**

Terri **Traudt**
 Camila **Turrieta**
 Karolina **Utko**
 Valerie **VanDeRostyne**
 Lakshmi **Vempati**
 Kristen **Verdi**
 June **Viviano**
 Karen **Ward**
 Jacqueline **Warda**
 Robert **Warner**
 Denise **Waters**
 Judy **Wellbrock**
 Lisa **Westwood**
 Theresa **Whiting**
 Dianne **Wieman**
 Lewie **Wiese**
 Hope **Wilson**
 Samantha **Wilson**
 Sara **Wilson**
 Esther **Wingard**
 Natalie **Winkels**
 Brittini **Woehl**
 Angelika **Wozniak**
 Gill **Wright**
 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

Time is running out—deadline is July 28!

The grand prize will be awarded at EAA AirVenture 2011 on July 29.

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





LOUISIANA TECH UNIVERSITY CHAPTER

The Louisiana Tech University Chapter is excited to be a new organization on campus! They are just getting their feet wet with campus and community events. The Louisiana Tech chapter members volunteered in a "Girls Fly Too" event in Shreveport, Louisiana, that was hosted by the Shreveport 99s and Girl Scouts of America. They hosted "Sectional Chart Scavenger Hunts" and gave tours of Louisiana Tech aircraft. They are currently preparing for Louisiana Tech University's Big Event, where the Chapter will join all organizations on campus to help cleanup the city of Ruston. The Chapter also held their membership drive at Louisiana Tech's Bowling Alley. The Louisiana Tech Chapter is staying busy and looking forward to the rest of the school year. ➔



Leading Edge Chapter members at the Microsoft Store (left to right) **Jen Melvin** (WAI #17419), **Dolores Pavletic** (WAI #40898), **Jen Alicz** (WAI #41413), **Barbara Mitchell** (WAI # 39496), **Megan Montgomery** (WAI #3052), **Bill Roth** (WAI #44198), **Tiffany Bilski** (WAI #32707)

CHICAGO'S LEADING EDGE CHAPTER

The group held a meeting at the Microsoft Store in Oakbrook, Illinois, where members were introduced to some of the new technology that Microsoft has to offer. They were led on a store tour by group leader **Karena**, who also gave a short presentation on the Windows 7 phone and "cloud computing." Some of the members also got to play with the Kinect for Xbox 360. The Chapter held their business meeting in the store theater and discussed the exciting news of **Tammy Duckworth's** acceptance into the Women in Aviation Pioneer Hall of Fame, recapped the Christmas Party in December and discussed upcoming events, as well as the annual International Women in Aviation Conference.

Lewis University's students and WAI Chicago's Leading Edge chapter members volunteered at the Morningstar Mission in Joliet, Illinois, serving lunch to the less fortunate. The members were greeted by the friendly staff, who showed them around the kitchen and gave a spirited explanation of their duties. They demonstrated the importance of their mission by explaining that their meals feed not only the public, but those who stay with them at the shelters and who are involved in the recovery programs. ➔



SAN FRANCISCO BAY AREA CHAPTER

San Francisco Bay Area members have worked hard at being outstanding aviators and have been involved in improving the college experience for many in the San Jose State University Aviation program. ➔

New Official Chapters

Women in Aviation, Saluki Aviators Chapter #80

Southern Illinois University Carbondale,
Murphysboro, Illinois

Jordan DiGrazia, President

Olga Ciura, Vice President

Patrici Lewis, Treasurer

Sara Lynn Sorrill, Secretary/
Membership Chair

Victoria Ruble, Outreach Chair
Sabrina Zwego, Advisor

Women in Aviation, Fort Lauderdale Chapter #81

Fort Lauderdale, Florida

Melissa Grabiec, President

Jessianna Bartier, Vice President

Sharon Dreesen, Secretary

Karen Anderson, Treasurer

Virginia Knudsen, Outreach Chair

Women in Aviation, South Wind Chapter #82

Little Rock, Arkansas

Hadon Rath, President

Whitney Patterson, Vice President

Easton Higbee, Secretary

Veronica Baez, Treasurer

Courtney Taylor, Membership Chair

Kenda Garrett, Outreach Chair

New Provisional Chapters

Zhuhai Chapter #107P Zhuhai, China

Jun Xie, (Allison) Vice President

Yinzi He, Secretary

Shao Ping Liang, Treasurer

Xiang Kong, Membership Chair

Matthias Pfister, Outreach Chair

Air Capital City Chapter #108P Wichita, Kansas

Robin Laws, President

Jennifer Whitfield, Vice President

Julianne Alexander, Secretary

Dawn Wavle, Treasurer

Kelley Stewart, Membership Chair

Alexis Buzi, Outreach Chair



(left to right) Dowling College Chapter President Amy Blechman, Speaker Diane Crean and Vice President Kristina Williams

DOWLING COLLEGE CHAPTER

The Dowling Chapter recently marked the first Annual NextGen Presentation at Dowling College in Long Island, New York. The Dowling College Chapter co-sponsored this incredible event with the Student Air Traffic Control Association Club and had an amazing turn out. The two clubs had four guest speakers; **Patty Clark**, Port Authority of NYNJ (PANYNJ); **Joe Bertapelle**, JetBlue; **Diane Crean**, (WAI #40561) FAA; and **Chris Winkleer**, FAA; who each gave a presentation on NextGen and how it affects their respective lines of business. The club also reached out to surrounding airports (KISP; KFRG; KLGA; KJFK; KEWR) to invite professionals currently in the industry to not only learn from the presentations, but to meet local students who may in the near future be working for their organization. These professionals included Airport Commissioners; Air Traffic Control Tower Managers/Supervisors; Airport Certification Safety Inspectors; PANYNJ General Manager and the FAA Deputy Regional Administrator. The two clubs would like to give a special thanks to **Cathy's Kitchen** for donating the food and to **David George**, President of the Photography Club for taking beautiful pictures throughout the event. Plans are to make this an annual event to keep the students abreast on NextGen, which will in turn create a stronger work force for the entire aviation community. ➔



Joe Bertapelle



Chris Winkleer

Patty Clark

THE SAN DIEGO CHAPTER recently featured *Fly Girls*, a documentary about the Women Airforce Service Pilots (WASP), at their first Movie Night Potluck, held at a private screening room in San Diego. ➔





1Lt Chrystina Short (right) with Asieh Ahmadzade and Iraqi chapter members at the Conference

HORIZON EAST – IRAQ CHAPTER



HORIZON EAST – IRAQ CHAPTER

The Horizon East-Iraq Chapter helped to facilitate the first Iraqi Contingent to attend the 2011 WAI Conference in Reno, Nevada. Two of Iraq's newest Air Traffic Controllers graduated from their training on Wednesday, February 23, and flew that day to Reno to begin celebrating their new careers with thousands of their peers from around the world. The women said they felt like the whole thing was a dream, only something thought possible in movies.

Coordination for their attendance was extensive and was approved all the way up to the Iraqi Minister of Transportation and the head Iraqi Civil Aviation Authority. Chapter President, **1Lt Chrystina Short** coordinated with Department of Transportation officials including Attache

Kathryn Vernon (WAI #44936), and Senior Aviation Advisor **Daniel Maynard**, and **Albert Dinkha**. **RAADM Wendi Carpenter** (WAI #30353) helped to host the women, giving them a VIP reception, a seat at one of the head tables at the banquet, and introduced them to many at the event including keynote speaker **Admiral Gary Roughead**, Chief of Naval Operations.

Highlights of their visit include the Air Traffic Controllers booth, meeting the WASP, and attending the International Reception. One of the new controllers said after the Conference "The people of the United States of America—your country is one of the best countries in the world—and I've discovered the secret of your success. You are helping each other—and helping those who need you, you helped my people in this Conference, I will never forget this. Thank you to all of you!"

Both women were enthused by the event and plan to take the information back to their colleagues and fellow Iraqis. The chapter leadership is now transitioning so the chapter will be Iraqi led. Horizon East is looking for continual support in its efforts to encourage the women of the Middle East. Movements have been started to create similar efforts in Jordan, Pakistan, and Afghanistan. Email horizoneast@waichapters.org to get involved. ➔

PUERTO RICO CHAPTER



PUERTO RICO CHAPTER

Puerto Rico Chapter President **Luz Carrero** (WAI #44400) was giving away coqui pins at the exhibit hall. As a curiosity, people were amazed with the coqui—a little frog native to Puerto Rico less than one inch long—which is a popular creature throughout the island and enlivens the evenings with its timid ko-kee, from which it gets its name. ➔

WOMEN WITH WINGS CHAPTER

Members of the Women With Wings St. Louis Chapter joined together in support of Rockwood School District's annual 'Moon Madness' event in Ballwin, Missouri. About 300 students, siblings, and their parents attended the informative and fun science outreach evening, where the Earth's nearest space neighbor, the Moon, was the guest of honor. Chapter members promoted the joy of aviation in education, recreation, and as a viable future career in science and engineering. The display booth was wonderfully informative with short bios on famous women aviators and interesting moon-related factoids. However, the kids most appreciated the toy give-aways, where the colorful flip-flop eraser's popularity was only exceeded by the coveted 'parachute astronaut'!

The Chapter supported the annual Midwest Aviation Conference and Trade Show (MACTS) and St. Louis Aviation Awards Dinner. Presentations were co-sponsored by the FAAS-Team, St. Louis Flight Instructor Association, and the Women With Wings Chapter. A highlight for the Chapter was the recognition of member **Bev Cleair** (WAI #45758) as the FASTeam member of the year.

The group gathered for a pizza and movie night at the home of **Karan** (WAI #18287) and **Steve** (WAI #27505) **Hofmann**. The "movie" of choice was a couple of episodes of "Flying Wild Alaska"—appropriate for the time of year and the aviation enthusiasm of the group.

Some chapter members were able to trek west to attend the WAI Conference in Reno to celebrate member **Nelda Lee** (WAI #15), awarded the 2010 Katherine and Marjorie Stinson Award by the National Aeronautic Association (see page 28). ➔



FASTeam awardee Cleair



GREAT SALT LAKE CHAPTER

Great Salt Lake chapter members, left to right: **Gail Avendano** (WAI #15000), **Greg Myers** (WAI #46299), **Ellie Layman** (WAI #46825), **Julie Paasch** (WAI #17087), and **TJ Minturn** (WAI #46579).

GREAT SALT LAKE CHAPTER

The Great Salt Lake Chapter members provided judges for the helicopter event at the Regional Science Olympiad that was hosted by Westminster College. Middle school and high school students descended on the campus for the first annual event. Nearly 400 students from 25 schools competed in 13 events in preparation for the state Science Olympiad that was held at Weber State University.

Students launched rockets, built musical instruments and flew remote helicopters they built themselves. In other events students constructed catapults, examined mock crime scenes like forensic scientists and tested their knowledge of ornithology with live birds from the Tracy Aviary. The idea is to give kids hands-on experience in a real college lab so they can see what their future workplace might look like. ➔

UPPER CANADA CHAPTER

The Upper Canada Chapter attended a tour of the Boundary Layer Wind Tunnel in London, Ontario. The tour was hosted by **Sarah Stenabaugh**, who is an engineering student studying in the tunnel. Sarah provided an excellent tour and eye-opening experience of how necessary wind tunnels are in the proper engineering and design of architectural structures. She demonstrated how wind tunnels provide scientific data proving that if one were to shave inches off a building or grow the sidewalks on a bridge, this could result in the longevity and substantial increase in strength of the structure. Stenabaugh also schooled the Chapter on the importance and necessity of a small item on our homes called hurricane braces. A simple item that is relatively cheap in the construction of a house could result in the roof remaining during a windstorm, be it a tornado, or just a microburst. Stenabaugh provided a wealth of knowledge and a phenomenal tour. It was a great way to spend a rainy Saturday morning.



Attendees included members **Contessa Bishop** (WAI #13464), **MaryJane Learmonth** (WAI #39923), **Sherry Kremko** (WAI #45170), **Wendy Gluhushkin** (WAI #7006) and other distinguished guests. ➔

CAREERS

Jen Alicz (WAI #41413) received the WAI Airline Ground School Inc. Dispatcher Training Scholarship. The scholarship will include a Distance Learning Course with a six day residency in Florence, Kentucky. At the end of the program Alicz will take her oral/practical exam to receive her Aircraft Dispatcher Certificate.

Carli van Arendonk (WAI #44089) just obtained her first employed position in the industry as a Flight Instructor with the Waterloo Wellington Flight Centre. Van Arendonk is a student at the University of Waterloo working towards her degree in aviation.

