

2012 WAI SCHOLARSHIPS AND APPLICATIONS INSIDE!

Aviation *for* Women[®]

JULY/AUGUST 2011

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

LIZ AMUNDSEN
LIVING THE G.A. LIFE

**WOMEN IN
THE BUSINESS
OF AVIATION:
Victoria Taylor**

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JULY/AUGUST 2011

AviationforWomen®

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PHOTO COURTESY OF OECD/ITF

Next Secretary General of the International Transport Forum Carole Coune, with Jack Short, current Secretary General.

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COVER PHOTO

Liz Amundsen stands on the wing of Lizzy-Belle, the Stearman she and her husband rebuilt.
Photo by Amy Laboda.

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PRESIDENT'S MESSAGE

JOHN SLEMP



DR. PEGGY BATY CHABRIAN

Dr. Peggy Chabrian joins new WAI Board member Anna Mracek Dietrich on the radio at the Sun 'n Fun show in Florida this spring.

al calendar for the next year, membership benefits, chapter growth (particularly the international segment), enhanced opportunities through social networking, the scholarship program and of course, plans for the 2012 International Women in Aviation Conference. Over the next several months you will be seeing the results of the ideas generated during this productive meeting. And the next time you see one of our staff ask them about the train and tractor rides they experienced—a first for some!

I want to give you a special heads up about events coinciding with our 2012 International Women in Aviation Conference. The celebration week of the 100th anniversary of the Girl Scouts of America is scheduled for the same week as our 2012 Conference. We are working with the Dallas, Texas, area Girl Scouts to provide an opportunity for some of them to be in-

Dear WAI Members:

Hope your summer is progressing fabulously. Here at Women in Aviation, International headquarters it is difficult to believe we are already halfway through the year!

The staff recently completed our Planning Retreat in West Alexandria, Ohio. We discussed new opportunities for growth for the organization—everything from an *Aviation for Women* magazine app, the editori-

al calendar for the next year, membership benefits, chapter growth (particularly the international segment), enhanced opportunities through social networking, the scholarship program and of course, plans for the 2012 International Women in Aviation Conference. Over the next several months you will be seeing the results of the ideas generated during this productive meeting. And the next time you see one of our staff ask them about the train and tractor rides they experienced—a first for some!

The July/August issue of *Aviation for Women* magazine is one of my favorites. Why? Well, I'm an educator at heart, and it is this issue where we showcase scholarship opportunities through WAI each year. You'll notice that these opportunities have been expanded again this year with new scholarships added. Look for a complete listing starting on page 28. But also check the web site periodically (www.wai.org) as we will add new scholarships right up to the deadline for applications, November 14, 2011.

July is a busy month here at headquarters, as we push Sponsorship and Exhibitor kits out the door and load up our trailer in anticipation of participating in the fourth annual Women-Venture, our joint activity with EAA during the 2011 Air-Venture in Oshkosh, Wisconsin. I look forward to seeing many of you at AirVenture. If I miss you, know that I'll be traveling to meet with WAI chapters throughout the year. Let us know if you want us to schedule a visit!

If you are not yet active in a chapter in your area—be sure to visit one near you to get up to date on their activities and/or ongoing projects.

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Chabrian
President

INSIDE THIS ISSUE



COURTESY OF HEATHER GREGORY

Northern Spirit chapter member Heather Gregory won a Beech 18 flight at the Canadian Aviation Expo. **Page 11**



It's time for you to get your recommendations together for the 2012 lineup of WAI Scholarships. **Pages 28-37**



PHOTO BY AMY LABODA

Liz Amundsen knows every nut and bolt of the Stearman she helped restore, and that's just the beginning! **Page 24**

Join Women in Aviation, International Today...

Melissa Pemberton joined for the networking.



Like Melissa Pemberton, you might join WAI for the networking—an opportunity to meet hundreds of active individuals with a passion for aviation. The people you meet through WAI could turn into your mentor, your next boss, your next hire, or simply a friend and confidante. WAI is open to both men and women, of all ages and experience. You don't have to be a pilot to join WAI—you just have to have a strong interest in aviation.

Networking isn't the only reason to join WAI. Join for the scholarships! WAI disburses hundreds of thousands of dollars of scholarships—including for flight training—every year. WAI's Annual Conference is a lively gathering. Join for the Conference! Or join for no reason in particular—join WAI just for the fun.

The many benefits of membership include: networking and mentoring, career and volunteer opportunities, local chapters, educational resources, discounts to attend WAI's Annual Conference, *Aviation for Women* Magazine subscription, WAI Connect electronic newsletter, and of course... fun!

Melissa Pemberton
Airshow Performer
Member Since: 1997



Discover more at www.wai.org

Point your smartphone's QR tag scanner here to find out more about WAI and join us online now.





Meet Us For WomenVenture!

WAI is going multi-modal this summer during EAA's AirVenture in Oshkosh, Wisconsin. Thursday evening July 28 WAI is planning a panel presentation to help celebrate the 100th anniversary of



certificated women pilots. The WAI Celebrity breakfast will be held on Friday, July 29 at 8:00 a.m. in the EAA Nature Center. This will be the place where the winners of the WAI Membership Campaign, "Where Are You Going," will be announced. There's still time to recruit a member (or provide a gift of membership) to be eligible for some wonderful prizes including a cruise on the new Disney Dream cruise ship.

Friday morning at 10:30 a.m. is the time to be at ConocoPhillips Plaza to be included in the Fourth Annual WomenVenture photograph! Get your complimentary T-shirt before the event from the EAA pavilion or the WAI booth and be sure to wear it for the picture.



Call for Presenters

JOIN US IN DALLAS IN 2012

23rd Annual International Women in Aviation Conference

March 8-10, 2012

Hilton Anatole, Dallas, Texas

Theme:

Reaching Tomorrow Today

Suggested Topics Include:

Women in Aviation and Aerospace History, Aviation around the World, Aviation and Aerospace Career Opportunities, New Technologies in Air Traffic Control, Human Factors, Professional Development, Legislation and Regulations, Aviation Safety, Learning to Fly, Maintenance Issues, Aviation and Aerospace Engineering, and NextGen.

Your audience will include women and men, aviation and aerospace professionals and students aspiring to careers in aviation or enjoying aviation for personal use. Submit two copies of your proposed topic with a 100-word abstract and your name, title, and affiliation along with a brief biography of those speaking to:

Education Sessions

Women in Aviation, International

3647 S.R. 503 South,

West Alexandria, OH 45381

Email: presenters@wai.org

Fax: (937) 839-4645

Submission deadline is August 16, 2011



Vote for WAI

Women in Aviation, International is in the running for a People's Choice Award (valued at \$10,000) 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 lightspeed-aviationfoundation.org and click on "vote now."



WAI and AOPA Partnership Solidified

AOPA and WAI will continue to have a strong presence at each other's premier events, the AOPA Aviation Summit, September 22-24, 2011, in Hartford, Connecticut, and the 23rd Annual WAI Conference, March 8-10, 2012, in Dallas, Texas. The membership partnership agreement has been renewed for an additional year.

PROFESSIONAL WOMEN CONTROLLERS CONFIRM JOINT CONFERENCE IN 2014

Dr. Chabrian was a speaker during the Professional Women Controllers Conference in Portland, Oregon. During the board meeting held that same week, the decision was made to jointly convene the PWC conference with WAI's in 2014 in Orlando, Florida.



PHOTO BY DEVYN EVERETT

American Airlines®

AMERICAN AIRLINES MAKES MULTIPLE COMMITMENTS TO 2012 WAI CONFERENCE

American Airlines has offered to be the sponsor for the banquet during the 2012 International Conference in Dallas. In addition the company has agreed to provide the shipping of our conference materials and supplies to WAI. Even better, American has confirmed it will offer a 10 percent discount (Promotion Code 1232AW) on fares to and from Dallas for WAI Conference attendees.

WAI ON THE ROAD

As part of the European Business Aviation Conference & Exposition (EBACE) activities in Geneva, Switzerland, in May, a Corporate Flight Attendant Education Session was held. The event included a small exhibit area. Women in Aviation, International and Women in Corporate Aviation provided materials and answered questions about our organizations to the attendees. The day after, WAI President Peggy Chabrian spoke at the Women in Corporate Aviation breakfast which was generously sponsored by Gulfstream Aerospace Corporation, Sterling Courier and Swan Heights.

During this same week Chabrian met with **Mariola Ziolkowski** (WAI #47896) to provide suggestions for the new WAI Chapter she is organizing in Germany. Other European members discussed the possibility of beginning chapters in their countries, as well.

June was also a busy month for WAI. We were present in healthy numbers at the Canadian Women in Aviation Conference in Montreal, Quebec, Canada. President Chabrian participated on a panel of aviation pioneers and gave a keynote address, talking about Women in Aviation, International and its impact on the aviation community.

Betty Huck, WAI Chapter Relations manager, represented WAI headquarters at the AeroExpo UK in Skywell, England.

Women in Corporate Aviation breakfast at the European Business Aviation Conference & Exposition

WCA announced the winners of its WCA/EBACE 2011 Career Scholarship. **Tamara Alexander** and **Kevin L. Otterstrom** were presented the awards. Afterwards a ceremonial picture was taken.

Attendees pictured top row (left to right): **Samantha Magill**, Honda; **Isha Jordan**, Continental Express; **Daniel Hulme**, Alison Price On Air; **Jane Middleton**, Rockwell Collins; **Sandrine Rohrer**, WAI; **Tracey Hawthorne-Kurz**, AMAC Aerospace; **Paula Kraft**, Tastefully Yours Catering and Aviation Catering Consulting (ACC); **Asieh Ahmadzade**, Easy jet; **Andre Seijbel**, Swan Heights; **Tim Kirkwood**, AviaNation.

Seated (left to right): **Peggy Chabrian**, WAI; **Elizabeth (Liz) Clark**, Women in Corporate Aviation and FedEx Express Corporate; **Rosa Rubio**, CopAir; **Mariola Ziolkowski**, MT Global Experts; **Heidi Smale**, Swan Heights; **Karin Muller**, Sterling Courier; and **Julie Hughes**, Honda.

SAN DIEGO CHAPTER

San Diego Chapter hosted their fourth annual Girl Scout camp for the Girl Scouts to earn their Aerospace badge. The day was chilly in a hangar on Montgomery Field, but the 20 Girl Scouts enjoyed their learning experiences. The girls rotated through four different stations learning about all facets of aviation (Careers, How Airplanes Fly, Parts of a Plane/Cockpit Tour, and Space). Navy guest speaker and chapter member **Lt. Harriet Johnson** (WAI #47290), talked to the Girl Scouts over their lunch break about not taking 'no' for an answer and striving for their dreams. The San Diego Chapter hopes to hold another camp in the fall and continue to do two camps a year.

The Chapter also kicked off opening night of Women's Week at California Center for the Arts in Escondido. The event ran three days and was created to inspire, empower and connect women of all ages and backgrounds. **Wendy Walker**, the Executive Producer of "Larry King Live," and **Ed and Lois Smart**, the parents of kidnapped teen **Elizabeth Smart**, were only some of the many inspirational speakers featured. ✈

Below: San Diego chapter members participating in Girl Scout camp are **Kathy Felker, Michelle Amthor, Jaime Paris, Dorothy Norkus, Lt. Harriet Johnson, Lindsay Price, Cynthia Laddon-Kaase, Ann Rothwell, JoAnn Raimond, Kristin Grulke, Paulette Mello, Cyndi Burgunder.**

New Provisional Chapters

Spirit of Columbus Chapter #109P
Columbus, Ohio

Karen Frederick, President
Kelly Nash, Vice President
Rachel Mohr, Secretary
Susan Sams, Treasurer
Christine Mortine, Membership Chair
Michelle Marder, Outreach Chair

Elizabeth City State University Chapter #110P
Elizabeth City, North Carolina

Jennifer Lloyd, President
Frances Messalle, Vice President
Valerie Edwards, Secretary
Tiffany Gibbs, Treasurer
Olivia Griffin, Membership Chair
Jeremy Davis, Outreach Chair
Tonya Boyce, Advisor

Greater Los Angeles Area Chapter #111P
Los Angeles, California

Liz Booker, President
Julie Botas, Vice President
Helena Burke, Secretary
Jane Valliere, Treasurer
Bianca Mettley, Membership Chair
Fontaine Marsi, Outreach Chair

DEUTSCHLAND CHAPTER

DEUTSCHLAND CHAPTER



On May 5, 2011, 11 women met to establish the Frauen in die Luftfahrt, Deutschland Chapter (which translates as Women in Aviation, Germany Chapter). In Germany an average of only 20 percent of jobs in the aviation field are filled by women. **Mariola Ziolkowski** (WAI #47896), leading the effort to start a WAI Chapter, says that it is more than urgent to finally move and establish this Chapter to encourage women to seek opportunities in aviation. The Deutschland Chapter will work towards creating regional groups in Germany.

In the chapter planning photo above are **Nina Lamprecht, Sandra Stark, Olimpia Minerva** (WAI #47383), **Katrin Willim, Mariola Ziolkowski, Marta Weiler, Chriss Lotz, Anke Duttenehoefer** and **Alexandra Schrimpf.**



Kristin Gruhlke and Liza Porterfield at Women's Week

SAN DIEGO CHAPTER





CAPITAL REGION CHAPTER

From the moment the “Women in Aviation and Science Day” at the National Air and Space Museum’s Udvar Hazy Center opened there were crowds, young and old, stopping by the Capital Region Chapter’s booth asking, “What is Women in Aviation?” The event was hosted by the Smithsonian and the Girl Scouts Council of the Nation’s Capital. Members of the chapter talked with more than 3,000 local Girl Scouts about careers in aviation (the museum reported more than 12,000 visitors all day!).

This was the first event of the year for the Capital Region Chapter and the first for many new members. Chapter president **Ranee Elter** (WAI #45060) stated, “Having just transitioned to all new board members and getting caught up from the holiday rush, we didn’t have a lot of time to get things together. But with the help of all of our members who volunteered, we pulled off an amazing event. It was, surprisingly, a blast! And this is what it’s all about: making friends in the local area with other professionals in aviation, and reaching out to young kids about all the cool opportunities there are in the field.”

In Washington, members of the Capital Region Chapter have a unique opportunity to build a network with prominent leaders in aviation. And with the Smithsonian hosting many aviation-centric events, the chapter is often called on to help support. ➔

GARDEN STATE ANGELS CHAPTER

Chapter President **Alyson Beausoleil-Holt** (WAI #8967) and Secretary **Melissa Lekas** (WAI #31838) spoke at a meeting of Zonta International. They described Women in Aviation, International in general and discussed their chapter’s ongoing interest in reaching out to the New Jersey community to encourage young people as well as adults to participate in aviation as a way of helping a person to fulfill his or her potential. Alyson and Melissa’s presentation was part of Zonta’s dedication to Amelia Earhart. Earhart was a member of Zonta and the organization offers a fellowship in Amelia’s name. Zonta women work together to advance the status of women. For information about the Zonta Club of Southern Ocean County New Jersey, please call Vice President Marion Assur, (609) 204-2370, abbeyroadone@comcast.net.



GREATER LOS ANGELES AREA CHAPTER

The Greater Los Angeles Area provisional chapter hosted their inaugural meeting at the landmark Encounters Restaurant at Los Angeles International Airport. With more than 30 people from diverse aerospace backgrounds present, attendees left energized and looking forward to future events. Upcoming meetings and outreach activities include a Coast Guard helicopter static display and demonstration hosted at Point Vicente Lighthouse by provisional Chapter President **Liz Booker** (WAI #17175), a viewing of the documentary *Flyabout* and presentation from creator **Monika Petrillo** (WAI #41067), a tour of the Goodyear Blimp during hangar maintenance by Senior Pilot **Kristen Davis**, and volunteer support of the local youth aviation program at Tomorrow’s Aeronautical Museum in Compton, California, coordinated by Outreach Chair **Fontaine Marsi** (WAI #42954). For more information and to join the Chapter, please visit their web site www.waigreaterla.org ➔



Photo left: LA Chapter Officers (left to right) Secretary **Helena Burke** (WAI #5920), President **Liz Booker**, Outreach Chair **Fontaine Marsi**, Treasurer **Jane Valliere** (WAI #15987), Vice President **Julie Botas** (WAI #18073).





WESTERN MICHIGAN UNIVERSITY

The Western Michigan University Chapter participated in the American Cancer Society's Relay for Life event. In the past few months the chapter has been raising money for ACS to help with cancer research. The team spent 24 hours walking around a track on WMU's campus with the other Relay for Life teams. The WMU Chapter/team raised hundreds of dollars for ACS. ✈



OSHKOSH CHAPTER

The Oshkosh Chapter wasn't flying real airplanes, but the next best thing, desktop flying with Microsoft *Flight Simulator*. Chapter member **Hal Bryan** (WAI #44365), a longtime pilot and former Microsoft employee, presented an overview of the history and making of Microsoft's long-running *Flight Simulator* program. Hal offered his unique, insider's perspective. Following the presentation, Hal gave some quick tips about how the platform is used by real pilots and facilitated an exciting, hands-on experience as well.

A joint meeting was arranged with the Wisconsin 99s. Members of both groups met at the Fond du Lac County Airport (FLD) to view the new terminal building there, and then walked over to the Flight For Life hangar to see the organization's twin-engine BK-117 helicopter. ✈



YORK COLLEGE/CUNY CHAPTER

One of the most important missions of the York College/CUNY Chapter (WAY) is to motivate and empower students. The York College/CUNY Chapter held an event called the WAY Chapter High School Initiative. It was an exciting day filled with interactive activities and presentations that would get high school students more exposure to the aviation industry and its different career opportunities. The event was also created to let the high school students learn about the importance of a college education and the different activities at York and, of course, aviation. The inquisitive, smiling faces of 30 middle school and high school students from diverse cultural backgrounds showed that this mission can become a reality.

