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Aviation *for* Women[®]

SEPTEMBER/OCTOBER 2011

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

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Celebrities mingle during the 2011 WAI Celebrity Breakfast at AirVenture. Pictured are WASP with Connie Tobias (as Harriet Quimby) and the Misty Blues Skydiving Team.

JOHN SLEMP

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Melissa Pemberton gives Lydia a flight lesson over Ghana.
Photo by Melissa Pemberton.

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PRESIDENT'S MESSAGE

FRED SCHMIDT



**DR. PEGGY BATY
CHABRIAN**

Dr. Peggy Chabrian had the chance to fly with Lt. David Tickle of the Blue Angels at the 2011 EAA AirVenture.

Oshkosh this summer. It all seemed to be rather surreal at the time but what a fantastic experience to fly with one of the finest pilots in the Navy during the largest aviation convention worldwide. My father is retired Navy and so having grown up as a "Navy brat" the experience had a lot of meanings for me. I appreciated the opportunity to go on this flight and I thank the U.S. Navy for their continued support of WAI.

The winners of the WAI Membership Campaign "Where Are You Going?" were announced during the WAI Celebrity Breakfast in Oshkosh as well. See photos and names of the winners pages 6-7 of this issue of the magazine as well as photos from the Theater in the Woods panel presentation that week. And, of course, look for your face if you were in Oshkosh, in the photo of female pilots on page 7.

Dear Members:

The Centennial of Naval Aviation celebration this year was a part of our Conference activities in Reno back in February. We had a tremendous participation of members of the Navy, Coast Guard and Marines as part of the celebration, in addition to all members of the military who were there. But I also had a personal experience that I will always remember—a flight with one of the Blue Angels during the AirVenture show in Osh-

WAI will again be a partner with AOPA in the Women's Wing during AOPA Summit in Hartford, Connecticut, in September. We will providing a series of mini forums, a keynote presentation with a panel one morning and host to one of AOPA's Dine Arouds. If you are coming to AOPA Summit be sure to come by our booth and the Women's Wing. And be sure to participate in the Dine Around where you will meet some women in aviation celebrities. You can read more about this on page 5.

And of course all of the staff and many volunteers are busy working on plans and events for our upcoming Conference in March in Dallas. Your Conference brochure will be in the mail shortly after you receive this issue of *Aviation for Women* magazine. Make your reservation now and save.

A new program is being implemented during the Conference titled "Bring Your Daughter to the Conference." This program will happen on Saturday of the Conference and is targeted for girls ages 10-18. More information will be provided in the Conference brochure and on our web site.

As some of you are heading off to college this fall, be sure to see if there is a WAI chapter on campus. And, if not, let us know and we will show you how to begin one!

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian, President

INSIDE THIS ISSUE



LAURIE ZALESKI

The Air Race Classic included more than a few WAI members, including the winners of the big race. **Page 16**



FedEx Express has been very generous with their offerings this year. Check out the award possibilities on **Page 34**



AMY LABODA

Carolina Lenz Anderson was flight testing a new avfuel at Embry-Riddle Aeronautical University. **Page 20**



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

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

Photography: Tom Gerczynski

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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

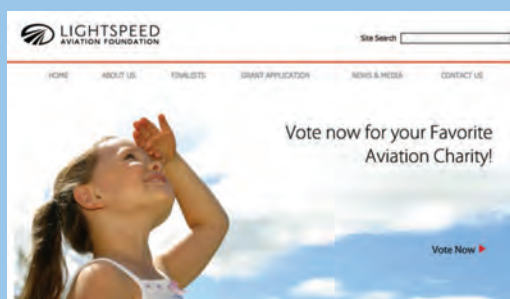


FLYING

Exceed your reach.



Congratulations Kelly Nelson (right), winner of the grand prize in the WAI Membership campaign, a Disney Dream cruise, presented by Dr. Peggy Chabrian.



\$10,000 for WAI (if you vote)

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 hand-outs. 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."

SEE US ON THE ROAD

WAI exhibited for the first time at the Organization of Black Aviation Professionals (OBAP) Convention in Louisville, Kentucky, in August.

Are you located in Wichita, Kansas? Mark your calendar to come hear Dr. Chabrian speak September 7 at the Wichita Aero Club. We'd love to see you there!

Catch us at AOPA's Aviation Summit in Hartford, Connecticut, September 22-24, in the Women's Wing.

If we miss you in Kentucky, Kansas, or Connecticut, perhaps we'll see you at the National Business Aviation Association (NBAA) meeting in Las Vegas, Nevada, on October 10-12? Find us at the EAA booth there.

Do you have a special WAI Chapter event coming up? Let us know with an email to WAIhq@wai.org. ➔



Concorde Chapter Members (left to right) Karin Muller, Rachel Gibson, Melinda Benson, Sue Tuddenham and Sophie Davies, with Box D Chapter President Catherine Tabb.

Members from the Concorde (formerly Southern England) and Box D chapters joined Chapter Relations Manager Betty Huck in the WAI booth at the AeroExpo UK June 17-19 at Sywell Aerodrome in England. AeroExpo UK is the dedicated General Aviation exhibition showcasing everything from ultralights to turboprops and jets. Chapter members talked with many of the attendees at the event and shared their interests and accomplishments in aviation. They encouraged the attendees to come to the British Regional Chapters Conference, November 4-5, 2011, in York, England, and to attend the International Conference in Dallas in March. The chapters will be following up with those attendees and encouraging them to join WAI. ➔

Look for WAI at the AOPA Summit in Hartford, Connecticut



Women in Aviation, International is again helping AOPA celebrate the participation of women in aviation and aerospace by hosting the Women's Wing during the upcoming AOPA Summit in Hartford, Connecticut, September 22-24. We will again be providing a series of mini-seminars during the event, including:

- Women in Aviation History
- Aviation Career Opportunities
- Everything You Wanted to Know About Learning to Fly but Were Afraid to Ask

Join us for a WAI Breakfast, Friday, September 23 from 8:00-9:00 a.m. at the Marriott Hartford Downtown Hotel next to the Convention Center. The cost is \$20 early, \$25 on site.

When you are on site come to the Women Celebrities Panel, Friday morning from 10:00-11:00 a.m. with Peggy Chabrian moderating. Panelists include WASP Bee Haydu, Martha King, co-owner of King Schools, Anna Dietrich, COO of Terrafugia and a military pilot.

AOPA is offering *Dine Around Dinners* with the Women Leaders in Aviation dinner being offered again this year on Friday evening, September 23, from 6:30-9:00 p.m. Locations and details will be announced shortly, so watch the WAI web site (www.wai.org) or the AOPA web site (www.aopa.org) for information. The WAI dinner last year was one of the top three highest attended. ➔



O CANADA!

The Canadian Women in Aviation Conference was a great success with more than 200 attendees. The three day conference, held this year in the beautiful city of Montreal, Quebec, Canada, included tours of ICAO, Air Canada and the Canadian Space Agency & Heritage Museum. Dr. Chabrian was just one of a host of speakers during the event. Other speakers included Kathy Fox, 2010 winner of the Elsie MacGill Award, Dick Bourgeois-Doyle, author of *Her Daughter the Engineer*, The Honorable Pamela Wallin, Snowbirds pilot LtCol Maryse Carmichael, IATA's Carole Gates, Bombardier's Celine Sage and Julie Brulotte, among others. Members from all of the WAI chapters in Canada made up some of the more than 200 attendees. The biannual event will be held again in 2013. ➔





WAI
NEWS

OSHKOSH 2011

Carolina Lenz Anderson
and Dr. Pat Anderson
of ERAU being interviewed
on EAA Radio.



Audience and Presenters Chabrian, Hire, Bowlin and Tobias.



The Honorable Deborah Hersman
with WASP Marty Wyall.



Melissa Pemberton,
Harriet Quimby (aka: Connie Tobias)
and Patricia Mawuli



XieJun (our V.P. China Chapter)
and Betty Huck



Volunteers Lewie Wiese
and Kelley Seifert



Sweet Success: WomenVenture Year Four

PHOTOGRAPHY BY JOHN SLEMP/AEROGRAPHS

It was as if the massive Boeing 787, in the center of ConocoPhillips Plaza during EAA AirVenture 2011, was floating in a sea of mint green. That sea, undulating under and around the airplane coalesced once the cameramen rose on the big lift in the corner and became a wave of smiling, excited faces—women from all disciplines of aviation who gathered this year, for the fourth annual WomenVenture photograph. They ranged in age from 15 to 93. What did they have in common? They are all women pilots who come to AirVenture each year to enjoy the show, the activities, and each other.

Many of the hundreds of women who gather for the annual photograph are Women in Aviation, International members who make a point of getting together for WAI activities at every opportunity. The green shirts are free, sponsored by EAA, WAI and The Ninety-Nines, Inc.

Membership Campaign Prizes Awarded to Winners

Kelly Nelson—1st Prize
(Cruise for two)

Karen Frederick—2nd Prize
(Conference Registration and Airfare)

Chrystina Short—3rd Prize
(Luggage)

Central Florida Chapter—
Chapters Prize

Linda Rogus—VedaloHD Sunglasses

“WomenVenture grows each year we stage it,” says Dr. Peggy Chabrian, President of Women in Aviation, International. “This year we started on Thursday, with the Women Soar, *You Soar*, three-day camp for girls, as well as an evening talk session with airline captains **Connie Tobias** and **Connie Bowlin**, and retired astronaut and Navy Captain **Kay Hire**. Attendance was great, and the girls asked some thought-provoking questions that make me believe we are getting them to think about aviation, which is a great start.”

The WAI Celebrity Connect Breakfast, sponsored by DTC Duat, fed about 200, and WAI'er **Kelly Nelson** won the Disney cruise first prize for recruiting new members in 2010-2011. Nelson is a member of the WAI Oshkosh Chapter. Other notables at the breakfast included: the **WASP**, the **Misty Blues Skydiving team** and NTSB Chairwoman **Deborah Hersman**. ➔

SEA TO SKY CHAPTER

The Sea to Sky Chapter has a particular propensity for the outdoors, it's where they live. They look for opportunities to get outside and play, and connect. Some of the members have commented on how easy it is to network and problem solve when you're sweating it out in the woods! So, in typical West Coast fashion that includes raingear, hiking shoes, camelbacks and energy bars, a small group of the members on two separate days joined their always energetic WAI guide, **Dayna Gamble** (WAI #44885) for their annual spring hike on the North Shore.

From the parking lot, they took to the trails. Striding up rail-grade roads, down wooden stairs, up mountain bike paths, over giant stumps and little footbridges,

SEA TO SKY CHAPTER



relationships, connections and solutions that are much greater than business networking." It seemed that the surroundings were ripe with metaphors that paralleled individual conversations. They spoke of the challenges they all face on their individual paths to finding a work-life balance in aviation as women, noting the often times, rushing, turbulent and uncertain paths with lots of bridges to cross!

It was a time well spent to catch up and share with one another while getting a "little" exercise and exploring one of the Vancouver area gems—Lynn Canyon. If you've never been or haven't been recently, check it out at www.lynnecanyon.ca.

AIR RAIDERS CHAPTER

The Air Raiders Chapter at Middle Tennessee State University sells merchandise that has their MTAerospace Program logo on it and they also started to do some fundraising through Yankee Candle Company and Pasta Fundraising. In past years they have raised funds at restaurants also.

This past spring semester they visited local high schools and elementary schools and talked to students about the different aspects of the aerospace community. They also are involved in Expanding Your Horizons, which is a "field day" for young girls who are interested in math and science. They have attended the Relay for Life walk, as well, to raise money for breast cancer research. ➔

New Official Chapter

Louisiana Tech University Chapter #83
Ruston, Louisiana

Jessica Lowery, President
Megan Hotard, Vice President
Nicole Hansen, Secretary
Keely McDaniel, Treasurer
Courtney Glasgow,
Membership & Outreach Chair
Kary Munn, Advisor

New Provisional Chapter

Palmetto Pride Chapter #112P
Charleston, South Carolina

Anna Belle Farrington, President
Valerie Langford, Vice President
Kathleen Lewis, Secretary
Gwen Parker, Treasurer
Kimberly Westmoreland,
Membership Chair
Cindy Norton, Outreach Chair

they finally reached the famed Lynn Canyon Suspension Bridge, where they stood silent, overlooking the deep and rushing cascades of water that empty downstream to feed their household water supplies.

In awe of nature's relentless path, it struck Chapter Vice President **Megan Goddard** (WAI #8588) "that it's in the sharing of these times, that we build relationships,

connections and solutions that are much greater than business networking."