As a fantastic love story culmination, WAI Puerto Rico Chapter President **Luz Carrero** (WAI #44400) got married while attending the 22nd Annual International Women in Aviation Conference in Reno, Nevada. (See page 4 for photo). The blissful couple spent their honeymoon at the Grand Sierra Resort.

Chicago's Leading Edge Chapter's newly appointed board member **Susan Johnson** (WAI #41382) represented her company, Carey International, at the NBAA Schedulers and Dispatchers Conference. Johnson also served as a volunteer for the NBAA's Ambassador Committee which, among other duties, assisted 125 first time attendees to the Schedulers and Dispatchers conference.

Chicago Chapter Vice President **Bette Lawrence-Water** (WAI #42680) was featured in the *Naperville Magazine* in their "Making Good Better" column. Bette embodies the community spirit of Naperville by pitching in and giving back." Read about her at www.naperville-magazine.com.

Darlene Sly McKechnie (WAI #45854) completed her line indoctrination training with Air Canada Jazz.

Congratulations to **Judy Phelps** (WAI #15529), recipient of the National Certificated Flight Instructor of the Year award. Phelps is a three-time Master CFI-Aerobatic specializing in spin, tail-wheel and emergency maneuver training. She works at CP Aviation at Santa Paula Airport.

Congratulations are in order to **Vicky Lynn Sherman** (WAI #8853). She is also a three-time Master CFI, and sponsors WINGS seminars. She is a crewmember at the FAA Production Studios in Lakeland, Florida.

Theresa Whiting (WAI #42928) is the 2011 Flight Instructor of the Year for the FAA Great Lakes Region. She is the chief flight instructor at Solo Aviation, Inc., a Part 141 flight school at Ann Arbor Municipal Airport



Vicky-Lynn Sherman



Judy Phelps

(ARB), and is active in WAI and Girls with Wings. Whiting raised more than \$4,000 for Angel Flight charity in the Air Race Classic 2010.

PASSAGES

Barbara Harmer, 57, the first female Concorde pilot, has died this past Feb-

ruary, 2011. Harmer entered the aviation industry as an air traffic controller at London Gatwick Airport. She then began flying. She became an instructor and then a pilot with a commuter airline.

In 1984 Harmer joined British Caledonian and flew the BAC 111 for three years. She then started flying long haul McDonnell Douglas DC-10. British Airways bought British Caledonian in 1988, four years after Harmer had joined. British Airways employs over 3,000 pilots, but only 60 of them are women, and when Harmer joined British Airways no woman had ever piloted the Concorde. Only a handful of pilots are picked by British Airways to undergo the rigorous six months of training required. Harmer was finally chosen to undergo this intensive and expensive training in 1992.

On the 25 March, 1993, Harmer became the first qualified female Concorde pilot, and later that year she made her first Concorde flight as Captain to New York City's John F. Kennedy International Airport (JFK).

Kelsey Ann Meyer died February 25, 2011, near Cave Creek, Arizona, in a small plane accident. She was 23 years old. Kelsey was a pilot and professional flight instructor in Phoenix, Arizona. Kelsey knew from a young age that she wanted to be a pilot, and she followed that dream. She was a member of Alpha Eta Rho International Aviation Fraternity and WAI. Scholarship donations in Kelsey's memory can be sent to her local chapter of Women in Aviation, International, 10617 N. 8th Street, Phoenix, AZ 85020, attention: Sherry Parshley. ✈



Alesis Palmtrack

Record stereo or four-capsule omni audio directly to an SD card with the pocket-sized PalmTrack. You can capture live sound anywhere and anytime without a single cable. The PalmTrack is perfect for recording quality sound in a wide variety of settings from aircraft cockpits and briefing rooms to conferences, lectures, and classes, to interviews and meetings.

The PalmTrack has four mics configured as two pairs—so that selecting one pair gives a stereo spread, and all four an omnidirectional spread. The PalmTrack has four channels, which makes it possible to mix a stereo signal from either the line or external mic input with that of the on-board mics. You can check your recording with built-in speakers, and there is a read LED to tell you when you are overboosting. The PalmTrack also gives

users powerful processing onboard, including bass compensation for reducing the proximity effect in close-mic'd situations, as well as Chorus, Pitch Shift, Delay, and Reverb settings for adding flavor and creative effects to recording playback. There's also an MP3 voice-cancelling mode that enables musicians to remove vocals from MP3s and a handy tuner.

Power is provided by two AA batteries or an optional power supply. Recordings are captured on SD cards. For more information and pricing contact: www.alesis.com/palmtrack. ➔



Meet Elise

The Abingdon Co. began during a roundtable dinner conversation between a mix of energetic women pilots and airplane mechanics. Pilot and company founder Chelsea "Juice" Welch listened as her colleagues repeatedly expressed their desires for a fully functional aviator's watch that is fashionable, versatile and, most

importantly, made for women. The company's latest addition to its smart set of usable aviation timepieces is the Elise.

"The design of the Elise was driven by our customers," says Welch. "It is slightly smaller, but contains all the function an aviator would need."

The Elise heads up the company's Lady Abingdon line of watches. The Tri-Time Zone watch is available in softened stainless steel with a mother of pearl face with super luminous hands surrounded by a bi-directional rotating bezel, or with a gold or two-tone band. "You won't find a more elegant watch with E6-B functions," smiles Welch. She may be biased, but she's probably right.

You can find the Elise and her sister watches at www.theabingdonco.com. ➔

Zion – A Park for all Seasons

Experience the wonders of nature year-round, from slot canyons to hanging gardens and towering cliffs, in Utah's oldest National Park. Fly your private aircraft, park and stay at Zion Fly Inn—a hub-and-spoke base from which you can explore Zion's wonders and nearby Cedar Breaks National Monument. (Ask for the *Aviation for Women* special of \$79 a night.) Alternatively, opt for total convenience by driving and staying in the park at Zion Lodge, with walking access to several trail heads, including the popular Emerald Pool Trail. For affordable world-class skiing and snowboarding, head to the Grand Lodge at Brian Head, less than two hours from Zion.

by Karin Leperi

IF YOU GO: Zion Fly Inn (UT47) — www.zionflyinn.com; Zion National Park Lodge — www.zionlodge.com



XOJET

XOJET is a TPG portfolio company (TPG is a leading global private investment firm with over \$45 billion of capital under management). Founded in 2006, XOJET has become one of the fastest-growing private aviation companies in history, serving more than 2,500 customers worldwide. The company's business model combines private jet membership and on-demand

charter with a focus on providing the highest level of customer service at every point of the client's experience.

XOJET operates one of the world's largest and most modern fleet of Citation X and Challenger 300s, as well as everything in between. From King Airs to Gulfstream GV heavy business jets, it serves more than 3,000 customers worldwide. XOJET owns and operates its entire fleet. With its Aircell GoGo-equipped fleet, XOJET's business charter clients can access the Internet on laptops, netbooks and smartphones above 10,000 feet (3,048 m) coast to coast.

The company opened a sales office in New York in 2010, in response to 50 percent year-over-year hours and revenue growth overall in 2010, most of which took place at its New York, Los Angeles and San Francisco bases.

At Teterboro Airport XOJET customers enjoy the company's interline agreement with New York-based HeliFlite. Booking through XOJET, customers can schedule a helicopter shuttle on twin-engine Bell 430s or Sikorsky S-76s to and from Teterboro from as far away as Boston or Washington. Newark-based HeliFlite operates flights within a 250 nm (463 km) radius of New York City.

"In many situations, helicopter travel is the smart choice for anyone who needs to optimize their complete trip, it offers time saving and flexibility," said Bruce Rogoff, President and CEO of HeliFlite. "XOJET has a superior reputation for both service and value and we are proud to be chosen to provide services to XOJET customers."

The company trains

its own pilots and other employees. "We interview about 100 pilots to fill 10 slots," said Dave Cox, a former commercial pilot and airline executive who is Chief Operating Officer at XOJET. "Before that person goes out to fly an airplane, I know everything about them as a pilot."



XOJET in the Exhibit Hall of the 2011 International Women in Aviation Conference

KRISTINE VOLK

Women in Aviation, International Welcomes New Corporate Members

Aviation West Charters

Desert Jet

University of
Central Missouri

"Everyone here takes personal responsibility to deliver to their teams and to our clients," says Patrick Phillips, an XOJET Schedule Manager. Every employee, from pilots to maintenance crews and administration, is an owner through XOJET's stock option plan. The company's benefits program offers: Competitive Salaries, Medical, Dental, and Vision, Life Insurance, Short Term Disability/Long Term Disability, Flexible Spending Account, 401(k), Stock Options, and an Employee Assistance Program (EAP).

Employees praised XOJET for the company's culture, teamwork and employee empowerment in a survey of Bay Area Business conducted by the *San Francisco Business Times*, *Silicon Valley Business Journal*, and *East Bay Business Times*.

XOJET maintains its own career page at: www.xojet.com/careers where this spring they were advertising for pilots, IT site manager, Private Client Service manager, and more. For more information about XOJET, visit www.xojet.com or call (877) 599-6538. ✈



MEG GODLEWSKI

I am confused by the sectional. There is so much information on the map; I don't know how I am expected to know it all!

You don't have to know it all; just be able to read the legend that is printed on the front panel, and be able to recognize airspace and obstacles. In short, be able to

use the chart in the airplane. Spend some time outside the classroom/cockpit studying the sectional. Note where the different airspace is, look up airports in the Airport Facility Directory and then see if you can find them on the sectional. You will find that familiarity breeds confidence.

I am having a terrible time learning the Code of Federal Regulations (14 CFR). They are so dry, and I am not sure how they apply to me. Any suggestions?

Know that 14 CFR Part 91 is "written in blood," that is, someone had an accident, did a stupid pilot trick, whatever, and then the FAA (or its precursor the CAA) decided to make a rule so that it wouldn't happen again. To be a pilot you don't necessarily have to know the rules chapter and verse, but you should know where to find a rule in the FAR/AIM. I suggest sitting down with your CFI and going through the FAR/AIM

and highlighting the rules that apply to you. Then I'd go back and put tabs on the sections of the book (such as Part 61, 91, 135) so that you can quickly look up a rule if necessary.

I want to be a professional pilot. I don't come from an aviation family. My parents have agreed to pay for my training through the commercial certificate, but they want to know exactly how long it is going to take and how much it will cost. We're getting different answers from different schools and my parents are leery. How can I put them at ease?

You are shopping around for training—good. Check your local colleges and FBOs at the airport for flight training opportunities. There is a lot of information on the Internet. Just Google flight schools in your area. If you can fly at least three times a week you should be an employable commercial pilot in two to three years. Unfortunately, weather and finances can delay your progress. As far as cost, the quotes vary. I've heard ballpark figures of \$70,000 for all three tickets. Some higher, some lower, depending on whether you are in a program that results in a college degree in addition to aviation training. When you research schools online, also look for scholarships to help defray the cost of training. Be wary of programs that "promise" a certificate, degree or a job. You must apply yourself, work hard, and have the aptitude to achieve these lofty goals. ✈

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

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*Messaging rates may apply by your wireless carrier.



BETTY SHOTTON

LESSONS FROM THE COCKPIT

“Aviation is proof that given the will, we have the capacity to achieve the impossible.”—Eddie Rickenbacker, CEO, Eastern Airlines and WWI Ace of Aces, October 8, 1890–July 27, 1973. One of

the greatest untapped natural resources in the world is the human mind. And one of the greatest limitations to expanding our minds is us. We are the biggest obstacle. We place the limits

on our own capacity to soar. “Impossible,” we tell ourselves. “I can’t, I shouldn’t, I won’t.”

Possibility says, “Yes, I can, I will, I am going to try.”

Possibility is our willingness to move beyond our own limited beliefs and experiences. Possibility is pushing the edge of the envelope, breaking the sound barrier, flying across uncharted oceans, or hurling into outer space.

Possibility is an inner spark of wonder and curiosity. It imagines a world of solutions, instead of one constrained by convention.

What does your future hold? A new career, a loving relationship, a bigger paycheck, a dress size smaller, your own plane? The list could go on; only you set the limits.

As pilots we have all felt the boundless possibility inherent in the act of flying. We know that when we break the bond of gravity, life with feet planted on the ground, and add a set of wings, a whole new world of possibility opens up.

The Blue Angels gave me an early taste for converting the impossible into possible.

There Is a Little Fighter Pilot In All of Us

I grew up in a house on a dead end street in a conservative town in Virginia. There were 16 families, 42 kids, and at one count, more than 45 dogs. As a daughter, I was raised to have good manners, to be well educated, well dressed, and well trained in social etiquette. The expectation was that I would need these things in order to be “well married,” which was, after all, the (their!) goal.

