

18 WAI HOLIDAY GIFT GIVING IDEAS INSIDE ➔

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NOVEMBER/DECEMBER 2011

The official publication of Women in Aviation, International®

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BEHIND THE
BOEING 787**

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DONNA WALLACE

Congratulations to Sue Coon (right), Member Services Manager, on 10 years of outstanding service to Women in Aviation, International.

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Starr McGettigan sits in front of an FAA display in Atlantic City, New Jersey. Photo by Chris Sorensen.

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PRESIDENT'S MESSAGE

RICARDO REITMEYER/CESNA



DR. PEGGY BATY
CHABRIAN

Dr. Peggy Chabrian spoke in Wichita at the Wichita Aero Club, toured Cessna Aircraft and met with WAI chapter members while there.

afternoon and a live radio show in the morning rounded out a very busy two-day trip. I was welcomed everywhere I went, and felt honored to have the opportunity to sit with the new CEO of Cessna at lunch, and tour the factory later that day. That is indicative of the kind of reaction Women in Aviation, International receives today. We are known as one of the most dynamic aviation groups around, with an active outreach and education arm, and you are an important part of it!

Want to know more about one of our corporate members worldwide? Take a look at page 34, where WAI corporate member The Boeing Company debuts its newest baby, the Boeing 787 Dreamliner. WAI member Meg Godlewski took time to search out and interview some of the women who helped bring this airplane to market. Does your company

Dear WAI Members:

As I write this letter I have just returned from a trip to Wichita, Kansas, where I had the opportunity to speak to the Wichita Aero Club, made up of a dynamic group of individuals representing various segments of the aviation industry in and around Wichita. Prior to the luncheon I also met with several of the officers of our new provisional chapter there.

A visit to two aviation companies in the



JERRY CHABRIAN

have a dream product women helped birth? Let us know more about it!

In November I'll be moderating a panel at the BA-Meetup and Think Tank in Daytona Beach, Florida (November 2-4). I'll share the stage with standouts from all walks of aviation, from master mechanic to aviation educator to firefighting pilot. We will be showcasing scholarships and educational opportunities and the way WAI changes lives. The BA-Meetup is known for being an intimate conference where people can network in an un-pressured setting; something different. I'm looking forward to it.

You can find key preliminary information about our upcoming Conference in Dallas on pages 17-21. We have a tremendous

lineup of speakers and exhibitors already registered and we will be premiering our "Bring Your Daughter to the Conference Day." During our luncheon this year you will hear country en-

tertainer Ansel Brown perform his song "When You Fly," as he did earlier this year at our breakfast in Oshkosh and also during the activities of the last Space Shuttle launch.

It's an exciting time to be a member of WAI!

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian, President

INSIDE THIS ISSUE



COURTESY OF L.E. MASON AND THE BOEING CO.

Bet you never had the chance to fly a fighter jet across the Pacific! This WAI'er did. **Page 28**



Time is starting to run out. Don't forget to check the list of scholarships on the web, including this new one on **Page 22**



QUEBEC CITY CVB

Yearn for a winter flight to Québec? Do you have a big list for the holidays? You can satisfy them all starting on **Page 12**



FLY IN THE HOLIDAY SEASON ON TIME



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CELEBRATE THIS SEASON WITH THE AMELIA TIMEPIECE, THE FIRST AVIATION WATCH FOR WOMEN AND THE DVD, BREAKING THROUGH THE CLOUDS, THE STORY OF THE FIRST NATIONAL WOMEN'S AIR DERBY.

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WAI ON THE ROAD

Betty Huck, WAI Chapter Relations Manager, coordinated the WAI Membership booth at the OBAP (Organization of Black Aviation Professionals) during its annual convention in Louisville, Kentucky. Peggy Chabrian participated in a panel discussion on mentoring future aviation professionals.

Chabrian traveled to Wichita, Kansas, where she was interviewed by a local Wichita radio station. She then met with the WAI Wichita Chapter. Later that day she was the keynote speaker at the Wichita Aero Club luncheon. Attendees were surprised to learn the size of WAI's scholarship program and promised to help spread the word to potential applicants.

UAA Annual Fall Conference

Betty Huck and Peggy Chabrian traveled to Indianapolis, Indiana, at the end of September with the WAI membership booth to participate in the University Aviation Association's Annual Fall Conference. Dr. Chabrian talked about the WAI Scholarship program and enjoyed interacting with UAA Director (and long-time WAI member) Carolyn Williamson. ➔

Internship Available

The FAA has established a new internship through their AFS-800 office—General and Commercial Aviation Division. The internship will last eight weeks, working in the Washington, DC headquarters building. College/university credit may be available.

For more information contact
Florence Hamn at (202) 385-9604.

**AOPA WOMEN'S WING
UNITES US**

Lauretta Godbey of Avemco Insurance won the new watch.

This was the third year WAI has participated in the Women's Wing area at the Summit—a location to encourage attendees (especially women) to get involved in aviation. There was information on flying, an author's table and a working flight simulator. There was also the Learning Pavilion, where WAI held mini-seminars on topics ranging from Women in Aviation History to careers, and Learning to Fly.

Friday morning more than 50 members and guests attended the WAI Connect Breakfast at the Marriott in Hartford, Connecticut. Captain Linda

Wackerman of the U.S. Navy addressed the group, speaking about the Centennial of Naval Aviation, and Dr. Peggy Chabrian shared information on upcoming WAI events with the attendees. At the end of the breakfast there was the customary raffle drawing, which brought a lot of excitement and joviality, and included the grand prize of an AOPA woman's watch donated by AOPA.

At the Dine Around dinner, celebrities in the crowd included: **Anna Mracek Dietrich**, COO Terrafugia; WASP **Bee Haydu**; **Martha King**, King Schools, Inc.;



Jennifer Storm, AOPA; and **Captain Linda Wackerman**, US Navy. WAI staff and volunteers worked hard at the Summit. *Aviation for Women's* Annette Calicoat visited our loyal advertisers to make sure they knew about upcoming opportunities to



showcase their products in *Aviation for Women* magazine, Kelley Seifert encouraged exhibitors to join WAI in Dallas next March, Betty Huck talked with potential members and chapter leaders in the WAI exhibit booth at the entrance to the exhibit hall, and Nancy Bink and Lewie Wiese, with several local WAI members, sold WAI merchandise (which helps fund WAI outreach and operation activities) and spoke with attendees in the Women's Wing in the Exhibit Hall. ➔



Rafael Carrero, Outreach Chair of the Puerto Rico chapter, at the WAI Connect breakfast



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 Garczynski

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.

CONNECTICUT CHAPTER

The Connecticut Chapter of Women in Aviation held this year's reception at Adam's Mill in South Windsor. The chapter was very pleased to present a \$1,000 scholarship to engineering student and aspiring helicopter pilot **Caylee Johanson** (WAI #46268). She is currently pursuing a bachelor's degree in Mechanical Engineering Technology at Wentworth Institute of Technology. She plans on attending Cornell or Princeton to attain a dual Masters in Aerospace Engineering and Business Management. After college she intends to study for her helicopter pilot's certificate.