Thanks to Dayna for organizing and hosting this annual hike and all the ladies (and "Rico," Dayna's husband) who joined in for a walk in the woods.

If this idea of outdoor networking appeals to you, join the chapter in September for a whole new adventure: Mount Slesse, the site of the 1956 TCA wreckage in the Cascade Mountains east of Chilliwack in the Fraser Valley. For more information on the fascinating history of this site, go to http://en.wikipedia.org/wiki/Trans-Canada_Air_Lines_Flight_810.

With this year's snow pack it could be a challenge, even in late summer. If you have a great trail or outdoor experience you'd like to organize a WAI event around, let the chapter know at info@womeninaviation.ca. See you out there! ➔



BOX D CHAPTER

The Box D Chapter teamed up with ERAU's UK Alumni Chapter for a seminar on North Atlantic Treaty Organization's Role in Crisis Management and Peacekeeping. Colonel James Durant gave an overview of NATO procedures and his perspective on activities he participated in with tracking global terrorists.

In the photo above, from left to right: Dr. Tweet Coleman, Concorde Chapter (WAI #434), Barbara Stephens, Box D Vice-President (WAI #42766), Walt Brown, ERAU Graduate Student, Nancy Tran-Horne, Box D Treasurer (WAI #41464), Phil Richardson, ERAU Director of Academics, Colonel James Durant, former Legal Advisor for NATO Headquarters, and his children. ➔

NEW YORK CHAPTER

In June, the New York chapter held its meeting, which was also attended by members from the Vaughn College and York College/CUNY chapters. The meeting was a great forum for the chapters to discuss development of a mentor program between the colleges and New York chapter members, outreach programs and scholarship, internship and networking opportunities for members.

In July, Alice Chan (WAI #12990) and Kiia Adams (WAI #6009) of the New York chapter, Dr. Maxine Lubner and Jessenia Diaz (WAI #45969) of Vaughn College, and Dana Rose-Kelly, FAA Manager ATC Tower at Long Island MacArthur Airport spent the morning on the Intrepid Sea, Air and Space Museum as mentors to eighth and ninth grade participants in Camp G.O.A.L.S.-Aviation Week, a program on the Intrepid dedicated to encouraging young women to study math and science. The morning culminated with all campers and mentors watching the lift-off of the Space Shuttle *Atlantis* in the viewing area aboard the Intrepid, a poignant moment observed in an idyllic setting. ➔



Left to right: Shay Shaleem, Teacher Programs, Intrepid Sea, Air & Space Museum; Dana Rose-Kelly, Tower Manager, Long Island MacArthur Airport; Dr. Maxine Lubner, Professor and Chair of the Aviation and Management Dept, Vaughn College of Aeronautics; Jessenia Diaz, ATC at JFK International Airport; Kiia Adams, Vice President, Marsh USA, Inc.; Alice Chan, Partner, Fitzpatrick & Hunt, Tucker, Collier, Pagano, Aubert, LLP.

SAN DIEGO CHAPTER

San Diego Outreach Chair Kristin Grulke (WAI #13064) organized and headed up a week long ACE camp in San Diego, California. Grulke is an FAA Air Traffic Controller at the Southern California (SoCal) TRACON facility. ACE (Aviation Career Education) is a program co-sponsored by the FAA. This camp was founded by the Organization of Black Aerospace Professionals (OBAP).

Grulke's camp consisted of 30 students between the ages of 16 and 18. Kristin, along with a host of volunteers including Cynthia Laddon Kaase (WAI #38028) and Ann Rothwell (WAI #38071) from the chapter, provided the campers an exciting week full of activities.

Campers had the opportunity to tour SoCal TRACON and witness some of the world's busiest controllers in action. They toured SAN tower and FedEx operations on the field. Then they toured Miramar's Marine Corps Air Station and North Island



Grulke, a large cup of coffee on the floor in front of her, with her group in the wind tunnel. This was taken on the last day of camp—Kristin was in need of all the caffeine she could get her hands on!

Naval Air Station. There were guest speakers including San Diego's Chopper 10 pilot and the Sheriff's Department and SDPD gave insight into helicopter work. A tour of a Mercy Air helicopter and the Fire Department's Bell 412 was inspiring, too. A very popular activity was the opportunity to fly alongside pilots from the EAA at Brown Field (SDM). While at Brown Field, the kids got to see a Customs and Border Patrol Helicopter and talk to a sky diver at Pacific Coast Sky Diving. The last day was spent visiting the San Diego Air and Space Museum and the Wind Tunnel at Lindbergh Field.

The campers agreed that their week spent at ACE was a "blast." Grulke is committed to making this a yearly event. ➔

FORT LAUDERDALE CHAPTER

The Fort Lauderdale Chapter had a full-sensory adventure at Fantasy of Flight in Polk City, Florida, which is near Orlando. The chapter members were abuzz with excitement as they met up with EAA Chapter 133 in the lobby of Fantasy of Flight. The hands-on museum is owned by **Kermit Weeks**, a restorer and collector of more than 160 vintage aircraft. Chapter Vice-President **Jessianna Bartier** (WAI #11965) was impressed by the B-17 Flying Fortress display which looked exactly as it did during World War II, complete with a Gunner, Tail Gunner, Navigator, Pilots and Radio Operator. Outreach Chair **Virginia Knudsen** (WAI #46000) took a flight in a balloon simulator. Treasurer **Karen Anderson** (WAI #41605) enjoyed the scenery in a glider simulator. Both of these full-motion, totally realistic simulators were part of the adult-friendly “Kids Room.” The members were all so totally engaged, having fun with flight in that room, that they returned twice where this time President **Melissa Grabiec** (WAI #45778) made a safe landing in the balloon simulator.

They meandered into the WWII Officers Club, where four WWII legends and heroes discussed their roles as aviators in a symposium entitled “The Pacific War: Power and Pursuit.” These noble veterans touched on subjects ranging from shooting down Japanese Zero fighter planes to the challenges of showering in salty sea water. After a delicious lunch at the restaurant, they were led by a Rosie the Riveter look-alike to a close-up inspection of the expert craftsmanship required to restore Weeks’ antique collection to flyable condition. Their experience inspired each of the women to continue to work towards achieving their aviation dreams. ✈



FT. LAUDERDALE CHAPTER

Karen Anderson, Jessianna Bartier, Melissa Grabiec, Virginia Knudsen

kick off meeting on June 28 and began the journey to become the first WAI chapter in the state of South Carolina. The history of Charleston, South Carolina, dates back to before the Revolutionary War, and by launching the state’s first WAI chapter, another page will be added to Charleston’s history books.

Charleston is home to Joint Base Charleston, the military home for several of the United States Armed Forces, and The Boeing Company, with a number of aerospace businesses moving into the Lowcountry area. The Joint Base Charleston team and the Boeing team met at the Reno Conference and learned that each group was interested in launching a Charleston chapter. They put their hearts and minds together and began what is planned to be a long and fruitful relationship between the two companies and of course, Women in Aviation, International. The members are as diverse as WAI as a whole. There are engineers, mechanics, avionics technicians, business operations specialists, manufacturing managers, tool suppliers; but most importantly—a group of people that has a love for the aerospace industry regardless of their current career.

The group looks forward to building a long and successful relationship in the surrounding Charleston area and monthly meetings that feature guest speakers, networking, educational events and community outreach. ✈



PALMETTO PRIDE CHAPTER



(left to right) Rose Dorcey, Kelly Nelson, Hunter Nelson, Jacob DeZeeuw, LuAnn Zimmerman, David DeZeeuw, Jeri Norris, Paul Votava, Sandy Forsgren, Amy Votava, Candice Votava, Jenny DeZeeuw, and Lyle Forsgren.

OSHKOSH CHAPTER

The Oshkosh Chapter visited Kimberly Clark's Corporate Air Transportation hangar at Outagamie County Airport (KATW) in Appleton, Wisconsin. Members heard from KC's Corporate Air Scheduler, **LuAnn Zimmerman**, about the challenges of organizing a worldwide on-demand flight department with three bases in Appleton, Wisconsin; Dallas, Texas; and Atlanta, Georgia. Then, KC pilots **David DeZeeuw** and **Paul Votava**, father of chapter member **Candice Votava** (WAI #46474), led the group on a tour of KC's Cessna Citation Sovereign while describing their duties as corporate pilots.

Later in the month the chapter toured the Winnebago County-owned air traffic control tower at Wittman Regional Airport (KOSH). Chapter member **John Dorcey** (WAI #42057), operations supervisor at Wittman, led the group on a tour of the tower's base, which included the boiler, communications, and backup generator rooms, before heading up to the tower cab to hear a controller's description of managing Oshkosh airspace. ➔

PUERTO RICO CHAPTER

Puerto Rico Chapter members shared their passion for aviation with a group of approximately 30 students between the ages of 14 and 18, who attended the San Juan FAA Aviation Career Education (ACE) Academy this summer. The ACE program is designed to offer first-level exposure to the aviation industry by providing aviation career exploration for middle and high school students. The goal is to provide an opportunity for students to receive hands-on experience in learning the history of aviation, fundamentals of aerodynamics, the role of government in aviation, and the many careers available in the aviation industry.

During a period of one week, academy participants enjoyed field trips to a variety of aviation facilities and educational institutions, including the Puerto Rico Air National Guard Muñiz Base. Lieutenant Colonel **Rafael Carrero** (WAI #46863), 156th Operations Group Commander, offered a flight briefing/aircraft orientation on the characteristics and features of the renowned Hercules C-130. ➔



PUERTO RICO CHAPTER

ST. LOUIS WOMEN WITH WINGS CHAPTER

The Women With Wings chapter held its annual plane wash for the local scholarship fund. The wonderful folks at Mt. Vernon, Illinois (KMVN) have a monthly fly-in breakfast and they graciously invited the group to use their facilities—people can fly in, have a delicious break-



WOMEN WITH WINGS CHAPTER

fast at a great price, and then fly home in a clean plane and feel good about supporting a worthy cause. The weather cooperated and with a record number of washers (chapter members, family members, friends, and some of the Mt. Vernon locals), the group washed 11 planes and one big RV with a total collection of over \$1,100 in under four hours. Everyone can hardly wait until next year! ➔

CAREERS

Rachel Bowlin (WAI #45408) completed her Master of Aeronautical Science with a specialization in Space Studies (Embry-Riddle Aeronautical University). She attended ERAU's European Graduation on June 18 at the Ramstein Officer's Club.

Eve Cascella (WAI #29490) completed the K-Swiss Ironman Kansas 70.3 in just under eight hours! That is a 1.2-mile swim in Clinton Lake; the 56-mile bike course that takes athletes through the beautiful scenery of Lawrence, Kansas; and finishing with a challenging 13.1 mile run.

Erin Coulter (WAI #39513) is a recent graduate of the Commercial Aviation and Flight Education programs at the University of North Dakota. Currently Coulter works as a flight instructor for UND teaching students from the private pilot level up through commercial, instrument, and multi-engine ratings. It has always been her dream to fly for the military, and she recently earned a pilot

slot in the Navy. In February, she will head to Newport, Rhode Island, for Officer Candidate School.

Karen R. Gebhart (WAI #522) was named Vice President of Business Development and Expositions for Helicopter Associations International (HAI). Gebhart was formerly with the Aircraft Owners and Pilots Association, where she had many top management roles.

Camille Griffin (WAI #4795) from Fort Bliss, Texas, was in Toronto training for a new assignment as a U.S. Army Aviator in a DeHavilland Dash 7.

Cindy Hasselbring (WAI#22909) has received the Albert Einstein Distinguished Educator Fellowship Award. Hasselbring has been a math teacher and coach at Milan High School (Michigan)

for 16 years and is a member of the Yankee Ladies chapter in southeast Michigan. The Fellowship was awarded to only 28 distinguished educators across the country and will consist of a one year appointment based in Washington, DC. One of her tasks will be to evaluate candidates for the National Science Foundation research grants. She also hopes to travel to international conferences in math, including a conference next year in Seoul, South Korea.

Susan Johnson (WAI #41382) has joined the J.A. Air Center Team as the Director of Business Development at the Aurora Municipal Airport (KARR). Johnson began her aviation career in

2007 by joining Carey International's Private Aviation Services department. In her new role she is tasked with the promotion and awareness of its family of services.

Sarah Washington (WAI #49188) soloed!