As I moved into my teen years, this blueprint was challenged. Women’s rights were starting to make waves. I rolled into my 20s in an era that said discrimination is not okay and equal rights for men and women are a constitutional guarantee under the 14th Amendment.

The newly paved road to gender equality was not, however, a smooth one, and I was often a test driver. In 1982 I had just completed my MBA and was in the throes of job searching

and facing the challenges of young adulthood. I decided to take a break and head home for a weekend of much-needed family pampering. On the agenda was a picnic outing to a Blue Angels air show at our local airport, Preston Glenn.

It was a crisp fall day with blue skies and a few high cirrus clouds. In those low-security days, the fields surrounding the runways were covered with cars filled with 30,000 of us, couples and families, enjoying a tailgating afternoon, and the thrill of the Blue Angels’ death-defying aerial maneuvers.

I staked out a spot on our blanket, my mind wandering as I casually considered the broad variety of shapes and sizes of the people around me, and dreamt up whole lives for them. And then out of the blue, I heard the deafening

roar of the full throttles of a fighter jet. As fast as I could turn my head to watch, two perfectly aligned jets roared over my head, followed in rapid succession by two more and then two more. I was mesmerized by the power, the speed, and the measured daring of those daredevil pilots.

Snap rolls, barrel loops, diamond formations, and wing-to-wing overlaps, contrails, and low-level flybys were performed with an exactness that defied gravity and even mortality. The pilots couldn’t hear us, but we are all *oohs* and *aahs*, punctuated by thunderous applause. And at that moment, I knew that I belonged up there with them; up there in the sky.

Even as I watched, I was already busy piecing together the possibility of getting into the left seat of a fighter jet and taking control of the stick. Enmeshed in the vision of me in a cockpit, my youthful confusion in the face of an uncertain future was forgotten. And then, out of the corner of my eye, I caught a glimpse of a small blue trailer. It was a recruiting station for the Navy and I decided right then and there to sign up to become, if not a Blue Angel, then at least a fighter pilot.

After the show, we went to meet the pilots. Canopies thrown back, lifting themselves out of their cockpits, and jumping to the ground, the Navy men emerged with their crew cuts, perfectly ironed uniforms, well-built physiques

**“I want to be a
fighter pilot,” I said.
They were intrigued
and seemed
genuinely interested.**

and focused, no-nonsense demeanors. The question of my femininity flitted briefly through my mind.

Next stop, the blue trailer, where a smiling emissary of the Navy welcomed me into their temporary office. "I want to be a fighter pilot," I said. They were intrigued and seemed genuinely interested; I later learned that they were motivated by minority recruiting goals, which included quotas for women. I asked about flight training, and they answered with long explanations of maps and charts. I asked about the physical requirements of being a Navy pilot, and they talked about basic training and equal opportunity. I asked about the length of time it takes to solo, and they talked about teamwork and individual contribution to the missions.

Eventually the recruiter explained to me how I would be perfect for a navigator position; an important position on the flight team, he explained. I had never heard of a navigator, and what he described was a support role, a seat behind the pilots, attending to a complicated array of instrumentation and avionics. I did not hear the word FLY or PILOT.

"I don't want to navigate," I said. "I want to fly."

"Females can't be fighter pilots in the United States Navy."

Bam! Doors were slammed shut, the shades were pulled down, my dream erased. The vivid imagery that my mind had created vanished in the space of about 15 seconds. With a curt "no thanks," I left that trailer a different person. I knew that I had been denied an opportunity simply due to my gender. It would be another 12 years (1994) before Lt. Kara Hultgreen became the first female fighter pilot to fly for the Navy.

But in that moment of impossibility, I embraced possibility and vowed that I would be a pilot. I didn't know how or when, but I made a commitment to myself to take the controls of a yoke and feel the power of a wide-open engine under my hand on a throttle. I made my future possible with the sheer force of my belief that where there is a will, there is a way.

That was 1982. I took my first flight lesson in 1986 and over the years earned my IFR, Commercial and ATP ratings. I have flown over 2,500 hours in single-engine airplanes, in twin engine Cessnas and Pipers, and in executive styled turboprops. I have yet to pilot a formidable jet. I haven't given up on that dream; even though I don't know how I will make it happen...not yet...I will.

I know there is a little fighter pilot in each of us. What is yours trying to tell you? Listen to that voice. It's trying to tell you what is possible; it's reminding you of your dreams and passions.

The fighter pilot in you is saying: go for it; the sky is not the limit. ✈

.....
Betty Shotton (WAI #41335) is the CEO and Founder of LIFT-OFF LEADERSHIP LLC. Join her on-line in exploring how we can elevate our perspectives and attain higher altitudes: **www.liftoffleadership.com**; download Leadership Checklists; participate in her blog. Join Facebook/liftoff leadership for updates and events. Her book LiftOFF Leadership, Changing Leadership for GOOD will be nationally released in Fall 2011. Shotton was a presenter at the 21st and 22nd Annual WAI Conferences.



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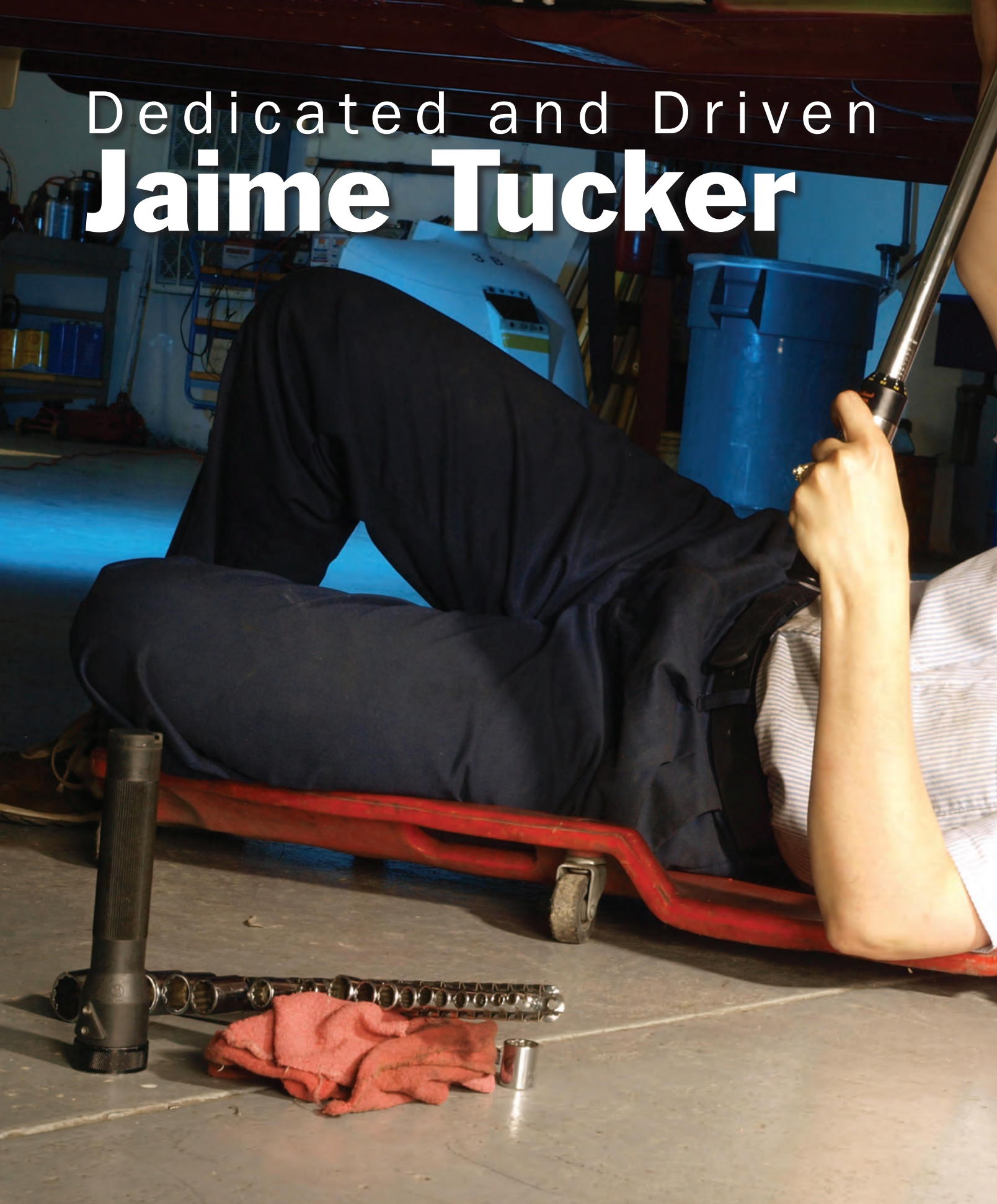
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Dedicated and Driven **Jaime Tucker**





For a moment she considered flying and fixing, “but once I started learning maintenance, I realized that I enjoyed that a lot more.”

Jaime Tucker, lead mechanic and aviation maintenance supervisor at Spartan College of Aeronautics and Technology (her alma mater and its first female valedictorian), seemed truly surprised to be the subject of this profile. “There are so many great people out there, role models I wish I could meet,” she says. Undoubtedly true, but she herself is an inspiration. In less than a decade she has gone from a woman searching for a career to a

by Scott M. Spangler

maintenance technician one step shy of her professional goal. At the same time, with her husband, James, she is raising a family and contributing to her community outside of aviation. Involved, dedicated, and efficient, for veterans and newcomers alike she exemplifies the drive and dedication necessary to take aviation into the 21st Century.

Her earliest memories are of aviation, she says. “I don’t remember a time when I wasn’t at the airport.” After her parents divorced when she was seven years old, Jaime and her sister Carrie, who’s 10 months older, grew up in Merced, California, in the home of her maternal grandparents. “It was kinda like having two moms and a dad,” she says. Her mother, Alisha, was a junior high school librarian, from where Jaime did a service project that contributed to her Girl Scout Gold Award (think Eagle Scout).

It’s clear that her grandparents, Hank and Beth Manwarren, seriously influenced Jaime. Both pilots, they were deeply involved with local EAA and antique airplane activities and made annual pilgrimages to Oshkosh. A computer programmer, “Grandpa dabbled in real estate—and airplanes,” Jaime says. “They had more airplanes than I can remember. Grandpa would see an airplane that was struggling. Working under an A&P he’d [resuscitate it with] tender loving care and then sell it—unless he became emotionally attached to it.”

Jaime was grandpa’s airport assistant. Preventive maintenance was her usual task, but rigging an airplane was a special event. Being tail-cone compatible, she ran the cables as the mechanic



directed, she says, her voice bubbling with excitement at the memory.

Education was important to her parents. "I was expected to get As," and heard about it if she didn't. She felt restricted in high school, but time has proven "that they had the right idea," Jaime says. Between graduation in 1995 and getting married in 1999, Jaime describes her life as "a series of failures." Struggling to find her way, she followed her sister (now a CPA living in the San Fernando Valley) and studied accounting at the University of the Pacific.

"I just hated it, so I didn't apply myself," she says, and dropped out the next year because it "just wasn't what I want-

ed to do with my life. I should have realized it was aviation, because it was something I've loved my whole life," but based on her grandparents's hobby, it didn't seem to be a viable career.

The pieces of her life started to coalesce when she married James, whom she dated since high school, after his hitch as a Navy nuclear electronics technician. In 2001, working as a community college secretary, one evening she thought, "This is terrible! I don't want to work at a desk...I just don't want to float around for the rest of my life! As cheesy as it sounds, I saw a Spartan commercial. That's when it occurred to me that I could get paid to do aviation!" Initially, James wasn't sure about moving to Tulsa, Oklahoma, Spartan's home since its founding in 1928. "It didn't take long for him to realize I was serious, so he said, 'Okay, let's do it!'"

Growing up with stick time with grandpa, and 12 hours of flying lessons after high school, Jaime had fleeting thoughts of becoming a professional pilot. But then she learned about Spartan's other programs, "A&P, NDT, QC, and all that," she says, her voice suddenly alive. For a moment she considered flying and fixing, "but once I started learning maintenance, I realized that I enjoyed that a lot more." Rambling excitedly about the joy and satisfaction her chosen profession provides, she says, "It's just amazing, all those thousands of parts working together, and it's a lot of fun being the one who" figures out which one isn't working as it should.