Although timid at the beginning, the young students became so comfortable that they began singing songs along with the chapter members. The students shared with the chapter their future dreams and their favorite hobbies. They were later taken to York College's Science, Engineering, Mathematics, and Aerospace Academy (SEMAA) Laboratory, where the students were able to use the flight simulator for the first time. They were all amazed and enjoyed every moment of it.

After that, they were directed to a room to design airplanes. The students were gathered into groups where they had to come up with creative designs of planes made out of clay. The groups competed with teams for the most creative planes. Groups were made up of three or four students and a York College/CUNY Chapter member. The creativity and desire to win was obvious through their designs. The competition for the most creative plane marked the highlight of the activity; for the chapter the most moving moment was when one of the students said loudly "I want to be like you, a woman in aviation." ✈

UNO "MAVERICK" CHAPTER

The UNO "Maverick" Chapter attended the Annual Durham Lecture where the guest speaker was **George Whitesides**, the CEO of Virgin Galactic. They learned about the experiments and programs that are planned for Virgin Galactic's Commercial Space flight. As most of the members did not have \$200,000 in their account to spare for a ride in the White Knight launched SpaceShipTwo, they had to let the opportunity for commercial space flight pass for the time being. But the members asked questions about Virgin Galactic's programs, some technical and economic issues and job prospects for future graduates and aviation professionals. At the event, the Maverick Chapter members also advertised their organization at a booth and held a fundraiser.

The Maverick Chapter members also visited Duncan Aviation, an FBO in Lincoln, Nebraska. The senior pilot **Larry Bartlett** and **Mr. Fletcher** took them for a tour around Duncan's facilities and hangars, showed them aircraft under maintenance and being refurbished and retrofitted, and new aircraft being painted and taken out for test flights. That day also coincided with the WWII Veteran's Fly In at the FBO and the members got to see a B-25 Bomber flown by **Jimmy Doolittle**, as well as other WWII aircraft. ➔



UNO "MAVERICK" CHAPTER

UPPER CANADA

The Upper Canada Chapter attended the 19th annual Canadian Aviation Expo, Canada's largest aviation exposition. Members **Denise Egglestone** (WAI #6124), **Claire Lemiski** (WAI #29380), **Lauren Egglestone** (WAI #27357), **Sherry Kremko** (WAI #45170), and **Contessa Bishop** (WAI #13464) held down the booth beside long-time WAI Member **Dan Hamilton** selling aviation jewelry. The group was also greeted at the Expo by member **Anna Pangrazzi** (WAI #6102). In preparation for next year's 20th Anniversary, the Expo asked guest speaker **Lesley Page** from the Oshawa Airport to speak about what it takes to be a female pilot. Although Lesley was not a WAI member during her presentation she accompanied the Upper Canada Chapter at their booth for follow up. Lesley also included a slide on WAI in her presentation to share how WAI influences the industry with its many opportunities.



UPPER CANADA CHAPTER

Lisa Graham and daughter

In May members from the Upper Canada Chapter organized a Girl Guide aeronautics badge event. **Lisa Graham** (WAI #8030), **Sherry Kremko** (WAI #45170), **Anna Mandra**, **MJ Learmonth** (WAI #39923) and **Sue O'Neill** assisted 30 Guides in completing the badge requirements. The Guides learned about many aviation topics but the highlight of their day was having the opportunity to sit in an airplane and move the controls. Thank you to the Brampton Flight Centre for supplying the classroom and aircraft for the event. ➔

FT. LAUDERDALE CHAPTER



(left to right) Ft. Lauderdale Chapter President **Melissa Grabiec** (WAI #45778), **Michelle Osbourne** (WAI #46011), Chapter Treasurer **Karen Anderson** (WAI #41605)

FORT LAUDERDALE CHAPTER

There was perfect flying weather for the Safety Expo at Fort Lauderdale Executive Airport. The Fort Lauderdale Chapter had a strong presence among aviation exhibitors such as the FAA Wings Program, Aviation Institute of Broward College, U.S. Customs and Border Protection, and Palm Beach International Airport. One of many high points was listening to **Dr. Jerry Cockrell**, a 20,000 hour airline pilot and psychologist, speak. He adeptly translated aviation human factors and safety principles using humor. Food, fun, and aviation enthusiasts contributed to an exciting Safety Expo—and the Fort Lauderdale Chapter was thrilled to be a part of it. ➔

CAREERS

Exciting news from Lewis University's Aviation Department—funding has been approved in support of a team of two young women who will compete in the 2011 Women's Air Race Classic. The Lewis University team is made up of **Jennifer Alicz** (WAI #41413) and **Natalie Kasak** (WAI #41373), both aviation majors. Natalie says, "We are officially racing as Team 48! Since we are first time racers we are considered "baby birds" and they have given us the phone numbers for two experienced racers who are called our "mother birds." We're excited to call our mother birds and get some insight from previous races!" Alicz is a senior earning her undergraduate degree in Aviation Flight and Kasak is a graduate student working towards her Master of Science in Aviation and Transportation.

LaVonne Deck (WAI #44385), of Baldwin, Missouri, earned her Sport Pilot Certificate.

Penny Hamilton (WAI #44535), volunteer Director of the Teaching Women to Fly Research Project (www.teachingwomentofly.com) and Colorado Airport History Preservation Project (www.coloradoairporthistory.com), was recently honored by the Greater Granby Area Chamber of Commerce with their Lifetime Achievement Award for her years of outstanding business and community leadership.



Penny Hamilton



Alicz and Kasak, Team 48 in the Air Race Classic

"This year Penny Hamilton was nominated both for Volunteer and Business Person of the Year. Because Penny is already the winner of many personal and community achievement awards, an accomplished writer and a 'number one' cheerleader for women in aviation, the awards committee chose to recognize her this year with our special recognition," said **Sharon Brenner**, Chamber President. In its 63-year history, this is the third time a Lifetime Achievement award has been presented.

Amanda Joyner has joined WAI Corporate member General Aviation Manufacturers Association (GAMA) in its Washington, D.C. office as its new Director of Government



Amanda Joyner

Affairs. Joyner comes to GAMA from the office of U.S. Representative Howard Coble of North Carolina where she most recently served as senior legislative assistant. Her responsibilities included work on the Transporta-

tion and Infrastructure Committee, advising the Congressman on aviation, highway, and Coast Guard issues. Joyner also has considerable experience with the congressional appropriations process as well as transportation security, energy and tax issues.

Congratulations to **Natalie Kasak** (WAI #41373) for being awarded a \$2200 partial ISA scholarship. Her scholarship will be put towards her ME training

which she is very excited to get started on. Kasak is an active member of Chicago's Leading Edge Chapter and serves on the Membership Committee.

Taylor Loving (WAI #49246) of Colts Neck, New Jersey, is the newest and youngest member of the Garden State

Angels Chapter. Taylor began her passion for flying at nine years old. She began taking flying lessons and has since earned over 50 hours. Taylor sought to further explore Aerospace and enrolled in the Civil Air Patrol, the United States Air Force Auxiliary. Progression in this program required drilling, uniform inspection, physical fitness, and writ-

ten test. Taylor became the Aerospace instructor for cadets. She served a full year as the Cadet Commander at McGuire Composite Squadron and was recently promoted to Cadet Advisor. In April 2011, she successfully completed the 16 achievements of the cadet program earning the rank of Lieutenant Colonel. (Only 1% of all cadets make it to this point in the program.) Taylor will continue her education in Aerospace at the School of Mechanical and Aerospace Engineering at Cornell University beginning this fall.

Cindy Pilling (WAI #12545) of Wildwood, Missouri, earned her Commercial Pilot Rating. ✈



DENISE WATERS

Where can I find good information on maintenance and troubleshooting various systems?

Learn the content of the respective owner's and maintenance manuals. Troubleshooting specifics can often be found there. Research manufacturer's service bulletins, service

letters, and airworthiness directives. Verify current revisions are utilized with all documentation. Often find all of these documents publically on the manufacturer's web site.

My friend says her airplane's engine TBO is 2,000 hrs. I said check the manufacturer's information. It is 2,000 hrs or 12 years. Who is correct?

Manufacturers set unique limits with both hours and calendar years for Time Between Overhaul (TBO). Hours usually represent a model's average life expectation. Numerous factors affect operating life. No two engines have the same experiences. One engine may realize 2,000 hrs in 12 years; another may not even make that in 20 years. Frequency and manner of operation, and maintenance practices impact life expectancy. Long periods of nonuse, improper leaning, operating outside limits, temperature and humidity variations, and oil changes are all

factors. Perhaps because logbooks carry hours for everything from flights to maintenance sign-offs that is the reason why "hours" are remembered and not the as important "or calendar time." Propellers, governors and other parts state limits similarly. Know your manufacturer's complete requirements.

I am concerned about working in an aviation environment with chemical products. Would you have suggestions for how to maintain my health and safety?

Aircraft homebuilders, space shuttle technicians, and everyone in between, must understand the solvents they work with. These chemicals, as well as degreasers and cleaners, if used incorrectly, can cause reactions from watery eyes and coughing, to permanent kidney and nervous system damage. Use the FAA *Before Maintenance Personal Minimums Checklist*. Ask, "Do I have the technical data to perform the task?" Review the product's technical data sheets. Can a less harmful substitute be used? Inquire, "Have I taken the proper safety precautions to perform the task?" Train on procedures for using solvents correctly. Ask, "Do I have the proper tools and equipment to perform the task?" Remember and understand the use of PPE (Personal Protective Equipment) including safety goggles, appropriate clothing, gloves, and facial masks with the appropriate filters.

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

I feel very privileged to have won the training flight in the Beech 18 warbird. If it weren't for the emails I receive from the Upper Canada Chapter of Women in Aviation, I wouldn't have found out about this great opportunity for involvement.

I chose the Beech 18 because I have never flown a tail dragger before and I wanted to learn more about the twin radial engine classic. I brought my headset along, and it was lucky because they picked my name in the draw.

Thanks to the dedicated pilots who stayed late at the Canadian Aviation Expo, we went flying and it was



amazing! The weather conditions were perfect and they let me sit up front in the right seat and take control. It was an exhilarating twenty minutes, followed by a fly-over of the Canadian Warplane Heritage Museum and a smooth landing.

I am so grateful to the people that organized this program and made it so accessible to everyone. It was an experience that I will never forget and a turning point in my career.

— Heather Gregory (WAI #28619)

is a member of the Northern Spirit Chapter.



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

Owned by the City of Atlanta, Hartsfield-Jackson Atlanta International Airport bears the distinction of being the world's busiest airport and has long served as a hub connecting various cities and countries around the globe. Atlanta, Georgia, is also a prime destination for travelers—business and pleasure—visiting the southeastern United States.

Hartsfield-Jackson is the economic engine of the entire Southeast United States region, generating \$23.5 billion to the regional economy. To keep pace with rapid growth, both in the metro Atlanta area and regionally, the airport continues to expand capacity and improve efficiency through a \$6 billion-plus Capital Improvement Program (CIP). One element of this forward-looking strategy has already yielded results.

A fifth runway has provided increased capacity that is helping airlines save millions in operating expenses. As the Capital Improvement Program continues, travelers will have access to a new energy-efficient car rental facility and a new 12-gate international terminal.

The Hartsfield-Jackson team partners with many world-class organizations, including Delta Air Lines, AirTran, American Airlines, South African Airlines, Lufthansa and other international airlines, as well as various concessionaires, to deliver a high level of service excellence. Its mission is to provide the Atlanta region a safe, secure and cost-competitive gateway to the world that drives economic development, operates with the highest level of customer service and efficiency, and exercises fiscal and environmental responsibility, according to Director of Public Affairs Myrna White.

The Airport's first priority remains to accommodate the needs of its customers, including employees, passengers and visitors.

Women in Aviation, International Welcomes New Corporate Members

Institute of Aviation University of Illinois Urbana-Champaign

Message From
Marli Foundation, Inc.

Miami Dade College

National Aviation Academy

Vaughn College

York College/CUNY

Potential job applicants should be ready to dress for success, exhibit behaviors and a professional attitude that support core values, and be a team player who can handle with aplomb the challenges and opportunities of working in a fast-paced environment.

Those hired can expect training and development for career enhancement, as well as a safe, healthy and secure work environment. Hartsfield-Jackson Atlanta International Airport also supports an internship program for high school and college students during the year. For more than a decade students have come through the program, working in dozens of different capacities at the airport.



Overview of the Hartsfield Jackson Atlanta Airport

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

Several students have gone on to obtain careers at the airport through the program. Kenya Moore interned in Human Resources, and now is the coordinator of the Hartsfield-Jackson Intern experience. Karen Korir, who interned with Planning and Development as a graduate student, returned to work in the Engineering department as an assistant facility manager. She said her internship was "a perfect fit" and "an opportunity I couldn't pass up."

Hartsfield-Jackson Atlanta International Airport was an exhibitor at the 2009 International Women in Aviation Conference, which was held in Atlanta, Georgia, and has continued its support of Women in Aviation, International at the Supersonic level ever since.

For more information about Internships and jobs at Hartsfield-Jackson Atlanta International Airport navigate to www.atlanta-airport.com/Airport/Employment/Jobs.aspx or contact Department of Aviation, 6000 North Terminal Parkway, Atrium Suite 4000, Atlanta, GA 30320. Phone (800) 897-1910. ➔



Flying the SkyCatcher: A DVD Transition Course



King Schools has produced a new DVD course in conjunction with Cessna Pilot Training Centers to help pilots transition into the slowly growing fleet of Cessna 162 Skycatcher Light Sport airplanes available around the country. The course, as other King School courses, runs on Microsoft Windows operating systems (or Apple Mac OS X systems running Boot Camp, VM ware or Parallels).

Each DVD has its own individual password, so the each student / owner can receive appropriate credit and sign off (this program dovetails nicely with the King School Light Sport or Private Pilot DVD ground school courses).

Expect a special focus on the unique flying qualities of the Skycatcher, and on its Garmin G-300 all glass cockpit. This is the exclusive transition course used by all Cessna Pilot Centers worldwide. For more information and pricing contact King Schools at (800) 854-1001 or at www.kingschools.com. ➔

LA SIRENA WINES

Winemaker Heidi Barrett's R-44 Raven helicopter, which she pilots, helps her to hop from vineyard to vineyard, and the result of her hopping is some of the finest wine crafted in the Napa and Sonoma Valleys of California today. "La Sirena, which means 'the Mermaid' in Italian and Spanish, is a lovely expression of my two great passions!" she says.

Barrett's winemaking style lends itself to the Cabernet Sauvignon, Syrah, her proprietary Pirate TreasuRed blend, and dry Muscat Canelli (Moscato Azul), all of which she hand-crafts for La Sirena. These wines consistently rate at the top of their categories, and are available directly from the winemaker at www.lasirenawine.com. ➔

BOOK REVIEW

Contact! Britain!

*An American woman ferry pilot's
life during World War II*

By Nancy Miller Livingston Stratford



Nancy Miller Livingston Stratford was not a Women Airforce Service Pilot (WASP). She was a volunteer for the British Air Transport Auxiliary from 1942-1945, which pre-dated the WASP. She was invited to join the ATA by Jackie Cochran.

The book is a memoir of Stratford's life during the war years, ferrying 50 different types of aircraft for the British in Britain during the war. The writing is steady, and at its best when she is talking about her flying. The archival photographs are also a delight, and the book is full of them. Perhaps my favorite two photos are on page 219, though. There you will find a photo of Stratford in 1939 standing next to the airplane she has just soloed, juxtaposed with a photo of her in 2009, reaching into the cockpit of a similar machine. You get the sense she's ready, even now, to go again.

ISBN: 9781453787830

Published by Nancy Miller Livingston Stratford, Charleston, SC; 2011.

www.amazon.com ➔



Death Valley – An Epicurean Fly-Away

With places like Dante's Peak, Bad Water, Furnace Creek, and Funeral Mountains, *by Karin Leperi*

one might hesitate to visit Death Valley—also known as the hottest, driest, and lowest hell hole in North America.

But lucky for aviators, Death Valley is an easy flight for those seeking an out-of-world experience in the lap of luxury. A fly-in to the Furnace Creek airport offers adventure, hiking, golfing, jeeping and horseback riding in a desert oasis setting. As a plus, it comes with a bag of bragging

rights—like golfing on the lowest 18-hole golf course in the United States. For overnights, the Inn at Furnace Creek is a four-diamond historic hotel oozing with personality and class. The Hollywood-style 1930's hotel offers casual luxury along with fine desert-dining by resident Chef "Mic."

Furnace Creek Airport (L06), located .75 miles west of Furnace Creek, is a general aviation airstrip sitting at minus 210 feet MSL—the lowest elevation airport in North America. The Inn offers complimentary shuttle service to its hotel and restaurant.

Furnace Creek Inn, www.furnacecreekresort.com, is open from mid-October to mid-May. Phone: (760) 786-2345 ➔



**Deadline is
July 28!**

The grand prize will be awarded at EAA AirVenture 2011 on July 29. You need not be present to win.

Sign up 1—

**Receive a WAI
luggage tag**

Sign up 3—

**Get a WAI
toiletory 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**

MEMBERSHIP CAMPAIGN WINDS DOWN SOON ARE YOU ONBOARD?

The WAI Membership Campaign is, as of this writing, at 614 new members recruited by 324 current members. The campaign will culminate during the WAI Celebrity Breakfast in Oshkosh on July 29. Want to be a part of it? Just recruit one member by July 28 (make sure they put your name as the person who referred them to WAI). Help someone sign up in person or online at www.wai.org. Don't let that prize Disney Cruise sail without you!