Amy Williams (WAI #10716) of the Chicago's Leading Edge chapter participated as an expert speaking to a group of African-American and Hispanic high school

students. The girls were gathered at College of DuPage to take part in the Pathfinder Summer Technology Course. The 24 young women learned about careers in science, technology, engineering and math. Williams spoke about her career as a First Officer flying the B-737 for Southwest Airlines. She was joined by

Lourdes Ferrer, Ed.D., who is a math teacher become education consultant, and by **Carmin Coutee Awadzi**, M.B.A., president of Magnolia Custom Homes.

Chad Williams (WAI #45343) is a new hire in the June 8th class at Southwest Airlines, learning to fly the B-737.

PASSAGES

Amanda Michelle (Younkin) Franklin, 25, passed away at the Brooke Army Medical Center in San Antonio, Texas, from complications from burns received in an aviation accident. Amanda was born in Springdale, Arkansas, to Jeanie and the late Bobby Younkin. She was



Susan Johnson



Rachel Bowlin



Cindy Hasselbring



(seated, left to right) Lourdes Ferrer, Amy Williams and Carmin Coutee Awadzi with high school students

a very accomplished gymnast, musician, animal welfare advocate and aviation enthusiast. After learning to fly at the age of 16, Amanda became an accomplished multi-engine and tail wheel pilot; she became proficient in more than 15 different types of airplanes. As a little girl, Amanda traveled with her father to airshows across the country. It was there that she was first exposed to airshow wingwalking and met the future love of her life, wingwalker Kyle Franklin. The couple traveled the airshow circuit with their fathers, as Kyle continued his wingwalking career. They, along with her brother, Matt, took over the multi-family airshow business. Amanda had managed the brothers' airshow sponsors and bookings since 2005. She became Matt's full-time announcer in 2007 and Kyle's full-time wingwalker in 2009. Amanda made a huge impact in a short amount of time on millions of airshow patrons. She inspired with her amazing wingwalking feats, charming personality, and calendar girl smile. She will be sorely missed by countless people the world over.

Dave Sclair passed away peacefully on July 26, 2011, with family by his side. Dave was born and raised in Bangor, Maine. He moved to Iowa, as he often said, "to find Mary Lou." He married Mary Lucille Craig on November 20, 1958. She was by his side when he took his last breath. At each stop along life's path, two themes champion all others: newspapers and community service. Dave worked at, managed or owned community newspapers everywhere he and Mary Lou settled. In 1970, at 32 years of age, Dave and Mary

WAI MOURNS THE LOSS OF BOARD MEMBER TED MALLORY

Have you ever met someone that you always looked forward to seeing? The kind of person who made you feel special and valued every time you spoke to them? Recently I attended a funeral for such a person, Ted Mallory. I can tell you that I am so very sad at his sudden passing. When you talked with Ted you always had his full attention. If you needed help he was there 100 percent. Those were my experiences, but also the sentiments expressed at his funeral. Ted was the real deal. Whatever he immersed himself in, he did it fully and with passion. So was his service to WAI as a board member. Ted loved the



organization and the people it served. As he would make his way around the Conference with the love of his life, Alice, they left a trail of happy. I will miss Ted, but his impact on WAI will be everlasting. As the backbone behind The Wings Society development he has ensured that WAI will have a long future. So while our future now continues without our dear friend, we are better for having known him. —Ruth Maestre

Lou bought *Northwest Flyer* (now *General Aviation News*), from Jack Brown, moved to Spanaway, Washington, and found their new home.

Living 23 years on a residential airport led to the creation of *Living With Your Plane*, a database of airports nationwide and collection of information

and best-practices that helped advance the lifestyle of pilots "living with your plane." Dave is survived by his wife, Mary Lou, daughter, Robyn, son and daughter-in-law, Ben and Deb, and grandchildren Savannah, Brenna and Jack. He was always a supporter of WAI with advertising and exhibitions. ➔



BETTY SHOTTON

LESSONS FROM THE COCKPIT: RESOLUTION

One of the greatest and hardest lessons I learned as a child was to finish what I started. My mother was a stickler for details and a champion of completion. On any given Saturday morning, when my friends were gathered at the end of our dead end street, preparing for the day's adventures, I was stuck in my house, finishing chores. One chore in particular sticks in my

memory: cleaning the shower tiles with a toothbrush and Clorox. There were hundreds of little tiles. The task was a real challenge for a 10-year-old with an underdeveloped capacity to stay focused! But it taught me stick-to-itiveness that has served me well as an adult.

That Saturday morning shower stall task later helped me through many weeks of tough exams and term papers in college. Every business that I have created benefited from the strength of my resolve. And as those of you who are pilots know, learning to fly and achieving hard earned ratings requires a great deal of resolve.

When I was a 10-year-old stuck cleaning the shower on Saturday mornings, I didn't particularly appreciate my mother. But I am surely grateful today that she taught me discipline and perseverance, qualities that continue to support my resolution whenever I take on tough challenges.

Resolution is determination, tenacity, and perseverance. It is an inner voice that says, "I will not give up." Resolution is the glue that holds things together in the face of setbacks, stalemates and detours. Resolution is the ingredient needed to keep your nose to the grindstone as you stretch your physical and intellectual limits. One part determination and one part willpower, resolution is an engine of execution and accomplishment. Simply put, resolution is the ability to finish what you started.

In the absence of resolution, we too often give up on taking projects to conclusion and seeing our dreams and goals to fruition. How many times do we quit before we are done? How many of us give up when the finish line is just around the corner?

Looking back over my own career, I recognize that my most challenging times were the times when my resolve was tested the most. It has been in the face of repeated setbacks and opposition that I have learned to buck up, dig in my heels, and keep going. One of those times was when I made a commitment to establish commercial air service for my community.

Resistance and Resolution

As the sun set over the Albemarle Sound on November 23, 1996, I was putting the final touches on a presentation I was to make that evening to the Dare County Airport Authority. When I left the tiny two-room office that served as headquarters for our airline venture, I was

Conceived by genius, achieved by dauntless resolution and unconquerable faith"

— *Inscription on the Wright Brothers' Monument, Kitty Hawk, North Carolina*

encouraged by laughter, claps on the shoulder, and expressions of "Go get 'em!" and "Good luck!" With excitement, I tucked a flip-chart under my arm and briskly walked across the parking lot at Dare County Regional Airport in Manteo, North Carolina. I was on that night's agenda to present the business plan for my new start-up—SouthEast Air.

The Dare County Airport Authority had been trying to establish air service to the Outer Banks for decades and had recently spent \$30,000 on the development and preparation of a report by an aviation consulting group. The report demonstrated the need and demand for air service to our burgeoning tourist mecca. After conducting many interviews with different airlines across the country, the Authority had high hopes that an established and recognized airline would decide to initiate service on the Outer Banks.

The nine-member Authority was made up of retired Navy, Army, and Air Force pilots, many in their seventies, several of whom had flown in World War II. There were no women on the board. In their day, women weren't allowed to fly in combat. It had only been three years (1994) since Lieutenant Kara Hultgreen became the first woman allowed to fly combat in the Navy.

On that November evening, I presented my strategic plan. I asked for the Authority's support, requesting that we be partners and work together for success. The Authority controlled the rent, the fuel prices, and all leased space, airport operations and management, navigational facilities, runways, and hangars. In other words, they had a stranglehold on the biggest line items in the budget for any airline.

Today when I look back on that meeting, I realize that from the moment I stepped up to the podium with my flip-chart,



DENISE WATERS

I want to get my Airframe & Powerplant (A&P). Should I attend school or gain hours through practical experience?

Choose the path best fitting your needs and goals. All paths to an Airframe and Powerplant rating require written, oral and practical testing. A completion certificate or documentary evidence, satisfactory to the Administrator, is also required.

Attending a Part 147 Aviation Maintenance Technician (AMT) School provides you with a structured, supervised curriculum (at least 1,900 hours, minimum 14 months). Benefits include combining university degrees with your A&P certificate; available equipment comparable to larger maintenance facilities; a positive educational environment; the ability for testing out of sequence; a mentor-student network; and established employer recruitment. Time, content, and costs of a Part 147 education vary with limited schedule flexibility. Consider alumni input as you make your choices. Training projects only simulate real-world work.

Experience on-the-job requires 30 months minimum on airframes (A) and powerplants (P); 18 months separately (A

or P). You can work one of three ways: at a facility under FAA certified mechanic supervision, or as a Light Sport Repairman-Maintenance (LSRM) under your own supervision, or in the military for certain accepted specialty codes. Working with real aircraft daily, earning income during training, direct local FSDO interaction, schedule flexibility, and employment/pay increases after training are all benefits of on-the-job training. Documenting all your work, obtaining the required signatures and Administrator approval are all the responsibilities. Written tests must be passed first.

What tools do I need to start maintenance training?

Required Tool Lists for training and field work are provided by most schools, employers, tool vendors, manufacturers and labor unions. Talk with your instructors, mentors, and mechanics. Join your trade organizations, enjoy member benefits and discounts, learn more trade tips, and apply for scholarships. Start slow, buying what you need for the class/job. Purchase the best you can afford. Most quality tools, used correctly, remain in your kit for a lifetime. Check on purchasing used tools from retired mechanics. Remember, the quality of tools makes a difference in both your finished work and your personal safety. ➔

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

most of the board members had already decided that no way in hell was a woman going to head up this project. Yet despite resistance, documents were signed granting me the legal authority to start operations. On the surface it looked like I had a green light. But behind the signatures were as-yet-unexpressed intentions of key individuals to make my chances of success very, very difficult. Their signatures said "Go," but their attitudes and expectations said, "Not in my lifetime." My path forward would be filled with disagreement, obstruction, negativity, and a lack of support.

The demand for convenient, professional, reliable air service proved to be strong. Within six months, we had expanded our fleet from one small plane to three aircraft, including a five-passenger, twin-engine Cessna. We hired two more professional pilots and recruited a full-time aviation mechanic. Our reservation board was completely full. Yet it seemed that the more successful we were, the less cooperative the airport management became, and the more determined they were to undermine our efforts. We found ourselves constantly dealing with obstacles that were overtly or covertly thrown in our path.

In the midst of constant curveballs, roadblocks, and disruptions from airport operations and the Authority, I remained resolute in the goal of establishing commercial air service for the Outer Banks. Our motto was: "If we can't do it, it can't be done."

In 1997, we partnered with Cape Air out of Barnstable, Massachusetts, to add regularly scheduled service to our charter operations. Cape Air provided (and continues to provide) safe, efficient, and reliable air service to the seasonal tourist mar-

kets of Cape Cod, Nantucket, and Martha's Vineyard as well as Caribbean destinations. They had the appropriate aircraft for Dare County's airstrip, a great reputation, and they were in expansion mode. I worked with them and their staff to coordinate the complex events and actions required to get scheduled service off of the ground.

On April 2, 1998, Cape Air flew the first scheduled flight from the Outer Banks to Norfolk, Virginia. Finally, after many years of effort, the Outer Banks had professional, reliable, and regularly scheduled air service.

My resolution was constantly tested during those years. There were nights when I returned home fatigued and in utter despair. But my commitment to my community, my team, and our passengers fueled and supported my resolve to succeed. Today, when I face any challenge, be it big or small, personal or business, simple or chaotic, I can thank the cantankerous old men on that conservative Authority. They unintentionally solidified my determination and strengthened my resolve. ➔

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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 is now available. Shotton was a presenter at the 21st and 22nd Annual WAI Conferences.

WAI'ers Win Air Race Classic 2011

by Denise Waters
photos by Laurie Zaleski

"After all this, I don't think I can ever stop racing airplanes. Thank God I found aviation!" exclaimed **Leah Hetzel**, pilot of Classic #26, the win

ning team in this year's Air Race Classic (ARC). Copilot **Sarah Morris** echoed her teammate, saying, "I love air racing!" Flying a Cirrus SR-20, the two took top honors in this prestigious annual event. Fifty teams entered, ranging from a recently certified private pilot/instructor copilot team, to pilots with thousands of hours from a broad range of aviation experience.

Airplanes entered represent the variety of general aviation aircraft flying today. Teams received unique handicaps. Leah and Sarah were one of 11 collegiate teams.

Weather delayed and changed the race, which was

scheduled to start in Iowa City, Iowa. A day before takeoff, after reviewing all available data, and years of planning, the Race Officials made the hard call to relocate the start to Alliance, Nebraska, one of the en route stops. Five race legs were cut because of forecast tornado activity and marginal conditions. Five race legs remained, from Iowa City to Alliance, Nebraska, through Kansas, Oklahoma, Texas, Mississippi, Arkansas, and finally to its ending in Mobile, Alabama, to make the final route.