Jaime started classes on April 2, 2001. On their way to Oshkosh that July, her grandparents perished in an Iowa

**Whenever
I sign
[a logbook
endorsement],
I always
think of my
grandparents.
I never want to
be the reason
someone has
to suffer.**

soybean field. Facing weather, “they made the decision to move on when they probably shouldn’t have,” she says, somber. At first she questioned her career decision. Refusing to succumb to grief, the accident now anchors her integrity. For a class she dissected the NTSB accident report: “They ran into windshear, and it ripped the V-tail off their V-35 Bonanza.” Maintenance didn’t cause it, but “whenever I sign [a logbook endorsement], I always think of my grandparents. I never want to be the reason someone has to suffer” the tragedy Jaime once endured.

Elected student body president on her way to earning her airframe and powerplant certificate on April 10, 2002, Jaime graduated with an associate of applied science degree in aviation technology management on March 26, 2003. Taking a deep breath, she started her bachelor of applied science degree in aviation technology management on June 9, 2003, and graduated on October 4, 2004. The news that she was Spartan’s first female valedictorian came as a surprise, she says, and they asked her to write a speech.

Student loans and work paid the tuition. “At one point James had four jobs,” one 9-to-5, another on weekends, door-to-door sales, and “his own business doing web design, Tucker Computer Solutions.” After getting her A&P, Jaime worked nights and weekends as a part-timer on the line crew. Two months later Spartan promoted her to detailer/dispatcher. “It was pretty straight forward,” she says, and “it paid more and it made me full time.” Four months later, on December 29, 2002, Spartan promoted her to the maintenance crew. At first she worked nights and went to class during the day, and did the opposite

while working on her bachelor’s degree. She graduated about the time she got her inspection authorization in October 2005.

Jaime assumed her current position on September 16, 2008. A player-coach, she supervises six mechanics who maintain Spartan’s flight training fleet of 47 airplanes, a mixture of

Cessna 152s, 172s, 172RGs, Piper Seminoles, and a turboprop Cessna Caravan used for a contract training program for U.S. Air Force pilots and mechanics on their way to Afghanistan.

After two semesters of straight As at the Tulsa campus of Oklahoma State University, Jaime started a family sabbatical from her master’s of science degree in natural and applied science, with an emphasis on aviation and space science. Their twins, Matt and Ben, were born May 3, 2007, followed by Kyle on November 19, 2008. She’ll return to school when the time is right, she says, and a doctorate will follow, because “Grandpa always told us to get the highest education we can get.” Jaime’s ultimate goal “is to be a director of maintenance,” she says, fervently. “I’m one step below that now, but eventually I’d like to get to the top.”

At every step, being at the airport is the best part of her job. “If I was a pilot, I wouldn’t be at the airport. I would be in a seat in an airplane, which is what I didn’t want to do—sit down. When I worked as a secretary, I had this little window, and I would sit at a computer all day. Now I work in this hangar with this huge open door, and I think, ‘That’s got to be the best window in the world.’” ➔

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Scott M. Spangler is a freelance aviation writer located in the midwestern U.S.



PARTNERING SCHOOLS

Spartan College of Aeronautics and Technology is proud of its relationship with partnering schools around the globe.

The school is a partner in education with the Tulsa Public School system and sponsors Lindbergh Elementary. Partners in Education links students with resources that help provide knowledge and skills needed for future success. The program connects students and teachers with corporate, education, volunteer, government and civic leaders. These partnerships help educators improve the academic and personal growth of their students.

Spartan has also begun a program at Kunjan College in Gunsan, South Korea. The partnership with Kunjan College was established to provide professional pilot training access to students in Asia. Aviation Maintenance, Avionics, Quality Control and Nondestructive Testing programs that are presently available on the U.S. campus in Tulsa, Oklahoma, are expected to be taught in Gunsan on the Kunjan campus soon.

For more information about these partnerships email spartan@mail.spartan.edu.



THE 22ND ANNUAL INTERNATIONAL





WOMEN IN AVIATION CONFERENCE

Maybe it was the uptick in the worldwide economy, maybe it was the fresh, brisk mountain air in mid-winter, and perhaps it was just the overwhelming optimism of a potent mixture of young and old, women and men, students and educators, pilots and mechanics, air traffic controllers and dispatchers, and yes, management and frontline workers, all coming together to exchange ideas and opinions, hopes and

PHOTO BY JOHN SLEMP



dreams, which made the 22nd Annual International Women in Aviation Conference so special.

From the speakers, of which there were many, to the scholarship winners, (of which there were even more), to the rare and special presence of the newly inducted pioneers (of which there were just five, as is fitting),

the Conference provided its yearly dose of inspiration to those who took the time out of their busy schedules to attend.

Beyond WAI scholarships and awards, other organizations are more and more often meeting or sending representatives to award their own accolades at the Conference. For the second year in a row the National Aeronautic Association awarded its coveted Katherine and Marjorie Stinson award here, this year to WAI Founding Board Member and Boeing Engineer Nelda Lee. The NAA also awarded its Brewer's Trophy to WAI President Dr. Peggy Chabrian, for her work creating WAI and its educational outreach programs. Sister organizations Women Military Aviators and Association of Women in Aviation Maintenance (AWAM) awarded scholarships during the Conference. Several major entities, including ICAO, the FAA, the U.S. Air Force, U.S. Coast Guard, and U.S. Navy and Marines were a presence in the halls as well.

Some of the WASP attending the Conference were Dot Lewis, Alyce Rohrer and Jean McCreery



PHOTOS BY PAULA GRUBB, JOHN RIEDEL AND KRISTINE VOLK

Brian Shul



Mark Van Tine



Lt. Col. Maryse Carmichael



Rod Machado



Martha and John King



NextGen panel moderated by Peggy Chabrian included (l to r) Terri Bristol, Catherine Lang, Nancy Risso and Amy Corbett of the FAA





**Pioneer
Dr. Peggy
Chabrian**

**Pioneer
Tammy
Duckworth**

**Pioneer
Maj. Gen.
Susan J. Helms**

**Pioneer
WASP
Marty Wyal**

**Frances Tong,
accepting for her
sister, Pioneer
Hazel Ying Lee**

Women in Aviation, International's Supersonic Corporate Members were a huge presence and a shouldering force behind the Conference. Without their sponsorship dollars and participation in the forums and exhibit hall, the International Conference would not have the power that it does to effect change and help people attain their dreams. Our thanks go out to every sponsor, and every exhibitor, for taking the time to interact with attendees and for so generously sharing their staff with WAI throughout the weekend.

Finally, our hats go off to the more than 200 volunteers who assist WAI's tiny paid staff in making sure that the International Con-

ference goes off without a hitch each year. This year was no different. Volunteer of the Year Awards went to Founding Board Member Trish Beckman (CDR U.S. Navy, Ret.), a Boeing Company employee, and top-donor Sandy Anderson (Capt., Northwest Airlines, Ret.). If you volunteered at the Conference, be sure you logged your hours so that WAI Headquarters can express its gratitude for your gift of time and energy.

And next year? Mark your calendar for March 8-10, 2012, and set your sites on Dallas, Texas. We're at the Hilton Anatole Hotel, and it should be a rip-roaring Texas good time! Plan on it.



Maria Sastre

**Admiral
Roughead**

**One of two Volunteer
of the Year awards went to
Trish Beckman, presented
by Jerry Chabrian**

**Volunteer of the Year
Sandy Anderson**

**Annette Calicoat and Katie
Creveling used humor while
awarding scholarships**



NELDA K. LEE SELECTED FOR STINSON AWARD

The National Aeronautic Association (NAA) announced that Nelda K. Lee of The Boeing Company was selected to receive the 2010 Katherine and Marjorie Stinson Award. Lee is a founding board member of Women in Aviation, International.

The award was presented to Lee during the closing banquet. She was honored for “her career and personal achievements, exemplifying outstanding and enduring contributions in the field of aviation, aeronautics, space and related sciences. As a role model and pioneer female aerospace test engineer, she has inspired women and men to seek careers in aviation.”

The Stinson Award recognizes a living woman for an outstanding and enduring contribution, a meritorious flight, or a singular technical development in the field of aviation, aeronautics, space or related sciences.

With The Boeing Company (and formerly McDonnell Douglas) for more than 35 years, Nelda is responsible for flight and ground

test engineering for the four military aircraft that are manufactured in St. Louis, Missouri, for Boeing. These aircraft are the F-15 Eagle, AV-8 Harrier, T-45 Goshawk, and F/A-18 Hornet. She is the Level 2 Manager for Test & Evaluation personnel who are located at St. Louis and at the military test sites at China Lake, California, Patuxent River, Maryland, and Eglin AFB, Florida. She has a BS degree in Aerospace Engineering and was the second woman to receive this degree at Auburn University. Nelda also has a Masters degree in Management and Human Resources Development from Webster University. A highlight of her career with McDonnell Douglas was when she logged 1.5 hours of flight time in the F-15 Eagle in 1980.

PAULA GRUBB



Sandy Anderson presents Nelda Lee with her prestigious trophy

A CONFERENCE FILLED WITH GREAT STORIES

ZOE BOOKER'S CONFERENCE JOURNAL

My name is Zoe and I am eight. I came to the WAI Conference with my mom. She is a professional helicopter pilot for the Coast Guard. When I grow up I want to be a professional pilot in a helicopter just like her.

At the Conference I got to hear all the aviation moms talk about flying and having kids. I thought it was weird because they were talking about if they should fly or not when they have babies. My mom flew with me when I was a baby in her tummy.

It's really fun to get free things at the Conference. We went to the noisy room with lots of people and booths. The booths have people in them selling aviation stuff and talking about where people can find jobs. It made me happy to see all the professional mechanics and pilots, and the free stuff.

I went to a workshop. It was boring at first but later I got to make a wooden plane. First I put the plane together. Then my mom helped me strip red and black wires. Then I wrapped the wires together and wrapped them to some lights. The lights were green, red, and yellow—on a real plane they are supposed to be white instead of yellow. I taped the batteries to the plane. Making the plane was not very easy, but it was fun. My plane turned out great!

When not at the Conference we bowled or went to the arcade. I won the first game and my mom won the second. Also, I haven't seen snow in a year! Luckily, they picked a fun place to have the Conference.

Next year I definitely want to go to the WAI Conference again.



Zoe and her mom, Elizabeth Booker

PAULA GRUBB



JOHN SLEMP

INNOVATION: WITH A LEI

We learned from Yvonne “Vonnies” Nelson, of Telex Communications, that her exhibition booth had accidentally been shipped to Hawaii instead of to Reno, for the WAI Exhibit Hall. Telex Communications manufacture and supply headsets and microphones for aviators. They had no headsets to show off, not even a banner with their company name. They considered going home.

But one idea led to another, and with the help of Exhibit Manager Kelley Seifert and exhibit hall outfitters GES, Nelson concocted a plan. She headed over to the local Walmart and picked up everything Hawaiian she could find. After all, if her booth was in Hawaii, why shouldn’t she celebrate? GES threw in a bit of colorful signage and doodads, and she was set. The Telex booth turned out to be one of the most eye-catching in the entire hall!



Admiral Roughead greets Iraqi member

LT. J.G. KRISTINE VOLK, U.S. NAVY

SCHOLARSHIP WINNER INSPIRES ANEW

Paula Colegrave, from Flower Mound, Texas, is dedicated to helping other women achieve their dreams in aviation. She has been a proactive member of WAI for eight years. Both Colegrave and her husband fly for American Eagle, on the ATR fleet, operating out of Dallas Fort-Worth on local routes.

Colegrave described attending the Conference as a highlight of her year, and has been saving enthusiastically for the event. She came to Reno to network, and to view potential job opportunities for the future. Captain Colegrave feels that the Conference inspires her every year, and enjoys talking to women from all cultures and diversities, believing that she returns to her job as a better captain, and a better person. She added that there is a positive volunteer ethos that enhances the Conference, and a welcoming atmosphere throughout.

Colegrave received a type-rating scholarship from ISA +21 at a previous WAI Conference. She is now the Editor for the ISA+21 magazine. Her dream is that there will be more scholarships available for people like her, and that women will always help other women in all aspects of aviation, as they do at WAI.

—Jen Tye and Melinda-Jane Benson

JOHN SLEMP



Paula Colegrave

IRAQI CHAPTER ENTHUSED

USAF First Lt. Chrystina Short (above next to RADM Wendy Carpenter and Chief of Naval Operations ADM Roughead) decided last year, during her deployment in Iraq, that what was needed there for women was a chapter of Women in Aviation, International.

“I volunteered to deploy to Iraq. It had been seven years since I first entered basic training in 2003, the same year we entered Iraq for Operation *Iraqi Freedom*, now Operation *New Dawn*. While I knew my primary mission was to fly, I couldn’t forget all the lessons I learned about Middle Eastern culture and language. I remembered the many conversations I had in the region with women there. It made me deeply appreciate my freedoms as an American, including my ability to fly.