Two members of the Connecticut Chapter were the evening's speakers. The first speaker, **Agnes Klucha** (WAI

#17657), Pratt & Whitney Engineering Manager, shared her passion for Additive Manufacturing. Klucha formed the Engineering Integrated Solutions Group to bring new innovations to life through prototyping, design and validation using an integrated approach. Additive manufacturing reduces cost by building parts to near net shape eliminating costly machining. Then **Caroline d'Otreppe** (WAI #29824) presented on events at the New England Air Museum (NEAM). As Director of Education d'Otreppe pursues opportunities that draw in groups to share in the many opportunities at the museum. She developed *Women Take Flight*, an event celebrating the history of women in aviation, and works to inspire aviators of all ages. The next *Women Take Flight* is on Sunday, November 6. ✈



Jerry Ashley, Caylee Johanson and Elissa Johanson

CONNECTICUT CHAPTER

LOUISIANA TECH
UNIVERSITY CHAPTER

The Louisiana Tech University Chapter recently participated in the university's annual "Dawg Haul" event. Dawg Haul is a campus-wide event geared toward moving students into their campus residence halls. Along with other campus organizations, the chapter assisted students settling in to their apartments for the upcoming fall quarter. The chapter members moved 10 students into their apartments while educating them about the organization. Among the par-



Dawg Haul participants

ticipants in the Dawg Haul were WAI members **Jessica Lowery** (WAI #47236), **Kary Munn** (WAI #7650), **Keeley McDaniel** (WAI #47234), **Jessica McDonald** (WAI #44971), **Sam Hansen** (WAI #49358), and **Nicole Hansen** (WAI #45871). ✈

LOUISIANA TECH UNIVERSITY CHAPTER



Susie Swim, Jeni Shibata, Emi Wilke, Amy Hughs, Nancy Hedlund, Valorie Reis

HAWAII 50 CHAPTER

HAWAII 50 CHAPTER

On Sunday July 24, The Pacific Aviation Museum Pearl Harbor opened its new *Amelia Earhart in Hawaii* photo exhibit, with exclusive Earhart photos courtesy of Matson Navigation Company, and hosted a party to celebrate the 114th birthday of Amelia Earhart. There was an Amelia look-alike contest and cake and champagne to celebrate. Chapter members got into the spirit of the event and tried their best to dress in the style of the era.

This past summer the chapter hosted and helped 45 Girl Scouts at the Pacific Aviation Museum to get their aviation merit badges. ✈

New Official Chapters

Soaring Capital Eagles Chapter #84

Horseheads, New York

Stacey Brown, President
Jill Browning, Vice President
Alison Mandel, Secretary
Terri Krieger, Treasurer

Concorde Chapter #85

West Sussex, England

Jane Middleton, President
Kristiina Tervo, Vice President
Lisa Westwood, Treasurer
Mel Benson, Membership Chair
Carrie Imlach, Outreach Chair

Puerto Rico Chapter #86

San Juan, Puerto Rico

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

New Provisional Chapters

Edelweiss Chapter #114P

Lausanne, Switzerland

Sandrine Rohrer, President
Sylviane Demierre, Vice President
Emilie Disner, Secretary
Natacha Akribas, Treasurer
Anne Knabe, Membership Chair
Ursula Durrer, Outreach Chair

First Coast Fifts' Chapter #115P

Jacksonville, Florida

Stephanie Leenhouts, President
Samantha Harrison, Vice President
Jennifer Lada, Treasurer
Kelly Dollarhide, Outreach Chair



Girl Guides with Oshawa Mayor John Henry, Louisa Corby, Cheryl Marek and Sherry Kremko

UPPER CANADA CHAPTER/PHOTO BY JEFF PAGE

UPPER CANADA CHAPTER

Cheryl Marek (WAI #28672), vice-chair of the Oshawa Airport Advisory Committee, member of Canadian Owners and Pilots Association Flight 70 and school teacher in Ontario, Canada, headed up a six-person work group collaborating with Total Airport & Aviation Solutions, the airport management team, to organize a free Community and Fly-in Open House on June 25th. The event showcased some of the many facets of aviation and aeronautics at this, the 2010 "World's Most-Female-Pilot-Friendly Airport" and one of the top 30 airports in Canada.

Exhibits included radio controlled aircraft, Harris Hawks (airport bird control), amphibious ultralights, an Air First Aid trike, custom built airplanes, personal and corporate jets, WWI and aerobatic planes, a DC-3 and C-117, the regional Police chopper, a hot air tethered balloon, Canadian Forces recruiting, Air Cadets, The Ninety Nines represented by **Leslie Page** (WAI #49504) and MAF. Activities included RAA wing rib building, a Girl Guide Aeronautics badge course with **Sherry Kremko** (WAI #45170) and **Louisa Corby**, experiments and glider building with Scientists in School's **Stan Taylor**, and familiarization flights by the flight schools. The Oshawa aviation community was happy to host this "backyard party" and see the enthusiasm stirred in the thousands of neighbours who attended! ➔



BOX D CHAPTER

Box D Chapter shared an information table with ERAU during an Education Fair and BBQ in July at RAF Mildenhall in Washington Square. In photo, from left: **Codie Seier**, **Barbara Stephens**, **Rachel Bowlin**, and **Nancy Tran-Horne**

BOX D CHAPTER

GARDEN STATE ANGELS CHAPTER

The Garden State Angels Chapter hosted an aviation afternoon for 20 young people from a mentoring program for a subsidized housing development. The event included inspirational and informative presentations by chapter members **Lisa Campbell** (WAI #45103), **Joe Holt** (WAI #40390), **Kristina Sofchak** (WAI #39965) and **Melissa Lekas** (WAI #31838), followed by a ramp tour of planes at Marlboro Aircraft Services, Monmouth Executive Airport, Wall, New Jersey, by **William Bienes**. Chapter members **Lynn Cyrway** (WAI #32122) and **William Scott** (WAI #47864) were also present. The young people were treated to goody bags containing airplane models, puzzles and games prepared by chapter president **Dr. Alyson Beausoleil-Holt** (WAI #8967). **Jessica Thornley** served hamburgers, hot dogs and soda. The students were from Winteringham Village, Toms River, New Jersey, and were under the direction of **Mary Frances Mack**, Chairman of Club Grant Project's Adopt-A-Village. ➔



Benson, Pooley and Davies

CONCORDE CHAPTER

Members **Mel Benson** (WAI #47286), **Dorothy Pooley** (WAI #39411) and **Sophie Davies** (WAI #47903) were invited to join some of the display pilots from the Shoreham Airshow in England for a lovely meal the night before the airshow. They all went to the Fish Factory in Worthing for wine, fish and chips and mushy peas! Next day the three chapter members joined members of The Ninety-Nines and the ladies from the British Women Pilots Association to celebrate the **Hilda Hewlett** centenary at Brooklands museum in Surrey. There were educational seminars all day and Davies and Pooley gave a presentation on careers which was repeated by other members on the Sunday. Around the museum were displays and exhibits commemorating the history of women in aviation. All round it was a fantastic weekend of aviation, outreach and camaraderie with other pilots, both male and female. ✈

PUERTO RICO CHAPTER

As part of its outreach efforts, the Puerto Rico Chapter promoted Women in Aviation, International at a local morning talk show called *Entre Nosotras* (Between Us). The show, which is hosted by four famous Puerto Rican actresses (comparable to *The View*), covers stories of interest to the general public from a female point of view. Recently they were commemorating Amelia Earhart's life and so invited different personalities from the aviation industry in Puerto Rico.

Puerto Rico Chapter Membership Chairman Professor **Caroline Ocasio** (WAI #47238) and Chapter President **Luz Carrero** (WAI #44400) attended the event along with students from the Inter-American University School of Aeronautics. The interview focused on the benefits of becoming a WAI member, especially its scholarship program.

The talk show was broadcast throughout WAPA-TV Puerto Rico and WAPA America, which is currently viewed in more than 3.2 million homes in the U.S. mainland. As a result, hundreds of people contacted the Puerto Rico Chapter to learn more about the organization. ✈



PHOTO BY PUERTO RICO CHAPTER

From left to right (back row): Students from Inter-American University School of Aeronautics with Luz Carrero and Professor Caroline Ocasio. From left to right (front row): Talk Show Hosts—Alba Nydia Díaz, Noris Joffre, Maricarmen Avilés, Sonia Valentin



Tracy Lundquist presents to Mary Maher (right)

CENTRAL FLORIDA CHAPTER

The Central Florida chapter presented an award of merit to outgoing chapter president **Mary Maher** (WAI #28395) at the August meeting. Maher has been an executive board member and a tireless champion of the chapter since its inception in 2005, and served as its president from 2009 through this spring. The chapter members are content to let her have a well-deserved break, but they won't let her go—she continues to serve as a board member-at-large. Congratulations and many thanks to Mary!

Chapter members and guests at the August meeting were treated to a great "how I spent my summer vacation" slide show from members **Barbara Walters-Phillips** and **Debey Von**, who shared pictures, video and stories from this year's EAA AirVenture Oshkosh. Of course the chapter members all particularly enjoyed hearing about the WomenVenture group photo and the WAI Connect breakfast, where the chapter was very fortunate to win a customized display banner from WAI Headquarters. They thank WAI for this great gift and look forward to putting it to very good use. ✈



Sarah Washington learns some maintenance tricks during "Ask-A-Mechanic."