Out of 50 starting teams, there were many WAI members. Northwest Arkansas chapter member **Camelia Smith** (WAI #11385) and her friend **Julia Matthews** came in fourth. **Debi Dreyfuss** (WAI #179) and Team DC3 finished sixth. Dreyfuss and teammates **Linda Knowles** (WAI #39052) and **Carol Bailey**, all from the Washington, D.C. area, flew the slightly truncated three-day race in her C182.

The Air Race Classic continues a women's air race tradition begun in 1929 at the First Woman's Air Derby. Since 1977, the ARC has flown



Air Race Classic winners Morris and Hetzel

unique routes annually across the United States and Canada. This year ARC saluted veteran racers with more than 25 Classic years: **Dottie Anderson, Lorrie Blech, Pauline Glasson, Margaret Ringenberg, Elaine Roehrig, Esther Lowry Safford, Ruby Sheldon, Jean Sloan, Joyce Wells, Marolyn Wilson** and **Janet Yoder**. The Hetzel-Morris team continued tradition flying their second Classic. Both Jacksonville University (JU) students hold Commercial pilot certificates and are CFII's. After their first race, Hetzel stated the ARC "was the greatest experience of my life."

As a high school senior, Hetzel trained near her home in



Winners of both the Collegiate and Overall trophies this year



2011 Air Race Classic racers and support staff



**Alice McCormack and
Justyna Kincaid won Best Piper Team**

Ohio, making it all work by earning money mowing lawns, plowing runways and answering phones. She obtained her private pilot certificate shortly after graduation. At JU, she is the former WAI Chapter president, founder of the "Women in Aviation Speaker Series," and a member of Alpha Omicron Alpha Aeronautical Honor Society. In 2007 she met racers who inspired her to put the ARC on her "must fly" list. She is currently finishing a Bachelor's in Aviation Management and Flight Operations by completing a Delta Air Lines intern program. She aspires to be an airline pilot.

Morris competes "because I love

flying. I can't wait to do it again!" She caught the "flying bug" after a free discovery flight and began taking flight lessons in high school. In 2010, as the JU Flight Team co-captain, she became the nation's top scoring female at the National Intercollegiate



**Susan and Marie Carastro won the
Mother Daughter Award**

Flying Association's (NIFA) Safety and Evaluation Conference (SAFECON). Additional recognition for her outstanding academic, leadership and service accomplishments followed, and she graduated JU *summa cum laude*. Earning her A&P is next in her personal program in which she hopes to ultimately serve as a missionary pilot.

Pilots fly the Air Race Classic for many reasons: experience, camaraderie, sharing a passion, inspiring youth, meeting new people and places, building hours, the history of it and more. What has the ARC done for these winning women?

Morris summed it up eloquently, stating that, "Through flying in the Air Race Classic I have vastly expanded my flying abilities, reduced my personal limitations, and become a much more skilled and confident pilot. I know I've learned numerous lessons in flying and decision-making that make me a much better pilot and instructor. It was the first time that I did not have an instructor next to me making the ultimate decision. And we met the most wonderful people in the aviation world. I wouldn't trade these experiences for anything!"

Be part of this exciting event. Participate as a racer or volunteer next year as the race takes off from Lake Havasu, Arizona, and performs the final flybys at Sporty's in Batavia, Ohio. Entries will open January 1, 2012. Find more details on www.airraceclassic.org. ✈

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CAPE AIR/NANTUCKET AIRLINES

Cape Air/Nantucket Airlines is an FAA Part 121 and 135 independently owned regional airline utilizing a fleet of ATR-42 and Cessna 402-C model aircraft. In 1989 Captain Dan Wolf founded Cape Air with one route, Boston to Provincetown, eight employees and a yearly passenger total of 8,000. Today, Cape Air, along with sister airline Nantucket Airlines, is one of the

largest independent regional airlines in the United States. The fleet of 67 Cessna 402s and two ATR-42s fly to some of the most beautiful destinations in the world. Cape Air is an employee-owned company with a workforce of 1,000 and carries more than 700,000 passengers a year.

Routes served include the Northeast U.S., Midwest, Mid-Atlantic, Florida, Caribbean and the Pacific Region of Micronesia. Cape Air partners with at least 20 major airlines and participates in reservations systems worldwide, providing seamless connections for travelers around the globe.

Cape Air has received a number of awards including the Federal Aviation Administration's Diamond Award for Outstanding Aircraft Maintenance and Best Airline Award numerous times from the islands of Nantucket, Martha's Vineyard and St. Thomas.

Founder, Philosophy and Philanthropy

In November 2010 Senator Dan Wolf was elected to serve in the Massachusetts State Senate representing Cape Cod and the Islands. Under Wolf's leadership Cape Air has received recognition for being one of the most philanthropic companies in southeastern Massachusetts. He serves on a number of boards including the Regional Airline Association, the Cape Cod Business Round Table, the Association for the Preservation of Cape Cod, the Housing Assistance Corporation of Cape Cod and the Arts Foundation of Cape Cod. In addition, he received the prestigious "Good Guy" award from the Massachusetts Women's Political Caucus for his outstanding support of women in the workforce. The Commuter/ Regional Airline News named Dan Wolf, Turbo-prop Executive of the Year and he was awarded the Ernst and Young Entrepreneur of the Year for New England.

Cape Air has been a supersonic corporate member of Women in Aviation, International for four years, and routinely exhibits at the annual International Women in Aviation Conference. The booth is a gathering point on the exhibit hall floor, especially when it is time for the company to give out its terrific floor prizes: free travel on Cape Air!



Employees and Opportunities

Cape Air is dedicated to quality of life for all of its employees. Policies for enhancing family time are written clearly. Employees are encouraged to participate in extracurricular nonprofit and volunteer work, too. So, how do you get hired?

The JetBlue University Gateway Program is one track. JetBlue and Cape Air conduct interviews and information sessions on each campus every fall for the Gateway Program. As a part of the Gateway Program, Cape Air is able to offer a limited number of internship opportunities. If there are any open internship positions not filled by Gateway students, Cape Air will make them available to students outside this program at other universities. If you are interested in an internship position or have questions about the Gateway Program, please contact Krista Poppe at krista.poppe@capeair.com.

Cape Air is hiring for a variety of bases. Many pilots may be required to transition between regions for the summer and winter seasons. Monetary assistance is given to transition pilots. Newly hired pilots can expect to be based in whatever region is the busiest at the time of hire. (Summer time is typically busy in New England and winter in the Caribbean.)

Pilot schedules vary depending on the region and the season. Some examples of possible pilot schedules include: four days on/three days off schedule, three days on/three days off schedule, or a five days on/two days off schedule.

For more information about hiring opportunities, navigate to www.flycapeairjobs.com/How_to_Apply.html. ➔



Globe Tripper travel trivia game for iPhone, iPod touch and iPad

Lonely Planet has created the Globe Tripper App, a travel trivia game for iPad, iPhone and iPod touch where players virtually navigate the world, testing their knowledge and solving puzzles along the way. The App was developed for users to test their knowledge of world cultures, history, geography, current events and language through a series of

questions from the travel experts at Lonely Planet. Answering questions correctly allows users to rack up miles as they circle the globe. Spin the globe to start a journey through a series of entertaining, informative and unusual trivia challenges, each illustrated with stunning photography. Users can post their scores to Facebook and Twitter and compare them with other players through Game Center leaderboards on iPad, iPhone and iPod touch.

Lonely Planet's Globe Tripper App is priced at \$1.99 (iPhone and iPod touch) and \$2.99 (iPad) and can be downloaded from the iTunes App Store. Further information is available at www.lonelyplanet.com/globetripper. ➔

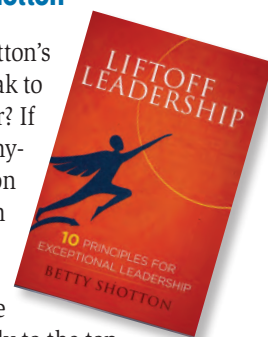


BOOK REVIEW

Liftoff Leadership: 10 Principles for Exceptional Leadership by Betty Shotton

WAI Member Betty Shotton's book is designed to speak to leaders. Who is a leader? If you ask Shotton, it is anyone who is in a position of responsibility for an entire project, entity, or, in her experience, company. Leaders, she says, can rise organically to the top of a company or be brought in with little knowledge of the company's product. Either way, they rarely have specific training for the positions they occupy. That's a shame, because so much, so many fates are riding on a leader's decisions.

Given its subject matter you'd think Shotton's book would be full of dry numbers, charts and graphs—you couldn't be more incorrect. Shotton's chapters are titled, "Courage" "Faith" "Integrity" "Balance" and even "Awe." Her approachable tone and engaging prose, and her use of stories from her experiences both as a pilot, the founder of a small airline, and of a large real estate company, read more like a good novel than a didactic "how-to" primer. She includes checklists to provide the reader with some interactivity, as well. I expect that Shotton's book will refocus a few, and enlighten even more. It's a self-help book worth the read. Meet Shotton at the 2012 WAI Conference in Dallas!—A.L.



Kingsmill Resort Fly-In: More than Just Golf!

Fly-in to Williamsburg-Jamestown (JGG) airport for affordable Southern-style luxury at Kingsmill Resort. Located in historic Williamsburg, Virginia, Kingsmill is a AAA Four-Diamond property and member of the Preferred Hotels & Resorts Worldwide. **by Karin Leperi**

No rental car is required as they provide transportation to-and-from, on-site, as well as complimentary shuttle service to nearby Busch Gardens, Water Country USA and Colonial Williamsburg.



Kingsmill is known for its three 18-hole championship golf courses, with the Plantation Course ranked as one of the top 10 courses for women by *Golf for Women*. The resort

also offers spa services along with tennis, biking, and hiking. At the marina, choose from parasailing, pontoon boats and jet skis on the James River or kayaks and paddleboats at Wareham's Pond. Then dine at the Marina Bar & Grille, the only water-side dining experience in Williamsburg, where award-winning chef Peter Pahk features a sparkling new menu of fresh, sustainable cuisine.

Find Kingsmill Resort at www.kingsmill.com; (800) 832-5665. ➔



TEST PILOT-TEACHER

Carolina Lenz Anderson
Spans the Gap and
Shapes the Future of G.A.



Carefully manipulating the power of the Piper Seminole with the trademark Green Fleet markings, Carolina Lenz Anderson eases up on the brakes and the aircraft begins to roll on Runway 9 at Daytona Beach International Airport. She watches the engine instrumentation closely—now is no time for a problem, but also when one is most likely to occur. Her copilot/test flight engineer marks the pressures, temperatures and flows on a sheet attached to a clipboard. The engines roar to life. Power is symmetrical. They accelerate and lift off without incident.

This is a normal morning for Anderson. As a flight test pilot for the Green Fleet program at Embry-Riddle Aeronautical University, she's responsible for research to determine the viability of specific biofuels for replacing 100LL avgas to power general aviation aircraft engines.

"Lead is a health issue," says Anderson. "We've got to change the way we use it. Right now, 100LL is the last fuel that has lead in it. And there is a tremendous amount of lead in 100LL. Moreover, they are going to put lead monitors at Daytona Beach's airport, and we know that what the monitor will pick up is going to be significant. For a large university such as ERAU it is going to be a liability if they determine our airplanes are causing the lead to be there," she explains.

The Swift Fuel biofuel currently being tested by the ERAU Green Fleet is not the only option, according to Anderson. But it has several advantages. "Mainly it is from a renewable source. And it has gone through extensive testing over the past decade," she says. Anderson is currently using the testing program as the basis for her PhD dissertation—that's how strongly she believes in it. "I have a 'green' heart. Without getting into politics, we just have to get away from petroleum-based products," she says.

Her biggest struggle to date? There are just not many grants available for this kind of research, and that is because general aviation fuels make up such a small percentage of the total aviation fuel produced (jet fuel is by far a more prolific product). And yet, Anderson is optimistic.

But then, she's been a general aviation participant for the better part of her entire life, and she's been optimistic about G.A. that long, too. She and her husband, Dr. Richard (Pat) Anderson, and their daughter live on a grass airstrip, and she volunteers with the juniors at her local soaring club. She's been a volunteer teacher at EAA's Women Soar, *You Soar* program. You could say she walks the walk, when it comes to general aviation.