I had a million ways I wanted to help the women of Iraq. Then I realized I should encourage them in the field I know best—aviation,” said Short. “A WAI chapter made sense to me.”



FedEx Express Leadership Seminar



Aerospace Educators Workshop



**Chapter Relations Manager
Betty Huck helps cut the ribbon
to open the Exhibit Hall**

CHAPTER LEADERSHIP WORKSHOP

Eager chapter members filed in, and filled up, the Nevada Room at the Chapter Leadership Workshop, hosted by Betty Huck. The crowd, including many university members, brought their enthusiasm to hear Julie Seltsam-Wilps, FAA Aviation and Space Education Program Manager, speak about educating even younger generations of students. Seltsam-Wilps shared FAA resources for outreach opportunities, and emphasized the availability of designated contacts within each region to help put educational programs together. Many were inspired, and a bit envious, to hear of the ACE Academy, which introduces middle and high-school aged students to the variety of careers in aerospace and aviation.

Amy Laboda encouraged chapter members to report their events via *Aviation for Women* magazine. She outlined submission requirements, but more importantly, taught attendees how to make their articles pop! One tip Laboda shared was to use short, to-the-point language with gutsy words. She also suggested including a cover letter with your article, to introduce the article, with a bit of background about the event and key players.

John Slemp picked up where Amy left off, with a photographer's how-to primer on taking stunning photos with visual interest. He shared his own aviation photographs and used hands-on techniques to illustrate selective focus techniques. Before attendees left, many pulled out their personal cameras, with hopes that their photos would be selected for the Conference Photo Contest.

Social networking came to life for chapter members, as Kelly Burris explained Facebook, Linked-in and Twitter. Her specialty, Intellectual Property, was a topic not many members had considered prior to the workshop; many chapter advisors asked about copyrighting their chapter logos to protect the use of their images and designs. Of interest to everyone was the news that Kelly and Peggy Chabrian would soon update the handbook guidelines on creating Facebook pages, Linked-in accounts, and other social media sites, related to Women in Aviation, International. All chapters are encouraged to set these up, if only to reserve their official name for future use.

Commendations go to Betty Huck, Chapter Relations Manager for WAI, and her superb cast of speakers, each of whom presented an innovative take-home thought to share with chapter members back home. Each chapter leader left a bit more enthusiastic, and with a few more skills in their outreach toolset to help them make WAI a one-stop-shop for aviation education and outreach.

—Christian Dulin

PHOTOS BY ERIN GORMLEY, PAULA GRUBB, JOHN RIEDEL AND JOHN SLEMP



Women in Aviation is not just for women



International Members from 19 countries crowd the Welcome Center

INTERNATIONAL MEMBERS AT THE WAI CONFERENCE: WHERE IN THE WORLD ARE YOU FROM?

We know that our international guests travel many air miles to attend this fabulous Conference. I traveled from Manchester, England, and had to take three flights to get to Reno, Nevada. At the moment, I teach deaf children as my full-time job, but I am training to be a pilot. I am halfway through my private pilot training, but I have a dream to become a commercial pilot. I received a scholarship from Women in Aviation, International to attend this event.

The International room at the Conference was located in the Nevada Foyer. Tineke Hage was responsible for setting up the room, which took her half a day to complete. She said that the more difficult task she encountered was setting up the International flags in the correct order! She thoroughly enjoyed this task.

Emma Asiedu flew in all the way from Ghana, with an epic journey traveling via Amsterdam, Los Angeles and then finally arriving at Reno. Asiedu works as a Legal Officer for the Ghana Civil Aviation Authority and was enthusiastic about starting a new chapter in Ghana. She explained that they already have a Ladies Association in their Civil Aviation Authority (CAA). She was pleased with the opportunities for networking and meeting lots of new people at the WAI Conference. She went on to explain that the Ghana CAA has sponsored two people to attend the Conference and so she felt very lucky to be there.

One lady was particularly happy to have arrived in Reno after having one of her flights canceled. Phemelo Seane, a Police Helicopter pilot from Pretoria, South Africa, had her Dallas flight canceled and had to be re-routed via Atlanta and New York. She was delighted to finally be at the Conference. Her trip was self-funded, and the highlight of her traveling year.

The International Room came alive the opening Thursday of the Conference, with a wine and cheese event that was graciously hosted and sponsored by several of the international members. The group picture (becoming a tradition) shows that it was a wonderful place to begin networking and making new friends at the Conference.

—Melinda-Jane Benson

Student members volunteering at the WAI Membership booth



Student members Lane and Bethany Davis enjoy the banquet





SCHOLARSHIP AWARDEES 2011

Aerosim Flight Academy
(formerly Delta Connection)

Carolyne Lessard-Neron—Winter Springs, FL

Airbus Leadership Grant
Michelle Bassanesi—Rome, Italy
Yoshino Sugita—Davis, CA

Airbus A320 Type Rating
Certificate Scholarship
Suzanne Swim—Waialua, HI
Jennifer Stazel-Welsh—Denver, CO

Airline Dispatcher's Federation
Scholarship
Jennifer Lynn Alicz—Lewis University

Airline Ground Schools, Inc
Nida Malik—Calgary, AB

NEW AirTran Airways Maintenance
Scholarship
Michael Sanchez—Brighton, MI

American Airlines/American Eagle
Engineering Scholar
Heather Hava—Golden, CO

American Airlines
Veteran's Initiative Scholarship
Ruby Bowen—Belton, TX

Anne Bridge Baddour
Aviation Scholarship
Alicia Fasnacht—Madison Lake, MN

AOPA Student Pilot Scholarship (includes
Telex Communications Travel Award)
Krista Crandall—Thornton, CO

Boeing Enhancement Scholarship
Natalie Spencer—Arlington, WA

Boeing Enhancement Scholarship
(includes UPS Travel Award)
Jenny Chabrian—Daytona Beach, FL

Bombardier Business Aircraft Service
LR45 Type Rating
Hope Marie Wilson—Dubuque, IA

Changing the World
Brittany Schmitt—Rockford, MI
Aileen Watkins—The Woodlands, TX

Continental Airlines
B737 Flight Training (4)
Jacqueline Johnson—LRAFB, AR
Donna Wolfe—Lakewood, CO
Mary Jane Beno—Round Rock, TX
Buppachart "Toy" Blue—Heber City, UT

Dare to Dream
Helen Ho—Salt Lake City, UT

Dassault Falcon Jet Corporation
Scholarship
Marissa Jager—Salina, KS

Delta Air Lines Aviation Maintenance/
Business Management
Stacy Jeffrey—Kailua Kona, HI

Delta Air Lines Engineering
Catherine Mollmann—Saint Louis, MO

Delta Air Lines
Maintenance Technology
Andrew E. Csondor—Battle Creek, MI

Delta Air Lines Airbus 320 Type Rating
Kyoko Kimura—Wheeling, IL
Amber Davis—Smyrna, GA

Delta Air Lines
Boeing B737-800 Type Rating
Emily Egbers—Columbus, OH
Kirsten Korkus—Arlington Heights, IL

Elisha Hall Memorial Scholarship—
The Wright Chapter
Tamiko Ueda Heuer—Florence, KY

FedEx Express JR8D Engine
Pennsylvania College of Technology
Tarrant County Aviation Department

GAT Wings to the Future
Management Scholarship
Christina Nash Munro—Tallahassee, FL

ICAO Training Scholarships (7)
Air Navigation Bureau
(includes UPS Travel Award)
Wendy Boyes—Canada

Air Navigation Bureau
(includes UPS Travel Award)
Edith Githachuri—Kenya

Air Transport Bureau
(includes UPS Travel Award)
Brittney Miculka—Frederick, MD

Air Transport Bureau
(includes UPS Travel Award)
Rejoice Ndudinachi—Nigeria

Air Navigation Bureau
Ai Min Meng—China

Air Navigation Bureau
Heather Owen—Port Orange, FL

Air Navigation Bureau
Dessy Alaiandrina—New Zealand



American Airlines/
American Eagle
presented an
Engineering
award to
Heather Hava



AeroSim Flight Academy awarded Carolyne
Lessard-Neron \$5000 for flight training

Janet Clark Memorial Scholarship–
Washington State Chapter
Winne Adhiambo Wamiru–Kenya

Keep Flying
Joy Lehtinen–Fullerton, CA

PilotMall.com
Kristen Cardoza–Gainesville, VA

Pratt & Whitney
Maintenance Scholarship (6)
Gina L. Fore–Fort Worth, TX
Michael Sanchez–Brighton, MI
Botum Davy Son–St Petersburg, FL
Amanda Wingrove–Elwood, IN
Linda Rodriguez–Stratford, CT
Tracy Zedeck–Kensington, CA

Ride the Sun
Stephanie A. Luongo–Sparks, NV

R-W Foundation (included ASTAR Air
Cargo Travel Award)
Charity Bender–Grand Rapids, MI

Society of Aviation and Flight
Educators (SAFE)
Julie-Anne Charmes–Virginia Beach, VA

Sporty's Foundation (includes ASTAR
Air Cargo Travel Award)
Benjamin Rector–Independence, MO

NEW Vicki Cruse Memorial Scholarship
Christy Lynn Garvin–Powder Springs, GA
Kelly Marie Hoffman–San Carlos, CA

NEW WAI Oshkosh Chapter Spirit of
Flight Scholarship
Erica Smith–Longview, TX

Women in Aviation Achievement
Award–Individual
Julie Paasch–Salt Lake City, UT

NEW Women in Aviation Initial
Helicopter Scholarship (includes
ASTAR Air Cargo Travel Award)
Camila Roy–Fairbanks, AK

Women in Aviation Management
Scholarship (includes ASTAR Air Cargo
Travel Award)
Christian Dulin–Baltimore, MD

Women in Aviation Achievement
Award–Student (includes ASTAR Air
Cargo Travel Award)
Sarah Morris–Jonesboro, GA

Women in Corporate Aviation Career
Scholarship
Cayce Everett–Tampa, FL

Women Military Aviators
Dream of Flight
Alandra Moreira–Cabin John, MD

Yeager Foundation (includes ASTAR Air
Cargo Travel Award)
Heather Heidinger–Pawnee, IL

PHOTOS BY JOHN RIEDEL

Michael Sanchez won
AirTran Airways
Maintenance Scholarship



Continental /United
Airlines gave four
B737 Flight Training
scholarships, and
present to accept
their awards were
Jacqueline Johnson
and "Toy" Blue.



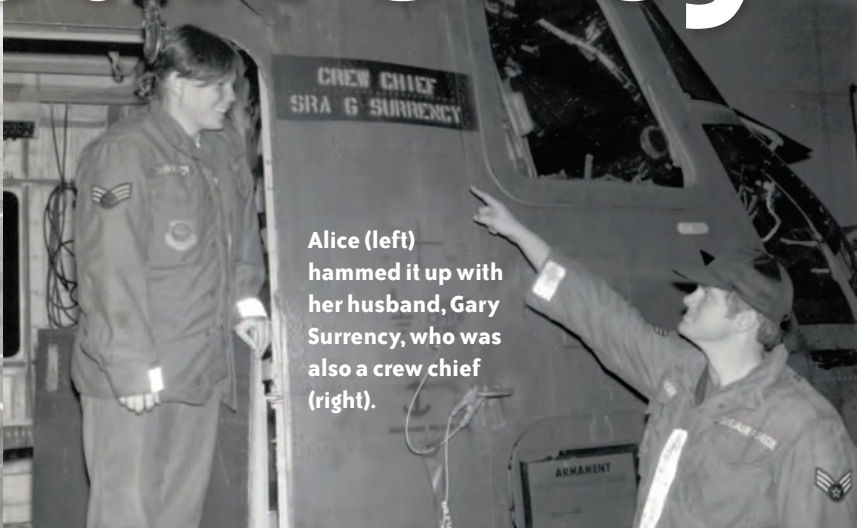
Alicia Fasnacht won the
Anne Bridge Baddour
Aviation Scholarship



Seven women were awarded ICAO
Training Scholarships, including,
(l to r): Edith Githachuri, Wendy
Boyes, Rejoice Ndudinachi and
Brittney Miculka



Alice Surrency



Alice (left) hammed it up with her husband, Gary Surrency, who was also a crew chief (right).





What is it like to find out, quite after the fact, that you may have been one of the first USAF women deployed into combat in the modern era? SGT Alice Surrency (USAF, Ret.) discovered that first isn't always recognized right away as an honor, but she's okay with that.