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**

Kikelomo Abel
Michelle Adams
Oluwatoyin Adanlawo
Helen Adekola
Felicia Agubata
Ifeoma Agumanu
Jessica Aitchison
Folashade Akande
Brenda Alarcon
Katherine Allen Weber
Michelle Amthor
Joy Anyaegbunam
Michelle Arcamuzi
Jacqueline Armstrong
Gail Avendano
Oluwasola Awe
Oluwatoyin Awonusi
Rebecca Ball-Miller
Tori Ballweg
Sarah Barr
Kimberly Baseman
Michelle Bassanesi
Rachel Bateman
Jenny T. Beatty
Alyson Beausoleil-Holt
Sharon Beavan
Patricia Beckman
Jennifer Behymer
Patricia Bening
Linda Berlin
Sarah Jean Berry
Fran Bitter
Rosella Bjornson
Amy Blechman
Megan Bohn
Elizabeth Booker
Gladys Marie Bowditch-Gordon
Connie Bowlin
Heather Bowman
Wendy Boyes
Eve Brandes
Anne Brickert
Rick Brown
Shawna Brownhill
Cindy Bruner
Helena Burke
Melane Byrd
Kendra Cabbage
Bertha Cadena
Teresa Camp
Karen Candiani
Mary Anne Cannon
Catrina Capistrant

Angeline Capriotti
Lisa Cardinal
Luz Carrero
Eve Cascella
Lara Casier
Sara Catto
Alice Chan
Tracy Chaplin
Kathleen Chastain
Njoku Chisom
Calista Chukwudumebi-Azeh
David Clark
Julie Clark
Nandi Clarke
Dorothy Cochran
Joey Colleran
Amy Corbett
Laura Cox
Amy Crain
Victoria Croston
Sharon Crotty
Doris Cunningham
Natarsha Cunningham
Stephanie Curtice
Joanne Damato
Olufunke Daramola
Stacy Dasher
Bethany Davis
Rebecca DeDousis
Felipe Delgado
Kristina Dell'Orco
Erin Derosa
Lisa DeRose
Rosalind Derrick
Anna Dietrich
Jeannie Dismukes
Christi Dobelli
Jessica Dobie
Hannah Dohmeier
Elgene Doinidis
Mojisola Dokun
Jeanne Dolan
Kathelyn Doyle
Rebecca Duggan
Monica Dunbar
Bethany Duncan
Lauren Earhart
Cordelia Ekpott
Rebecca Elkins
Ranee Elter
Wendy Emeka-Alaribe
Katrina Engel
Devyn Everett



The WAI members listed below have all recruited a new member for WAI (*as of May 31*). They are now eligible for great prizes! Have you brought someone onboard WAI yet?

Anna Belle Farrington	Kizna King	Joanne Occhipinti	Nancy Sisemore
Shoshana Frank	Martha King	Olabisi Odukoya	Kim Slawinski
Karen Frederick	Tiffany Kirk	Chisom Ohuaka	J (Angie) Slingluff
Dorothy Freer	Heidi Klein	Uyi Okoro	Laura Smith
Christa Frey	Kara Klem	Akunna Okoye	Michele Sobol
Ying Gao	Melisa Klink	Audrey Okpor	Taylor Soli
Denise Garcia	Sherry Knight Rossiter	Russell Olson	Modinat Sowemimo
Anel Garibay	Virginia Knudsen	Hilda Ombatta	Kendra Sprott
James Garrett	Caroline Kolasa	Carolyn O'Meara	Kelley Stewart
Amy Gesch	Miyukiko Kostelny	Nkechi Onyemelukwe	Suzanne Stokes
Meg Godlewski	Karen Kropornicki	Maria Ubong Ordor	Christine Stolarz
Brianne Goodwin	Joe Kuberka	Rochelle Oslick	Sandra Stone
Carrie Goodwin	Morenike Kukoyi	Lindsay Pagani	Jennifer Storm
Melissa Grabiec	Heather Kuta	Susan Paish	Dawn Suffern
Linda Grady	Valerie Langford	Kris Palcho	Ethel Symonette-Johnson
Lisa Graham	Gail LaPook	Salome Pam	Janelle Tabares
Lizbeth Graniela	Robin Laws	Evanthe Papastathis	Catherine Tabb
Mitch Grant	Refilwe Ledwaba	Pauline Patterson	Karen Taylor
Jonathan Grillo	Stephanie Leenhouts	Janet Patton	Kathleen Taylor
Jessica Guarini	J. Neja Leffler	Dolores Pavletic	Sandra Terkelsen
Nathalie Hacken	Piper Lewis	Ken Paynter	Emory Thomas
Julie Hall	Jeanne Lind	Jennifer Peasley	Shelley Thomason
Mike Hall	Pamela Lindsey	Erin Pedersen	Rachel Threlkeld
Donna Hanson	Jennifer Lloyd	Jennifer Phillips	Jessica Tice
Bernice Haydu	Jose Lockett	Jeffrey Pomeroy	Terri Traudd
Deborah Hecker	Eric Love	Dorothy Pooley	Camila Turrieta
Elin-Mari Heggland	Kendall Lovell	Keena Pope	Karolina Utko
Donna Hendrickson	Kelly Lucas	Kellie Rancifer	Valerie VanDeRostyne
Kyle Herbig	Amoreena Lukens	Hadon Rath	Lakshmi Vempati
Kelly Higgins	Jeanne MacPherson	Christine Redmond	Kristen Verdi
Helen Ho	Mary Maher	Audrey Ricks	June Viviano
Karan Hofmann	Fallon Mardian	Victoria Ridge	Patty Wagstaff
Laura Holveck	Christopher Matteson	Tegan Rieser	Karen Ward
Catherine Houghton	Shaun McAndrew	Theresa Riggs	Jacqueline Warda
Daphne Hovis	Chelsea McChesney	Lisa Rodriguez	Katharine (Kit) Warfield
Deborah Huffman	Kelly McCoy	Linda Rogus	Robert Warner
Carrie Imlach	Maureen McFarland	Sandrine Rohrer	Denise Waters
Mary Iso	Darlene McKechnie	Tami Ryley	Judy Wellbrock
Gretchen Jahn	Jennifer Meiners	Cathy Sachse	Lisa Westwood
Beth Jenkins	Jean Moffitt	Joslyn Sackmann	Theresa Whiting
Brenda Jennings	Betty Monnett	Jennifer Saddler Thomas	Dianne Wieman
Kelly Jeselon	Neita Montague	Ladi Salami	Lewie Wiese
Mary Jones	Janette Moore-Harbert	Carol SaNogueira	Kristina Williams
Margaret Joseph	Christine Mortine	Maria Sastre	Denise Wilson
Tamara Joseph	Gisela Munoz	Allen Schott	Hope Wilson
Pearl Judd	Mary Nave	Gerri Schultz	Samantha Wilson
Maria Julius	Ugochi Rejoice Ndudi-nachi	Joni Schultz	Sara Wilson
Julie Keane	Kelly Nelson	Sara Schwarz	Esther Wingard
Caitlin Keith	Patricia Neubert	Kimberly Scott	Natalie Winkels
Reya Kempley	Leena Niemi	Rachel Seelhammer	Brittni Woehl
Blanch Kibble	Alyssa Novak	Janice Serfass	Marc Wolff
Amy Kienast Linderman	Ayiwe Nwachukukwu	Issra'a Sheikh	Angelika Wozniak
Kristine Kiernan	Chinelo Nwosu	Chrystina Short	Gill Wright
Dawn Kilpatrick		Sara Simpson	Tracy Zedeck



MEMBERSHIP OPTIONS

INDIVIDUAL \$39

Aviation professionals or enthusiasts. (U.S. residents only)

STUDENT \$29

Full-time high school, undergraduate, or graduate students. (U.S. residents and Active Students only)

INTERNATIONAL STUDENT \$39

Full-time high school or college students interested in pursuing an aviation career who live outside the United States. (Active Students only)

INTERNATIONAL STUDENT – DIGITAL ONLY \$29

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

INTERNATIONAL \$49

Aviation professionals and enthusiasts who live outside the United States.

INTERNATIONAL – DIGITAL ONLY \$39

Same as an International, but with digital magazine only.

FAMILY \$20

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

CORPORATE \$400

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

SUPERSONIC CORPORATE \$500

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

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



SUZANNE MASSEL

BABY ON BOARD: PREGNANCY AND EMPLOYMENT

Suppose you are the only female pilot in a charter operation and have become pregnant. You want to take maternity leave and then return to your position. But how can you be sure you are legally entitled to your same job when you return? The answer is definite: it depends. Determining the rights you may have depends on an analysis of many factors

including federal laws, state and local laws, and any contracts. We will address the rights of pregnant women and expanding families by discussing the federal laws that apply to all states. Your state and local laws may also provide greater protections, as may any contracts and collective bargaining agreements you have.

Employment At-Will: the starting place in most states

Most states follow the Employment At-Will Doctrine. This means employers can fire you for any reason or no reason at all. How is this possible, since discrimination is illegal? Because the laws prohibiting discrimination only apply in certain situations, and if the discrimination laws do not apply to you, an employer can fire you just because they don't like you. The flip side is that employees are also free to leave at will and need not provide two weeks notice.

But knowing if you're employed "at-will" is just the starting point for analyzing what rights you may have. At-will employment can be restricted by other factors including contracts, collective bargaining agreements, public policy and discrimination laws.

Employment Contracts: do you have one?

If you have an employment contract, it likely governs the terms and conditions of termination. If you are a member of a union, you are bound by a collective bargaining agreement, and your rights are determined by that agreement.

Public Policy Exceptions

Many states have a public policy exception that protects at-will employees from termination for reasons that are against public policy. Some examples include firing an employee who: files a workers' compensation claim, reports injuries or

safety violations, refuses to break the law at the request of the employer, serves on jury duty against the wishes of the employer, or engages in union activities.

*Laws prohibiting
discrimination only apply
in certain situations, and
if the discrimination laws
do not apply to you,
an employer can fire you
just because they don't
like you.*

Discrimination Laws: am I part of a protected class?

Not all discrimination is illegal. It is only prohibited by law if you are a member of a group of persons called a "protected class" that is covered by an employment discrimination statute. Protected classes include: Race; Color; National origin; Religion; Age; Sex; Disability; Veteran status; and, in some jurisdictions, sexual orientation or gender identity.

Pregnancy Discrimination Act

The Pregnancy Discrimination Act (PDA) is the primary federal law prohibiting discrimination based upon pregnancy. Discriminating against someone due to pregnancy is considered a form of sex discrimination since only women get pregnant. However, not all women are protected from pregnancy discrimination by the PDA. The PDA only applies to employers who have 15 or more employees.

Rights Under the PDA

The PDA states that employees and applicants who are otherwise qualified for a position may not be denied consideration for a position or terminated merely because of: pregnancy; fear of a future absence due to pregnancy; or, retribution for past leave.

The PDA requires employers to treat women who are affected by pregnancy, childbirth, or related medical conditions at least as well as they treat other workers who cannot do their jobs for a short time. For example, if an employee who had a heart attack or broken leg gets a certain amount of paid or unpaid disability leave, you must also get the same treatment if you are unable to work because of pregnancy or childbirth. Leave for child care purposes should be granted on the same basis as leave granted to employees for other non-medical reasons.

Additionally, an employer should refrain from asking you questions designed to determine your pregnancy plan, including whether you are married, have kids or are planning to have kids.

Pregnant employees also must be permitted to work as long as they are able to perform their jobs and should not be subject to restrictions. Additionally, an employer may not have a rule which prohibits an employee from returning to work for a predetermined length of time after childbirth.

Family Medical Leave Act: family care beyond pregnancy

Now that you've expanded your family and you need to take care of your child, what rights do you have? Again the answer depends on federal, state and local laws and whether you have a contract or a collective bargaining agreement.

The PDA does not address leave other than to say whatever leave a temporarily disabled worker gets should be at least the same for a pregnant worker. Unlike the PDA which only applies to pregnancy, the Family Medical Leave Act (FMLA) applies to men and women who need leave for childbirth, adoption, fostering, or to care for a family member.

To be eligible, an employee must work at a job site where there are at least 50 employees working for an employer within a 75-mile radius of the work site. The employee must have worked for the employer for at least 1,200 hours in the past 12 months and cannot work for the federal government or be a highly compensated executive.

FMLA Basic Leave Entitlement

The FMLA requires covered employers to provide up to 12 weeks unpaid, job-protected leave to eligible employees for the following reasons:

- Pregnancy, prenatal medical care or childbirth;
- To care for the employee's child after birth, or placement for adoption or foster care;
- To care for the employee's immediate family member (spouse, children, or parents) who has a serious health condition;
- For a serious medical condition that makes the employee unable to perform her job.

Be aware that an employer may require you to use paid leave before FMLA benefits kick in.

Pilot and Flight Crew Eligibility: FMLA modification that help pilots and crew

Because pilots and flight crews rarely meet the 1,200 minimum hour requirement, President Obama signed the "Airline Flight Crew Technical Corrections Act" in December 2009. This legislation provides that flight crews and attendants are eligible for FMLA leave if: 1) the employee has worked or been paid for 60 percent of the company's applicable monthly guarantee, or the equivalent annualized over the preceding 12-month period; and, 2) the employee has worked or been paid for a minimum of 504 hours during the preceding 12-month period.

FMLA Benefits and Protections

FMLA provides for continuous enrollment in your employer's group healthcare plan on the same terms as if you had continued to work, but, you must continue to pay your portion during the leave. Upon return from FMLA leave, the employee is entitled to return to her position or to an equivalent position.

Employee Responsibilities

The FMLA imposes requirements upon employees in order to access the benefits provided under the law. It is the employees' responsibility to give 30 days notice for foreseeable events such as birth or adoption placement, or scheduled surgery. If she is unable to do so, she must give as much notice as practicable.

If an employer requests a certification from a medical provider testifying to the need for the employee to take the leave for themselves or for the family member, the employee is obligated to provide it. If the employee does not satisfy these obligations, the employer can delay the start of FMLA leave for 30 days. While on leave, the employer may periodically ask the employee to report her status and intentions to return to work. Should the employee state that she does not intend to return to work, the employer may terminate the employment relationship and thus end the FMLA leave.

If you fail to return to work, and the failure is not due to a qualifying serious health condition, you may be required to reimburse your employer for the portion of the health coverage premiums paid on your behalf during leave.

If you are in a union, the privileges guaranteed under the FMLA serve as a floor. Union employees should consult their representatives to fully understand their benefits.

Conclusion

Evaluating the rights of a pregnant woman or expanding families requires an analysis of all laws and contracts that may apply. In some situations there may be no law that provides benefits, protection or leave. In most states, employers can hire or fire employees for any reason or no reason unless:

- the employee has a contract or collective bargaining agreement;
- the termination violates public policy;
- the employee and employer are subject to anti-discrimination laws;
- the employee and employer are subject to the FMLA.

An employee who wants to ensure she is being treated fairly should understand her rights under the applicable laws and follow the laws' requirements. Working with the employer can help employees to an agreement that suits both their needs. ➔

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Suzanne Massel (WAI #30553) is a partner with the law firm of SmithAmundsen LLC, concentrating in aviation law and business disputes including employment, contract and product and premises liability matters. SmithAmundsen has offices in Chicago and throughout Illinois, St. Louis and Milwaukee. (www.salawus.com).



BETTY SHOTTON

ACCOUNTABILITY

Take a big picture look at your life and your career. What you see is a reflection of your choices and the resulting consequences. Do you like what you see? If not, do you blame something or someone else for what you don't like? There's no solution to be found in that thinking. It's easy to react to adversity with blame. But whatever reality you face, accountability says,

"this is yours, no matter where it came from. What are you going to do to move forward from here?" Accountability means accepting responsibility for your circumstances and choices.

When we replace taking responsibility with the quick fix of blame, we lose an opportunity to learn from mistakes or to right any wrongs. When we resort to blaming others for the ills of our lives, our enterprises, and even the world, we relinquish responsibility to do something differently. When we hide behind blame, we limit our chances to become a better, wiser person.

Imagine the consequences if pilots reacted to in-flight mechanical failures with blame, accusation, or name-calling. At 35,000 feet, when an engine goes out, it would be disastrous to do anything besides troubleshoot the problem and decisively determine solutions. This level of accountability should extend and define your personal and professional life.

Accountability also means that when you say you will do something, you do it. If circumstances dictate that a change in plans is needed, you clearly communicate that necessity and make another plan. Your level of authority is commensurate with your level of dependability. Every time you break a promise, your effectiveness diminishes.

When you agree to something, do you consistently deliver?

Rising Above the Flight of Failure

As difficult as it can be to admit fault, and as scary as the possible consequences are, I have always gained insights from my failures and learned a lot from my mistakes. A dose of humility is a good character builder.

I had a good dose of it in 1997, as president of SouthEast Air, and also a member of the flight team.

Captain David B. Leher held the critically important position of Director of Operations at my small airline. His full time job was as a 747 pilot at TWA. He was an incredible asset to our start-up.

In his position as DO for my 135, he had to pass regular exams by the FAA, which included observing how he instructed other pilots. When he asked for a volunteer "subject pilot" to go with him to one of these exams at the FAA in Winston Salem, North Carolina, I readily agreed.

At that point, I was still a relative newcomer to the world of commercial pilots. I knew little of the nuances of FAA Flight Reviews.

On the day of the check ride, we flew out in my Cessna 182. I had never flown with a FAA examiner before, so I was calm. I sensed that David was apprehensive. His TWA airline career also depended on the successful completion of FAA check rides. He was not interested in jeopardizing his employment with TWA by a check ride with a low-time commercial pilot in a 182. He didn't share these concerns with me, though. I had no idea of the impact this flight could have on his career.