"We are completely in love with recreational aviation, Pat and I," she says. "We have a Pitts and we do competition aerobat-

ics. We also teach upset training and feel very strongly that it is the kind of training that saves pilots' lives. We are both teachers at heart—we just love it. Especially teaching younger kids."

Anderson was born and raised in Bogota, Columbia, the daughter of an Avianca Airlines captain. "He took my brother and me to the glider port where he was the tow pilot.

He'd learned to fly in Hungary, where he grew up, and he knew that soaring was a team sport, and that the glider port was a good place for family time," she explains.

Anderson wanted to be a pilot, and her father agreed it was a good idea, but not without a university degree. So she enrolled in a mechanical engineering program at Los Andes University, as one of two young women in a class of 80 students. She graduated, earned her private pilot certificate, and went straight to a job at a plant that built the first Colombian manufactured aircraft. "It is sort of a combination between a Cessna 206 and a Cessna Caravan," she explains. Times were tough in Columbia, and the plant did not look like it would survive.

"It was 1998, and I decided to come to the U.S. to earn some more pilot certificates from a ERAU satellite school," she says. Anderson went from IFR certified to earning her MEI in nine months. "I wanted to go back to Avianca, but they went on a hiring freeze. So I decided to stay in the U.S. and continue with my progression. I got a job at ERAU teaching, and earned my Master's degree here as well. I've got an MBA in Aviation," she says.

Anderson came for four months to the U.S., but stayed for 12 years. Now she's Training Manager for the Flight Department at ERAU Daytona Beach, as well as a Designated Flight Examiner. "I'm in charge of 25 to 30 instruc-

by Amy Laboda

Left: Carolina Lenz Anderson preflights an ERAU testbed for its Green Flight program, a Piper Seminole, chosen because it has two engines, one which runs avgas, while the other burns Swift Fuel.



tors and 150 students. I've also been a Check Airman for ERAU for six or seven years."

Her involvement with her husband, Richard "Pat" Anderson's research with the Green Fleet and Swift Fuel, came naturally.

"I've been involved, because of my engineering background and pilot experience. You see, the research center tries to use pilots who are engineers. Pat has been teaching a flight testing class as well, and I've helped him with that, too," she says.

Flight testing, if you ask her, isn't for everyone. The flight test pilot "hat" requires a lot of patience and attention to detail. "A lot of people think it is a very exciting job, and it can be, but then, a lot of the time you have to repeatedly perform the same test—over and over—most of the time flying profiles that are very precise—and for hours at a time. You've got to have perfect altitude control—perfect airspeed control. You have to be so precise," she says.

Anderson strives to imitate a computer's exactness when she is flying while data is being compiled.

"You learn a lot about yourself flying like this," laughs Anderson. "Sometimes you think you've really flown the perfect flight, and then you look at the profile in the computer and you realize how you messed it up!"

Flight test parameters are always strict, and safety is always in the forefront of every procedure, according to Anderson. "Many times you are flying something no one has flown before. For example, with the Swift Fuel, we did not know the true flammability of the fuel, or any of the characteristics like that. So we were

Below (top) Dr. Richard "Pat" Anderson stands with Lenz Anderson. He leads the Green Flight project. (Bottom) A Stemme motorglider is being modified as a test-bed for the project. (Right) Ready for engine start in the Piper Seminole.



flying wearing Nomex flight suits. In the Diamond aircraft we had to modify the control surfaces slightly to accommodate our instrumentation, so we flew the sorties with parachutes on as a cautionary measure.”

Of course, there are different levels of test flying. There is production test flying, to see if an airplane conforms to its production parameters, and there is experimental test flying, in a one-of-a-kind aircraft, where the parameters have not yet been set (you might be setting them!), explains Anderson. “What we are doing with the Green Fleet is sort of in-between. We know that several aircraft have already been flying with the Swift biofuel. Eventually we will run our Cessna 172

fleet on the Swift Fuel. We chose to start with the Seminole because it has two engines and that way you can do a comparison between the avgas engine and the Swift Fuel engine,” she says. “From my view about the only difference is the fuel density (Swift Fuel weighs more) and it is a little harder to start the engine on a cold day. When the engine is warm it is not a problem. And the energy density of the Swift Fuel is higher, and so we are able to lean the engine a bit more.”

Anderson is confident that the program, and her PhD research, will proceed. “There’s a real need for alternative fuels, and ERAU, as a top school, needs to stay on the front of that wave. It is important for us all. It’s the future,” she says. ✈



The Experiment: A Model That Works



If someone were to ask you, “what does it mean to you to be a woman in aviation,” each of us could answer with our story and the passion that drives us.



in Africa

My story is simple; my grandmother (Marylou Waite) is a pilot. As a kid, she would let me try to catch clouds through the window of her C-150 before taking me for loops and rolls! I have dreamed of being a pilot ever since. My first passion was to become a mission pilot, my second was aerobatics. Thanks to her, my grandfather (Leo Jansens, who is both a test pilot and my instructor), and the good fortune of being born in a country where aviation and education are so readily available, I was able to learn how to fly. Today I am a full time **by Melissa Pemberton** air show performer (www.sportsgal.com). The passion that drives me is the opportunity to represent women in aviation and to share my love for aviation through air shows.

This winter aerobatics opened a new door to my first passion, to become a mission pilot. I received an email titled “*Inspiration to Africa*” from a man named Jonathan Porter. He wrote to tell me about a girl in Ghana, West Africa, who enjoyed watching my videos and dreamed to someday become an aerobatic pilot. Little did I know what an amazing woman he was talking about, Patricia Mawuli, 23, the first female to receive the Ghanaian National Pilots’ License at 18. This winter along with my husband, Rex, we visited Patricia in Kpong, Ghana, where we spent one month filming a documentary and flying.

Patricia’s story is not so simple. She grew up in Ghana and attended school with a focus on home economics and cooking (common for girls there). While in school she lived with her uncle’s family where she would start her days out by waking up before anyone else to collect water and sticks for cooking and doing chores. After school she would do the same. While collecting sticks one day Patricia saw a plane flying overhead quite low and she thought that perhaps it was chasing her so she hid. After the same occurrence happened several times she decided to follow the plane by foot and to find out what was going on. That is when Patricia first met Jonathan Porter.

PHOTOGRAPHY BY REX PEMBERTON



Jonathan moved his family from the UK and France to Ghana for work in 1994. He brought along his personal aircraft and quickly saw a great opportunity and need for light aviation in West Africa. He described it to me as “Alaska without the snow” for pilots. Ghana is a beautiful country between the ocean and the desert with tropical forests in-between. Along with its beauty come many challenges for light aviation. The fog is thick and can linger for miles off the coast and the weather changes very rapidly in the hills where clouds and tropical rains can build and winds change constantly. In the winter the sands from the Sahara blow down causing less-than-VFR visibility called the *harmatan*. There are few navigation facilities and no aviation maps or radar services. We flew with a GPS marking Kpong, their home airfield, and a piece of a topographical map that has not been updated in more than 20 years. It is VFR only.

As Jonathan describes it, he saw Patricia walk out of the bush and approached to ask about the planes and why they were chasing her. She then proceeded to ask Jonathan for a job. Jonathan had never considered hiring women to work for him, but he decided to set her to work with the men cutting sticks to clear taxiways and runways. She worked harder than any of the men and quickly caught Jonathan’s eye with her potential. One day while working on the field she was called over to assist Jonathan and his assistant with holding up a wing for their Zenith 701 aircraft that they were assembling. Patricia not only helped to hold the wing, but she watched what the men were doing for the assembly on one side and repeated the process on the other side with no assistance. They were so impressed that Jonathan decided to teach Patricia to become an aircraft mechanic. She later became the first female pilot in Ghana to receive

the Ghanaian national pilots’ license. Because she was such a good student and quick learner, Jonathan came up with the idea to start a school for girls. This school is now called the Av Tech Academy.

The Av Tech Academy is home to four young students. They are Ghanaian women ranging from 14 to 22. The Av Tech Academy plans to expand the school as soon as the housing is completed on the airfield. The way they choose the new students is by visiting rural villages and inviting the top students to visit Kpong Airfield once a year for their annual ‘Fly Me Day’ where they take 100 students for their first flights! I was fortunate enough to be in Ghana for the “Fly Me Day” this year where we flew with four aircraft for five hours straight. From these children we chose the girls who showed the most interest and the most potential to return for a two-week stay at the Av Tech Academy. Hopefully from these students several will return for the full four years to learn to be pilots and mechanics.



Above: Medicine on the Move's Zenith 701 over Lake Volta in Ghana piloted by Jonathan Porter and Patricia Mawuli. Left: Jonathan and Patricia showing the AvTech students at Kpong Airfield in Ghana the new Air Ambulance Zenith 801 engine. Far left (top): Patricia is teaching a class to the AvTech Students. Far left (bottom): AvTech students Juliet, Ciara, Emmanuela and Lydia with their bottles that they prepared for an aerial drop into a village.



Above: Patricia Mawuli taking a student flying for Medicine On the Move's annual Fly Me Day. Below: MOM's fleet of aircraft.



Medicine On the Move or MOM, is the final goal for all of the Porters' operations in Ghana. They currently have two Zenith 801's in production to become air ambulances and the girls, upon graduation, will be offered a job with MOM flying medical and educational missions throughout the country.

Ghana is home to the largest man made lake in the world, Lake Volta. Power companies built three large dams and turned a flowing river into one massive power source. There are not many road systems in Ghana when you get out of the cities and therefore there are millions of people who live around the lake region with no access to the outside world, clean water, electricity or medical care. Flooding from the dams has taken out entire mud hut villages and thousands of crop fields. The lake has brought much disease and sickness to the country, the most prevalent of these being Malaria and Schistosomiasis more commonly known as Bilharzia. Bilharzia is caused by worms carried by snails that can get into your organs and all throughout a person's system causing anything from blood in the urine to paralysis to death. It is preventable through water purification and not bathing in or drinking lake water.

Health education will be the primary mission for MOM because they believe in a long-term sustainable approach to change. Yes, they could fly in and deliver medicine to cure the current problems, but what happens when they leave the next day and the kids still go swimming in the lake and become re-infected? The cycle continues. Through teaching prevention, water purification techniques and basic first aid, Medicine On the Move will make a slow but noticeable different to peoples lives.

Lydia Westi is the youngest of the Av Tech students. At 15, she is learning to build and fly airplanes. Lydia has a very unique and powerful story that represents the reason for the existence of the Av Tech Academy and MOM. Lydia had a cut on her hand as a child, before she can even remember. The cut became infected and was never treated. Instead, her wound was covered with a cloth and the symptoms ignored as they spread. Eventually her entire hand, forearm and elbow

became infected. To reduce the pain she would hold her arm tucked up against her body, which resulted in the infection eating into her bones and the veins growing around the wound constricting her arm into one position leaving it mostly useless. This could have all been prevented through basic first aid and the knowledge of how to clean a wound. When Jonathan met Lydia working with her mother in the market selling fabric, he adopted her into their home, provided her with much needed medical attention, and introduced her to life at the Av Tech Academy.

The Av Tech students entered an essay competition where they were asked 'Why do you fly?' and here is an excerpt from Lydia's essay that I feel, says it all:

My enrollment in Av Tech Academy has brought a lot of changes into my life. Learning to fly has changed my way of thinking it has also changed my perception about life and has given me the courage to face life.

With my skills in flying I want to help the less privileged in the rural communities. Most of the roads that lead to the rural areas are very bad. This makes it very difficult for cars to use these roads. With the aircraft I can travel to these areas to talk to them about personal hygiene, and the importance of education.

Again, in my country a lot of girls are not into aviation, therefore I will also want to fly to encourage the young girls that aviation is not only for men, but women can also go into aviation.

Also, with my condition I want to fly to serve as an inspiration to everyone, especially those who might be disabled in one way or the other, and make them to understand that you can achieve whatever you want to achieve in life if you put your mind to it.

This past summer, Patricia, accompanied by Jonathan, myself and other MOM team members, attended EAA AirVenture in Oshkosh, Wisconsin. Our time with them there was amazing; full of wonderful new friends, questions and answers, and hopes for the future. ➔

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Melissa Pemberton (WAI #15021) is an air show performer.



**To preview the
documentary
"The Calling"**

about Medicine On the Move

please visit

www.sportsgal.com

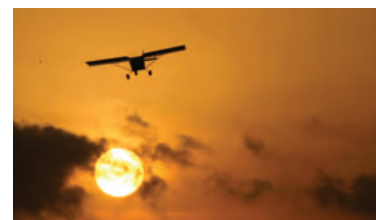
or navigate to:


www.vimeo.com/21946586

To learn more about Medicine

On the Move please visit:

www.medicineonthemove.org





This science teacher from Central New Jersey is ready for a flight lesson as part of her participation in the Take Flight Solutions Workshop. Below right: Group photo from the workshop held June 2011.