Her foray on the U.S.S. *Saipan* in the Gulf of Mexico, off the coast of Nicaragua in 1979 happened quite by accident, and was a non-incident up until the Pentagon caught wind of it and sent her packing. It happened like this:

"I was a U.S. Air Force crew chief on an HH53 Super Jolly Green Giant helicopter on alert in Sacramento, California, as part of the 41st CAM Squadron (air rescue). We were told that summer that with the Nicaraguan conflict escalating, we could be needed, and we were mobilized, first to Texas, and then to Howard Air Force Base in Panama," recalls Surrency. Twenty-one years old, petite and fair, she was one of very few

Meanwhile, the mission got a break. The helicopters were directed by the joint chiefs in the Pentagon in Washington, D.C., to relocate to the helicopter battleship U.S.S. *Saipan*, and this time Surrency's pleas to remain with her crew and machine were honored. "I had 20 minutes to prepare and get my rear into that helicopter with the rest of the airmen and you better believe I moved!" she laughs. "I'll never forget: I climbed out of the helicopter and when my helmet came off and my ponytail was revealed, this sailor's jaw hit the deck and he blurted out, 'you're a girl!' I smiled and said, 'Sure am!'"

by Amy Laboda

The U.S.S. *Saipan* floated just off the coast of Nicaragua, waiting to see what would happen next. "And what happened next?" Surrency chuckles. "Within 12 hours of our arrival on the *Saipan* Nicaragua was declared a combat zone by the

Accidental Pioneer

women mechanics in the U.S. Air Force, and was thrilled to learn that her husband Gary's helicopter and crew were also chosen as part of the squadron to mobilize. This meant they could head down to Panama together under the same command. The four helicopters in their group sat ready to bring the American Ambassador to Nicaragua and his staff out of the country at a moment's notice.

"It was a waiting game for a couple of weeks," she remembered. "We tried relocating closer to Nicaragua, in Costa Rica, but the Costa Rican government, known for its policy of neutrality in the region, denied us landing rights," she said. "I missed that ride over to Costa Rica because, initially, my commanding officer, Col. John Flournoy, and the aircraft commander, Col. Jack Butler, felt it was too rough for a woman up at the forward line, with the potential for fighting. I pitched a fit about that!" she says, smiling at the memory. She wasn't alone in her ire. Her husband, Gary, also a Sergeant and a crew chief, backed her up, reminding the Colonels that her helicopter needed its crew chief. It didn't hurt that Alice was extremely good at her job.

joint chiefs and there I was, the only female on a ship with 800 sailors and airmen. But really, it was fine. They cleared



Surrency (center, right) and her men on the deck of the U.S.S. *Saipan*.

PHOTOS COURTESY OF ALICE SURRENCY

the senior officers quarters and stuck me there. They knew I wasn't supposed to be there, but even still the ship's radio and newspaper interviewed me. The joint chiefs got wind that I was on the ship and ordered me off the ship pronto. But



Surrency works with her colleagues in the FAA building during the annual Sun 'n Fun air show each year.



Surrency (right) with WAI member Alex Detrich, a member of the U.S. Navy Strike Fighter Squadron 41, the Black Aces.

“Had my aircraft commander and mission commanders not been willing to hang their necks out for me, I’d never have had the opportunity to experience my job on the front line of a conflict—a job for which I’d been trained just like the guys.”

what else but a tropical storm came along—it was summer, after all. The storm shut down all operations for six days.”

Surrency says the Navy treated her like a queen, really, except the fraternizing part. “It would have been lonely, except my husband, Gary, of course, could come in, and he was able to sneak me into enlisted quarters for card games and a little camaraderie.” The weather cleared though, finally, and it was time for Surrency to heed to orders. She hopped on her assigned ride back to Panama, and, as the helicopter lifted off, over the loudspeakers blaring for all to hear was “Goodbye Alice, HH53 crew chief. The U.S.S. *Saipan* loves you!”

She laughs, “I heard later that the cable sent back to Washington, D.C., confirming my departure read: An air rescue crew chief departed the U.S.S. *Saipan* (Alice doesn’t live here anymore).”

Anyone who knows their 20th century U.S. history knows that Surrency didn’t miss much after that. Nicaraguan dictator Anastasio Somoza Debayle fled. The Sandinistas took over, and the air rescue squadron never got their call, since the new government was kind enough to allow a USAF air transport fixed-wing bird to land and evacuate the American Ambassador and his entourage and staff.

“Had my aircraft commander and mission commanders not been willing to hang their necks out for me, I’d never have had the opportunity to experience my job on the front line of a conflict—a job for which I’d been trained just like the guys,” she says. It’s not like that today, Surrency knows. She’s proud to think she’s one of the reasons why women are permitted on battleships and in combat. “If that’s the job you’ve trained for, you should be allowed to perform it,” she says.

Thirty years later, the U.S. Air Force finally acknowledged Surrency’s pioneering spirit with a certificate of recognition from the 920th Air Force Rescue Squadron at a ceremony at Patrick Air Force Base in Florida.

Surrency and her husband went on to post-military careers at Sikorsky, and now she is Senior Aviation Safety Inspector for the Manufacturing Division, Compliance, for the FAA in Orlando, Florida. “I make sure that the aviation manufacturers in my region are safe and in compliance with all FAA regulations,” she says. She’s still one of just a few women with her stature within the FAA nationwide, but that’s okay. Surrency’s got a long history of making sure the guys understand, she’s an integral part of the team. ✈



BARRY HYDE

WAI SCHOLARSHIP INSPIRES VISION OF A DIFFERENT KIND

Winning the 2008 WAI scholarship has changed my life these past years because it helped me pay for classes and a few textbooks. The classes varied from business classes, financial classes, a Homeland Security class, a management class, and a strategic leadership class. I was overwhelmed at the Conference by how many WAI members showed their belief and

support in me and my desire to continue in aviation after surviving my 1998 airplane accident.

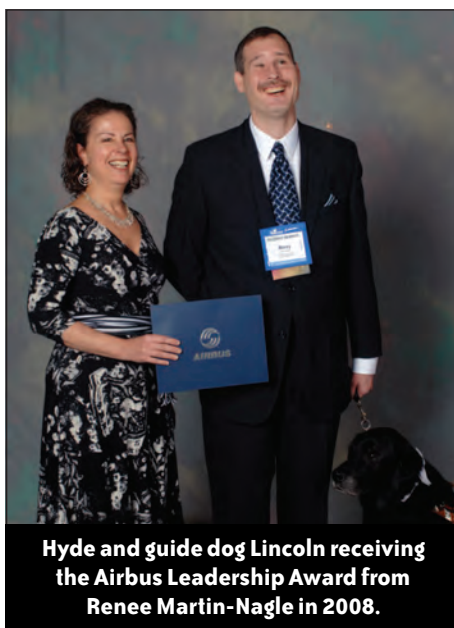
When I first applied to WAI in the fall of 2007 for a scholarship, my doctoral GPA was 3.66. I'm proud to say that has increased to a 3.96 GPA. I am currently working on my doctorate degree and have begun the dissertation process. As I write this I am seven classes away from becoming Dr. Hyde! I have been staying busy with schoolwork because the research for this doctorate degree is very intense. The title of the dissertation is "The Importance of Properly Executed Preflight Checklists to Ensure Flight Safety." The failure of the preflight checklist by the pilot-in-command was the cause of the plane crash I lived through. What I am striving to prove is that the pilot's negligence caused that plane crash and if I can prevent other pilots from encountering that situation and problem, then I feel that is what God left me here to do. My goal is to earn my PhD in Business Administration with a Specialization in Aeronautical Safety.

I received my newest guide dog on Inauguration Day (January 20, 2009) and his name is Jet, like a Jet airplane. My previous guide dog, Lincoln, which everyone met in San Diego at the 2008 Conference, retired on the day I received Jet. Lincoln is now 12 years old and I will keep him as my pet until he passes away—hopefully, many years from now.

Currently, I am writing my book and it is more than 200 pages long. Many people I have met in the last 13 years (since my June 1998 plane crash) have told me I need to write a book about my life—so I am. The book is an autobiography on how I overcame the obstacles in my life, achieving my educational processes with the help of scholarships, and my success as a blind pioneer in the sight-dominated industry of aviation.

***I am seven classes
away from becoming
Dr. Hyde!***

Lincoln and I were the feature story in the spring 2009 issue of Embry-Riddle Aeronautical University's *LIFT* magazine.



Hyde and guide dog Lincoln receiving the Airbus Leadership Award from Renee Martin-Nagle in 2008.

JOHN RIEDEL

Andrea Aiello, Director of Academic Support at ERAU's Worldwide Campus in Albuquerque, New Mexico, contacted me as a result of that article and asked if I would be their keynote speaker at commencement. I accepted and they flew us to Albuquerque and we participated in the graduation ceremony. That was a large event and a huge blessing for me to be a part of. I am grateful to be a leader in aviation and have the opportunity for the graduates to see my perseverance and I think I inspired a few people while I was there. I showed them how the disabled can suc-

ceed no matter what life presents to us. When there are obstacles in people's way, we just have to find ways to get around them and handle them. I shared with them how to set goals even after what I endured, continue to persevere and carry on, and showed my graciousness to God and how He has helped me and continues to answer my prayers.

I enjoy speaking to groups about aviation safety and how negligent acts and multiple factors can lead to an aircraft accident. I share my story of how scholarships have helped me attain my education. Without the help from these scholarships, I would not be able to continue my education. Many thanks to Airbus, FedEx Express, and to Women in Aviation, International for helping me on my quest to achieve my goals. ➔

Barry Hyde (WAI #39249) won both an Airbus Leadership Grant and the FedEx Express Technical Operations Scholarship at the 2008 International Women in Aviation Conference.



JENNY BEATTY

TIPS FOR FLYING SOLO

Information about combining a professional pilot career with motherhood is not intended to be a closely guarded secret. Quite the contrary, the women already doing it would love to share everything they know. It's just that they're awfully busy, particularly when they are flying and raising kids solo. I chased them down for you, collecting these valuable insights.

Tip #1: Pick a spouse who is a great partner and wonderful parent and stay together forever.

That's what people set out to do, of course, but it's easier said than done. "A lot of guys sit in the cockpit complaining about their ex-wives because pilots typically have really bad judgment when it comes to choosing spouses. It turned out that I was just as bad," says one female airline pilot, a bit sheepishly.

As smart as women pilots are, some still end up with spouses who are great dads but lousy husbands, or who fall short on both fronts. Unforeseeable events can cause a marital crisis. The U.S. divorce rate is a testament to how difficult it is to achieve an enduring marriage; add to that the pilot lifestyle and you get AIDS, "Aviation Induced Divorce Syndrome."

Tip #2: Don't have one husband, have two.

"I have the husband I sleep with and then there's the one who takes the kids half the time—my ex, their dad," an airline pilot told me once, laughing.

Another great idea, but unrealistic. Not every father is able or chooses to take an active role in parenting their children, which is the case for most of the women I spoke to; they are the primary or sole parent and wage-earner for their children. With no spare time for dating, little wonder that none have remarried. As one puts it, "I'm totally open to the idea, but the guy will have to fall on the hood of my car to get my attention."

Tip #3: Skip the husband altogether.

Teresa Gomez always planned to have an airline pilot career and kids. Achieving her first goal at age 40, she figured she had better get moving on the second. After several years and strategies, she became pregnant through *in vitro* fertiliza-

tion and her twins, a boy and a girl, are now two years old.

Gomez commutes from her winter home in Florida or her summer home in Utah to Memphis, working 10 to 12 days a month as an MD-11 First Officer for FedEx. "The trip I just flew is typical," she says. "I started flying Christmas morning from Memphis to Anchorage, then to Tokyo, Seoul, Tokyo, Taipei, China, Taipei, Anchorage, Dallas, and then deadheaded home."

Gomez has no husband or partner in this journey. She relies on a nanny who has been a friend for many years—and pays her very well. Her parents live nearby in Florida and are delighted to help out, too.

"If family is really something you want, don't wait or feel like you have to have somebody in the picture in order to make it happen," she says. "You really can do everything that you want to do in life."

Tip #4: Live near the grandparents.

Like Gomez, Caroline Bryan was in her 40s and weighing her options. "I really wanted my son to have a sibling, and decided to go forward in spite of not having a partner," she explains. "So I am a single mother by choice for my second child." Her son is now eight and her daughter is eight months old.

Bryan is a Gulfstream 550 Captain for Chevron in the San Francisco Bay area,

with additional duties as Safety Advisor. Normally her trips are scheduled in advance, with the average trip being about five days long, and only a few as long as 10 days overseas.