My portion of the exam was piloting a check ride. It included a simulated engine failure. I picked a touchdown spot that I thought would work and glided down to within a few hundred feet. Once I had pulled up and regained altitude, David noted that there was a small airport nearby that I would have reached if I had chosen it. Okay, feedback noted. I completed a few more maneuvers, and the check ride was done. It was time to head back, land, and discuss the results. I thought I had done really well. However, suspiciously no one said a word as we returned to the airport reception area. The Examiner and David left me and went to an office to discuss the check ride.

When they finally emerged, another FAA inspector was with them. Everyone seemed very serious. Finally the Examiner cleared his throat and said that I had failed the check ride. David piped in, and the two of them gave rationales for their decision, but all I heard was "failure, failure, failure." "Failure" was not something I had much experience with.

I was dazed, too shocked to say anything lest it come out in anger. I kept quiet except to say thank you, with a clenched

Who today will take the risk or blame

For someone else? Everyone is the same,

Dreading his neighbor's tongue or pen or deed,

Imprisoned in fear we stand...

— Anne Morrow Lindbergh (1906–2001)

jaw. My mind was busy judging those three men, making them wrong: They're a bunch of chauvinists... Who do they think they are anyway... I'm smarter than they are. I was relieved when we shook hands and got out of there.

Once David and I were alone, flying back to the Outer Banks, I unleashed a frenzy of blame. What the hell was he talking about? He listened to my ranting, then explained the system: It was better to fail me on a possible bad decision than for him to fail his test as a DO because the examiner thought he made a bad decision in not failing me. Because if he had failed the exam, it could have jeopardized his professional career at TWA; whereas my failure, though a serious blow to my ego and perhaps my credibility, had little impact on my livelihood or future.

I had been little more than a guinea pig. But more importantly, I had failed a check ride.

I tried to blame David and the FAA. I tried to blame sexism. But it didn't work. I had failed, period. With a good night's sleep and a clearer head, I decided to swallow my pride and take full responsibility. The next day I apologized to David for my outburst. I told the team about my failure. I took that failure and the lessons it offered and incorporated them into building a better company and raising the standards for the whole flight team.

I drank a stiff dose of humility. Yet owning my mistake

had the opposite effect of what I'd feared. Instead of losing credibility with the other pilots, with my accountability came a newfound respect.

I will make mistakes, again and again. But I know that the more accountable I am, the better prepared I'll be to take on the challenges of my life and career, to accept them without blame or judgment.

Accountability begins with your own life, the good and the bad. It is in the dark and messy moments that the integrity of your character is built, with accountability you stand tall, and your capacity to

handle life's challenges is forged. With this wisdom, you become more adept at maneuvering through a world filled with unexpected disappointments, a world that throws curveballs, a world that will always be imperfect, despite our best efforts.

When you are accountable for your own life and career you have the capacity to move mountains. ✈

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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.

The two of them gave rationales for their decision, but all I heard was "failure, failure, failure."

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How does a young girl start out on a ranch, driving tractor with the best of the men, and end up owning a successful business in downtown Portland, Oregon, while owning and flying a 2002 A-36 Bonanza? It's a simple tale of perseverance and passion.



SUCCESSFUL
DREAM



Victoria Taylor was born in the small town of Enterprise, Oregon, delivered by a country doctor who was also a community leader. The area is known for its agriculture, hard work, and people—friends and families—all built upon a rural agrarian foundation of trust and people-helping-people. Unbeknownst to her at the time, it was in this environment that the heart and soul of Taylor was born: trust, loyalty, hard work, perseverance, family, confidence, drive and good common sense. She absorbed these things.

by Lauran Paine Jr.

Taylor's parents relocated from Enterprise when she was 11 years old, though.

They lived in other Oregon towns, The Dalles and Grants Pass being two of them. She attended Grants Pass High School. Yet every summer she returned to Enterprise to live and work on the ranch of her mother's parents. There they raised hay, cattle and sheep. Taylor operated all the tractors, up to and including the Caterpillar tractor. It was a place where hard work was admired, not shunned. While reminiscing about her time on the ranch, she spoke often of her grandmother, Mae-Mae. I noticed and say, "You know, your eyes really light up when you speak of Mae-Mae. She must have been really special." Now picture that we're talking in a corporate building, sitting at a corporate-type table, with people milling about, and Taylor responds, "Yes, she really was." And then her eyes welled up with tears, one rolling down her cheek. So, yeah, Mae-Mae was very special in her life: a shining example of love and a life well lived. And very much another part of who Victoria Taylor is.

Taylor told stories of Mae-Mae and her going to town and Mae-Mae would find a dress and say, "Victoria, try this on." She would, and Mae-Mae would buy it and take it home and iron it and she would have a dress. And then out the door she would go to do more tractor work. Remembering now, she says, "Mae-Mae gave me a sense of style."

After high school, Taylor enrolled in Portland State University in Portland, Oregon. She took business courses but had an eye toward someday studying international relations. Then one Saturday, when she was 19 years old, she walked into a store she liked called The Mercantile. She looked around and liked it even more. She casually asked someone if she might somehow be able to help in the store. That led to her working at the store on Saturdays. It was a 'carriage trade' store, catering to the neighborhood with traditional apparel and local charge accounts. Saturdays eventually became 'more days' until Mr. Hallman, the owner, invited Taylor to coffee and asked if she might be interested in managing the store. The young girl from Enterprise, not one to shy from challenge, answered yes. She says now, "I learned a whole lot about retail in a very short time."

“FLYING PUTS YOU IN

Long story short, at age 25, Taylor purchased the store, with a dream and a sense of style from Mae-Mae. Later, thinking about expanding, she noticed a failing business in a location she thought would be good for her. She found the building's landlord, wrote him a letter about her business, then sought him out. When she met him, he shook her hand and said, “You get the lease.”

Taylor said, “I do?”

He said, “Yeah, I liked your letter.”

She said, “When do I sign?”

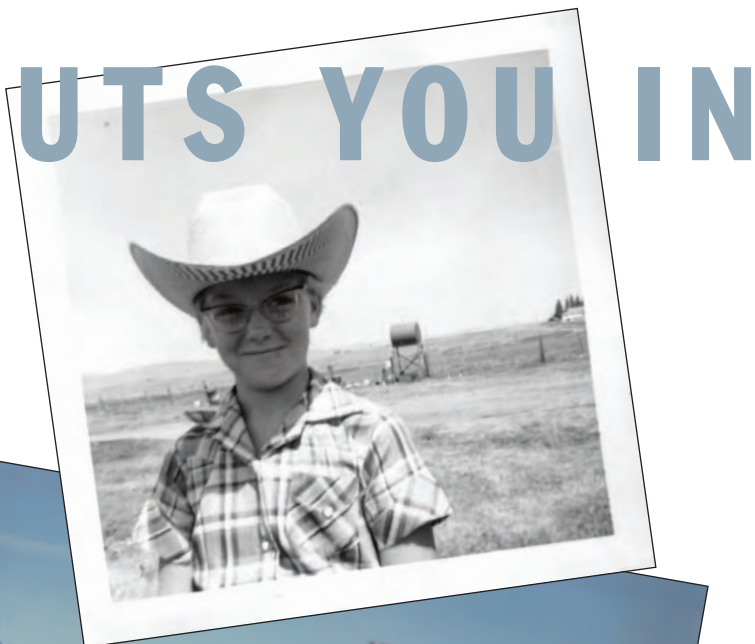
He said, “You don't. I just shook your hand, didn't I?”

The girl who learned trust and honor at an early age in Enterprise, Oregon, now a woman, understood perfectly. She tells me, “We operated without a written lease for three years.” The small town girl with a sense for hard work and style operated at that location for 25 years.

As life would have it, change happens and it happened to Taylor. The city block she was on was sold to make way for a new light-rail transportation system and high-rise buildings. “Progress,” city officials called it. Survivors find a way to survive, so she moved the business.... twice. But note that Taylor sees opportunity where perhaps others do not. She says, “We take what we've learned and try to make the store better each time.” And she's done just that, operating Mercantile/Portland successfully still. And, she adds, “We always try to have fun.”

Now you know a little of the young girl and the businesswoman. It's time we get to the flying part because, you see, it all rather runs together. I asked Taylor the obvious question, “How did you get into aviation?” She doesn't speak of a moment in particular, instead she answers, “Somehow I just always knew I would fly.” I liked that answer: aviation was a smoldering dream that somehow she knew she would accomplish. I attribute a lot of that ‘staying power’ to the perseverance she learned on the ranch at an early age.

Taylor enrolled in a ground school at the local airport. She was 21 years old. Along the way in this mix, she met and married Kirk (now in commercial real estate). He had already tak-



Above: Victoria Taylor, as a youngster, on her grandmother Mae-Mae's ranch, where she spent most of her time until she was 11 years old. Today Victoria Taylor uses her A-36 Bonanza as a tool for her business (right) and for fun, too.



Right: Victoria Taylor checking stock in her store, Mercantile/Portland, in Portland, Oregon, which she has owned and operated for more than 25 years.

en ground school and had a couple hours of dual instruction. As is often the case, the flying dream languished while everyday life and careers took precedence. Then it happened: the day they said, “Let's buy an airplane.” And they did, a P-35 Bonanza. It was a case of putting the cart before the horse but, more important, it was a catalyst to keep the fly-

TOUCH WITH LIFE.”

ing dream alive. Taylor took flying lessons in a Cessna 150, eventually earning her Private Certificate and an Instrument Rating. Kirk also finished his rating. They flew the Bonanza for seven years and then sold it. As also happens, they were out of flying for eight years, building a house and doing other ‘life things.’ But remember, Taylor “always knew I would fly.” So, in 2002, they bought a brand, spanking new Bonanza and picked it up at the factory. Taylor says, “That was a real thrill, to see your airplane in a line of other brand new Bonanzas!” They received training at the factory, en route home, and at home...until they felt comfortable in their new airplane. Bottom line, Taylor says, “We enjoy owning an airplane. It’s about planning, priorities and working hard.”


Taylor takes her flying seriously. She likes to fly with different instructors to “hear a different voice.” And she participates in the Bonanza Pilot Proficiency Program (BPPP). And she stays within her limits, even with her nicely equipped and capable Bonanza, saying, “We don’t fly in the heavy winter weather we have in the Pacific Northwest.”

Walking up to her airplane, she says, “Isn’t it pretty!” Sitting in the airplane and talking, it’s obvious she’s proud of it and has a great affection for it. Both are good traits for a pilot like her who flies, well, because she loves it. I wanted to hear

of her passion for flight in her own words, so I could relate them from her soul to yours. The airplane was a good place to do that. She speaks of the ‘machinery bond.’ (She drove tractors as a girl in Enterprise, remember?) And she says, “Aviation has lots of interest levels.” I’ve never heard it put quite that way, but it’s true, isn’t it? Then she speaks of the excitement, the joy, the fun (there’s that word again), the responsibility, the satisfaction and the reward. Then she adds, “Flying puts you in touch with life.”

Now you’ve met Victoria Taylor, successful business woman, aircraft owner and pilot. Hers is a story of Mae-Mae, hard work, tractor driving, persevering in business and never giving up the dream to fly. There’s nothing really superhuman in all that. But there is something very motivating about it. And that’s the point Taylor would make—if you talked to her she might say, “If you can dream it, you can do it.” And the frosting on the cake is that she flies her own airplane because, you see, flying enhances her life. That’s reason enough for anyone to fly. And Victoria Taylor is proof that you can! ✈

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Lauran Paine Jr. comes from a distinguished line of aviators who write. He’s flown fighter aircraft and general aviation aircraft and airliners, too. He lives in Oregon, with his wife, Kay.



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Liz Amundsen



DIARY OF A GIRL, A BOY, A TAILDRAGGER, AND A BUSINESS PLAN

Liz Amundsen's dad, if you ask her, is the definition of a Light Sport Pilot in the flesh. He likes to fly around the airport. Maybe he goes out on a flight with the "breakfast brigade." Not much more. But he did go to EAA meetings. And there he met a guy with a kid (older, for sure) and they both flew. The guy, John Amundsen, even taught flying in taildraggers. Way cool.

Liz's dad had a plan. He took her, his youngest child, at 16, to one of those EAA meetings, and afterwards, let her go for a ride with young Jonathan Amundsen (then 18, but looking ever so mature in the pilot's seat). "I thought it was great. Really! I was totally hooked and wanted to start taking lessons with his dad," says Liz, remembering the moment.

Well, that worked out well, you might think. But it gets better. Eighteen-year-old Jonathan (who was not her instructor, just to clarify), asked Liz out on a date. Wow. She was sure her dad would forbid it. After all, Jonathan was so much older.

But then something strange happened. Her dad said, yeah, sure, he's fine. Go ahead. And so they did. And had fun!

"Our second date, get this...", Liz laughs, "was EAA Airventure! We flew over! My dad actually let this 18-year-old take me out of state!" And yes, she had a very nice day.

At that point Liz was probably smitten, both with aviation



PHOTOS BY SHARON HENDERSON

and the Amundsen tribe. She kept up her flying lessons, slowly, between school and extracurricular activities, and graduated at the top of her high school class. She got a scholarship from her college, Southwestern Michigan Community College, to try an Airframe and Powerplant course. And that's when Liz fell in love, not with Jonathan, but with fabric-covered aircraft.

"Working with fabric is art," she sighs. "I would do that all the time if I could. I love the rib stitching....even when

by Amy Laboda

it gives me calluses. There aren't many people who do it, either. We've recovered our Champ, a Citabria, the Pitts, the Stearman...."

Her fabric skills, along with the A&P certificate, which she graduated college with, and that private pilot certificate, which eventually came her way, were the basis of all that came next for Liz. And what came next was a business.

school's flight instructors, now, having tackled the challenges of her instrument, commercial, and finally CFI and CFI-instrument certificates in short order.

"This really is such a great business, not because we're getting rich—you won't get rich doing this," she laughs. "But for example: one of our customers bought a Lake Amphibian in Seattle, Washington, and he hired us to go to Seattle, pick it

For some, such as the flight school that closed on the field, it means you are history.

For others, such as Liz and her then soon-to-be husband and soon-to-be father-in-law, it was a chance to open a new business, with a new business plan, at Winter Haven.

"Jonathan and I headed down to Winter Haven, Florida, in 2004, and I actually took my private pilot check ride down in Florida. And of course, that is the year Hurricane Charlie came through and tore up so much. There was opportunity for us, though," she remembers.

Adversity is like that. For some, such as the flight school that closed on the field, it means you are history. For others, such as Liz and her then soon-to-be husband and soon-to-be father-in-law, it was a chance to open a new business, with a new business plan, at Winter Haven.

The three started Tailwheels, Etc. with one Aeronca Champ. But then the city offered them the vacant space left by the other flight school, in the legacy terminal on the south side of the airport. The facilities were anything but new. But they made-do.

Over time they pulled together a unique fleet including an Aeronca Chief, a Champ, a Cessna 150, a Taylorcraft, and more recently, a couple of Cessna 172s, a Piper Arrow and a pristine Boeing Stearman named, aptly, "LizzyBelle."

With Liz in the hangar keeping the airplanes maintained and John and Jonathan running the school, business literally took off. They came up with a two-week "finishing course" for pilots who could take a concentrated amount of flight training, and it proved successful. The school, with FAA Part 141 certification, now has eight full-time and more than 20 part-time flight instructors on its roster, and has successfully graduated more than 1,000 new certificated pilots. Best of all, quite a few of them are taildragger pilots.

"AOPA *Flight Training* did an article on us and it was nice. And we really noticed that a lot of people on the fence decided to give us a call and check us out. We just hired for the summertime, which is kind of odd, but we are booked out through July now. Usually summer is slower but this is great," Liz says, smiling.

This summer the school is hosting an AeroCamp for middle school and high school students who are interested in learning more about aviation, too. The idea is to involve the community more in the goings on at the airport, and of course, to recruit some more students.

She is especially happy because she's also one of the

up, and deliver it to him in Guatemala. What an adventure that was! And look, here I am; I'm 28 (Jonathan's 30). We've had a lot of adventures for being so young. We are living the dream, because this is what we wanted to do and we are doing it," she smiles.

"I've never had the desire to fly anything big," she explains. "So, this is what we are going to stick to for a while. It would be nice to have our own grass strip, our own airport. And it would be nice to be able to control everything," she sighs, thinking in particular about the trials the small company has had working with the local city council, which controls the airport properties.

Does she have advice for others thinking of foraging new trails in aviation training? Sure. "You wear a lot of hats in an aviation business like this. And we've had a lot of help. Take all the help you can get. Don't go into expecting to make a lot of money. You've got to enjoy it and have a passion for it. Sure, you'll make a living at it. It is enough; but if you are looking to become a millionaire it won't happen here. Not right now," she says. And what does she think about scholarships? "It made a difference for me with the A&P. A scholarship pretty much paid for it—and the books I gave to Jonathan for him to use when he was ready to tackle the certificate. Spend the time to search for them because there are so many scholarships out there. If you put your mind to it you can do anything you want—my dad always told me that."

That may be true, but all you have to do is look in Liz's eyes as she is focused on carefully heat-shrinking fabric onto the control surfaces of the school's beloved Stearman, which she and Jonathan painstakingly restored last summer, to know that this is a woman who has found her center. Fortunately for us, that center is general aviation. ✈



Author Amy Laboda loves tailwheels, too. For more information go to www.tailwheelsetc.com or call (863) 401-3592.



Scholarship awards are a major benefit of membership in Women in Aviation, International.