WOMEN WITH WINGS CHAPTER

The St. Louis Women With Wings Chapter supported the FAASTeam and Scott AFB Aero Club Summer Safety Seminar held at Mid America Airport, Mascoutah, Illinois. Members "manned" their chapter booth and helped spread the word on aviation safety.

The group sponsored an extraordinary "Ask-A-Mechanic" event also with the FAASTeam. It was held at Spirit Air Center (SAC) at Spirit Airport, Chesterfield, Missouri. **Chris McPherson**, co-owner of West County Aero, performed a hands-on oil change on **Eve Cascella's** (WAI #29490) Cessna 172. **Sarah Washington** (WAI #49188) and a few others from the group got their hands dirty wielding wrenches, wires, and other things. Most people learned a thing or two and it was fun. After the oil change, **Dana Berry** from SAC gave a short presentation about SAC and its services and vision, followed by a tour of the facility.

A few chapter members made it to the fourth WomenVenture Photo at Oshkosh. Chapter President **Shelby Edwards** (WAI #27739) and husband **Jeff** hosted a chapter dinner at their Oshkosh "home for the week" at the end of Runway 9.

Chapter members met at the home of members **Dave** (WAI #27687) and **Kristy Cross** (WAI #8783) for a Friday Night Pot Luck. The evening included the privilege of welcoming home sponsored soldier **LTC Jocelyn Anderson** from her deployment, and meeting her daughter, **Rachel**. Thank you for your service, Jocelyn!

Additionally, several members attended the memorial service for **Mary Hagner Guthrie**, a WASP who died in 1981, but was only recently allowed to have a military service and a military grave marker. There was an Air Force Honor Guard in attendance, complete with flag ceremony, rifle salute, and taps played by a solitary bugler. In addition, a "sky lantern" was launched—which is a tissue hot air balloon—in honor of Mary. ➔

FORT LAUDERDALE CHAPTER

A beautiful morning greeted aviation students and faculty at the New Student Orientation at Broward College. Vice President **Jessianna Bartier** (WAI #11965) represented the Chapter as a keynote speaker. All facets of aviation were well represented that early morning including Maintenance, Air Traffic Control, Airport Management, Professional Piloting, and Safety and Logistics. Bartier was particularly thrilled to see how many women were in the audience! She was eager to speak to students about Women in Aviation, the Fort Lauderdale Chapter, and all of the wonderful opportunities and benefits that being a member offers. Plus she was able to rekindle and strengthen connections with the professors that she had met at the WAI Conference in Reno. She told all the eager listeners that they were embarking on an exciting endeavor; that the aviation industry has a good future in store, with a multitude of job and career opportunities. ➔

SAN FRANCISCO BAY AREA CHAPTER

Torea Rodriguez (WAI #12553) gave a seminar in Santa Rosa about the usage of the iPad in the cockpit. A group of chapter members participated in the event. **Sandra Clifford** (WAI #1631) spoke at the San Jose State Alpha Eta Rho speaker series. **Carly Smith** (WAI #41788) participated in the Parade of Planes event at San Carlos. **Kelly Hoffman** (WAI #41529) and Sandra Clifford hosted the chapter's booth and face painting at the San Jose Reid Hillview Airport Day with the help and support of other WAI members. Several of the members attended the NBAA Business Aviation Regional Forum in July thanks to **Alison Barker** (WAI #37484).

Sandra Clifford gathers the students around for a group photo at her San Jose State Alpha Eta Rho presentation.



CAREERS

Garden State Angels Chapter President, **Dr. Alyson Beausoleil-Holt** (WAI #8967) announced the opening of her Old Bridge Flight School, Old Bridge Airport, New Jersey. The school will offer private, instrument and tailwheel transition instruction from its base at the Old Bridge Airport.

Pam Brophy (WAI #15180) was recently promoted to Air Traffic Manager at Aurora Air Traffic Control Tower in Sugar Grove, Illinois. She was previously the supervisor and performing duties of that position as well as managerial duties since the beginning of 2011. Brophy began her FAA career in August of 1985 at



Pam Brophy

Chicago Center. She transferred to the Flight Service option in 1987 and worked at Lansing and Kankakee Flight Service Stations until 1996, then began her work in the Terminal option at Moline-Quad Cities Tower in 1996.

Meg Godlewski (WAI #8165), of Renton, Washington, a four-time double Master, recently renewed her Master CFI and Master Ground Instructor accreditations. She is one of only 27 aviation educators worldwide to hold two accreditations concurrently. Godlewski is a flight and ground instructor at Crest Airpark (S36) as well as Clover Park Technical College and Safety In Motion,

Betty Skelton Erde (WAI #1910), former aerobatic airplane pilot, Chevrolet Corvette test driver and speed racer, died at the age of 85 on August 31. Skelton established a concrete precedent for women's roles in aviation, aerobatic performance and auto racing. She also maintained a successful career in advertising while setting multiple land-speed records.

Skelton was born in Pensacola, Florida, where she was fascinated with airplanes from an early age. She took to gawking at planes and learning everything she could about them from pilots at the municipal airport. With full support from her parents, Skelton made her first solo flight at the age of 12, held a commercial pilot's certificate by age 18 and became a certified flight instructor that year. Eventually, she got into stunt performance and evolved into a full-out aerobatic pilot. Skelton held the U.S. Female Aerobatics Championship title from 1948 to 1950. In 1949, she set a world altitude record flying at 25,763 feet, then broke her own record two years later at 29,050 feet. She retired from aerobatic flying in 1953 and was piloting charter flights when she met NASCAR's Bill France Sr.

In 1954, France invited Skelton to drive a pace car in Daytona Beach, where she also took a Dodge sedan past 105 mph on the sand, setting a women's record for stock-car speed. Racing became Skelton's second passion. In 1956, Skelton joined General Motors' advertising partner, Campbell-Ewald, and became the first woman technical narrator at major auto shows. She soon began test-driving Corvettes. Skelton was the first woman to drive an Indy car. Her land-speed records stretched from the sands of Daytona Beach to the Bonneville Salt Flats of Utah. She set a transcontinental speed record in 1956 from New York to Los Angeles, in which she covered 2,913 miles in 56

Skelton joined Dorothy Cochrane on the cover of AFW with her famous Pitts Little Stinker



JOHN SLEMP

hours and 58 minutes. Skelton was inducted into the National Corvette Museum's Corvette Hall of Fame, the Motorsports Hall of Fame, the Women in Aviation Pioneer Hall of Fame and the National Aviation Hall of Fame. A staunch supporter of Women in Aviation, International and a dear friend to many of us, she will be missed. ✈

all in the Seattle, Washington metro area. She is also a journalist with *General Aviation News* and a columnist for *Aviation for Women*.

Sara Goodwin (WAI #47899) passed her check ride to officially move up from Sport to Private Pilot.

Alyssa (Izzy) Novak (WAI #45877), a flight instructor at Eastern Michigan University's Eagle Flight Center, in Lansing, Michigan, has won the Frank P. McCart-

ney Foundation scholarship for Cessna Citation II training. A 2011 graduate of Eastern Michigan University, Novak

received the award from Aerodynamics Inc., located in Waterford, Michigan, in conjunction with FlightSafety International of Toledo, Ohio.

Joni Schultz (WAI #39079) added a Rotorcraft-Helicopter rating to her FAA certificate



Izzy Novak



Dhondt and Schultz

of water, dumped on her after the solo flight.

Natalie Winkels (WAI #42969) is an active duty pilot with the 351st Air Refueling Squadron at RAF Mildenhall. She is actively involved in the Box D Chapter of WAI which promotes service and networking within the international aviation community. A highlight of her past year was getting to meet all of the attendees at the Fall 2010 Southern England Conference in Surrey, particularly Red Arrows pilot, Kirsty

at Tomlinson Aviation in Ormond Beach, Florida. Her flight instructor, Jeremy Dhondt, soaked her with the traditional five-gallon bucket

Moore. Her future aviation goals are to help raise funds for a local chapter scholarship, upgrade to Aircraft Commander, and work towards an advanced degree in Women's Military History.