While her ex-husband takes their son on alternating weekends, he cannot help at other times and has no responsibility for Bryan's daughter. She relies primarily on her parents for childcare; they come and stay in her home when she is gone.

Once when Bryan floated the idea of getting a "regular" job, her mother strenuously objected. "She said, 'I really enjoy the

*With no spare time
for dating, little
wonder that none
have remarried.
As one puts it,
"I'm totally open to
the idea, but the guy
will have to fall on the
hood of my car to get
my attention."*

opportunity to have a close relationship with my grandkids—don't you dare stand in the way!"

Still, it is stressful. "I'm probably less worried than women who rely on strangers," she says. "But my parents are older and I am concerned not only for my children but for them as well."

Tip #5: Be home every night.

Linda Kroll has spent most of her pilot career with United Airlines as a Boeing 777 Instructor. "I heard that the training center was a good place to work while raising a family, but found out it's a really great place to work as a single mom," says this divorced mother of a 10-year-old son. "I can't imagine leaving a child for four days at a time every week. That might work for other people, but I really want to be around for my son's childhood."

Even though her son is in school and she knows her schedule in advance and is home every night, Kroll's childcare needs are far from simple. Pilot training is conducted nearly around the clock, and her daily schedule varies considerably. She might work 4:00 am to noon, or begin at 6:00 pm and end at 2:00 am, and she also flies one six-day international trip as First Officer every other month.

"I have to have someone who is at my beck and call, with full-time responsibility but for part-time pay," she says. Her college-age nannies typically stay about a year. "My overarching concern at all times is childcare."

Tami Smith also strives to come home to her six-year-old daughter every night. Smith had not planned to be a mom, single or otherwise, when she was an active outdoorswoman and triathlete living at Lake Tahoe and commuting to San Francisco to fly for American Airlines. Then, months after breaking off an engagement, she discovered she was in her second trimester of pregnancy.

"Having a child was a life-altering event," she says. "I wanted to be a mom for this baby, and commuting to four-day trips was not compatible with that. It all comes down to your priorities, and I decided very early on in my daughter's life that our time together as family was more important than anything else."

Smith moved to a new city, a smaller airplane, and a bigger crew base. Now an MD-80 First Officer living 10 minutes from the Dallas-Fort Worth airport, she chooses trips that fly out to another city and back in one day (variously called "turns", "turnarounds", and "out-and-backs"). She works 12 to 15 days a month, and is gone about 6 to 10 hours a day, but is home nearly every night.

Like Kroll, Smith has a highly variable schedule and employs a full-time nanny. "As a solo act, I really rely on this per-

son," she says. "It takes someone very special, and to get that, you have to pay for it."

Tip #6: Find childcare that suits you.

Cyndhi Berwyn was a FedEx pilot when her children starting coming, so she flew turnarounds on a 2:00 to 6:00 am schedule to be home as much as possible. When the crew base closed, she decided to move rather than commute, and moved her family to Memphis, checked out on a new airplane, upgraded to captain, and took a job in the training department. Then her already shaky marriage failed and she took sole custody of her four young sons.

Berwyn is now an MD-11 Captain and Check Airman based and living in Southern California, flying long international trips and spending days in the office in Memphis. She has always employed full-time au pairs or nannies. "I got a nanny from Day One, because I knew I was going to need the help," she says.

Today her three oldest sons, one aged 20 and twins aged 18, are at the Air Force Academy. Only her 15-year-old lives at home, and he is basically on his own when she is gone. "The nanny will be there, but I intentionally taught my sons to be very self-sufficient and

responsible for their own obligations," she says. "I absolutely trust him."

Tip #7: Use a checklist.

True to check airman form, Berwyn wrote detailed instructions for her nannies that grew into a 21-page book of emergency contact information and instructions on how to care for the kids, discipline them, feed them, and entertain them with educational activities.

"I thought it was important for the nannies to know what my child-rearing philosophy was, and many of them thanked me later," she says. Each new nanny learned what was expected of her, and the kids had continuity as well as expectations for themselves.

Tip #7: Hope for the best, plan for disaster.

"As pilots, it's our job to look ahead at what could go wrong," says Linda Kroll. "You have to be able to envision managing your family life in the worst circumstances, and changing whatever is necessary to keep it manageable."

These pilot moms have managed to do it solo, with good humor and grace. So can you. ➔

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Jenny T. Beatty (WAI #144) is a first officer for a major U.S. carrier, based in Los Angeles, California. Questions? Email her at jtbeatty.com.

Berwyn wrote detailed instructions for her nannies that grew into a 21-page book of emergency contact information and instructions on how to care for the kids.



DR. PHIL
PARKER

SIGHTING IN ON THE BASICS— FAA VISION STANDARDS

This year's Conference in Reno was a real eye opener for me. When it comes to aviation medical issues we often focus on the more complicated issues, and tend to forget to emphasize the

obvious. At least a half dozen pilots made this crystal clear during our visits at the membership booth. Two of them had even given up on their passion after being erroneously told

they could no longer qualify for a medical because of vision problems. So let's set the record straight.

expected to develop new depth perception cues. This would also be a great time to learn enhanced vision scanning techniques as there is obviously

a more restricted field of vision. For most aircrew monocular vision isn't a big issue as binocular vision is really only necessary for up close depth perception. After the six month period, the pilot would then petition the FAA for a Statement of Demonstrated Ability or SODA, which is a one-time permanent clearance for the monocular vision. The aviation medical examiner will hopefully be familiar with this process, or you may need to contact an aviation medicine specialist. Typically the AME would complete a medical deferring it to the FAA. The FAA will then provide a student pilot certificate val-

Medical Certificate Pilot Type	First-Class Airline Transport Pilot (ATP)	Second-Class Commerical Pilot	Third-Class Private Pilot
Distant Vision	20/20 or better in each eye separately, with or without correction.		20/40 or better in each eye separately, with or without correction.
Near Vision	20/40 or better in each eye separately (Snellen equivalent), with or without correction, as measured at 16 inches.		
Intermediate Vision	20/40 or better in each eye separately (Snellen equivalent), with or without correction at age 50 and over, as measured at 32 inches		No requirement
Color Vision	Ability to perceive those colors necessary for safe performance of airman duties		

The chart above is an excerpt from the FAA's *Guide for Aviation Medical Examiners*. As you can see, for third class medicals vision only has to correct to 20/40 in each eye for both distant and near vision. There is no intermediate vision requirement. First and second class and controller standards are slightly more restriction. There is no "uncorrected vision standard" for pilots, but this does still exist for controllers.

For controllers loss of any degree of vision in either eye can be a problem (see our web site for more details). For airmen, however, you can have vision in only one eye and still get a "waiver" for all classes. Loss of vision in one eye results in monocular vision (this can be surgically induced as well where refractive surgery corrects one eye for distance and the other for near vision). When a pilot experiences monocular vision, she will be required to have a mandatory grounding period for six months during which time she would be

id for medical flight test (MFT) purposes. The airman would take this to the local FSDO, which would perform a check-ride, confirming that she is safe to fly despite the vision loss. Upon successful completion of the medical flight test, the FAA will typically have already sent the permanent medical to the FSDO inspector who can issue it. The same process applies if the vision in one eye doesn't quite correct to FAA standards, although in this case the MFT may not be required.

As you can see, vision issues hopefully won't be a reason to keep you out of the sky. ➔

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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.



PATRICIA LUEBKE

MAKING THE BUBBLE LAST

It didn't take long to start planning for the next International Women in Aviation Conference. In the Press Room in Reno, we were already abuzz with ideas for next year before the Conference even started. That's a hallmark of a successful event—when the people involved are committed to make the Conference what attendees expect and then enhance it just a little bit more.

Of course, planning each Conference starts years in advance. We already know that next year's Conference will be in Dallas, followed by Nashville, followed by Orlando. Securing the venue years in advance is crucial to negotiating rates.

This year, I took part in a post-Conference WAI staff and chief volunteer meeting, where the Conference is analyzed from dozens of angles. What was working? What didn't work? How can we make this Conference better for the members?

One small issue that arose, for example, is that those people staying in the overflow hotel, once the Grand Sierra was sold out, had no coat check room so these attendees had to carry their coats and other belongings around with them all day. Not good. We should have had a coat check room.

I had been party to this decision because I posted hotel and transportation information at the WAI blog (which you can easily access from WAI's home page.) Why didn't we think of that? It's one small way your Conference experience will be improved next year. It's hundreds of details just like that one, all working in harmony, that make a successful Conference.

Back in Ohio, your WAI staff will continue to analyze the Conference and follow up with how it can be improved next year. But, how about you? It's just too easy to have a great Conference experience, leave Reno on a high and get back to "real life" with all its demands and necessities.

I overheard a conversation where a WAI member referred to the Conference as a "bubble." I wasn't sure what she meant until I realized she meant that the Conference is like a protective bubble—not like the real world which is full of bruises and hard knocks. It's difficult sometimes to get back to real life.

So much networking was going on—unselfish sharing of contacts and information. I was gratified to see a lot of home-made business cards. That's great. You don't have to be an executive to have a card. You can buy a supply cheaply on line, or even just print some out on a piece of paper. The point is to be easily able to exchange contact information with someone. Make a point of bringing a hefty supply with you to next year's Conference.

Maybe you did all the networking expected of you and made connections and promised to send items or information via email to new contacts you made, and now weeks after the Conference, you haven't. Now what? My personal opinion is that you should go ahead and send whatever it is now. Better to be remembered as the person who sent something late than the person who didn't keep her promise.

I remember once getting something in the mail from someone who'd promised me something. Months had gone by without his sending it. One day an envelope arrived with the promised item and a note which read, "I'm like an

elephant. I move slowly, but I never forget." The note made me laugh, and I was pleased that he'd kept his word.

As for me, I once found a business card with a promise I'd made someone months earlier. I found the card while cleaning out my purse, and confessed as such when I sent what was promised. The woman replied that she was impressed—not that I finally sent her what I'd promised, but that I took the time to clean out my purse!

So if you've let some promises and contacts slide since the end of the Conference, know that it's not too late to just do it now. But more important than these promises and networking activities are the feelings you had during the Conference—dreaming, imagining, believing in the possibility of your own life. You no doubt met women whose life stories inspired you to do more with yours. You met women whose own path made yours seem more possible and more real.

There are ways to extend the feeling of living in the comfort of the WAI bubble when you're not at a Conference. Joining or starting a WAI Chapter is a way to participate in mini-Conferences all year long. Check out the existing Chapters at www.wai.org. You never know where one contact will lead you. Be sure to stick next year's Conference dates in your calendar—join us March 8-10, 2012, in Dallas. That's less than a year away! ➔

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

What was working?
What didn't work? How
can we make it better for
the members?



JO DAMATO

STAYING IN TOUCH FROM THE ROAD: LET ME COUNT THE WAYS

Does anyone remember what we did before we had mobile phones, the internet, personal email, texting capability, Skype, wireless internet, and smart phones? We're a long way from having to have change in your pocket to make a payphone call. I don't even know the last time that I even needed a payphone, which is good because I wouldn't know where to find one.

I do remember the days where long-distance communications were much more difficult than they are today so it's no wonder that maintaining long-distance relationships was a challenge too. There is no such excuse for the modern-day relationship and the technology that exists to help us stay connected.

Let me take you back to early 1997. A few months into our dating relationship my husband was hired by Comair and moved to Cincinnati while I was still finishing up my senior year of college in Florida. The entire year we saw each other in person a total of eight days combined in February, May, September and December. I had a home phone with answering machine. He had a pager and a house phone he shared with roommates. That was it. I don't think he expected our long-distance relationship to work out—she said 15 years later—so at first I did not know the number to his house phone. He only called on days off so he didn't have to pay long distance at the hotels and I had to wait for him to call me. However, I was usually in class or flight instructing and not home to receive his calls. The other option was for me to page him when I was free and then he would call me back. Most of the time though we just wrote letters and exchanged Hallmark cards. Getting his letters postmarked from exotic destinations like Kalamazoo and Charlie West was a highlight each week.

So here we are in 2011 and my husband has been away in 757/767ER training for the past four weeks and I've been home with the boys. He's been home one full weekday each week. On the days we don't see him we talk on the phone, text each other, exchange a few emails, follow each other's tweets and Skype with the kids. If I could just convince him to join Facebook then we'd have one more way to connect during the day. In fact, I'm Facebook friends with a few two-parent aviation households and it's fun to watch their conversations weave in and out of other's posts.