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You must be a member of Women in Aviation, International to apply for these scholarships. You can join online at www.wai.org. It will be the best \$39 (only \$29 for students) that you'll spend this year.

Aerospace Engineering Scholarships

American Airlines and American Eagle Engineering Scholarship

American Airlines/ American Eagle will award one \$5,000 scholarship to a student pursuing a degree in Aeronautical, Electrical or Mechanical Engineering with a passion to work in aviation. Candidates will be evaluated on academic standing, personal accomplishments, teamwork, leadership skills, community service involvement and future career aspirations.

Requirements: meet all WAI scholarship requirements and guidelines, GPA 3.0 or higher, enrolled in accredited U.S. engineering program, U.S. citizen or permanent resident. To compliment the scholarship, American/ American Eagle will host the winner with attendance to the WAI Conference (airfare, hotel and Conference registration).

American Airlines and American Eagle Maintenance & Engineering divisions are vital to the companies' commitment to provide safe, dependable and friendly air transportation to their customers. As such, they seek to attract top engineering talent who share their passion. **(Scholarship value \$5,000)**

Delta Air Lines Engineering Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in a Baccalaureate degree in Aerospace/ Aeronautical, Electrical, or Mechanical

WAI Scholarships 2012

Reaching Tomorrow Today

Engineering. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 23rd Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time students at the junior or senior level with a minimum of two semesters (as of March 2012), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

IN ADDITION to all WAI requirements you must also include a detailed essay (500 -1000 words), double spaced, type written which addresses the following topics:

1. Who or What inspired you to pursue a career in Aerospace/Aeronautical, Electrical, or Mechanical Engineering?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?

5. Why are you the most qualified candidate for the Delta Air Lines Engineering Scholarship?

(Scholarship value \$5,000: Estimated total value \$7,000)

Dispatcher Scholarships

Flamingo Air / Airline Ground Schools

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

New 2012

Universal Weather & Aviation FAA-certified Dispatcher Training Scholarship

This course is online, followed by two weeks of classroom time, which allows the recipient to complete half the coursework online over a four-month period. Once the online requirements are complete, the

recipient will spend two weeks at our training facility in Houston to complete the practical portion of the training and take both the written and practical FAA exams. (We recommend that all recipients complete the two-week on-site course as soon as possible—no later than 2-3 months after completing the online modules.) Maximum class size is 10 students for classes held in Houston, Texas.

There are no experience-based prerequisites for taking this course. Students must be able to read, write, speak and understand English, have a high school diploma or GED, and have a government-issued identification showing they are at least 21 years old (students must be at least 23 years old to take the practical portion of the FAA certification exam.) Recipient must also have access to a PC running Windows XP, Windows Vista or Windows 7. Scholarship does not include lodging, meals, or exam fees. Hotel reservation assistance is available. **(Scholarship value \$3,000)**

New 2012

WAI Mile High Chapter Empowerment Scholarship

The Jeppesen Commercial Aviation Dispatch Training Scholarship awards two \$4,500 non-cash scholarships each year. The scholarship includes tuition, books and supplies, and FAA examination fees. One scholarship will be awarded to a Colorado resident; and one scholarship is open to world-wide applicants.

Students can be full, part-time or graduated. This scholarship is open to both women and men. Include in your essay activities, goals, and reason for applying. At least one letter of recommendation must be from an employer, instructor or personal acquaintance.

This will prepare applicants to take the comprehensive FAA written, oral, and practical exams leading to issuance of the Aircraft Dispatcher license.

Jeppesen graduates can receive transfer

credit towards a Bachelor of Science degree at the Metropolitan State College of Denver, Honolulu Community College, and other worldwide partner universities.

Training is to be held at Jeppesen's Corporate World Headquarters in Denver, Colorado. Travel and lodging expenses are not included in the scholarship. The scholarship must be used within one year of receiving the award. **(Scholarship value \$4,500 each, Total \$9,000)**

Flight Scholarships

Able Flight Scholarship for People With Disabilities

Able Flight changes the lives of people with physical disabilities by offering flight training scholarships and access to appropriately adapted aircraft. With support provided through Women In Aviation, Able Flight will award a \$2,500 scholarship to a woman with a physical disability towards the cost of earning a Sport Pilot Certificate. This scholarship may be combined with additional funding provided by Able Flight.

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

Please submit application according to WAI scholarship guidelines.

In addition, the applicant must:

1. Provide a copy of a valid and current state driver's license (serves as the medical certificate for Sport Pilot).
2. Provide a simple statement from a physician as to the nature of the applicant's physical disability. No medical records are to be submitted.
3. Be available for a personal interview to be conducted near the applicant's home by a representative of Able Flight.

Note: It is not necessary for the applicant to supply an estimate of flight training expenses. **(Scholarship value \$2,500)**

Aerosim Flight Academy Scholarship

Aerosim Flight Academy is happy to provide one WAI member with a \$5,000 scholarship to Aerosim Flight Academy. The Student/Applicant must hold at least a 3.0 GPA (please submit official copies of all high

school and college transcripts), meet criteria for acceptance into Aerosim Flight Academy prior to being awarded scholarship and submit a one page essay covering the following topics:

1. Why do I deserve this scholarship?
2. What contributions do I feel I will make to the future of aviation?
3. What will I do to ensure my success in the Aerosim Flight Academy?

Aerosim Flight Academy operates a fleet of more than 80 training devices, including 33 new Cirrus SR20 aircraft and its Advanced Aircraft Training Devices. For more information visit our web site www.aerosim.com or call 1-800-U-CAN-FLY. **(Scholarship value \$5,000)**

Airbus A320 Type Rating Certificate Scholarship (2)

Applicants for the Airbus A320 type rating scholarships must hold a bachelor's degree, commercial pilot certificate, instrument rating, certified flight instructor certificate and multiengine rating. Preference will be given to those candidates who are graduates of Spectrum-type programs, featuring technical flight management systems and glass cockpit training. **(Scholarship value \$31,000 each)**

Anne Bridge Baddour Aviation Scholarship

The Anne Bridge Baddour Scholarship will be awarded to a female pilot with the following accomplishments:

- Must be a U. S. citizen
- have a burning desire to become a professional pilot
- have at least a Private Pilot Certificate with 150 hrs flying time
- be on track towards the ATP

This award will be used to further the pilot's aims toward an Instrument Rating. **(Scholarship value 2,000)**

AOPA Student Pilot Scholarship

As part of its commitment to growing the pilot population, AOPA will award a \$3,000 scholarship to a WAI member pursuing a private, recreational, or sport pilot certificate who has a student pilot certificate on the scholarship application deadline.

The recipient will be chosen based on merit, including previous accomplishments, ability to set and achieve goals, and commitment to completing flight training. Applicants

who are full-time students enrolled in high school, an accredited flight program, or an accredited college or university should have a GPA of 3.0 or better (on a 4.0 scale).

Each applicant must include her thoughts on general aviation's role in supporting the nation and local communities in the descriptive 500-word essay, as well as a copy of her student pilot certificate.

Applicants must be U.S. citizens. Funds will be paid directly to the flight school under the recipient's name and must be used within one year of the award. **(Scholarship value \$3,000)**

New 2012

Boeing 737 Transition Training Scholarship (4)

Training is to be conducted at Higher Power Aviation, DFW or University of Central Missouri at Warrensburg, Missouri, in Boeing 737 training devices. Academic credit may be available through UCM. FAA Commercial multiengine certificate, with Instrument Rating preferred. Recipient must use within one year of receiving this award. **(Scholarship value \$2,500 each; Total value \$10,000)**

Bombardier Aircraft Training LR45 Type-Rating Scholarship

In memory of Richard E. Blose, a Learjet Instructor Pilot, Bombardier Aircraft Training is proud to offer a scholarship for an LR45 type-rating course. Upon successful completion of the LR45 pilot initial training course, the recipient will be able to conduct a 100 percent type rating check ride in the Learjet 45 simulator. The scholarship winner must, as a minimum, be a holder of a Private Pilot Certificate with multiengine and instrument-airplane ratings.

The course lasts 16 days and will be conducted in Dallas, Texas. The scholarship winner is responsible for all lodging and travel costs. The scholarship award must be started within one year of the scholarship award date. **(Scholarship value \$29,600)**

CAE SimuFlite Citation Corporate Aircraft Training Scholarship

CAE SimuFlite will award a corporate aircraft training scholarship for Citation initial training resulting in a type rating. Scholarship criteria include, in addition to the general requirements, a current first class medical, commercial pilot certificate with multiengine and instrument ratings and a certified flight instructor certificate

Flight Scholarships (cont'd)

with instrument airplane endorsement.

Applicant must have flown a minimum of 50 hours PIC or SIC within the previous 12 months. The candidate must demonstrate an interest in corporate/business aviation by writing an additional 250-word essay on how this scholarship will fit into their plans to enter corporate/business aviation. The recipient is responsible for all travel and housing-related costs for the 14 day course. **(Scholarship value \$5,000)**

New 2012

Carolyn M. Ford Memorial Scholarship

Carolyn was one of the first female commercial float plane pilots in the state of Washington and she flew for several years at Kenmore Air. This award will be given to a female aviation student seeking a float plane rating who demonstrates a love of aviation and a determination to become an accomplished professional pilot. Funds will be paid directly to flight school under the recipient's name and must be used within a year after being awarded. **(Scholarship value \$2,000)**

Continental Airlines B737NG Type Rating Scholarship

Criteria: a minimum of 1,500 hours total time, which includes at least 1,000 hours turbine, 500 hours PIC. In addition, applicants must possess commercial and instrument ratings, a first class medical with no waivers, and must have successfully completed the ATP written exam.

In addition to completing an online application, submit a 500 word essay on why you have chosen aviation as a career.


To apply, go to **www.AirlineApps.com**

If this is the first time you have completed an application on this site, select "New Application." Select "Single Application Only." There is no charge for a single application and you may change the status at any time.

Follow the prompts to create a new **AirlineApps.com** account. Fill out the required information by selecting each item on the list of options on the left side of the page.

Under the item "Job Targeting" select "Continental Airlines" as the airline you wish to receive your application. Under the item "My Addendums" select the option "enter/update" on the line next to "Continental Airlines." Complete the information on this page. At the top of the page select "Member

WAI Scholarships 2012



Reaching Tomorrow Today

of Women in Aviation "in the affiliate listing.

We would also like letters of recommendations from three sources. To have someone submit an online recommendation, under "Professional Recommendation" select "Send a Request" and enter the email address of the person submitting the recommendation. They will receive an email with a link to a webpage to submit the recommendation.

When you have completed all of the items select "My Application." Select "Validate My Application" to insure all required fields are filled in. Once all items are verified, select "Publish My Application." You will receive an automated "thank you" for applying for a FO position with Continental Airlines. After completing your online application you can then submit your essay via email to scholarships@wai.org with a copy to pilotrecruiting@coair.com. Your application will not be considered until your essay has been submitted.

You must be able to attend the full training course as scheduled in the Spring/Summer of 2012. The scholarship includes: all aircraft training material, includes flight manuals, access to CBT's FTD training, full flight simulator training, and Rating Ride. The scholarship does not include housing, travel or personal expenses during training. The course will be trained under Continental Airlines 142 certificate and is conducted over a 21-24 day time period. **(Scholarship value \$35,000)**

Dare to Dream Scholarship

The sponsors of this scholarship would like to make a difference in the life of one deserving person who is pursuing her dream in the world of aviation. A \$3,000 scholarship will be awarded to an individual working toward an instrument or multiengine rating, commercial or CFI certificate. Funds will be paid directly to your flight school and training must be completed within one year. The recipient will be chosen on a basis of merit, career aspirations and dedication, as well as contributions to her community. One letter of recommendation must be from a pilot who has flown with you. **(Scholarship value \$3,000)**

Delta Air Lines Boeing 737-800 Type Rating Certificate Scholarships (2)

Delta Air Lines will award two B737-800 Type Rating Certificates to qualified recipients that are currently enrolled or have a Baccalaureate Degree. Candidates must have a minimum GPA of 2.5 (4.0) and have leadership potential. All training will

be approximately six (6) concurrent weeks and conducted in Atlanta, Georgia, lodging accommodations and round-trip airfare will be provided during training (meals not included).

In addition to the Boeing 737-800 Type Rating Certificate, each recipient will receive a trip to the 23rd Annual International Women in Aviation Conference (including round-trip airfare, hotel and Conference fee).

Your résumé must include the following: all schools attended, including high school with city and state for each school, GPA, dates attended for college and all degrees. If applicable, all military history, including all occupations, ranks, education, and dates must be included. Candidates should list academic honors, scholarships, awards, and special achievements.

Minimum qualifications include the following: commercial, instrument, and multi-engine land certificates a minimum of 1000 hours total time, and a current first class FAA medical certificate.

Candidates must include a copy of their automobile driver's license, current passport, and list any moving violations, dates, locations and associated details for the last seven years. Candidates must include a statement of conviction (any type of violation of the law, moving or not) with complete dates and locations. Candidates should provide details pertinent to any letters of inquiries from the FAA regarding any aircraft incidents or accidents, and a list all FAA check ride failures. **(Scholarship value- \$35,000 each; Estimated total value \$70,000)**

Delta Air Lines Airbus 320 Type Rating Certificate Scholarships

Delta Air Lines will award two A320 Type Rating Certificates to qualified recipients that are currently enrolled or have a Baccalaureate Degree. Candidates must have a minimum GPA of 2.5 (4.0) and have leadership potential. All training will be approximately six (6) concurrent weeks and conducted in Eagan, Minnesota. Lodging

accommodations and round trip airfare will be provided during training (meals not included).

In addition to the A320 Type Rating Certificate, each recipient will receive a trip to the 23rd Annual International Women in Aviation Conference (including round trip airfare, hotel accommodations and Conference fee).

Your résumé must include the following: all schools attended, including high school with city and state for each school, GPA, dates attended for college and all degrees. If applicable, all military history, including all occupations, ranks, education, and dates must be included. Candidates should list academic honors, scholarships, awards, and special achievements.

Minimum qualifications include the following: commercial, instrument, and multi-engine land certificates a minimum of 1000 hours total time, and a current first class FAA medical certificate.

Candidates must include a copy of their automobile driver's license, current passport, and list any moving violations, dates, locations and associated details for the last seven years. Candidates must include a statement of conviction (any type of violation of the law, moving or not) with complete dates and locations. Candidates should provide details pertinent to any letters of inquiries from the FAA regarding any aircraft incidents or accidents, and a list all FAA check ride failures. **(Scholarship value \$35,000; Estimated total value \$70,000)**

The Keep Flying Scholarship 2012

The Keep Flying Scholarship was created after 9/11 to offer an intermediate level flight scholarship. Sponsors Deborah Hecker, Evelyn Tinkl and Janet Patton are offering one \$3,000 scholarship to an individual working on an instrument or multiengine rating, commercial or CFI rating certificate. Payments will be made directly to your flight school. Flight training must be completed within one year. Finalists will only be interviewed at the annual WAI Conference. Minimum requirements: private pilot certificate, 100 hours of flight time, copy of current 70%+ written test only for the certificate/rating sought. In your essay tell how the funds will be used, your goals and other information you feel is relevant. One letter of recommendation must be from a pilot that you have flown with. **(Scholarship value \$3,000)**

New 2012

Keep Flying Scholarship—Southern Africa

The Keep Flying Scholarship is partnering with Southern African Women in Aviation & Aerospace Industry (sawia.org) to offer one candidate an ICAO fixed wing night qualification. Candidates must be citizens of a SADC country and hold a private pilot certificate (PPL). Interviews will be conducted in Johannesburg, South Africa, during February 2012. Follow Women in Aviation application guidelines. Scholarship will only be paid out to a South African flight school. Application must be a single PDF file. Maximum file size: 1.5 MB. Submit your applications via email to scholarships@wai.org with "KFS—Southern Africa" in the subject line. **(Scholarship value: US\$ 1,500 or approximately R10,000, depending on exchange rate)**

New 2012

The Kelsey A. Meyer Memorial Scholarship

One \$1,500 scholarship is to be awarded to a female student at college level of sophomore year or above who is currently enrolled in an aviation/professional flight degree program at an accredited university and who has achieved a minimum GPA of 3.0. All scholarship funds must be used for educational and flight related expenses. Funds will be paid directly to the school and must be used within a year of receiving the award. Include in your essay a personal statement outlining your career aspirations and how the funds will be used. **(Scholarship value \$1,500)**

Ride the Sun Scholarship

Looking for assistance to extend your horizons and increase your aviation skills? Use this \$500 monetary award to help defer the costs for out of the ordinary flight education. Apply it toward:

- Air Racing expenses
- Training: Aerobatic, Formation Flight, Mountain, Soaring, Ballooning
- Special volunteer flights
- Record setting (NAA) flights
- International competitions
- And more...

Note: Cannot be applied toward Private, Instrument, Commercial, CFI, CFII, or ATP. **(Scholarship value \$500)**

Sporty's Foundation Flight Training Scholarship

Sporty's Foundation is offering Recreational Pilot Flight Training for small aircraft maintenance technicians. The award money is not intended for use in achieving any other certificate, rating or endorsement. Award money is to be used for flight training costs only. Award recipient must plan to pursue a Recreational Pilot certificate within six months of receiving the scholarship. Award money will be sent to recipient's employer or school for disbursement and will require two endorsements for deposit. Award recipients will also receive a copy of Sporty's Complete Recreational Pilot Flight Training Course on interactive DVD. **(Scholarship value \$5,000)**

Telex Communications Scholarship

Telex is awarding \$500 and a Stratus 30XT ANR (Active Noise Reduction) headset to a college student pursuing aviation flight training. The award may be used to cover flight tuition or associated college costs, including tuition, dormitory fees, or books, as necessary. Essays should state your goals in aviation, evidence of satisfactory initial flight training, performance history in education and/or work, volunteerism, and financial need. Follow all WAI application guidelines. **(Scholarship value \$900)**

Vicki Cruse Memorial Scholarship (2)

In memory of U.S. Aerobatic Team Pilot and IAC President Vicki Cruse, the Aero-News Network (ANN) dedicates two \$1,000 scholarships for a Private Pilot to undertake basic aerobatic or unusual attitude flight training (or further training for skills already undertaken in that flight training regimen). Vicki's first aerobatic experiences opened allowed her to seek extraordinary adventures that culminated in her becoming one of the most respected and accomplished pilots in sport aviation.