PASSAGES

Cliff Robertson (WAI #1890), died the day after his 88th birthday. Born Clifford Parker Robertson III, on September 9, 1925, Robertson was raised by his grandmother and an uncle, after his mother died when he was two and a half. Living 13 miles from San Diego, when Robertson was 14, during the summer, he began riding his bicycle, six days a week, into a "little sleepy airport." He worked for airplane flying lessons at the field. As many do who flirt with aviation in their youth, Robertson abandoned it for a period while sorting out what to do with his life. He served in the Maritime Services for three and a half years in the South Pacific, North Atlantic and Medi-



Cliff Robertson

terranean theaters of war. Then he attended Antioch College. He entered a program that allowed him to work at the same time, so he began writing for the *Springfield Daily News*. From there he headed to New York City and an acting career that would span four decades. Somewhere in between all that Robertson got back to aviation. A supporter of many causes, he encountered Dr. Peggy Chabrian through her position on the EAA Board of Directors, heard about Women in Aviation, International and he decided that WAI was a cause worthy of his support. We appreciate all he has done for the organization, sharing his talent and his time. ✈



Natalie Winkels

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IN TRAIL WITH SPIDERTRACKS



Spidertracks is a web-based back-up to your Emergency Locator Transmitter, which is no longer monitored by satellite in the U.S. for the typical 121.5 band. Spidertracks uses the Iridium satellite network to beam your location (in one or two minute intervals) to a receiver that translates it for broadcast onto a restricted-view web page. You can either log in to see your "tracks" or give someone the private link so that they can check on you. That's neat, but the real power of the spider is in its alerting system.

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Why have one? Ask the people who like to look up online where you are at, and the one who wonders when you'll be home for dinner. They'll tell you why. For more information go to www.spidertracks.com. ➔

IN FOCUS ALWAYS: SUPERFOCUS GLASSES

Okay, how can it be that a pair of glasses that only come in round could ultimately be so cool? Well, if you are like me and find it difficult to adjust to progressive or bi/tri-focal lenses, the idea of a lens that refocuses "on-the-fly" might just be attractive, too.



Now, I did not say I was attractive in them. Richard Gere can carry them off, but I didn't. No matter. What I liked about the glasses in the airplane was that I could easily shift from looking at the digital EFIS on the instrument control panel, to scanning for traffic outside. One touch at the bridge and everything was in sharp focus all the time. It works at home, too, when shifting from a day on the computer to driving to the store after work. And infinite adjustability means that whatever your eyes are doing, you can get a nice sharpness quickly, and across the whole lens at once.

The glasses can be purchased with several tinted front lenses that are removable and interchangeable. For more information and pricing you'll find them at Superfocus.com or ask for them at your local optometrist. —A.L. ➔

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gering this year!
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ornament
and more
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Serious Help for Dry Skin



I'm a dry-skinned skeptic. I've tried all the products claiming relief for dry skin without success. The only moisturizer I found that kept me from feeling like my face was go-

ing to crack when I smiled is the consistency of shortening. When a WAI member approached me with L'Bri as a great moisturizer for folks living in dry cockpit air, I was less than receptive, but I tried it anyway. It only required a small amount of moisturizer smoothed in with wet fingers to cover my face and neck. When it dried, my face felt moisturized without a greasy residue. The true surprise was that my skin felt soft, like it had years before. After a full day, my face still felt hydrated and smooth, which was unprecedented in my experience. This is a cure for my dry skin.

L'Bri products are formulated from aloe and other natural ingredients and are available for normal, oily or dry skin. You can order a set of free samples based on your skin type at www.YouShouldTry.LBri.com. They also offer anti-aging products and cosmetics, which all come with a 30-day money back guarantee.—Annette Calicoat

BOOK REVIEWS

by Rose Marz

The Beauty Chorus by Kate Lord Brown

The *Beauty Chorus* is the debut effort from British author Kate Lord Brown. This engaging novel follows its plucky heroine Evie Chase as she abandons her glamorous life as a rich socialite in World War II era England in order to join the war effort by flying planes for the Air Transport Auxiliary. The novel is a page turner with real historical insight, for while Evie may be a fictional character, the obstacles she faces and the people she meets were once familiar to any woman hoping to take to the air.

ISBN: 978-1-84887-870-9

Published by Corvus Book Company, London, UK.

www.corvus-books.co.uk

Hardcover; 434 pages; 16.99 GBP



Velva Jean Learns to Fly by Jennifer Niven

This book is the second in the Velva Jean series by Jennifer Niven, but it is the author's first foray in the world of aviation. The reader follows Velva Jean as she leaves her small mountain home with dreams of making it big as a country singer. After taking flying lessons, she falls in love with the sky instead. Then Pearl Harbor happens, and our heroine joins up with the WASP. Velva Jean is a delightful heroine who will keep you glued to the page as she faces off against sexism on the runway and ghosts from her past.

ISBN Pending

Published by Penguin Group, USA, Inc. www.penguin.com

416 pages; \$15.00 US / \$17.50 CAN ➔



QUÉBEC WINTER CARNIVAL: PLAY IN SNOW AND SLEEP ON ICE

Join the world's largest winter carnival from January 27-February 12, 2012 in Québec City. Featuring fireworks, parades, dog sled and horse races, snow slides and rafting, sleigh rides, arctic spas, snow sculptures and snow bathers, you can't help but have fun at this gleeful celebration of winter. Refresh at the sugar shack, play giant table soccer on a human scale, and zipline through crowds on the Plains of Abraham. Hosted by Bonhomme, a snowman wearing a red waist sash, the revelry easily rivals festivities in Rio and New Orleans.

Then overnight at the coolest place on earth at the nearby Ice Hotel—*Hôtel de Glace* in French—where more than 700,000 people from around the world have slept on ice. From weddings and honeymoons to family gatherings and girlfriend getaways—the Ice Hotel is a favorite for those who embrace winter.

IF YOU GO:

Québec Jean Lesage International Airport Code: CYQB

www.fltplan.com/AirportInformation/CYQB.htm

Note: The local pilot's club "Les Ailes Québécoises" welcomes transient aircraft to stay for free on their ramp for up to two nights.

www.carnaval.qc.ca/en

www.hoteldeglace-canada.com (Opens January 6, 2012) ➔

by Karin Leperi





The perfect gift for any aviation enthusiast is a membership in WAI...
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((\$29 with digital only magazine)

Family—\$20

(individuals in same household,
additional magazine not included)



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WAI MEMBER'S AWARD WINNING DVD

The National Aviation Hall of Fame (NAHF) has awarded filmmaker Heather Taylor, of Columbia, Maryland, its Ninth Annual Combs Gates Award. Taylor was recognized for the documentary she directed and produced, *Breaking Through the Clouds: The First Women's National Air Derby*.



Taylor just received the \$20,000 cash award in a formal presentation at a special opening session of the National Business Aviation Association (NBAA) 64th Annual Meeting & Convention in Las Vegas, Nevada, in October.

Have you seen *Breaking Through The Clouds* yet? If not, you should. Taylor's documentary about the 1929 Women's National Air Derby is hailed as the most entertaining and accurate depiction of women in aviation's early years produced to date. You can get a copy from the WAI Store (**www.wai-store.org** — Code #21078; Price: \$30.00). ✈



Get ready for weather with these great WAI branded clothes.

Jacket (above) has a princess cut that provides a feminine fit. Adjustable buckles at sides allow for a tailored look and provide added design detail. Features button-off hood, roll-up cuffs and lower slash zip pockets. Available in millenium blue (shown), pale aqua, black/gray, and red/navy.

Waterproof jacket with WAI Logo

Code #30165; Price \$52.00

This turtleneck has a classic semi-contoured silhouette, mock neckline and bottom hem. 100 % combed ring spun cotton. Available in avocado (shown), lake blue, navy and black.