Take Flight Solutions

**Central Jersey Collaborative Promotes STEM
through the Lens of Aviation**

“If I can fly an airplane, I can do anything.”

This is a quote from a woman educator who participated in a Take Flight Solutions (TFS) workshop called Leaders Take Flight®. She and the 100 others who have participated in these workshops have gained a new perspective of small airplanes, local airports, and more importantly, themselves. These individuals, who admitted to never having thought of flying in a small airplane, can now associate what it means to be pilot in command (PIC) or to prepare for a maximum performance climb in their own lives. They experienced the rush of actually flying an airplane, and because of the positive effects of learning in an adrenalized environment, were able to retain what they learned years after taking the workshops—a phenomenon TFS has labeled, The Flying Effect™. The research, summarized on the Leaders Take Flight web site, notes that more than 98 percent of the participants have walked away with a more confident perspective of themselves and what they could accomplish.

I came across the TFS initiatives in 2008, while doing research on informal aviation and aerospace education and its relationship to STEM (Science Technology Engineering and Math) education. Having mapped these initiatives amongst dozens of transportation and STEM stakeholders, I realized that many, i.e. thousands, of individuals and groups recognize the motivational aspects of aviation, and are working very hard to engage young people, especially women and minorities, in aviation-themed activities. Most, however, focus on the benefits of becoming a pilot or the promotion of aviation-related careers.

When I read about the Take Flight workshops, they stood out as unique. Instead of promoting aviation for its own sake, the workshops focused on overcoming what inhibited most women from being open to the idea of being able to fly an airplane.

The fundamental aspects of the TFS programs

were that if the metaphors and the experience of flying were communicated and demonstrated in terms that could be understood by those with no interest in being pilots, it could be transformative to their lives.

Workshop founders, Linda Fritsche Castner and Sue Stafford, are both general aviation (G.A.) pilots. Linda is part owner of Alexandria Field (N85) in Pittstown, New Jersey, and holds a Master's degree in Exercise Physiology and taught and coached at Bryn Mawr College. Sue is a PhD and is a recently retired professor of Philosophy at Simmons College, an all-women's college in Boston.

by Maxine Scheer

“Linda and I are the perfect examples of what we are trying to accomplish with these workshops”, says Sue Stafford. “Both of us fly, but neither of us is passionate about flying. What we are passionate about is what the flying experience can do for people, [especially women].”

“You don't have to love flying to benefit from flying” says Linda Castner, “G.A. has far more to offer to the general public than just learning to become a pilot of an airplane—it can teach you how to become PIC of your life.”

When interviewing Linda and Sue, they shared their passion on how effective the workshops were, but how difficult it was to garner traction for an aviation-themed leadership course to a general population, apathetic, at best, about aviation and risk averse to signing up for a leadership course that involved flying in a small airplane. We brainstormed about networking with a different audience and eventually connected the dots to the proponents and participants in STEM education.

The challenges that students face in pursuing STEM education or a teacher faces in effectively teaching STEM coursework are very similar to those faced in aviation: Student attrition is high, women tend to represent a small percentage of the total, and exposure needs to happen much earlier and with more





frequency and relevance along the education continuum.

Linda Castner took on the STEM challenge and over the past 18 months, has devoted a full-time effort as the Program Director, initiating and implementing a comprehensive business-education partnership that was awarded a \$100,000 Department of Transportation (DOT) grant from the Garrett A. Morgan Technology and Transportation Education Program (GAMTTEP), the first to ever be awarded to an aviation program. The resulting initiative is known as the Central Jersey GAMTTEP Collaborative and was featured as an exhibitor at the 2011 International Women in Aviation Conference.

Linda and Sue came to the WAI Conference to tell their story about how their workshops have been transformed into a comprehensive, community-based approach to stimulating and sustaining interest in STEM through the lens of aviation. "This collaborative demonstrates how an airport can become a living laboratory for STEM," says Castner. "We've incorporated into a year-long project, 20 programs ranging from airport tours, a Science Club that meets at the airport and is taking on projects such as aircraft building and planning adaptive reuse of an aircraft, engineering tours and field trips, community outreach, curriculum development, and aviation-themed summer camps. We have also included two of our workshops, one for teachers of STEM, which took place June 23-25, 2011, and the other for high school aged women in August 2011.

Education partners in this collaborative include not only local schools, but area community and technical colleges, Rutgers University's Office for the Promotion of Women in Science, Engineering and Mathematics and Auburn University, who sent a flight instructor to participate as a Facilitator, as they are considering bringing the workshops to Alabama.

"What I've learned over the past

19 years in running an airport is that most people in aviation underestimate how little the other 99.9 percent know about this industry, especially students and teachers," said Castner. "We also underestimate how most women don't recognize the variety of ways they can use their potential in non-traditional careers. What I see when I go to schools and community events is that most young women don't have a broad enough view of how STEM disciplines can be fun and/or make those connections to their own interests."

In reflecting on the June 2011 workshop for STEM educators, Linda noted that the 12 women quickly understood the basic tools of flying. "It's amazing how much aviation they were able to comprehend after just one hour observing from the back seat, and one hour at the controls. The Flight Facil-



Far Left: Maxine Scheer helped the TFS receive grant monies from the Wolf Aviation Fund. Tahreen Chowdhur is a Physics teacher from Rutgers University, learning a bit of wheelbarrow flying. Right: Rich Stowell is a CFI, founder of SAFE, and staunch supporter of TFS. Below: The workshop staff pause for a group shot.



ceived differently for having taken the risk to learn something new in a completely foreign environment to them.”

Stowell also noted the importance of reaching out to that 99.9 percent. “Regardless of whether or not workshop participants go on to being pilots, they will have a different perception of the airport.”

“Alexandria Field has always been part of the community,” says Castner, “but this collaborative has created a stronger role for the airport

and improved our visibility and importance. Through the airport being a living lab for STEM education, we are building a network for teachers and students. Once we launched the GAMTTEP program in 2010, we started to get inquiries from other general aviation airports and from universities who see the potential of this workshop in building leadership and confidence amongst faculty and incoming students pursuing STEM careers.”

Another example of how the collaborative attracted interest from STEM programs was an invitation from Johnson & Johnson’s Women in Science and Engineering (WISE) to partner for a STEM Exploration Day. “Parents sent us thank you notes surprised at their daughters’ interest in aviation,” said Jim Gessner, one of the local high school physics teachers participating in the collaborative.

There are nearly 20,000 airports throughout the U.S. including over 1,100 airports like Alexandria Field—privately owned, but open to the public. Many airports host programs that include aviation summer camps, field trips, and women’s aviation groups such as The Ninety-Nines, WAI, or Civil Air Patrol.

But if aviation is really looking to improve its image and engage more people, I believe it is worth noting that Take Flight Solutions initiatives, though taking a more “subliminal flight path,” may be worth a closer look. They provide a geographic strategy for bringing more aviation and aerospace initiatives to scale and a template for translating an industry filled with talent, givers, and rich STEM concepts, to the needs of a broader audience. ➔

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Maxine Scheer (WAI #40464) owns Scheer Intelligence, which provides research and business intelligence to public transportation agencies and global engineering firms around the world. She lives in Los Angeles with her husband and two young sons.



itators were also amazed at the students’ performance after just one hour of ground instruction that included using a \$40 wheelbarrow configured to mimic pitch, roll and yaw.”

The Chief Flight Facilitator was Rich Stowell, a nationally recognized Flight Instructor, and former mechanical engineer. “Linda and Sue’s concept for the ground instruction did more to prepare students for the first flight than most ground school training. In my emergency maneuver training course, I work with pilots who are fearful and I can see when I get them to the ‘other side.’ These workshops take ordinary people and push them to do something that is perceived as risky. When the aircraft responded the same way as the wheelbarrow, I saw that same change. At least three of four said ‘Wow’ as they pitched the nose up.”

“The women saw how aviation could be a more interesting subject to teach their coursework and left excited to share this experience with their students,” said Castner. “They left proud of what they did, and knew when they looked at a picture of themselves in the cockpit, they would be per-

For more information:

Take Flight Solutions

Phone: (908) 735-0870

Twitter: @WeTakeFlight

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www.leaderstakeflight.com/

Scholarships and awards are a major benefit of membership in Women in Aviation, International. Some of the most unique offerings are presented by FedEx Express, with their offering of an actual B-727 or a JT8D Engine for your school or museum.

You must be a Corporate Member of Women in Aviation, International to apply for these FedEx Express awards. You can join online at www.wai.org.



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

WAI Scholarships 2012

Reaching Tomorrow Today

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 aviation schools; 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, with information about your program, how the aircraft would enhance your program and

any joint use opportunities with other area programs. The recipient must have adequate parking space available and must 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 delivery will be finalized with the selected organization. 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.

New Flight Scholarship

Jeppesen Flight Training Scholarship

Jeppesen's commitment to general aviation includes a pilot flight training scholarship for an individual working toward a private, recreational or sport pilot certificate or instrument rating. Funds will be paid directly to your flight school and training is to be completed within one year. The recipient will be chosen based on passion for flying, commitment to completing flight training and two reference letters highlighting the applicant's character qualities. 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). Award recipients will also receive Jeppesen's Online Sport, Private, or Instrument Flight Training Course to enhance the flight training experience. **(Scholarship value \$5,000)** → *See below for any other requirements.*

FedEx Submission Requirements

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

- ☐ Official WAI application form
- ☐ Typed, descriptive 500-word essay (see above)

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.

Applications must be signed and postmarked by November 14, 2011

General Submission Requirements

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

See WAI web site for more specific information on what to include in your résumé and essay.



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



DR. PHIL PARKER

THE DRAGON DREAM TEAM

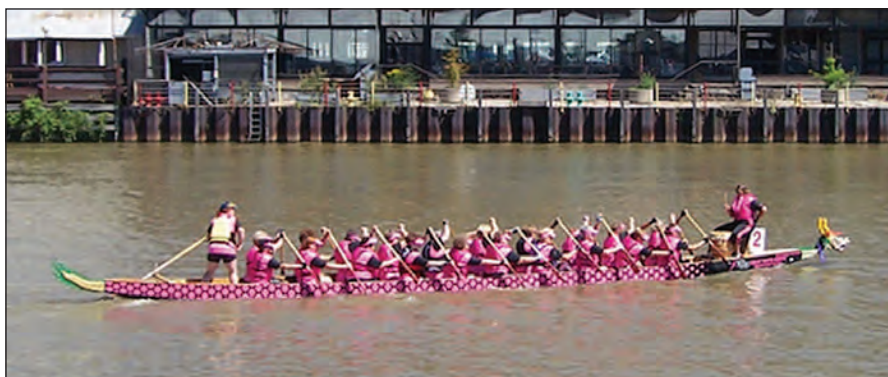
I am writing this column while pontooning on Portage Lakes, Ohio, at 2200 RPM. To our starboard side I noted a sleek 40-foot pink rowing boat overtake us with 20 paddlers decked out in pink, paddling in sync to the beat provided by their drummer. The coxswain guided their craft gracefully toward their destination. I had no idea that my brother-in-law's dockage

was also the home of "The Dragon Dream Team" which since 2007 meets several times a week. Their only requirement to join the team is to be a breast cancer survivor.

While some of the team's members perhaps questioned their physical ability, none likely questioned if they would be allowed to participate by regulations. Unfortunately, more often than not, pilots with breast cancer assume their flying futures have been cut short. In 2010 alone it was estimated that 207,090 women would be diagnosed with cancer in the breast. The median age at diagnosis was 61 with 22.6% between 45-54 and 24.4% between 55 and 64 years of age. A recent National Cancer Institute study reported five year survival rates for breast cancer at 89.1%. Overall statistics show 12.15% of women born today will be diagnosed with cancer of the breast at some time during their lifetime, or about one in eight women. What this means is breast cancer has and will continue to affect a large number of airmen.