Selected candidates must hold a Private Pilot certificate and valid third class medical certificate and be a US citizen. Interested applicants are requested to submit a resume covering their educational, employment and flight history as well as a short written statement (500 words or less) outlining how they would employ aerobatic or unusual attitude training to further their goals in aviation and the role this training may play in their lives.

Flight Scholarships (cont'd)

The recipient will be chosen based on their background, dedication to aviation, and the goals they espouse for this training. Final candidates may be interviewed (by phone) by a selection committee comprised of several well-known veterans of the Aerobatic and WAI community.

Funds will be paid directly to the candidate's flight school and must be used within one year of the award. ANN will be happy to assist recipient with the selection of a flight school and training program. **(Scholarship value \$1,000 each – Total value \$2,000)**

WAI Initial Helicopter Scholarship

This scholarship will be awarded to someone interested in obtaining a private helicopter rating. Preference will be given to an applicant who has a minimum of five (5) hours logged in a helicopter by the scholarship deadline date. Proof of a current third class medical certificate and logged helicopter time is required. **(Scholarship value \$1,000)**


WAI – Oshkosh Chapter Spirit of Flight Scholarship

The WAI-Oshkosh Chapter Spirit of Flight Scholarship is open to women of all ages who have already soloed and are working on their recreational, sport pilot, private pilot, or commercial certificate; instrument or multi-engine rating; or CFI. Preference will be given to Wisconsin residents, but all who qualify are encouraged to apply. Funds will be paid to the flight school of your choice. **(Scholarship value \$500)**

Women Military Aviators 2012 Dream of Flight Scholarship

Women Military Aviators (WMA) seeks to preserve, for history, the important role women have played in creating and supporting the American Spirit through their contributions to flight, aeronautics and space. WMA offers an annual scholarship to advance a young woman in her pursuit of flight ratings at an accredited institution or FAA part 141 approved flight school. The selection criterion includes the applicant's ambition to advance women in aviation, demonstrated persistence and determination; financial need; ability to complete training; and ability to bring honor to the women of WMA. All criteria should be addressed by the applicants in their application in addition to identifying

WAI Scholarships 2012



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their interest in military aviation. Applicants must be able to complete training within one year of the award; be enrolled in high school, an accredited flight program, or an accredited college or university. In addition, applicants should identify the school, college or university in which enrolled and identify the part 141 school where training will be completed. The 2011 Award will be given in honor of the women aviators who have served or are serving in Iraq and Afghanistan. **(Scholarship value \$2,500)**

New 2012

Women Soaring Pilots Association Scholarship

A \$500 scholarship is offered to a woman pilot to help pay expenses toward training for a Private, Commercial, or Instructor rating in gliders. Include in your essay an explanation of which aspects of soaring you are most interested in, such as, cross country, records and badges, competition, instructing, or maintaining flying skills. Include aviation-related volunteer activities in your essay. You must possess at least a private pilot certificate. Monies will be paid directly to the glider club or commercial operator chosen by the recipient **(Scholarship value \$500)**

General Scholarships

Airbus Leadership Grant

One scholarship will be awarded to a student at the college level of sophomore year or above who is pursuing a degree in an aviation-related field, who has achieved a minimum GPA of 3.0 (on a 4.0 scale) and who has exhibited leadership potential. All applicants should submit one 500-word essay which addresses their career aspirations and explains how they have exhibited leadership skills. **(Scholarship value TBD)**

The Boeing Company Career Enhancement Scholarship

The Boeing Company will award a scholarship

to a woman who wishes to advance her career in the aerospace industry in the fields of engineering, technology development or management. The award is to be used for educational purposes only and may not be applied towards flight hours. Applicants may be full-time or part-time employees currently in the aerospace industry or a related field. Also eligible are students

pursuing aviation and aerospace-related degrees that are at the sophomore level with a minimum GPA of 2.5 (on a 4.0 scale).

(Scholarship value \$2,500)

Changing the World Scholarship

This Scholarship was inspired by Sandra Clifford. Her spirit of giving and her drive to help others gave rise to this scholarship to acknowledge those on a mission to help others. This scholarship will be awarded to an individual who does continuous work for any organization, or to a group of individuals that make contributions to their community to make the world a better place. In addition to the WAI requirements, include a 500-word detailed essay describing who you are, your community involvement, why you feel community involvement is important, your plans or aspirations for a better future and how you plan to use the scholarship.

Funds will be awarded for flight training advancement and/or educational advancement and will be paid directly to your flight school or educational institution in the recipient's name. **(Scholarship value \$1,000)**

New 2012

Corporate Flight Attendant Training Scholarship

This four day, 40-hour training is being offered to a candidate that wants to become a corporate aviation flight attendant. This training teaches how to market yourself effectively and manage yourself in global business aviation. It encompasses aviation catering, communication skills and how to order and secure safe catering globally. It teaches you how to work a trip from start to completion with heavy emphasis on international trip planning for long range flights/trips. The scholarship winner is responsible for all lodging and travel expenses. For more information describing this training program go to www.CorporateFlightAttendantTraining.com. **(Scholarship Value \$3,800)**

Dassault Falcon Jet Corporation Scholarship

Dassault Falcon Jet Corp. is awarding a \$1,000 scholarship to support a woman seeking to pursue an undergraduate or graduate degree in an aviation-related field. The applicant must be a U.S. citizen, fluent in English and have a current GPA of 3.0 or better (on a 4.0 scale). Applicant should submit a one-page essay detailing her current educational status, what she hopes to achieve by pursuing a degree in aviation and her aspirations in the field. **(Scholarship value \$1,000)**

The Elisha Hall Memorial Scholarship

Elisha Hall (Mrs. Mark Bizzaro-WAI #2335) represented herself as a dedicated and passionate aviation professional. She was a leader, an explorer, and lived life to its fullest. She set both her sights, and her standards, high. To celebrate her life and accomplishments, Women in Aviation, The Wright Chapter, is offering a \$1,000 scholarship to a woman who embodies the qualities that Elisha so splendidly exemplified, and is seeking to further her aviation career in one or more of the following areas:

- Flight Training (any phase)
- Aircraft Scheduling or Dispatch
- Aviation Management
- Aviation Maintenance or Avionics

Preference given to local candidates within the Cincinnati, Ohio/Tri-State area, but all applicants will be considered based upon character, need, community involvement, and accomplishments. Limited financial assistance to the winner to attend the Conference. **(Scholarship value \$1,000)**

"If You Can Dream It, You Can Do It" Award

Nicole Cagnolatti, A&P and Pilot, has been the recipient of several aviation scholarships including ones from WAI and AWAM, and has benefited immensely from the assistance. She wants to personally contribute to the WAI Scholarships (for the sixth year) by offering other aviation dreamers the opportunity to pursue their dream. In addition to the WAI requirements, include a 500-word descriptive essay detailing your Aviation Dream (Flight, Maintenance, Management, etc.), where and how you hope to use this award, and an approximate time-line of completion towards your goal. Applicants will be

evaluated on a clear dream presented, past ambitious nature (aviation or other field, including volunteering) and following application directions. Awards will be made out to the organization under the recipient's name. Applicants must use funds within one year of acceptance. Financial assistance to your dream must make sense for amount offered. **Scholarship Value (\$500)**

Janet Clark Memorial Scholarship

The Washington State Chapter of Women in Aviation, International (WA-WAI) is offering a scholarship in the amount of \$1,500 in memory of Janet Clark, a member of the Washington State chapter. Janet worked with the FAA as an Airworthiness (maintenance) Aviation Safety Inspector. This scholarship is open to all aviation career fields and can be applied to an accredited program. This scholarship will be awarded on the basis of merit and commitment to chosen career in aviation. If enrolled in a program that issues grades, grades will also play a role in decision process. Preference will be given to individuals who have already made steps toward a chosen aviation career. An interview may be conducted at the WAI Conference or at an earlier date in Washington State before the scholarship is awarded.

Applicant must:

- Be a WAI member.
- Preference will be given to a Washington State resident.
- Be working towards career in aviation (*Aviation careers include but are not limited to: pilot, mechanic, avionics technician, engineer, meteorologist, dispatcher, flight attendant, air traffic controller, airport management.*) Please include details in essay.
- Be enrolled in an accredited aviation-related program. (*If working toward a pilot career, the applicant must hold a private pilot certificate.*)
- Have done volunteer work for an aviation-related activity or event in the last year. (Please include details in essay.)

Scholarship usage criteria: The scholarship funds must be used within one year of receipt. Scholarship funds will be paid directly to an accredited program. Scholarship funds may be used for tuition, books, specific training, or housing (if arranged through the training program). **(Scholarship value \$1,500)**

Society of Aviation and Flight Educators (SAFE) Scholarship

The Society of Aviation and Flight Educators (SAFE) will award one scholarship to an aviation educator to further their instructional credentials, knowledge, or skills. This scholarship is intended for anyone possessing current aviation instructor credentials (such as sport pilot, flight, ground, or maintenance instructor, or anyone with an ongoing history of teaching an aviation technical subject at any level).

In your essay, also include a summary of your current involvement in aviation education. Include a copy of documentation as an aviation educator (e.g. AGI certificate, teaching certificate.)

Scholarship may be used at a school or for a recognized program of your choice and must be used within one year of acceptance. Funds will be paid directly to school under recipient's name.

The Society of Aviation and Flight Educators (SAFE) is a member-centric, professional organization for aviation educators. **(Scholarship value \$1,000)**

WCA Career Scholarship

The Career Scholarship is offered by members and sponsors of Women in Corporate Aviation to any woman or man pursuing professional development or career advancement in any job classification of corporate/business aviation. The award must be used toward training, maintenance training, corporate flight attendant training and upgrades in aviation education. The award cannot be used for general business course work. Scholarship will not be awarded to previous winners of WCA scholarships. Submit school transcripts, copies of pilot licenses, medical and logbook pages, if applicable, with your application. WCA has an entirely online process to help applicants save money and expedite the process. To apply navigate to: **www.wca-intl.org/scholarships.htm.**

Fill out WCA/WAI Scholarship application before deadline. Use WCA Application Form from the site. Combine with WCA Application Essay (one page explaining how award will help your aviation future). Obtain three letters of recommendation. Provide copies of certificates you currently hold. Include all documents in one email file and send to wca2011scholarship@gmail.com and cc: scholarships@wai.org. **(Scholarship value \$2,000)**

General Scholarships (cont'd)

Women in Aviation, International Achievement Award (2)

One scholarship will be awarded to a full-time college or university student pursuing any type of aviation or aviation related career. One scholarship will be awarded to an individual, not required to be a student, pursuing any type of aviation. **(Scholarship value \$1000 each scholarship)**

Aviation Management Scholarships

Delta Air Lines Aviation Maintenance Management/ Aviation Business Management Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Associate or Baccalaureate degree in Aviation Maintenance Management or Aviation Business Management. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 23rd Annual International WAI Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time college students, with a minimum of two semesters left (as of February 2011), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

IN ADDITION to all WAI requirements, please include a detailed essay (500 -1000 words), double spaced, type written which addresses the following topics:

1. Who or What inspired you to pursue a career in Aviation Maintenance Management/Aviation Business Management?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?
5. Why are you the most qualified candidate for the Delta Air Lines Maintenance Management/Aviation Business Management Scholarship?

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(Scholarship value \$5,000. Estimated total value \$7,000)

Flo Irwin / Aircraft Spruce Memorial Scholarship

Flo Irwin was not a pilot, but she earned everyone's respect as she built her business selling homebuilt aircraft parts. Aircraft Spruce has grown to be a leading distributor of aircraft parts by continuing Flo's vision and business philosophy. Aircraft Spruce is offering a \$1,000 scholarship to a woman who has similar aspirations as Flo Irwin to begin an aviation business or to a junior or senior who is majoring in aviation management with the intent to start their own aviation business after graduation. The essay should include information on the type of business being considered. **(Scholarship value - \$1,000)**

GAT Wings to the Future Management Scholarship

GAT will give a scholarship to a female student in an aviation management or aviation business program at an accredited college or university. The scholarship is for tuition and cannot be used for flight fees. Applicants must be full-time students with a minimum GPA of 3.0 (on a 4.0 scale). The recipient will also receive travel and lodging expenses to attend the 23rd Annual International WAI Conference in Dallas Texas, March 8- 10, 2012. **(Scholarship value \$2,500)**

Women in Aviation Management Scholarship

This scholarship will be awarded to a woman in an aviation management field who has exemplified the traits of leadership, community spirit and volunteerism. The scholarship can be used to attend a leadership-related course or seminar. **(Scholarship value \$1,250)**

Aviation Maintenance Scholarships

New 2012

American Airlines Aircraft Maintenance Technology Scholarship

American Airlines will award one \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in Aviation Maintenance Technology. Candidates will be evaluated on academic standing, personal accomplishments, teamwork, leadership skills and community service involvement. Please submit an application according to WAI scholarship guidelines. Finalists will be interviewed at the WAI Conference in Dallas. Travel and lodging expenses not included in scholarship.

Requirements: Meet all WAI scholarship requirements and guidelines, GPA must be 3.0 or higher, enrolled in an accredited U.S. maintenance program, U.S. citizen or permanent resident.

American Airlines Maintenance & Engineering departments are vital to the company's commitment to provide safe, dependable and friendly air transportation to their customers. As such, they seek to attract top maintenance talent who share their passion and interest in the Aviation Industry. **(Scholarship value: \$5,000)**

Delta Air Lines Aircraft Maintenance Technology Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in Aviation Maintenance Technology. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 23rd Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be a full-time student, with a minimum of two semesters left (as of March 2012), with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens or eligible non-citizens.

IN ADDITION to all WAI requirements, please include a detailed essay (500 -1000 words), double spaced, type written which addresses the following topics:

1. Who or What inspired you to pursue a

career in Aviation Maintenance Technology?

2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?

3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?

4. What has been your most memorable academic experience and how did you handle this situation?

5. Why are you the most qualified candidate for the Delta Air Lines Aircraft Maintenance Technology Scholarship?

(Scholarship value \$5,000: Includes flight to and from Conference and Conference admission and lodging. Estimated total value \$7,000)

Delta Air Lines Engine Maintenance Internship

Delta Air Lines will award a 2012 Summer Internship (13 weeks) to a student currently enrolled in a Baccalaureate degree in Aerospace/Aeronautical, Mechanical or Industrial Engineering. In addition to an internship position, the recipient will receive a trip to the International WAI Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time students at the junior or senior level with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens. Lodging accommodations will be provided for the duration of the 15 weeks.

Compensation is paid to interns based on the following guidelines:

Junior \$2,253 per month (\$13/hr) -

Completed at least 60 hours in college

Senior \$2,427 per month (\$14/hr) -

Completed at least 90 hours in college

The role of the Engine Maintenance Operations intern is to participate in and lead projects in support of engine maintenance production. The awardee will use his/her skills to investigate problems affecting maintenance areas and their ability to produce quality, safe and timely products.

IN ADDITION to all WAI requirements, interested applicants should submit a résumé and cover letter detailing their qualifications. Applicants should list academic honors, scholarships, awards and special achievements. **(Internship value \$10,159 - \$10,681 including salary and Conference)**

Pratt & Whitney Maintenance Scholarships (6)

Pratt & Whitney will award six maintenance training scholarships to individuals pursuing careers in aviation maintenance. Winners will have the option to attend any one of the maintenance courses offered by Pratt & Whitney or Pratt & Whitney Canada, such as System Familiarization, Line and Base Maintenance, and Bore scope Inspection Procedures on JT8D, JT9D, PW2000, PW4000, PT6, or PW100 engines.

Pratt & Whitney Maintenance Training Scholarships can be redeemed at the P&W Customer Training Center in East Hartford, Connecticut. For small engine training by P&W Canada, training will take place at a Flight Safety International Facility (most convenient for the student). Hotel accommodations are covered as part of the maintenance training scholarship. **(Scholarship value \$800 - \$3,200 each depending on course taken)**

New 2012

Tools for Aircraft Maintenance (TAM) Scholarship 2012

The TAM Scholarship was created after sponsor Carolyn Burton (AA Mechanic) identified a need in providing tools for people starting out in Maintenance. Carolyn and co-sponsors Sharon Riffle (AA Mechanic), and Kimberley Lowe and Janet Patton (AA Pilots), will offer one scholarship to an individual working on his/her AMT training. Finalists will be interviewed at the annual Women in Aviation International Conference. Minimum requirements: must be a U.S. citizen or resident alien and be able to attend the 2012 WAI Conference in Dallas, Texas.