WAI Mock Turtleneck

Code #30093
Price \$29.00



BOOK REVIEW

Night Flight: Amelia Earhart Crosses the Atlantic by Robert Burleigh Paintings by Wendell Minor



Red. Candy apple red. If there is anything I remember distinctly about Amelia Earhart's Lockheed Vega, it is this. The relatively small, beefy airplane carried Earhart for nearly 15 hours across the Atlantic in 1932. It did not fail her—but reading Robert Burleigh's fictional narrative it is clear—she did not fail it, either. The woman and the machine were a team throughout that long night, and Burleigh's prose, paired with Wendell Minor's spellbinding paintings, deftly captures the loneliness, the serenity, and yes, the gut-wrenching fear of an unknown crossing in the time before radio beacons and high-frequency transmissions. This children's book owns that rare quality of depth and beauty in a timeless story of human and machine against the elements. Enjoy it! — A.L.

ISBN: 978-1-4169-6733-0

Published by Simon & Shuster, New York, NY; 2011.

Hardcover; 40 pages.

www.waistore.org — Code #23300; Price \$16.99



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WAI Members are going somewhere.

This capacious bag stores all your stuff.

It's a black canvas toiletry bag with handy rear metal hook for hanging. Gusseted elastic pockets for toiletries, zippered front mesh pocket for accessories, top handle for easy carrying.

Travel Toiletry Kit with WAI logo

Code #34001; Price \$14.00





CORADINE AVIATION SYSTEMS

Founded in 2003 by pilot, engineer and interface designer Noah Lieberman, Coradine Aviation Systems provides high quality software for the Macintosh and iOS (iPhone, iPad and iPod) platforms. It may be a relatively new Corporate member of Women in Aviation, International, however, its COO, Toréa Rodriguez, is a longtime WAI member and 2008 scholarship winner.

Recently, the company has seen tremendous growth. And while still small, Coradine has hired at a 175% year-over-year rate for the last four years. Almost all of its employees are pilots themselves and several have career pilot backgrounds. "Being a small start-up, we take great care in the selection of our employees. Everyone has multiple responsibilities and yet our focus is the same," says Rodriguez, a former charter pilot. "Everyone here takes personal responsibility to producing the best products we can and providing outstanding customer service."

Coradine began developing applications for Macintosh in 2003, and has quickly grown to be one of the leading providers of electronic logbook software, serving over 40,000 pilots worldwide. Company founder Lieberman explains, "Aviation and Macs are two of the things I'm most passionate about, so when I started flying and found no good aviation software for Mac OS X, I set out to build my own. I take the development of our software very seriously, each new major release takes thousands of hours of development and testing to ensure you get the best system in the business."

LogTen Pro continues to be the flagship product offering electronic logbook solutions for pilots of all genres, from general aviation, to business aviation and the airlines. With LogTen Pro, pilots are able to import their airline schedules, visual-



COURTESY OF CORADINE AVIATION SYSTEMS

ly track custom currency and duty limits, print stunning reports and paper-bound logbooks. On the iPad and iPhone, instructors are now able to validate flights with the digital signature feature. "We've been working

on adding the digital signature feature since first launching LogTen Pro for the iPad. We realized immediately what a help it would be for students and CFIs. It's another big step towards eliminating paper from pilots' lives," says Lieberman. "All the new features in LogTen Pro 6.0 have been requested by pilots using the application in the field. We are continually striving to provide apps that are easy to use and can be customized to each pilot's individual needs. The new interface, visual duty tracking and iCloud integration are only the beginning, LogTen Pro 6.0 is truly the next generation in electronic logbooks."

Announced in August, Coradine's LogTen Pro is now integrating with Aspen Avionics' Connected Panel™. This integrated technology will allow pilots to automatically log their flights directly from a Connected Panel enabled cockpit. No more forgetting to log flights after you get home from the airport!

The new and improved OnTime 2.0 (iPad/iPhone) enables pilots to quickly access favorite trips, manage unlimited aircraft profiles, and enter multiple legs based on current weather and ATC clearances. After takeoff, OnTime enables pilots to easily move through their route as they fly, giving them quick access to key information such as navigation and communication frequencies. Now OnTime also has more detailed time and fuel usage calculations including climb, cruise and descent profiles for each aircraft. Take a look for yourself in the Exhibit Hall during the 2012 International Women in Aviation Conference in Dallas, Texas, where Coradine intends to have a booth.

Coradine Aviation announces job availability on its web site, and accepts résumés sent to jobs@coradine.com. Occasionally, Coradine is able to provide a limited number of internship opportunities for students wanting to learn more about the aviation software industry.

Worldwide Headquarters are at 4039 N. Mississippi Avenue, Suite 303, Portland, OR 97227 USA ✈

Women in Aviation, International Welcomes New Corporate Members

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& McCloy LLP

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23rd Annual International Women in Aviation Conference

MARCH 8-10, 2012 • DALLAS, TEXAS



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SCHEDULE OVERVIEW

Scan here with your smartphone for details online!



Wednesday, March 7

- 8:00 a.m. – 3:00 p.m. American Airlines Fort Worth Maintenance Facility Tour *(Pre-register by Feb. 6, 2012; Ticket required; \$25)*
- 12:30 p.m. – 5:30 p.m. Southwest Airlines Flight, Dispatch & Maintenance Facility Tour *(Pre-register by Feb. 22, 2012; Ticket required; \$20)*
- 2:00 p.m. – 6:30 p.m. American Airlines Flight Academy Tour *(Pre-register by Feb. 6, 2012; Ticket required; \$20)*
- 3:00 p.m. – 6:00 p.m. Registration Open
- 6:30 p.m. – 7:30 p.m. WAI Chapter Reception *(Ticket required)*

Thursday, March 8

- 8:00 a.m. – 4:30 p.m. Registration Open
- 8:00 a.m. – 11:00 a.m. WAI Chapter Leadership Workshop
- 8:00 a.m. – 5:00 p.m. FAA Maintenance Recurrent Training
- 9:00 a.m. – 12:00 p.m. Aerospace Educator Workshop *(Pre-register)*
- 9:00 a.m. – 12:00 p.m. Professional Development Seminar *(Pre-register)*
- 10:00 a.m. – 10:45 a.m. New Members Social
- 11:00 a.m. – 12:00 p.m. Annual WAI Membership Meeting
- 12:50 p.m. – 1:00 p.m. Ribbon Cutting Ceremony
- 1:00 p.m. – 5:45 p.m. Exhibit Hall Open
- 1:00 p.m. – 3:00 p.m. Professional Development Seminar *(Pre-register)*
- 3:30 p.m. – 5:30 p.m. Professional Development Seminar *(Pre-register)*
- 3:00 p.m. – 4:00 p.m. WAI University Chapter Members Meeting
- 4:30 p.m. – 6:00 p.m. College/University Student Meeting
- 6:00 p.m. – 7:15 p.m. Opening Night Reception *(Ticket required)*
- 7:30 p.m. – 8:30 p.m. Aviation Safety Seminar *sponsored by Air Safety Institute*

Friday, March 9

- 8:00 a.m. – 4:30 p.m. Registration Open *(Closed during luncheon)*
- 9:00 a.m. – 10:30 a.m. General Session *sponsored by Helicopter Association Intl.*
- 10:30 a.m. – 5:00 p.m. Exhibit Hall Open *(Closed during luncheon)*
- 11:00 a.m. – 11:50 a.m. Networking for FAA Employees
- 12:00 p.m. – 1:30 p.m. Luncheon *(Ticket required)*
- 2:00 p.m. – 5:00 p.m. Education Sessions

Saturday, March 10

- 8:00 a.m. – 1:00 p.m. Registration Open
- 9:00 a.m. – 10:30 a.m. General Session *sponsored by The Boeing Company*
- 9:00 a.m. – 2:00 p.m. **Bring Your Daughter to the Conference Program** *(Pre-registration necessary; \$20) Lunch included*
- 10:15 a.m. – 11:00 a.m. Exhibitor Coffee Break *sponsored by FedEx Express*
- 10:30 a.m. – 3:00 p.m. Exhibit Hall Open
- 12:30 p.m. – 1:30 p.m. How to Start a WAI Chapter Seminar
- 2:00 p.m. – 5:00 p.m. Education Sessions
- 6:00 p.m. – 7:00 p.m. Pre-banquet Reception
- 7:00 p.m. – 10:00 p.m. Awards Banquet/Pioneer Hall of Fame Ceremony *(Ticket required) sponsored by American Airlines/American Eagle/AA Credit Union/Airbus*

Times and events are subject to change

Invited Speakers

Gerard J. Arpey, Chairman of AMR Corporation and American Airlines, Inc.