From the FAA perspective, malignancies are often viewed from a common sense approach. Pilots with locally confined disease can petition for certification as soon as they have completed treatments and recovered from any adjuvant therapies such as radiation or chemotherapy. If there is spread to local lymph nodes, then the FAA may impose one to two years observation. If there is distant spread or involvement of the nervous system, then observation periods can be considerably longer. The primary concern is to rule out the potential for sudden incapacitation such as a seizure or subtle incapacitation that potentially would lead to errors in aeromedical decision making. The problem with breast cancer has been that there is often lymph node involvement noted on initial diagnosis. Recognizing lymph node involvement with breast cancer may not necessarily have the same negative prognostic indication as with other cancers, the FAA in the last few years has been willing to consider certification without excessive observation periods even with local lymph node involve-

ment. The FAA will also allow certification on some maintenance chemotherapy type agents such as Tamoxifen which is often used to suppress recurrence or progression of breast cancers. Typically all treatment records including operative



COURTESY OF DRAGON DREAM TEAM

and pathology reports along with supportive final clinical narratives from the treating specialists are required for submission. If there is involvement including the axillary lymph nodes (lymph nodes closer to the underarm), the FAA will request the results of a MRI scan of the brain to ensure no obvious metastasis.

Lymphedema can be one of the more problematic potential complications of breast cancer treatment. Aggressive physical therapy can be quite useful to address this and help regain necessary range of motion and strength to allow a pilot to be able to self-certify under FAR 61.53 once she has been granted Special Issuance or waiver. No doubt many of the rowers of The Dream Team derive similar benefit from their synchronized workout. For more on the rowers' inspirational stories you can go to www.dragondreamteam.org. Next time you talk to a fellow pilot with breast cancer be sure they have not given up their flying dreams prematurely. ➔

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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.



LAUREN BOHNERT

“WINGS TO THE FUTURE” CHANGED MY FUTURE

I am the 2010 winner of the GAT Wings to the Future Scholarship. Since being awarded the scholarship, I have been given many opportunities. I was selected to be an intern for a one year program in Cheyenne, Wyoming. The first six months I worked with the Cheyenne Regional Airport where I was able to learn about the administrative tasks that surround a larger

airport, as well as participate in airport operations and airfield familiarization. The second six months, I interned at the Wyoming Department of Transportation-Aeronautics Division. Here I was able to learn about state funding of airports and the state airport system as a whole.

I still have one semester of schooling at the University of Central Missouri. I have been accepted to study abroad at the European Business School in Germany. I am looking forward to this opportunity and to completing my degree.

The scholarship helped in multiple ways. It provided me financial support as I worked towards my Bachelor's degree in Flight Operations Management. Being awarded the scholarship also increased my self confidence and provided a nice addition to my résumé.

Because the scholarship also included a trip to the WAI Conference, I was able to meet peers who I still communicate with. During the Conference, I was also able to make some great contacts with professionals from many different corporations. All of these people were able to offer me advice and insight on the different fields in aviation.

Although my scholarship dollars have since been exhausted, I still feel that the other benefits associated with the scholarship including the confidence, résumé boost, and contacts, will continue to assist me as I finish my college education and begin my journey into the world of aviation.



PAULA GRUBB

Once again, thank you GAT for being a supporter to Women in Aviation. I appreciate all that you have done for me and for past and future recipients. ➔



JACQUE BOYD PhD

STEM EDUCATION: FINDING YOUR SPECIAL PLACE

Across the United States funding has been cut for education. Last year I had to provide the same services for my students and do it with \$490,000 less than the year before. This year I will have an increase in students and another cut in my budget. One of my state senators—she’s also a school district superintendent—stood up at the annual Spring Budget Meeting for

administrators and said we used to be able to do more with less, but now cuts have reached so far that we’re going to be doing less with less. The situation is difficult at best.

That being said, there are still areas of instruction where financial help can be found for schools in implementing new or sustaining previous programs. That area is in STEM education. I truly believe that education rivals aviation in the use of acronyms! STEM stands for Science, Technology, Engineering and Math. If a school close to you is having “funding issues” your involvement in a STEM program might well help to dig up some additional dollars to support programs in these areas.

Even though I am not a big proponent of the use of Wikipedia, and many of my teachers won’t allow it to be used as a formal source for a written paper, it really is a good jumping off place to begin to find information. Let’s start there to help educate you about what STEM education consists of.

From Wikipedia:

The acronym STEM stands for science, technology, engineering, and mathematics. The STEM fields are those academic and professional disciplines that fall under the umbrella areas represented by the acronym.

That’s the easy definition. I find the last sentence to be the most attention-getting.

Although I have firm differences with the “OMG no one can do math” argument, I do believe we have gaps. Ask yourself this: How many high school or middle school students do you know who want to be engineers? Probably not many have that at the top of their “I want to be a...” list. Yet the engineering field in general is still one where college graduates might be more fortunate in the job-finding arena.

Then, ladies—and I really hate this question—how many of you were “afraid” of math in high school? Last week dur-

ing a registration session with a new student, the young woman kept saying how she hated math; how she hated being called on in math class; how many years of math did she *have* to take; and on and on and on. That might have been me a number of years ago. I never understood what “ $a + b = c$ ” had to do with anything. What in the world is an “a”, or a “b” or “c” for that matter? Then, I learned to fly and did a wind triangulation problem. Ta-da! Answered my own question. That’s where you come into this picture by making the abstract real. You take the nebulous and give it a face.

I don’t have a good average in hiring math teachers. But this year, I think I’ve broken the code. I have one teacher who I hired specifically in a combination of math and science. That position has been funded by a community member who has concerns about STEM programs and wanted to help us expand a bit. Ted teaches Geometry and Business Math, plus picks up Physics, AP Environmental Science and Earth Science. Then typically I have another full-time science teacher

and another full-time math teacher. My math teacher quit at the end of the semester this year. I pulled in Tammy, a recently retired AP Calculus and Advanced Math teacher from the Jefferson County Schools outside of Denver. I also called on Fran, a former teacher and retired engineer for Exxon-Mobil. By keying in on specific talent areas I have the strongest math team I’ve ever seen. Then, let’s add the fact that two of the three math teachers are women. As they say, that has made all the difference. At lunch I hear girls “talking math.” There is an atmosphere that I’ve never seen before—girls aren’t afraid to experiment in math class. They aren’t afraid to be wrong. They aren’t afraid to speak up. They have role models. For me, it covers “M.”

**STEM stands for
Science, Technology,
Engineering and Math.
If a school
close to you is having
“funding issues”
your involvement in a
STEM program might
well help to dig up
some additional
dollars.**

Science...well, I'm as fortunate here as I have been at breaking the code on math. Many of my teachers came late to the profession. In fact, of the 14 faculty members, there are only two of us who actually went to college, got a degree in education and began teaching immediately after graduation. My science teacher, Henri (short for Henrietta!) was a former pharmacist in the UK and Holland. Our Paideia philosophy calls for a great deal of group work and project presentation. The curriculum that Henri has developed is tremendously hands-on and the students are engaged. I wish I could share the "cooking with chemistry" videos that are the students' final projects!

Now I'm down to "T"—technology and "E"—engineering. I've been in Angel Fire as a full-time resident for the past nine years. Three years ago DSL entered the valley. My school has had a dedicated T-1 line for six of our nine years. We have our own special cellphone game because service is often spotty. If you want to see a crazy Texan during ski season, watch them try to find coverage for their own particular carrier. Things do not move quickly in rural northern New Mexico and technological issues are always a concern. Even with these conditions, I'm relatively hopeful that I can introduce more of "T" and "E" by using you!

Angel Fire is a resort area. We concentrate on skiing and

snowboarding during the winter and mountain biking, hiking and golf during the spring, summer and fall. You come visit us because you like that stuff. I lurk and listen with my business card handy. We have a seasonal population that's often made up of retired professors, engineers, former military, and other dignitaries. One speaker who came to my aerospace class was a retired SR-71 pilot. The president of my Governing Council was the former Secretary of Education for the state of Oklahoma. You are out there and I'll find you, reel you in and get you to help me!

The members of Women in Aviation, International have expertise in all areas of STEM education. So, get into your local schools, offer your time for presentations and grant writing for STEM education. Go to Wikipedia and read through

the entire piece. Within that piece there are lists of other web sites and organizations that can give you more information. STEM is not a passing fancy, another bandwagon to jump on. The strength of the STEM workforce is an indicator of a nation's ability to sustain itself. Help to expand that ability and go volunteer.

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.

**In many forums
the strength of the
STEM workforce is
viewed as an
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JO DAMATO

WOMEN'S TRAVEL SAFETY AND SECURITY

If you are a frequent traveler—man or woman—then you need to review the potentially life-saving information that the National Business Aviation Association offered via live webinar in June on safety and security issues for women and steps to be proactive in assessing threatening situations. Moderator Benét Wilson, Online Managing Editor-Business Aviation at Aviation

Week Group, and webinar presenters Katie Colberg, Program Manager, ASI Global, LLC; Caroline Bryan, Captain & Safety Advisor at Chevron; and Terri Fuhrmann, Supervising Flight Service Coordinator at Aramco Associated Company shared their expertise and real-world experience related to pre-trip planning and travel security, including hotel and street safety and public and private transportation security. They focused on preventative security for women to help them reduce their exposure and stressed tips and techniques to help people avoid becoming crime victims.

The webinar was 90 minutes in length and attendees and presenters alike shared their proven tips that keep them safe. Notable presenter recommendations from each section include:

"Know Before You Go"

Colberg introduced the concept of "express kidnapping" to the audience. In an express kidnapping a victim is kidnapped and taken to an ATM to withdraw money. The captor or captors will expect that any card in your wallet can be used to withdraw money. Colberg suggested that you carry only one credit card on you, know the PIN to withdraw money with that card, and set a low limit on that card.

Hotel and Street Safety Tips

When you check into a hotel be sure to request a room that is away from the stairwells, between the second and seventh floors (the ground floor is not safe and over the seventh floor can make fire rescue difficult), and near the elevators as they are in a noisier and safer location.

On the street, when asking for directions or assistance, try to approach families or women with children and start your question using this phraseology, "I'm meeting my husband.

Can you tell me where _____ is?" This establishes that you are not traveling alone and that someone is waiting for you and will notice if you do not arrive.

If you are in a threatening situation then use your car to drive yourself out of the situation. Always keep your car in gear at stop signs and red lights.

She said, "It's a weapon, use it!"

your phone. Keep in mind that even your hairstyle can make you vulnerable as long hair in a ponytail can be used to pull you away.

Public and Private Transportation Safety

Colberg explained that you should always pay for a taxi and receive your change while still in the vehicle. You do not want to be distracted on the street with your valuables exposed.

When driving yourself, Colberg reminded attendees that if you are in a threatening situation then use your car to drive yourself out of the situation. Always keep your car in gear at stop signs and red lights. She said, "It's a weapon, use it!"

Preventative Security for Women Reducing Your Exposure

Many attacks on women occur in the early morning and in public places such as parking garages, public restrooms and parking lots. Try to avoid distractions when in these places, such as searching for your keys in your purse or talking on

Refusing to Become a Victim Fighting Tips and Techniques

What do you do if you encounter a threatening situation? Colberg advised the attendees to yell loudly and make a scene. If someone wants your money then throw your purse or cash in a different direction. Fight back. Go for the groin, a kneecap, poke eyes, punch noses, whatever it takes.

In 90 minutes, Colberg's expertise intertwined remarkably

well with the real-life experiences and best practices shared by the professional pilot and flight attendant panelists.

There was nearly 30 minutes dedicated not only to audience questions and answers but also many attendees offered their own tips which included these recommendations:

- Go to a boat store and buy a whistle. The attendee said she made all of her friends carry a whistle when they were in London after the subway bombing.
- When traveling abroad, leave the television on in your room when you are not there and set it to a channel with the native language playing.
- If you venture out on your own, note the time you leave and destination on a piece of paper that is left in your room. Also text your fellow crew members who are on the trip with you.
- Never put your pocketbook on the floor in a restaurant. It can be easily swiped when you're not looking.
- Carry your keys in your hand so that one key is sticking out

between your fingers so that if someone approaches you then you can injure them with a punch laced with a pointy key.

When traveling abroad, leave the television on in your room when you are not there and set it to a channel with the native language playing.

The tips in this article are only a small sampling of what women and men can do to reduce their risk and lower their profile of being a potential crime victim. Colberg stressed that the keys to accomplishing this are the three P's: Preparedness, Prevention, and Premeditation. Be familiar with the area where you are traveling to reduce your exposure to known threats and think about how you would react in such a situation. It's okay to want things to go right but to plan for things to go wrong.