In your essay tell how the funds will be used, your goals and other information you feel is relevant. Those showing passion, teamwork, inspiration, challenges in life, and strong characteristics such as leadership qualities, community involvement and/or volunteer work, and academic standing will be finalists. Include three (3) recent letters of reference. One letter should be from someone who has worked directly with you in the field, noting team work and aptitude and mentioning a specific task that impressed the reference. The scholarship funds will be paid directly to the shop or company selling the tools. Funds must be used by the end of 2012. **(Scholarship value: \$2,000)**

FedEx Express JT8D Engine

FedEx Express is accepting applications from qualified aviation schools, universities, museums and other aviation education organizations for a JT8D engine with stand from the company's retiring fleet. To be considered for this donation, please submit a detailed summary of your organization, including information about your program, how the engine would enhance your program and any joint use opportunities with other area programs to increase the utilization of the asset. The recipient will be required to sign a contract that restricts the transfer of ownership, the sale of parts and acknowledges that the engine will be used for ground training only. Contract approval and a delivery date will be finalized with the selected organization, and the winner will be announced at the 2012 WAI Conference in Dallas, Texas. Applicants must also be a corporate member of Women in Aviation, International.

FedEx Express B-727 Aircraft

FedEx Express is accepting applications from qualified aviation schools / universities; airport rescue/firefighting groups; government agencies; museums and other aviation education organizations for a B-727 airplane from the company's retiring fleet. To be considered for this donation, please submit a detailed summary of your organization, including information about your program, how the aircraft would enhance your program and any joint use opportunities with other area programs to increase the utilization of the asset. The recipient must have adequate parking space available and will be required to sign a contract that restricts the transfer of ownership, the sale of parts and acknowledges that the aircraft will be used for ground training only. Contract approval and a delivery date will be finalized with the selected organization, and the winner will be announced at the 2012 WAI Conference in Dallas Texas, March 8-10. Applicants must be a Corporate Member of WAI to be eligible.

**As more scholarship listings
are received, they will be added
in to the web site,
www.wai.org**

Check for updates!



PIONEERS

WAI Pioneer Hall of Fame Nominations

The Women in Aviation, International Pioneer Hall of Fame was initiated in 1992 at the Third Annual International Women in Aviation Conference, which was held in Las Vegas, Nevada.

The purpose of the WAI Pioneer Hall of Fame is to recognize women who have made significant contributions to the aviation industry as record setters, pioneers or innovators. Because Women in Aviation, International is about mentoring and networking, special consideration is given to women who have helped other women become successful in aviation, inspired them, or opened doors of opportunity for other women worldwide.

The Hall of Fame has continued to be an annual event, with the induction ceremony conducted at the annual WAI Conference. Previous years' winners and a nomination form are available at www.wai.org/resources/pioneers.cfm or by calling (937) 839-4647.

Nomination form deadline is September 10, 2011.

WOMEN IN AVIATION, INTERNATIONAL

2012 Pioneer Hall of Fame

Nomination Invitation

INDUCTION CEREMONY

Saturday, March 10, 2012 – Hilton Anatole, Dallas, Texas

You are invited to submit nominations for Women in Aviation, International's 2012 Pioneer Hall of Fame.

Deadline for submissions: September 10, 2011

WHO IS ELIGIBLE:

Female candidates or organizations that have made significant contributions to the aviation industry as record setters, pioneers, or innovators. (Posthumous nominations are acceptable.) Special consideration will be given to individuals who have helped other women to become successful in aviation or opened doors of opportunity for other women.

WHAT TO SUBMIT:

An official nomination form can be obtained on the WAI web site at www.wai.org/pioneers or by calling (937) 839-4647 or faxing (937) 839-4645.

WHERE TO SUBMIT:

Women in Aviation, International – Pioneer Hall of Fame
Morningstar Airport, 3647 State Route 503 South,
West Alexandria, OH 45381

Scholarship Submission Requirements

Each applicant must be a WAI member and may apply for no more than two scholarships. Internships are not included in the two per member scholarship limit (all can be sent in the same package). These requirements are in addition to all stated specifications in individual listings.

For each scholarship include three (3) stapled (NO FOLDERS) complete application sets (one original and two copies) of the following information:

- ☐ Official WAI application form
- ☐ Two one-page recommendation letters
- ☐ Typed, descriptive 500-word essay
- ☐ Professional résumé
- ☐ Copies of all aviation and medical certificates and the last three pages of your pilot logbook, if applicable

Descriptive essay or résumé should address the following:

- your aviation history and goals
- what you have done for yourself to achieve your goals
- where you see yourself in five and 10 years
- how the scholarship will help you achieve your objective and your present financial need
- flight or other training/education for which you need assistance; how your previous training was financed
- educational scholarships, awards and honors
- where you would obtain the training and the hourly rate for the instructor, aircraft, and simulators, or other costs, if applying for a cash scholarship
- demonstrated involvement in aviation activities
- other applicable information as requested for each specific award/grant/scholarship

International applicants must meet all requirements, and, in addition, you must include your country's pilot, mechanic or other requirements and the equivalent copies of certificates, licenses and medicals.

Selection Factors

Achievements
Attitude toward self and others
Commitment to success
Dedication to career
Financial need
Motivation
Reliability
Responsibility
Teamwork

Awards

All scholarships, unless otherwise noted, will be awarded during the 23rd Annual International Women in Aviation Conference, to be held at the Hilton Anatole in Dallas Texas, March 8-10, 2012.

Scholarship applications must be signed and postmarked by November 14, 2011



Women in Aviation, International Scholarship
3647 S.R. 503 South, West Alexandria, OH 45381

Official Application

FOR

Name of Scholarship
(To be completed by applicant)

Full Name _____ WAI Member # _____

Home Address _____

Work/School Address _____

Home Phone _____

School Phone (Student) _____

Work Phone _____

Cell Phone _____

E-Mail _____

If you win a scholarship, you will be asked to supply your Social Security number to WAI

If enrolled in High School or a College/University Degree Program, you must complete this section.

Overall Grade Point Average _____

Based on a _____ system (4.0, 6.0, etc.) Grade Point Average in Aviation Classes (if appropriate) _____

GPA verification required by advisor or faculty member:

Signature _____

Printed Name _____

Title _____

Phone _____

Reminder: For each scholarship include three (3) stapled (NO FOLDERS) complete application sets (one original and two copies) of the following information:

- ☐ Official WAI application form
- ☐ Two one-page recommendation letters
- ☐ Typed, descriptive 500-word essay
- ☐ Professional résumé
- ☐ Copies of all aviation and medical certificates and the last three pages of your pilot logbook, if applicable
- ☐ other applicable information as requested for each specific award/grant/scholarship

Questions? —

Email Donna Wallace at scholarships@wai.org

By submitting this application, the applicant understands and accepts that WAI has no responsibility or liability whatsoever for any scholarship awards other than those specifically identified as WAI scholarships.

Signature of applicant

***Scholarship applications must be signed
and postmarked by November 14, 2011***



JACQUE BOYD PhD

SIXTY PURPLE BALLOONS

On April 27 I woke up at 4:00 a.m. thinking “OMG I’m 60 years old today.” Now, I’m a rational human being and I do know that it’s not getting older that sucks, it’s NOT getting older than would concern me. I’ve always said I want to get older, but I’ll never get old. We all have a boat-load of those platitudes, but for the six months prior to my birthday I was really not embracing the milestone.

My parents had died relatively young—my Dad was 54 and my Mom was 64. However, skipping a generation I do have some pretty good genes back there. My paternal Grandfather died at 86, but my mother’s parents were exceptional. My Grandfather was 93 when he died and had driven (safely!) up until he was 91. When he died my Grammy looked at me and said, “Well, I have cute little legs, let’s shorten all my dresses.” She was 90 then and lived—and I do mean lived!—another nine years. She died at 99 on her own terms, but that’s another story in itself. She was a great role model and I’ve always told my stepsons that I do have a goal of living to be 100. That statement makes them slightly nervous, but they smile anyway.

When I turned 30 I thought I was going to die—it was NOT pretty. Even my mother cried—her baby had turned 30, was not married, had no job and was living in a shotgun apartment in Tennessee. I guess my turmoil had a lot to do with circumstance. Turning 40, well, I threw my own party before my husband could take over the event. When I became 50 I had my “100-year-ring” made to celebrate being half-way to my goal. A friend and I went through all my old jewelry and found all those little one-point diamonds in necklaces and little rings and had them all put together. Spectacular!

This year I got to school, shoveled snow (Yes, I live in the mountains at 8600 ft. elevation and we do have snow in

late April!) and thought I’ll just roll through this. As a faculty we don’t make a big deal about birthdays, in fact many don’t know when some of the birthdays are. There might be

a slightly-warped card in your mailbox and there have been some parents who have brought me a cake through the years, but nothing big. Everyone else had been getting in on my “milestone.” One parent had sent a notification to one of the Albuquerque TV stations—I survived. Another parent had said they were putting it in the local paper—oh, blech! But I’d decided I was saying nothing to anyone and I was just going to make it through the day. Period.

That slightly-cranky-but-quiet approach worked for about the first 15 minutes of the day. Then, one-by-one students began coming into my office and each handing me a purple helium-filled balloon. It went on-and-on-and-on until I had 60 purple balloons—hence, the new

photo! My smile in the photo? By the time I had all the balloons, the feeling behind the smile was genuine. I wish I could share all the comments they were making as they handed me the balloons, some I could, some, never mind. I will say they were all concerned about what could possibly happen if I went outside while holding the balloons. I heard later that the physics class discussed how many balloons it would have taken to



have actually gotten me into the air. Such are the joys of being the Director of a high school with 82 of the greatest students on the face-of-the-earth!

So, what did all that have to do with “Tools for Schools?” In previous columns I’ve written about what you, as a person in the aviation community, can do for schools and students. Now, I’ve written about what they can do for you. There is a definite “share factor” when it comes to working with children. If a teacher comes to school with their own life-burdens it never takes long for them to become so involved in the business-of-the-day to forget about what’s happening in their own lives. We’ve all read the stories quoting children’s innocent (or not) statements about life and living. Every education professional has said the same thing: “if I wrote a book I’d be rich.” Children are honest and what comes out of their mouths is often attention-getting. Now let’s throw hormones into the mix and make it be teenagers!

If you want to get involved in sharing your aviation expertise, begin planning this summer. You don’t have to wait until school begins to start reaping the benefits of working with students. Throw your own “airport tour” if you or if a friend has a hangar at a local airport. Bring the neighbor kids out and have your own aerospace workshop in a hangar—make

a few paper airplanes, talk about aerodynamics and have your own flight competition.

If you have a local EAA, Women in Aviation or Ninety-Nines Chapter in your area check out working with them for a local kid’s event. Each group has a great web site with resources on working with students. Go onto the FAA web site and check out their educational resources. They are all stellar places to find help.

While you’re at all the great air shows and aviation events this summer—maybe you’re reading this while at AirVenture—check out all that you might be able to bring back to a local classroom. Do your own brand of “hangar flying” but throw education into the mix.

It’s said that you’re as young as your attitude. I’ve tried to tell that to my knees

in the morning. Seriously, working with students is a great way of giving, but you’re also going to get as much benefit from it as you put into it. I’ve told you before, don’t let them scare you. Give yourself a goal this year: find a way to take your love of aviation and share it with students in your area. They’ll thank you AND you’ll thank them. It’s a win-win situation. ✈

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

***Working with students
is a great way of
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Back to School? Get Packing!



The WAI Store has lots of great, colorful items for children, including backpacks for traveling and the start of the new school year. Keep their love of aviation alive with toys, books, and clothing from our Kid’s Korner, on the web or come to the WAI booth at EAA AirVenture 2011.

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JENNY BEATTY

TIRED ON THE JOB: SOP?

As I was working on this article, news broke about yet another air traffic controller napping on the job. Starting with the first incident, the media and the public have characterized these workers as lazy slackers. Even the U.S. Secretary of Transportation, Ray LaHood, said he was outraged, and vowed, “I am committed to working 24/7 until these problems are corrected.”

I was glad to hear that, because by working around-the-clock on this, he'll quickly experience firsthand the debilitating effect of fatigue, similar to air traffic controllers and other night-shift workers. LaHood, however, also told a newspaper that this was the first he'd heard of fatigue problems among air traffic controllers, including those working night shifts. And that's when I became outraged.

The causes and hazards of fatigue on workers, especially night workers, is well-documented, abundant, and readily available. A quick internet search turns up a multitude of news articles about scientific studies on fatigue, some conducted with flight crews and air traffic controllers.

In his article *Air Traffic Controller Shiftwork: What Are the Implications for Aviation Safety? A Review*, Dr. Thomas D. Luna says, “On the night shift, the air traffic controllers often have little to do as they sit in the dark, with an acute sleep debt... There is evidence that controllers may be falling asleep on duty.”

A study of fatigue and air traffic controllers conducted by Air Transport Canada found that “The circadian rhythm and a significant sleep debt play a major role in reduced cognitive performance during midnight shifts.” Those papers were published in 1997 and 2002, respectively. To give Mr. LaHood the benefit of the doubt, however, let's assume that he spoke to the media while suffering from the effects of sleep deprivation.

Fatigue can come from a lack of sleep, or from working long hours, or from jet lag. But one insidious cause is “working the backside of the clock,” working during the late night and early morning hours when the body's circadian rhythm is low. A malfunction occurring at 4:00 a.m. on March 28, 1979, was misinterpreted by workers at the Three Mile Island nuclear reactor, leading to a partial meltdown. The devastatingly lethal gas leak from the Union Carbide plant in Bhopal, India, occurred just after midnight on December 3, 1984.

The Presidential Commission on the Space Shuttle Challenger Accident of 1986, cited sleep loss by senior managers as contributing to their poor decision-making; crews had been working around-the-clock to address pre-launch problems.

Shortly after midnight on April 20, 2010, workers completed the cementing of British Petroleum's well at the Deepwater Horizon oil rig in the Gulf of Mexico. Just hours later a test on cement bonds was canceled; the rig exploded later that day. A manager testified that the new work schedule of 21-days-on / 21-days-off was “definitely increasing the risk of an incident”; six of the 11 people who died were on Day 20 of their 21-day shift; and a seventh was on Day 19.

Nearly every instance of air traffic controllers napping on the job this spring occurred during the night shift. For the first reported case in Washington, D.C., it was the controller's fourth consecutive night shift.

Fatigue from working long hours and night shifts also contributes to medical errors at hospitals. Most truck accidents occur around 2:00 a.m., and more automobile crashes are caused by sleepy drivers than drunks.

Speaking of alcohol, several experiments with pilots flying simulators reveal that the degradation of cognitive and motor skills from fatigue is on par with high blood alcohol levels. Different source, same effect. And, yes, fatigue has been a contributing factor in airline accidents. While fatigue was not cited in the crash of Colgan Air Flight 3047 near Buffalo, New York, attention quickly zeroed in on pilot fatigue issues.

The facts are these: The pilots were based in Newark, New Jersey; the captain commuted from his home in Tampa, Florida, and the first officer from Seattle, Washington. The crew reported for duty at 1:30 p.m. but cancellations and delays meant they did not depart on their first flight until after 9:00 p.m. The accident occurred at 10:16 p.m. The first officer commuted from Seattle on two cargo flights during the night prior to the

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accident, arriving in Newark at 6:30 a.m. The transcript of the cockpit voice recorder notes the sounds of yawns and sniffles, and she says, "If I call in sick now, I've got to put myself in a hotel until I feel better." Then she mentioned her salary.

There's a reason she mentioned both her reluctance to get a hotel room and her annual salary practically in the same sentence—she can't afford the expense. I just checked online; hotel rooms in a 10-mile radius of Newark airport start at about \$50, which probably means \$60 with taxes and fees. Not an insignificant consideration for someone at her pay level.

The reasons that crew members commute long distances to their crew bases are many—the cost of living, an unwanted transfer to a new base, their family's needs, and so on. After this accident, a number of news articles focused on pilots' commutes, and how they sleep in crew rooms, crash-pads, and in travel trailers in airport parking lots, but the analysis and discussions hardly offered a complete picture.

For example, if you are going to be a passenger on a red-eye transcontinental flight, departing the West Coast at midnight and flying all night to arrive on the East Coast in the morning, you probably want rested crew members and an on-time departure. So why is it a bad thing for a pilot to show up early at the airport and take a pre-departure nap in the sleep room?

Here's another example: Who is more rested, the pilot who lives locally or the one who commutes in by air? I am among the estimated 50 percent of airline pilots who commute to and from work and stay in a crash-pad. But here's what might surprise you. When I show up for work for a pre-dawn departure,

I ask my pilot colleague where he drove in from and what time he got up. A few have replied that they rose before 3:00 a.m. and drove for two hours or more to get to work on time. I live 500 miles away, but commuted in the day before, slept at my crash-pad, and drove 10 minutes to work.

Airlines will always operate 24/7, and pilots will be needed to fly early-morning flights, red-eye flights, multiple short hops, and flights that span the globe. Clearly, eliminating the ability of pilots to commute is not the answer; the issue of fatigue from the work schedule itself must be addressed—for pilots as well as for air traffic controllers. Captain John Prater, then president of the Air Line Pilots Association, put things in perspective at the FAA's "Call to Action" for Airline Safety and Pilot Training on June 15, 2009. Closing a day of meetings and discussion, Captain Prater pointed out that, as tired as everyone was after working eight long hours, flight regulations allow for pilots to be scheduled to work those same eight hours—plus eight hours more, for a 16-hour workday.

"We have the science, tools and systematic framework to better manage fatigue risk," says Dr. R. Curtis Graeber, a human factors engineer for Boeing, in a 2008 research paper on fatigue risk for flight crews. "There are over 25 years of scientific results awaiting application."

There is? Well, I say, let's use it!



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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 jenny99@jtbeatty.com.

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SHERRY
PARSHLEY PhD

IN MEMORY OF KELSEY MEYER

It was a Friday afternoon when my phone rang. The woman on the other end of the phone seemed to be struggling with her words, so I waited patiently for her to speak. She said she found my name on the web site for Women in Aviation. My first thought was that she was a potential new member. Still struggling to get the words out, she asked if our organization

had scholarships. Oh yes, I said with great enthusiasm. I told her how we had just held the Women in Aviation Conference the week before in Reno and had given out more than \$700,000 in scholarships.