Sherry Carbary, VP of Flight Services, The Boeing Company

Rod Hightower, President/CEO of Experimental Aircraft Association

Sandra Magnus, NASA Astronaut

PLUS

Women in Helicopter Aviation Panel Moderated by **Matt Zuccaro**, President of Helicopter Association International

Melissa Mathiasen, Chief Program Pilot-Training and Contracts, S-92 and S76C++ Test Pilot, Sikorsky Aircraft Corporation

Colonel Sally Murphy, US Army Ret., First Commissioned Female Army Aviator, TH-55 and UH-1 Pilot

Amy Sargent, Chief Pilot, Florida Keys Mosquito Control, Bell 206B and 206L4 Pilot, Former Airline Pilot

Samantha Willenbacher, Director of Bristow Academy (Titusville, Florida)

Education Seminars

Nearly 50 sessions cover topics such as:

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Aviation History

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Maintenance of Aircraft

Human Factors Engineering

Mentoring and Networking

Military Aviation

Aviation Photography

Successful Interview Processes

New Technologies

Aviation Weather

Balancing Family and Career

Aviation Safety

Aviation Training Challenges

See full session descriptions online at www.wai.org

TRIP INFORMATION

Conference Hotel:

Hilton Anatole

2201 North Stemmons Freeway
Dallas, TX 75207

Hotel Reservations can be made online from a link on the WAI Conference page or by calling +1 (214) 748-1200 (be sure to mention the group code WAI).

Special WAI Room Rates:

\$149/night (King or Double)

Cut Off Date: February 7, 2012



Alternate Hotel:

Hilton Garden Inn Dallas/Market Center

2325 North Stemmons Freeway, Dallas, TX 75207



Hotel Reservations:
call +1 (214) 634-8200

**\$109/night
(Single or Double)**

Mention group code: AVI.
Located right next door to the Anatole. A shuttle between the two Hiltons is

available. HGI also offers its guests a **complimentary shuttle service to and from Dallas Love Field.**

Cut Off Date: February 7, 2012

Super Shuttle Service from the airport is available with a WAI Discount. www.supershuttle.com/Sales/wia2012.html or call for reservations +1 (817) 329-2000 or (800) 258-3826. Discount price: \$14 one way; \$26 round-trip.

Limo George also provides service from DFW, call +1 (214) 475-4513 and mention the Hilton Garden Inn.

American Airlines Travel Discount

Call American Airlines at (800) 433-1790 in North America and refer to Promotion Code **1232AW**, or go online to www.AA.com, choose More Flight Search Options and insert the promotion code in the appropriate box. The 10% discount is valid for travel March 5-13, 2012 to Dallas, Texas. A charge of \$25.00 USD per ticket will apply for tickets purchased via telephone. For airport purchase the service charge is \$30.00 USD per ticket. If you are outside North America the ticketing charge varies. The discount can be booked on-line for American Airlines and American Eagle flights only. Itineraries with oneworld or codeshare partner airline must be booked by calling our Meeting Services Department at (800) 433-1790 from North America, or at an international AA reservations office. A ticketing service fee will apply for reservations made via the phone or in person at an AA counter.

Enterprise Car Rental

Enter the special discount code **32F3422** and click "search." Enter "**wom**" as the PIN and click "sign in." You may also call 1-800-Rent-A-Car (800-736-8227) and mention the special WAI discount code **32F3422**.



Wednesday Tours

American Airlines Alliance Fort Worth Maintenance Facility Tour 1

Wednesday, March 7, 2012

• **8:00 am** leave Hilton Anatole • **2:00 pm** buses leave for Hilton Anatole (or Flight Department Tour) • **3:00 pm** arrive back at Hilton Anatole

Come join us for a tour and lunch at the American Airlines Fort Worth Maintenance Facility, which covers two million square feet of office, back shops, docks and manufacturing space. This tour does require closed-toe shoes and a large amount of walking and climbing of stairs (recommend comfortable walking shoes). *No children and no cameras allowed.* Cost: \$25 for AFW Tour (non-refundable) or \$35 for both the AFW Maintenance Facility and Flight Academy tours. Lunch is included. Deadline to Register: February 6, 2012.



American Airlines Flight Academy Tour 2

Wednesday, March 7, 2012

• **2:00 pm** leave the Hilton Anatole **OR 2:00 pm** leave the Alliance (AFW) Maintenance Facility Tour • **6:00 pm** depart the Flight Academy for the Hilton Anatole

Tour the pilot training facilities at American Airlines, center for all pilot training activities at American and American Eagle. The Flight Academy houses a total of 27 highly advanced cockpit simulators for training.



Also located within the Flight Academy campus is the System Operations Control Center, including Flight Dispatch, Weight and Balance, Air Traffic Systems and more. In addition, you will also tour the Flight Attendant

training facility where approximately 16,000 Flight Attendants attend their annual emergency training. The tour will conclude with a visit to the C.R. Smith Museum. Expect a large amount of walking and climbing stairs. *Still cameras only and no children under the age of 12, please.* Cost: \$20 for the Flight Academy (non-refundable) or \$35 for both AFW Maintenance and Flight Academy tours. Deadline to Register: February 6, 2012.

Southwest Airlines Tours

Wednesday, March 7, 2012

Buses leave Hilton Anatole 12:45 pm

• **Return Hilton Anatole 5:45 pm**

Tour Flight Operations Training, Dispatch, Maintenance and InFlight Services at Southwest Airlines premier facility, located in Dallas, Texas. Check your primary area of interest on the Conference Registration form to be sure you see what you want. The cost for the SWA tour is \$20. Deadline to Register: February 20, 2012.



Training • Seminars

FAA Maintenance Recurrent Training

Sponsored by the Association for Women in Aviation Maintenance (AWAM)

Thursday, March 8 7:00–8:00 a.m. Registration; 8:00 a.m.–5:00 p.m. Seminar

An Adventure in Aviation and Space Education

Presented by FAA AVSED Team

Thursday, March 8 9:00 a.m.–12:00 p.m.

Aviation Safety Seminar

Say Again: Radio Communication Done Right

Thursday, March 8 7:30 p.m.–8:30 p.m.

Presented by AOPA Air Safety Institute

PROFESSIONAL DEVELOPMENT SEMINARS

Go With the Flow—Managing Change in a Changing World

Thursday, March 8 • 9:00 a.m.–12:00 p.m.

Presented by The Boeing Company; Madonna Buhr, Nirvana Deck and Susan Miller

Leadership and the Generations

Thursday, March 8 • 1:00–3:00 p.m.

Presented by the FedEx Leadership Institute;

Jimmy Daniels and James Sneed

Women's Safety & Security: Threat Mitigation for the Traveling Woman

Thursday, March 8 • 3:30–5:30 p.m.

Presenters: Katie Colberg, FrontierMEDEX; Caroline Bryan, Chevron; Terri Fuhrmann, Aramco Associated; Benét Wilson, Online McGraw-Hill; Jo Damato, NBAA

Exhibits • Job Fair

Visit more than 130 exhibitors including aerospace companies, airlines, associations, manufacturers, the military, museums, publishers, universities, organizations and vendors at the Conference. Some companies conduct on-site interviews. Bring your résumé and start your new career here!

Student Sponsorship

Each year there are college students who need financial help to attend the Conference. Please sponsor a student for \$175. Check the box on your registration and send in your donation with your registration fee, or if you can't attend the Conference, simply submit the registration form with the sponsor box checked.



NEW THIS YEAR Bring Your Daughter to the Conference Day



Saturday, March 10 • 8:30 am–3:30 pm
For girls ages 10-17

Saturday is designated "Bring Your Daughter to the Conference Day," a day-long program for girls 10 to 17 years old. Designed to introduce girls to the excitement and career opportunities available in aviation, a full day of events is planned, with age-appropriate activities organized for the girls.