A recording of the webinar and a downloadable PDF of the presentation can be purchased from NBAA's On-Demand Education Portal at www.nbaa.org/ondemand. This is a good enhancement

to your personal safety awareness and can also be an educational topic for you to watch with your coworkers or crewmembers that may stimulate a discussion on your own best practices and safety plans. ✈

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

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SHERRY
PARSHLEY PhD

ECONOMICS 101

GDP, CPI, QE2...what does it all mean? And you thought aviation had a lot of acronyms! Let me try to decipher some of this lingo for you, and help you understand how it can be that government statisticians tell us the bad days are behind us, and yet, for some of us, particularly in aviation, the world is still a tough place in which to pursue the business we love.

First, let us distinguish between a recession and a depression. A general definition of a recession is a decline in the Gross Domestic Product (GDP) for two consecutive quarters. GDP is the market value of all final goods and services produced within a country within a given period. It is considered to be an indicator of a country's standard of living.

A depression is more severe than a recession and is an economic downturn where real GDP declines by more than 10 percent. There is an old joke among economists that states: A recession is when your neighbor loses her job. A depression is when you lose your job. Neither scenario is humorous.

The National Bureau of Economic Research (NBER) is generally seen as the authority for dating recessions and they define a recession in more precise terms as a significant decline in the economic activity spread across the country for at least three months, normally reflected in declines in GDP growth, income, employment and industrial production.

According to the NBER, the most recent recession began in December 2007 and ended in the summer of 2009 when real GDP and industrial production hit bottom and resumed growth. One of the challenges in determining when a recession begins and ends is that numerous economic data must be analyzed and this process takes time. The recession will have already ended when economists make this determination and getting economists to reach consensus is analogous to meteorologists reaching consensus on a weather forecast.

What is meant by "real" GDP? The "real" part of the definition refers to the fact that inflation, or a general increase in the price of goods and services, had been taken into account. Inflation is measured using an index of a market basket of goods, known as the Consumer Price Index or CPI.

How did the recession begin? First, it is important to un-

derstand that it is normal for the economy to go through cycles of growth and decline. The objective of economy policy-makers is to maximize the growth cycles and to minimize the declines. Most recessions historically have lasted less than a year and this most recent recession has been one of the biggest downturns since the Great Depression of the 1930s.

It is widely accepted that the housing downturn that began in 2006 is the primary cause of the economic downturn. This led to a default on subprime mortgages, or loans to people at high risk for default. The housing crisis led to a banking crisis and a general tightening of credit so that only those with good credit scores could obtain financing.

The Federal Reserve is also blamed for keeping interest rates low, artificially stimulating the housing market. The Federal Reserve or Fed, is the central banking system of the United States and was created in 1913 after a series of financial panics. The Fed is independent of the government, although its Chairman, Ben Bernanke, is chosen by the President and confirmed by Congress.

Monetary policy is the process by which the Fed controls the supply of money by targeting a rate of interest

and inflation that will promote economic growth and stability. Monetary policy is either expansionary or contractionary. An expansionary policy increases the money supply and keeps interest rates low in an attempt to ease credit, promote business expansion and combat unemployment.

The primary tool that the Fed has at its disposal is open market operations, which brings us to "quantitative easing." The Fed manages the amount of money in circulation through the buying and selling of financial instruments such as treasury bills. There have been two rounds of quantitative easing where the Fed bought bonds with newly created money. The most recent round, known as QE2, resulted in

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the Fed buying \$600 billion of bonds. The results were disappointing, although the situation most likely would have been worse without some intervention.

One of the reasons the quantitative easing has not been considered to be a success is that the national unemployment rate has remained stubbornly higher than nine percent for more than two years. The unemployment rate is calculated by dividing the number of unemployed individuals by the labor force.

The unemployment rate could fall solely from people without jobs, especially those who are older or whose skills are no longer in demand, who get discouraged and give up looking for work.

The labor force is made up of the employed and the unemployed, but does not include persons under the age of 16, those who are institutionalized in nursing homes or prisons or persons on active duty in the Armed Forces. What this means is that the unemployment rate could “fall” solely because people without jobs have gotten discouraged and given up looking for work.

Likewise, the unemployment rate often ticks up a bit when there is a perception that the economy is improving and those without jobs begin an active job search and are then once again counted among the unemployed.

Economists generally agree that one of the major causes of this high rate of unemployment is because of structural unemployment. This occurs when there is a mismatch between demand in the labor market and the skills and locations of the workers seeking employment. The unemployment rate has been particularly high for less skilled young people and for those in their 50s whose skills are no longer in de-

mand or who cannot relocate to areas where their skills are needed. Of course, they cannot relocate because they cannot sell their homes, which brings us back full circle to the housing crisis as a cause for today's economic issues.

And as we sometimes find in aviation, a series of small events can come together and lead to a big disaster. ✈

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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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PATRICIA LUEBKE

BE THE ANT

Writing this, mid-summer, days away from EAA AirVenture and our fourth WomenVenture, I am reminded of the Aesop's Fable about the grasshopper and the ant. If you recall this particular fable, it begins in summer and compares the work ethic of the grasshopper with that of the ant. It seems the grasshopper wanted to just laze around, singing, dancing

and enjoying the long days of summer, without giving a thought to the winter that lies ahead. What's worse is that he makes fun of the ant for working so hard.

Meanwhile, the highly motivated ant spends her summer days busily preparing for winter. Of course when the scene shifts to the inevitable winter, while the ant is in her cozy home with an abundant food supply, poor Mr. Grasshopper knocks on the door, hoping for food and warmth. The ant turns him away. Moral? Aesop says, "It is wise to worry about tomorrow today."

I don't think it's ever wise to worry, so let's adapt that moral to "It is wise to *plan* for tomorrow today." And that's just what we've been doing at WAI—we've been preparing for the upcoming annual Conference (among other things, of course). Okay, so pull out your calendar and write this down now: WAI's 2012 Conference is scheduled for March 8-10, 2012, at the Hilton Anatole in Dallas, Texas. We picked Dallas because it is right smack in the middle of the USA, and easily accessible from anywhere in the world.

One exciting program that's being worked on now for the 2012 Conference is "Bring Your Daughter to the Conference Day," which will take place on Saturday, March 10. The impetus for this program was when it was suggested that EAA President Rod Hightower bring his own daughters to the Conference when he speaks next year in Dallas. We did see a number of mother/daughter pairs in Reno in 2011, including a middle-school girl who shared her thoughts about the Conference in an article for us for our *Daily*.

WAI has an education committee, and these are the women hard at work this summer planning an exciting roster of events for Daughter Day and the estimated 200 girls, ages eight to 18, who are pre-registering to participate in the program. In addition to the daughters of WAI members, the WAI staff have

been in contact with the Dallas area Girl Scouts to invite them to this event. We also anticipate drawing participants from Dallas area EAA and AOPA members' daughters.

I assure you it will be an amazing and fun day, with activities that include learning how to read a sectional chart, an aviation scavenger hunt, interviewing professional pilots of all kinds to learn about their jobs, touring the exhibit hall, speakers and lunch. I must gather 100 expired Dallas/Fort Worth sectionals to give out. If you have one, please contact me at PatriciaLu@aol.com and we'll make arrangements to get it from you.

Of course, Dr. Peggy is arranging for speakers, soliciting sponsors, working with the hotel, and along with the WAI staff, performing the thousands of tasks necessary to put on the entire Conference, not just this one day.

This may all sound wonderful, you say, but maybe right now it seems money is too tight for you to attend the Conference. That's something else we've been working on this summer. For at least a portion of our member-

ship, a strong case could be made that your employer could pay your way to the Conference. The Conference may be months away, but now is the time (remember the ant!) to make your plan. If you just go in your boss' office, ask to have your expenses paid to attend the Conference, you make it easy for your boss to say no. You wouldn't even have time to settle in a chair and you'd be back at your own cubicle.

This year WAI is going to help you. We will be posting a presentation on **www.wai.org** for you to download and customize that will help you make a case for having your expenses paid by your employer for this Conference. We'll keep you informed via the electronic newsletter when it's ready, but start thinking about your own particular situation and how attending the WAI Conference and all that you could

We will be posting a presentation on www.wai.org for you to download and customize that will help you make a case for having your expenses paid by your employer for this Conference.

learn there could truly benefit your employer. We will also supply you with a list of expenses so when your boss asks you, "How much money are we talking about?" you will be able to give a precise and professional answer.

Why Just Your Daughter?

You might ask, "Why can't my son come to the 'Take Your Daughter to the Conference' day at the International Women in Aviation Conference?" It's a fair question. The answer is simple: some girls of a certain age (8-16, but particularly middle-school age girls) are reticent to step forward and ask technical questions about technical subjects when surrounded by boys. That's been proven in countless studies throughout the past two decades. Women in Aviation, International decided that, given our name and our primary mission, to increase the diversity of people involved in aviation and aerospace through encouraging girls and women to consider aviation and aerospace careers, it was important for us to limit this activity, this time, to girls.

We want the girls who join us in Dallas that Saturday morning to have the best opportunity to be their exuberant, unrestrained and curious selves. That way we can best transfer our excitement about our hobbies and vocations to them.

Sure, this won't work for everyone, but it will work for some. And maybe your employer will only pay a portion, but it's worth a try.

If you don't have an employer, consider how else you can finance a trip to the Conference. You have approximately six months to come up with the money. Think, too, about ways to lower your expenses. Find a roommate (or two)

to share a hotel room or a road trip with. Or stay with a relative or friend in Dallas. Be creative. In short, what can you do in the next six months to ensure that you can attend the 23rd annual WAI Conference?

You can tell I feel passionate about the importance of attending the WAI Conference. Year after year, I see how lives are touched and changed and set on an exciting course simply by being in the company of the amazing group of women gathered each year. You may have to sacrifice a bit—just like the busy ant—but the rewards will be worth it. ✈

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

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WAI Connect Breakfast
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September 23-25

AWE Annual Meeting
Amsterdam, Netherlands
www.aweu.org

September 28-30

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September 30-October 2

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October 10-12

NBAA 64th Annual
Meeting & Convention
Las Vegas, Nevada
www.nbaa.org

November 4-5

WAI British Regional
Chapters Conference
York, England
concordechapter.org.uk

2012

January 15-18

23rd Annual Schedulers
& Dispatchers Conference
www.nbaa.org

March 8-10

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

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

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BETSY DONOVAN

STILL TEACHING

Dear Saklan Valley Kindergartners from 1998/1999,

I was recently reminded that you are all graduating from high school this year. You were my last class of Kindergartners and what a class you were. Such fun—Congratulations! I wish you all the best in your lives. You have very bright futures.

When I left teaching I pursued my passion for aviation. Through the years, I've flown big planes, little ones, flown with jerks and angels, lived in not such nice places, made very little money at times...Then September 11th happened and I wasn't sure I'd ever get to realize my dream with how decimated aviation was all at once.

I persevered...never gave up. I have flown movie directors, CEO's, heads of state, diplomats, rock stars, even human organs. There is nothing like having Condoleezza Rice grab your hand, pull you very close and say, "Great job!" She meant it. It was a bone-chilling, delightful moment for me.

I'm now flying a Citation X (Citation Ten), the world's fastest business jet (Mach .92 which means it travels at 92 percent the speed of sound...*smokin'*) for a great company called XOJET. Along the way I met a great man, got married and had a daughter who is now six. We live in a darling little house in Moraga, California. Life is good.

My reason for writing to you is to say: Go for it. Have fun. Don't get discouraged. Be humble yet confident. Go out of your comfort zone sometimes. Listen to good music on your iPod. Believe in a higher power. Cultivate good friendships. Stay positive no matter what. Listen to your gut/heart, it knows you better than anyone. Eat well. Get enough rest. Stay in good physical shape. Don't ever take No for an answer. Don't make excuses. Just keep going. Keep your word. Tell the truth. Show up. Be kind. Be polite. Be respectful. Be yourself! You're perfect the way you are. And remember: Wheresoever you go, go with your whole heart! (*Confucius*)

I live my life by several mottos that follow. You're welcome to borrow or adopt them.



COURTESY OF BETSY JORDAN DONOVAN

- **The definition of integrity is doing the right thing when no one is looking.**
- **Prior planning and preparation prevent poor performance. (The six P's!)**
- **No act of kindness is ever wasted.**
- **All glory comes from daring to begin.**
- **Great oaks from tiny acorns grow.**

Thank your parents, too. You will wake up one day and realize how hard they worked on your behalf. Don't forget you are loved. I am proud of you. Good luck! Be good! Go pursue your passion.

Love, *Miss Betsy Jordan Donovan*

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