She said her name was Kathleen Meyer and that her daughter had died in a plane crash. I told her how sorry I was, and remember thinking this must have happened months earlier as no mother could be as composed after such a tragedy. She said she knew I was probably a volunteer and did not want to inconvenience me, but would it be possible to find out how to set up a scholarship in her daughter's memory and get back to me within the hour. She was writing the obituary that afternoon and wanted to include the information on where to send contributions. Now I was having trouble speaking. A mother should not have to write the obituary of her daughter. I immediately called Women in Aviation, International headquarters in Ohio and talked to Donna Wallace, the scholarship coordinator. We decided that the easiest way to handle this circumstance was to have the contributions for the scholarship come to my attention, and I could deposit them in our chapter bank account. Then we could take care of the other details later on. And that is how I got to know Kelsey Meyer.

The checks began arriving within the week. But the friends and family of Kelsey Meyer did not just send checks. They sent cards and notes along with their donations. They wanted me to know about her and how she touched them. The first check was from a gentleman that Kelsey taught how to fly.

The donation was quite generous and I had been thinking about Mrs. Meyer in the week that passed so called her to let her know about the donation. She told me how this gentleman

had been afraid of flying and decided to get his pilot's certificate in order to overcome his fear. He visited a flight school in Scottsdale, Arizona, and came upon this beautiful young woman who would help him overcome his fear and teach him how to fly. But it was not without trepidation. When it came time for him to solo, he had the usual jitters that all pilots feel and canceled his flight. Then he canceled the second flight. On the third flight, Kelsey insisted that he come down to the airport. There she presented him with a blond-haired doll that quite remarkably resembled Kelsey. She told him to take it with him and although she would not be with him, he could talk to the doll and be reassured. He did just that and now the Kelsey doll is in his flight bag on every flight.

Kelsey went on her first flight when she was 13 years old. Her parents gave her a gift certificate for her birthday for a lesson at a flight school located at the Livermore Airport. As Mrs. Meyer describes it, her response was instant. The minute her feet hit the ground after the two-hour excursion, she knew she would someday be a pilot.

Kelsey's parents encouraged her, but only to a point. She was a high performing student in a very competitive high school and, as parents, they wanted her to focus on completing a four-year degree and maybe then there would be an opportunity to fly. A very perceptive



***She was asked why
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She replied that she
had never envisioned
herself anywhere else
doing anything else
and that teaching was
her calling.***

counselor at her high school realized that when she asked the counselor for a list of universities with physics degrees, her heart was not really in it. When Kelsey explained that she wanted to be a pilot but that her parents had other plans for her, the counselor pulled out a pamphlet for Arizona State University's professional flight program. The program met her parent's requirements for the four-year degree and would allow Kelsey to pursue the aviation career she had always wanted.

During Kelsey's interview for a flight instructor position at TransPac Aviation Academy, she was asked why she thought they should hire her. She replied that she had never envisioned herself anywhere else doing anything else and that teaching was her calling.

On the evening of Friday, February 25, 2011, while many of us were at the Women in Aviation Conference in Reno, Kelsey was on a training flight with two students on board. Her plane went down at 7:30 pm. There were no survivors.

Mrs. Meyer told me that Kelsey never had any second thoughts about her decision to pursue a career in aviation and to be a pilot and neither did her parents. They want other women to share in Kelsey's passion for aviation and founded a scholarship in Kelsey's memory.

The Kelsey A. Meyer Memorial Scholarship consists of one \$1,500 scholarship that is to be awarded annually to a female student at college level (sophomore year or above) who is currently enrolled in an aviation/professional flight degree program at an accredited university, and who has achieved

a minimum grade point average of 3.0. All scholarship funds must be used for educational and flight related expenses. The funds from this scholarship will be paid directly to the school of the recipient, and must be used within a year of the recipient's receiving the award. All applicants must include in their essay a personal statement outlining their career aspirations and how they intend to use the scholarship funds to reach their aspirations.

In one of our conversations, I let Mrs. Meyer know how much I admired her. It was amazing to me as I watched her behavior: here she was, even though she lost her daughter in an aviation accident, wanting to share Kelsey's passion with others.

For several weeks after our conversations the checks kept coming to my mailbox, many with a little note and some with a copy of the remembrance of Kelsey that Mrs. Meyer had written for the newspapers. The most recent check came in a card that showed how the women in Kelsey's family support women in aviation. In the card were three words that brought tears to my eyes—"from her grandmother." ✈

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Dr. Sherry Parshley (WAI #4954) is founder of Sierra Papa Aviation Consulting LLC, which provides a broad range of services for litigation involving General Aviation, Major and Regional Airlines. Parshley is a commercial pilot, certified flight instructor and co-builder of an RV-8 aircraft. She resides in Phoenix, Arizona. Questions for her? She can be reached at sherry@spaviationconsulting.com.



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DR. PHIL
PARKER

IN FOCUS: FAA VISION STANDARDS ENCORE

Q *I read the most recent Aviation Vision article in your Medical Facts column in the May/June 2011 issue of Aviation for Women. I was wondering if you could provide readers with some information about cataracts and how the FAA views pilots who have had refractive surgery or perhaps wear multi-focal contacts?*

When it comes to refractive procedures/devices to enhance vision, the FAA is very flexible as long as the procedure is FDA approved and results in stable vision that meets FAA standards. The FAA even allows a combination of both glasses and contacts. Within recent years, the FAA approved multifocal contact lenses (similar to bifocal or trifocal glasses) which require a 30 day adjustment period before return to flying. The FAA does not allow monocular (one eye sees distant and one eye sees near) vision correction with contacts. If an airman has refractive surgery resulting in permanent monocular vision, the FAA imposes a 6 month recovery, and then the airman has to complete the SODA process outlined in the May column. Recovery from most refractive surgery is documented on an FAA Form 8500-7, Report of Eye Evaluation once fully recovered after a procedure. In most circumstances when the airman does meet vision standards after a procedure, this can be reported at the time of the next medical exam. It's always a good idea to discuss the procedure with the AME, and generally this is viewed very much like getting new glasses between exams.

Cataracts are another very common concern for aircrew as we become more experienced. Lens replacement again is typically viewed just like getting new glasses or contacts as long as corrected vision after the procedure meets the standards outlined above. A newer type of cataract lens replacement that adapts for both far and near vision is known as an accommodating lens. This requires scarring in place to be effective, and therefore the FAA requires a 90 day recovery before return to aviation duties.

Obviously I've just touched on the topic. Issues involving the retina or nerve sensing part of the eye such as glaucoma or retinal tears can be more complicated. There are extend-

ed articles on these conditions as well as other issues such as color vision, visual field defects, etc that can be found on our website at AviationMedicine.com. You can use the keyword search and type "vision" to access this information.

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The answers to your medical questions
are just a click or call away.

I saw the WAI article about PCOS, and wondered how it might be related to Female Athlete Triad?

While both PCOS and Female Athlete Triad can result in irregular or absent menstrual periods, the conditions are quite different. Female Athlete Triad is a disorder often recognized among highly competitive athletes associated with abnormal eating habits and excessive weight loss, irregular or absent menstrual periods, and osteoporosis or bone loss possibly resulting in fatigue and stress fractures. In the simplest terms there is an energy imbalance where more energy is consumed than taken in. This can be a complex disorder with both physiologic and psychological influences. Early identification and education are highly important. Typically the family physician will attempt to involve coaches and personal trainers in any effective treatment plans. Consultation with psychiatrists and nutritionists can also be quite useful. Hormone replacement therapy may be indicated as well. Most authorities recommend a thorough evaluation for any amenorrhea or absent menses that last more than three months as the consequences of lost bone mineral density can be quite severe, and potentially impossible to fully reverse. ➔

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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

OSHKOSH BOUND? DON'T MISS WOMENVENTURE

It's that time of year again—when we make plans for summer.

For many of us, summer would not be the same without a trip to Oshkosh, to take part in EAA AirVenture. For the past three years, there's been an additional reason for Women in Aviation, International members to attend this event. That's because in 2008, EAA partnered with Women in Aviation to present

WomenVenture, a special group of events and activities designed to attract women participants.

One positive aspect of WomenVenture is that it has given women visibility at Oshkosh. What's ironic is that for AirVenture 2007 I had written a news release with the headline: "Where Are All the Women at AirVenture?" I meant to say, "If you're a woman looking for other women at Oshkosh, seek out WAI." What I later learned is that some folks took my headline as if it meant, "Gosh darn it, is there anyone at AirVenture other than men?" Three years of WomenVenture has shown the answer to that question. There are hundreds of aviation-minded women who attend Airventure!

WomenVenture never had a yearly theme, but this year, some of the activity will be to celebrate the 100th anniversary of women being certificated as pilots in the U.S. Harriet Quimby became the first woman to earn a pilot's certificate—and that happened on August 1, 1911. The day after she earned her pilot's certificate, there was an article about it in *The New York Times*. After successfully demonstrating the maneuvers required for the test, including a spot landing where she came within just over seven feet of the target (nearly a world record at the time), the newspaper reports, "Her face was covered with grease and dirt, but her blue eyes flashed happily as she greeted the official observers with the remark: 'Well, I guess I get that license.'"

Prior to Harriet Quimby, two other women had earned pilot's certificates in the previous year. That was Raymonde de Laroche of France, and Helene Dutrieu of Belgium. Later in 1911, there was a quick succession of certificated female pilots: Lidia Avereva (Russia); Hilda Hewlet (England); Amelie Hedwig Beese (Germany); Beatrix de Rijk (Netherlands); and Bozena Laglerova (Czech Republic).

This year, there will be a Theater in the Woods evening program as part of WomenVenture. The highlight of WomenVenture, however, comes on Friday, July 29. That morning is WAI's Celebrity Breakfast. I was thinking about last year's breakfast; what struck me then, and what I remember about

that morning now, is the mix of women attending that breakfast. All ages, all backgrounds, representing all sorts of aviation interests, some pilots, some not, some alone, some in groups. Of course, the tie that binds all of the women that morning together is the shared passion for aviation.

***Harriet Quimby became
the first U.S. woman to
earn a pilot's certificate
on August 1, 1911.***

The WAI Celebrity breakfast during WomenVenture has always struck me as more of a family reunion than an association event. Just like at the WAI Conference, there's no shortage of squeals, laughter, hugs, and a thoroughly happy buzz of noise. This year, just like past years, there will not only be a good hearty breakfast, but a special program

with interesting speakers. We traditionally finish on the dot of 9:00 a.m. so that you can get going with the rest of AirVenture. (For tickets for the breakfast, go to www.wai.org)

Later that day, at 10:30 a.m., comes the traditional group picture. Here's where the visibility of women at Oshkosh is demonstrated. Meet up in ConocoPhillips Plaza at 10:30 a.m. for the gathering of women pilots, including student pilots. As part of WomenVenture, participants are given a free T-shirt for signing up so you'll see a sea of pink, or yellow, or lavender, or whatever this year's T-shirt color happens to be. For many, this photo has been an incredibly emotional experience as they feel the strength in numbers and become part of something bigger than just their own individual accomplishments.

I meet many women who, when the topic of Oshkosh comes up, claim that they've never quite made it, but attending AirVenture is on their list of things to do at least once in their lives. I understand how money is tight and how time away from work and family responsibilities may be tough to arrange, but if there's any chance you can, try to attend WomenVenture this year in Oshkosh. At the end of the day at AirVenture, your face may be covered in grease and dirt, just like Harriet Quimby, but also just like Harriet, your eyes will be flashing happily. ➔

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



**WHAT DO SOME OF THE WORLD'S
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For more information, contact Annette Calicoat at (937) 669-4741 or toll-free at (866) 520-9424. Send material to Aviation for Women Magazine, 7395 S. County Road 25A, Tipp City, OH 45371; Email: acalicoat@wai.org.

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COMING UP

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

2011

July 25-31

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

July 29

WAI Celebrity Breakfast
EAA Nature Center
8:00-9:00 a.m.
Oshkosh, Wisconsin
www.wai.org

September 22-24

AOPA Summit
Hartford, Connecticut
www.aopa.org/summit

September 23-25

AWE Annual Meeting
Amsterdam, Netherlands
www.aweu.org

October 10-12

National Business
Aviation Association
64th Annual Meeting &
Convention
Las Vegas, Nevada
www.nbaa.org

2012

March 8-10

23rd Annual
International Women in
Aviation Conference
Hilton Anatole
Dallas, Texas
www.wai.org

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A day hasn't passed since that chance encounter with Vi where I don't think of her and am so thankful for our meeting. Her simple message and kind heart has carried me through some dark days. Vi's guiding principles apply not only to a young girl's dream of flight but to conquering everyday challenges we all face.

Over the years, we stayed in touch and periodically saw each other at WAI conferences. There I learned of the need for military escorts in Washington, D.C. to accompany the WASP for the Congressional Gold Medal ceremony in 2010. I couldn't wait to request being Vi's escort and was so excited to learn she wasn't "taken" yet. Luck was on my side, and we were paired up again!

Our trip to D.C. allowed for quality time spent with her family, friends and long lost flying companions. They were three of the best days of my life and added to the many reasons I was happy to be serve in the U.S. Navy Reserves. Military service was required of escorts.

We spent time laughing, crying and



Vi Cowden at EAA Airventure 2009
Photo by John Slemp

sharing many hugs in D.C. She fondly recalled her days flying as a WASP. It was such a joy to see her reconnect with dear friends of years past. I've never seen so many silver-haired ladies smiling from ear-to-ear as they were wheeled around at events. They still knew how to stop traffic—no one dared tell them about resulting jams. It was their big celebration!

It is without question that my greatest honor as a member of the armed forces was presenting Vi with her own Congressional Gold Medal. Due to the number of WASP receiving the distinguished medal, only one medal could be presented during the "official" ceremony so their escorts gave remaining medals to the ladies. Choking back tears, I told Vi how much we all loved her and how proud we were of what she accomplished during her lifetime.

Fate brought us together, and she will always be very special to me. Countless others feel the same way. She was a warm, loving woman with an incredible history—an inspiration to all that had the pleasure of meeting her.

"Sometimes the best things in life are the things that (just) happen. If you kind of take a chance with life, you know, it works out," she said.

Vi, I couldn't agree more. We will miss you so much. Blue skies my dear friend. ➔

.....
Kristine Volk (WAI #16250) is Navy Distinguished Visitor Coordinator for CVN-71.



KRISTINE VOLK

MY GREATEST HONOR

They say curiosity killed the cat. For me, curiosity changed my life. Being curious is what led me to meet an incredible woman that will forever inspire me and hold a precious place in my heart. Violet “Vi” Cowden, Women Airforce Service Pilot, left this earth April 10, 2011, after 94 wonderful years. She leaves behind a beautiful daughter, Kimberley Ruiz, and a

terrific family that includes Kim’s husband Ruben and three grandchildren, Ferrin, 24, Kiki, 22 and Quinntin, 16. Her extended family includes a huge circle of friends that adored her.

Our friendship began after a chance encounter at the 2003 Vectren Dayton Air Show celebrating 100 years of flight. I was lucky enough to acquire VIP tent passes next to the flight line and noticed the attention this tiny, spirited woman was drawing. Vi was surrounded by a large group of ladies wearing blue scarves, and they were taking photographs with fans, including an Air Force general.

I asked an aviation enthusiast about these ladies and learned of their significant accomplishments as WASP during World War II. Wasting no time, I immediately walked over to greet them. Vi and I bonded instantly, as she did with so many people that had the privilege to meet her.

Vi told me about her remarkable story. I was in awe, and she sensed my passion for aviation. At that point, I couldn’t recall meeting a female pilot before...let alone one that served our country so proudly as part of America’s Greatest Generation!

“If you want to learn how to fly, then do it,” she said with encouragement. And so I did.

Vi was the type of person that wouldn’t let anything stand in her way. If there was something she wanted to accomplish, she had the determination to stay on course to reach her goal. At 89, Vi went sky diving with the Army Golden Knights. She was still flying high in mock dogfights at 93 and is the oldest person known to fly a P-51 Mustang, her favorite one of the 19 types of pursuit planes she flew so bravely.

Her own journey began in her early twenties when she decided to get her wings. Vi spent her income from teaching first

grade in South Dakota wisely, choosing flying lessons over clothes. She learned how to fly before she could drive and then joined the war because it was the right thing to do. She wanted to contribute. “They needed us,” she said.

At 26, Vi held a private pilot’s certificate and logged 70 hours

when she applied to become a WASP in 1943. Over 25,000 women applied to fly, and 1,830 were accepted into the program. The women went through the same training as the men. At times, those enormous planes seemed daunting, but she didn’t give up. Vi became one of 1,072 women to earn her precious wings. She loved those wings!

“Like everything else, give it a try and nine times out of 10, it isn’t as hard as you think it will be,” she said. That approach served her well as she racked up enough miles to circle the world 55 times.

Flying large birds wasn’t the only challenge though. At 5-foot-2-inches tall and weighing only 92 pounds, she needed to gain weight to pass the physical. She ate enough bananas and drank water until she reached 100 pounds. The doctors laughed at her skinny frame supporting a big belly, but she didn’t care. She passed.

Vi’s adventures were captured in an award-winning documentary.

“Wings of Silver: The Vi Cowden Story” provides an excellent glimpse into her exciting life. Her vibrant personality comes through on the big screen, and she recently motivated future aviators in person during screenings held at film festivals around the country.

“I don’t regret anything because I tried real hard to do the right thing,” she said. As for being in the air, “it’s just where I belong.”

(continued on page 47)





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*.



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