The activities include learning to read a sectional chart, simulator flying, a scavenger hunt, a junior job fair, arts and crafts projects, as well as meeting and interviewing female pilots and other aviation industry executives. The girls and their parents/chaperones will participate in these activities in the morning, have a group lunch, and then tour the Exhibit Hall in the afternoon. What a great way to provide your daughters (or nieces, granddaughters, or friends) with a meaningful experience that will impact their lives for years to come.

Go to https://www.wai.org/eventreg/event_start.cfm?did4=7

or use the QR code at right, or call (937) 839-4647 to register yourself and your child. \$20 per child, \$20 per chaperone. Lunch is included.



2012 CONFERENCE REGISTRATION AND WAI MEMBERSHIP FORM

Are you currently a WAI Member? ☐ Y ☐ N WAI # _____

"First Time" Attendee? ☐ Y ☐ N FAA Employee? ☐ Y ☐ N

☐ RENEWAL, I would like to renew with WAI!

Please check a box below to indicate which type of membership you are renewing.

If you are not a WAI Member, if you join now you will actually SAVE on your Conference Registration

☐ **YES, I would like to join WAI with this form**

Select Appropriate Category

☐ Individual \$39 ☐ International \$49 ☐ International digital \$39
☐ Student \$29 ☐ International Student \$39 ☐ International Student digital \$29

HS/College/Univ _____

☐ Family (Individual family member in same household as another member) \$20

☐ Corporate \$400 ☐ Supersonic Corporate \$500

(Please include all the information below whether you're a member or a non-member)

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☐ Child 6-12 years old (meals and receptions NOT included) ☐ \$25

☐ One Day-Limit 1 ☐ \$180 Member ☐ \$220 Non-Member/Guest

If you have chosen one-day registration, please specify the day:

☐ Thursday, March 8th ☐ Friday, March 9th ☐ Saturday, March 10th

Notes: • **Full Registration:** Includes an exhibit hall pass for all three days, opening reception, luncheon & banquet.

• **Student Registration:** Includes an exhibit hall pass for all three days, opening reception, and luncheon. It does NOT include a banquet ticket (ages 13 and up).

• **One-Day Registration:** Includes an exhibit hall pass for one day. Opening reception or that day's Meal is included.

On-site registration fee will be \$50 additional—effective Feb 18, 2012 at 12:01 am EST

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EXTRA EVENT TICKETS

_____ Extra opening reception—\$35 each/Thurs, March 8 (6:00–7:15 pm) _____

_____ Extra luncheon—\$50 each/Friday, March 9 (12:00–1:30 pm) _____

_____ Extra banquet—\$80 each/Saturday, March 10 (7:00–10:00 pm) _____

TOURS – WEDNESDAY, MARCH 7

☐ American Airlines Tour 1 (8:00 am–3:00 pm)—\$25 per person _____

☐ American Airlines Tour 2 (2:00–7:00 pm)—\$20 per person _____

☐ American Airlines Both Tours (8:00 am–7:00 pm)—\$35 per person _____

☐ Southwest Airlines Tour (12:30–5:45 pm)—\$20 per person _____

SWA tour choose one ☐ Flight Ops Training ☐ Dispatch ☐ Maintenance ☐ InFlight Services

RESERVATIONS I plan to attend the following Seminars and Workshops:

_____ FAA Maint. Recurrent Training (no added cost) Thurs, March 8 (8:00 am–5:00 pm)

_____ Educators Workshop (no added cost) Thurs, March 8 (9:00 am–12:00 pm)

_____ Prof. Seminar "Change" (no added cost) Thurs, March 8 (9:00 am–12:00 pm)

_____ Prof. Seminar "Generations" (no added cost) Thurs, March 8 (1:00–3:00 pm)

_____ Prof. Seminar "Security" (no added cost) Thurs, March 8 (3:30–5:30 pm)

For Daughter Day, Saturday, March 10, 8:30am–3:30 pm, register separately online.

Extra Event Tickets Subtotal _____

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☐ Yes ☐ No Subtract \$5 from your membership fees if you checked "Yes" _____

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EMMACULATE
MUAMBO

“CONGRATULATIONS, THIS IS YOUR TIME TO SHINE.”

I am Emmaculate N. Muambo, from Cameroon in Africa and very proud to share my WAI experience with you all. I joined the organization on October 1, 2008, and every year since then has been life changing. Coming from a country where aviation, as of the year 2011, is still one of the least promoted areas of study, I almost gave up on my dreams to be in this industry, which

is equally filled with challenges for women. Through the years it was tough gaining membership into an aviation organization without being a national of its host country or be of some defined age, so I was excited when I first read about WAI. I was likewise amazed at the simplicity of its membership requirements and after exchanging emails with Sue Coon (WAI Member Services Manager) I registered, noting that remarkable date in my little diary and thanking WAI silently. Little did I know that

the membership was about to transform my life and that someday I was going to be asked to pull out part of my little diary note to a platform where many could read.

So far, I have been awarded two scholarships; the first “If You Can Dream It, You Can Do It” in 2009 offered by the distinguished Nicole Cagnolatti, who uplifted my spirit. Her scholarship paid for



SHARON MCGEE

WAI Scholarships 2012

Reaching Tomorrow Today

New for 2012

“Come Fly with Me” Scholarship

This scholarship finds its inspiration in the annual all women’s Air Race Classic, an organization which, in addition to carrying on the tradition of women’s air racing, seeks to educate, encourage, and enthuse current and future women pilots. The purpose of the scholarship is to celebrate aviation, air racing, and simply, the joy of flight. The sponsors’ goal in creating this scholarship is to help someone fulfill her aviation dreams, and the funds can be used for flight training expenses only. This scholarship will be awarded to a young woman who demonstrates her passion towards flying and endeavors toward a career in aviation. **(Scholarship value \$1,000)**

www.wai.org

for more specific information on what to include
in your application, résumé and essay.

some of my Embry-Riddle Aeronautical University textbooks and her most touching words were “Congratulations, this is your time to shine.” With all the excitement of having her support through that term in school, my overall Grade Point Average could only soar higher.

In 2010, I was again privileged to be one of the winners of the Aircraft Dispatcher scholarship offered by Danny Mortensen, the former President of Airline Ground Schools (AGS) Inc. That led to a major turning point in my life. I am proud to be an

FAA certified Aircraft Dispatcher as of August 22, 2011. My experience at Flamingo Air Academy/AGS was extraordinary and I consider myself fortunate to have met, received lessons and advice from individuals as reputable as Danny Mortensen, Sharon McGee (current AGS president) and my Dispatcher course instructor, Pete Shockey. Their humility, patience and desire to see students succeed, is so astonishing. All in all I came to understand that unlike some organizations, WAI isn’t about nationality, gender or skin color; it is a place for serious like-minded people and even with zero level aviation experience, all you need is a positive well-defined “Aviation Dream.” I started with just an essay on my “Aviation Dream,” and it took the wonderful hearts of the highly cultured individuals that constitute WAI to see me through to where I stand today; a place where my little might alone couldn’t get me. The spirit of the organization is worth experiencing; it is just like family now, and honestly I appreciate every moment as part of it! ✈

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Starr McGettigan

The Human in FAA Human Factors

Standing atop New Hampshire's Mt. Washington in a howling winter blizzard, assessing the visibility of a runway light installation will make you wonder a bit about the career you've chosen. Starr McGettigan likely is no different.

McGettigan is an engineering research psychologist. She performs human factors evaluations for the Aviation Weather Group at the Federal Aviation Administration's William J. Hughes Technical Center, near Atlantic City, New Jersey, and at least once, on Mount Washington, home of the nation's weirdest weather, all day, every day.

She'd agree. It's an unusual field in an unlikely place. She never anticipated a chance experience would take her in this unique direction.

McGettigan had different career plans as a psychology major at the State University of New York (SUNY) at Geneseo. "I thought I wanted to be a clinician, but in my senior year I stumbled on a class in human factors and I found it intriguing," she said. "I like solving puzzles and I love the application of psychology to solving problems in engineering and computer science, from a design perspective."