Let me take you through a few options to consider if you

and your spouse are on the road often and away from one another and your kids. Here's a day in the life of today's tech-savvy family with the example of my husband in training in Atlanta while I am the "single" working parent home with the boys six days a week.

0830 His mobile phone to our home phone This is the call that starts the day. I've been up for hours, both kids are at school, I have popped into Starbucks for my daily fix, and I've begun to wade into my work day. I welcome the ring of the home phone because I know it's my husband and likely my first real adult conversation of the day. It's not a long call because we have just spoken the night before once the kids were asleep but it's nice to review with him about our morning. I'll mention something funny one of the boys said or tell a cute story about how drop off went at preschool with the little one. I'll review my schedule for the day and he'll do the same. I'll say random things because there is somebody there to listen like *"I have to remember to wash oldest son's karate uniform at lunch so it is ready for class tonight."* This call always ends with each of us saying *"love you, bye."*

1050 He tweets I have a Twitter account that I use for work so anything that I post is aviation-related. My husband is on Twitter as well and anything he posts is stream of consciousness or general observations such as this recent gem, *"The only breakfast food that tastes good right after you brush your teeth? Thin Mints."* Ok, so it's good for a mid-morning laugh. My personal cell phone is set up to send me a text whenever he tweets. It's fun when I hear the tone on my phone and know it is something silly waiting for me when I have a chance to read it. I'm also pretty much his only follower who actually knows him so I like to think he tweets with my smile reaction in mind.

1200 Email from me to him Lunch time and I check my personal email while I heat my lunch and get that karate uni-

We love Skype. At the end of a long day we can meet up with the boys and me around the kitchen table and my husband in his hotel room and have some face time.

form in the wash. Outlook reminded me that my husband's bid is due for the next month so I cross-reference my work schedule and our household schedule for the month ahead and send him an email with the dates I'm hoping he can bid for days off next month. It's not urgent and it's fairly detailed so email works well. When he has some downtime in his hotel room tonight he can work on his bid at his convenience.

1400 Text from him to me on a break *"Remember to wash that karate uniform. Love you!"* Now that's teamwork!

1630 My mobile phone to his mobile phone voicemail Oldest son is home from school with a great story about scoring the winning soccer goal in gym class today and wants Dad to know all about it. On our way to karate he wants to call Dad. Although I know that my husband is in class I pass my phone to the backseat so my son can leave a message about the accomplishment for Dad to hear later.

1710 Text with photo attached from me to him *"Oldest broke a wood board with his heel in class on the first try!"* I love that I can share a proud parent moment and give him some info he can use to connect with the boys later.

1800 Home answering machine message We arrive home from karate, oldest sits down to do homework, little one starts coloring and I get dinner prepped. Realizing there is a message I hit play for all to hear. It's Dad! *"Hey guys, I'm on a quick break. Buddy—way to go at soccer today and on breaking the board in karate tonight. Mom sent me the picture. Talk to you later. Love you, bye."*

1915 Skype We love Skype. It's free and easy. We each

have a webcam on our laptops. At the end of a long and busy day we can meet up with the boys and me around the kitchen table and my husband in his hotel room and have some face time. The little one loves this. He can see daddy and he can see himself too so he amuses them both with funny faces and silly songs. Not to be outdone oldest son starts up with some entertainment for dad too. Pretty soon all of us are cracking up and having the equivalent of Friday night silliness.

2130 Home phone to his mobile phone I've got the kids to bed, dishes are clean, backpacks are packed for tomorrow and I'm ready to unwind with a call to hubby. Review the day, talk about what we'll do when he comes home in a few days, encouragement for his upcoming sim check and then one last *"love you, bye"* until morning.

2300 His email to me I'm asleep by now but in the morning there will be an email to me with an acknowledgement on the days he needs to bid for and at least one more email containing a link to a story or YouTube video that he thinks I will think is funny. It is. He knows me so well.

I hope this has inspired you to be creative in finding ways to stay connected to your spouse and kids when one or both of you is on the road. As for me? I gotta go, I just heard a tweet text notification. What is he up to now? Awww....it's a regular text just to say *"I love you. Family game night Friday? Date night Saturday?"* You bet! ✈

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

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MONEY MATTERS IN A TURBULENT ECONOMY

I had the pleasure of presenting this information in an education session at the Women in Aviation Conference in February and thought I would share it here for those of you that could not attend. The bad news is that there has been turbulence in our economy and there may still be some turbulence ahead. The good news is that with sound financial planning, you

can avoid the turbulence or at least navigate it safely.

Financial planning is much like flight planning. You need to know your destination, the course you are going to take, anticipate hazards along the way and have an alternate plan of action.

Fail to plan, plan to fail. The basics of good financial planning have not changed. You need to establish goals, have a budget, know where your money is going and do not spend beyond your means. A red flag that you are spending beyond your means is when you cannot pay your credit card bill in full when due.

Many people have lost jobs or had reductions in their income. Do not wait until you suffer the loss of a job or reduced income to make a plan for how you will proceed. Keep your résumé updated, adding accomplishments as they occur. Think about what other skills you have that could be used to generate income for you. This is particularly important if you are a furloughed pilot who may need an alternate income while you wait out the furlough. Keep your network up-to-date. Help others in their job searches and career endeavors.

Goal setting is very important to establishing a solid financial future. Make the goals specific, measurable and achievable. You want to be able to measure your progress against your goals and you cannot do that if they are not specific and measurable. Goals should be achievable so you do not get discouraged about the results.

Setting goals is important to building a budget. Do not think of a budget as an allowance. Too many of us think that a budget is meant to restrict our spending. Instead, think of a budget as simply a list of your income and expenses. Call it an expense sheet if you prefer that term over "budget." The first objective is for you to determine your expenses. A really good exercise is to track every penny that you spend for a period of

time, such as a month. It is an eye-opening experience and I guarantee you are spending more money on some spending items than you realized.

Build your personal balance sheet to help you measure your financial progress. A balance sheet is a list of your assets (what you own), your liabilities (what you owe) and your net worth (the difference between the two). Show your assets at their most recent market value and do not take into consideration what you owe on those assets—that appears on the liability side of the balance sheet. If you own a home that is worth \$250,000 and you have a \$100,000 mortgage on it, the asset is valued at \$250,000 and the mortgage is a liability of \$100,000. This asset then contributes \$250,000 minus \$100,000; that's \$150,000 to your net worth.

Speaking of housing, you may be wondering if it is still a good investment. The answer is yes, owning a home can be one of your best investments. That said, you should not buy a home unless you think you will be staying there indefinitely. As we have seen, many tried to sell their homes to relocate and were unable to sell during the recession. Do not assume you can sell your home when you want for the price you want. The market determines what your house is worth.

The old rule of thumb was that you did not buy a home unless you had 20 percent cash for a down payment and could finance for 30 years at a fixed rate of interest. Those days are back and you most likely will not qualify for a mortgage unless you have a good to excellent credit score (known as the FICO score).

Speaking of the FICO score, you need to monitor this score and your credit report regularly as it is a measure of your financial well-being. To obtain a free copy of your credit report on an annual basis, go to <http://annualcreditreport.com>.

Good financial planning, like good flight planning, re-

***Do not wait until
you suffer the loss of
a job or reduced
income to make a plan
for how you will
proceed. Keep your
résumé updated,
adding accomplishments
as they occur.***

quires that you have a back-up plan. You need to have an emergency fund of cash that will sustain you should your income be suddenly and permanently reduced or you lose your job entirely. The old rule of thumb used to be carry three to six months worth of expenditures in cash, but now many financial planners are recommending that you have enough cash to pay for eight months of household and medical expenses. Anyone who has been out of work can tell you that three months of cash gets depleted rapidly.

Adequate insurance is another way to plan for the unknown. You should evaluate all of your insurance policies at least annually. Do not be afraid to shop around for better rates with new companies, but also consider that the premium you pay should not be the only consideration. You want an insurer that will settle claims promptly and fairly.

During tough times, many think that it is simple to look to their retirement funds as a quick source of cash to pay bills. But tapping into your retirement fund should be your absolutely last resort. If you draw cash out of a 401(k) plan or even an IRA, you will pay taxes on that money, and a 10 percent penalty if you are under 59 and a half years old. The result is that you will recover only a fraction of the money you were

**Have enough cash
to pay for eight months
of expenses.
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hoping to use. Borrowing from your 401(k) is allowed in some instances, but is also not an optimal approach, because you have to pay it back and the loan will be paid back on funds that were taxed. Even worse, you will be taxed again when you withdraw the funds at retirement, resulting in double taxation on that "loan" you gave yourself. Secondly, if you leave your job, voluntarily or otherwise, most plans require that the loan be paid back within one month. If you don't have the cash, that turns your loan into a distribution, which is, as we explained earlier, subject to taxes and penalties.

The bottom line is that the rules of good financial planning have not changed; they have just become more important than ever. ➔

.....
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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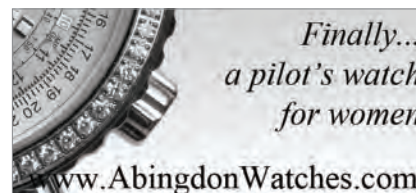
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JOANNE
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MY DAUGHTER THE PILOT

In the last few years of her life my mother lived in an assisted living facility. She hated it. It was a safer, but painful place for her to be. She didn't see herself as old. She was in her 80s, with a lifetime of friends and a large family. My first visit to her included a trip to the dining room for the family-style dinner. We weren't in the dining room long when several of the

mostly 80- to 90-year-old residents asked her, "Is this your daughter who is a pilot?" A few of the men were keen to eat with us, and one older woman even put her arms out pretending to be an airplane as we walked by.

I became a pilot almost 10 years ago. My first ride was in a Cessna owned by a friend of my parents. We did a few touch and go's at a tiny airport near where my family spent summers. The airport is closed now, but was located close to Shanksville, where Flight 93 crashed on September 11, 2001.

It took me a long time to become a pilot. In between my first solo flights I became a mother. My pregnancy brought a slow but sure stop to my flight training. After my first trimester, it was clear that not only was I too big to sit in a small plane, but I was nowhere near focused enough to fly. I had studied extremely hard and passed the written exam for a private pilot's certificate on my first try. I had two years before it would expire.

My first solo flight was a turning point for me. I was terrified, yet strangely calm, knowing that my life depended on doing everything right. "Focus," is what I kept screaming to myself. After closing the door, I didn't have time to think about being in the airplane alone for the first time. Everything happened quickly, without looking I knew my take off was perfect; wings level, nose just high enough but not too high. I barely noticed that I had real fear-sweat pouring out of me. On that day fear, courage, risk, and pure determination got rolled up into one, a feeling that I will never forget.

The great sense of accomplishment that I had after my first solo flight was tempered with new responsibilities of parenthood. After my daughter's birth, the idea of completing my flight training seemed completely out of reach. Part of me realized, as most new mothers find out, my life had changed. I thought it seemed indulgent and much too risky to finish the final, most challenging steps to become a pilot.

My family thought differently, however, especially my husband who had encouraged me every single step of the way to go for it. I agreed, and for a short period of time our home

turned into a mini-flight-school. Luckily for me I had a baby who loved her naps and slept well through the nights, which gave me plenty of time to study. My mother-in-law, who had recently retired from her job as a school librarian, volunteered to watch her granddaughter, and I focused.

My FAA flight examiner was a woman, and on the day I passed my exam she said to me, "I have a 10-year-old son and I would let him fly with you." The day was a blur for me as was the last month before my exam. I had to fly a lot, but luckily only once at night. Each time I took a flight my confidence increased. I was becoming a pilot.

In the early years I kept my pilot's certificate a bit of a secret; it is not something easily brought into conversations at the local playground with other parents, strollers, and babies. Eventually, people found out.

My daughter knows more than most nine-year-olds do about aviation. As she's gotten older she asks very smart questions about airplanes. She knows the military alphabet, and often refers to things using the accurate compass direction. She knows quite a bit about Amelia Earhart because she wrote a school report on her, even though I pushed hard for Sally Ride. She knows her mom is a pilot and maybe it doesn't matter to her now, but I suspect it does.

Although it was difficult to see my own mother aging, I was happy that even though she had lost many things physically, she remained mentally sharp until her final days. Today I might have announced on Facebook that I passed my exam, but nine years ago I called family and friends and the news got passed around pretty quickly. It must have been on one of those days my mom got in the elevator, and although she hated to tell her life story to anyone she didn't know, she was no doubt pretty excited to tell her dining companions in the assisted living facility that one of her daughters was a pilot. ➔

.....
Joanne Devereaux (WAI #30587), lives in Oakland, California, with her family. She still loves to fly.

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