That one class led her to change her plans. She went on to graduate school at the University of Dayton, focusing on human factors psychology, an academic and career path that eventually led her to the FAA, and a move to southern New Jersey.

Still, when you list the usual careers in aviation, the tally almost automatically goes to pilot, air traffic controller, flight attendant, dispatcher, mechanic, flight instructor and the like.

Engineering research psychology seems one of the least likely fields to strike you, yet the skills required are equally indispensable to safe and efficient air traffic management, operations and control. And the individual who would do this specialized work has to have the right training, background and aptitude.

Human factors science is a multidisciplinary field incorporating contributions from psychology, engineering, industrial design, statistics, operations research and anthropometry. It focuses on understanding interactions among humans and other elements of a system, and it applies theory, principles, data, and other methods of design to optimize human well-being and overall system performance.

For McGettigan, starting a new job in a new locale was an adventure, one she now believes opened more doors and offered more opportunities than she ever expected.

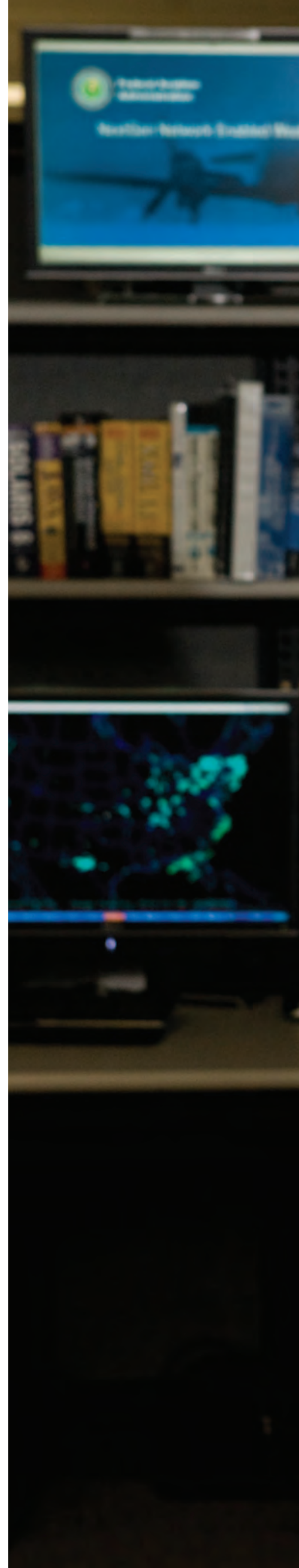
Her first work at the FAA Technical Center focused on testing the application of human factors standards to FAA weather systems. She was one of two engineering research psychologists in the Aviation Weather Group and was in demand from the start,

by Holly Baker

There's nothing like being stranded in a mountaintop weather station, with 75 mile-per-hour winds howling around you, zero visibility, and close quarters with strangers to make you appreciate that there is adventure in human factors.

★ ★ ★ ★ ★

PHOTOGRAPHY BY CHRIS SORENSSEN





both at the Technical Center and at air traffic sites all over the country.

McGettigan planned and conducted human factors evaluations on many key aviation weather systems: the Weather and Radar Processor, the Integrated Terminal Weather System, the Juneau Airport Winds System, the Corridor Integrated Weather System and the Flight Information Services Data Link.

This work involved everything from performing air traffic user task evaluations at Atlanta's Hartsfield International Airport, the busiest airport in the U.S., to the snows atop Mount Washington.

"There's nothing like being stranded in a mountaintop weather station, with 75 mile-per-hour winds howling around you, zero visibility, and close quarters with strangers to make you appreciate that there is adventure in human factors," she said.

McGettigan's in-depth knowledge and professional attitude soon gained her a reputation that spread beyond the weather community to all organizations involved in advancing NextGen, the Next Generation Air Transportation System and the most ambitious modernization effort in the FAA's history. Her expertise in aviation weather human factors as they relate to air traffic operations and air traffic management, was respected widely, and it wasn't long before agencies outside the FAA asked for McGettigan's input.

The Joint Program Development Office (JPDO), with representatives from the Departments of Transportation, Commerce, Defense and Homeland Security; the FAA; NASA; and the Office of Science and Technology Policy, enlisted her in its Weather Integrated Product Team's Integration Subgroup. Here, she was a primary author of the *"NextGen Weather Concept of Operations for the National Airspace System."*

The Weather Development Group at Massachusetts Institute of Technology Lincoln Laboratories asked her to join them in their benefits definition efforts for the Corridor Integrated Weather System and the Integrated Terminal Weather System. These systems are used by air traffic area supervisors and traffic management coordinators during weather events affecting the national airspace system.



"Some of the best operational experiences I had were working with MIT Lincoln Laboratories, testing in the field," McGettigan said. "I had a fairly good perspective on air traffic control and the role of the air traffic control specialist, but when you spend hundreds of hours in the field alongside these professionals during a severe weather event, you gain a whole new appreciation of their tasking."

She's received many accolades for her hard work since 2005. The Air Traffic Control Association gave her the William A. Parenteau Memorial Award for outstanding achievement that "added to the quality, safety or efficiency of air traffic control." She received the Technical Center's Technical Support Award and the South Jersey Professional Societies' (Institute of Electrical and Electronic Engineers & American Institute of Aeronautics and Astronautics) Air Traffic Control Excellence Award for "Outstanding Contributions to the FAA's ATC, NGATS & JPDO Programs."


McGettigan has a strong, keen intuition and is adept at working with all types of people. Tom Carty, her manager, has high praises for her listening and people skills. "Because she listens first and recognizes and respects the expertise of those around her, Starr easily develops a rapport and trust with others," Carty said. "It's the establishment of that rapport that enables Starr to truly understand issues and gain the knowledge that has led to her successes."

These days, McGettigan says she is busy "assessing the impact of long range forecasts on strategic traffic flow management decision making, and understanding the role of weather integration in weather-aware decision support tools."

To women looking for an aviation career, McGettigan says "The best advice I can offer is to realize that you don't have to know everything. It's okay to ask those who do have the knowledge and the expertise for help."

Her life outside the workplace abounds with activities, too.





***The best advice I can offer
is to realize that you
don't have to know everything.
It's okay to ask those who
do have the knowledge
and the expertise for help.***

★ ★ ★ ★ ★



McGettigan is married with two sons: Eddie is 10, Riley is 7. Like most working moms, she devotes her free time to taking care of her family.

"Both of my boys are active in sports, so many of my evenings are spent on the baseball fields, soccer fields, and at the pool (they both swim)" she said. The McGettigans spend several weekends a year at their vacation home in the Pocono Mountains in Pennsylvania, where they ski in the winter, and fish, kayak and hike in the summer. They live just a few miles from the Jersey shore, too, and enjoy spending summer time at the beach and on the boardwalk.

Juggling work and family is challenging and then some, as McGettigan travels often. "I have an extremely supportive husband, Ed, who is a very hands-on dad. He makes my travel possible," she said, emphasizing that family comes before work and travel. "I make it a point never to miss an important event like a birthday, concert, school function or play-off game. It takes a lot of creative planning but we manage." McGettigan also tries to work as much as possible during evenings while she is on the road, so she can spend an extra afternoon or two with her family when she returns.

McGettigan's first name truly fits her. She is a top-caliber, dedicated, self-effacing "Starr," to her colleagues, customers, family and friends alike. ➔

.....
*Holly Baker works in the Media Relations Department
of the FAA in Atlantic City, New Jersey.*

BRINGING THE NEW THUNDER DOWN UNDER



This article is dedicated to two amazing women.

First, Chris Louton from DCMA St Louis finished a tremendously successful career in December 2010.

The entire effort from DCMA would not have been possible without her contributions.

Finally, the critical supply and logistics support from NAS Lemoore would not have been possible without the positive energy, skill and leadership from Ann Owens, ASD Director, who passed away February 2011 from a stroke. She represented women in aviation from the logistics and military sector. The Navy family in Lemoore, and everyone's lives that she has touched over the years feels such a huge loss, but will continue to be inspired by her legacy.



PHOTOS COURTESY OF L.E. MASON AND THE BOEING COMPANY

Amberley Air Base in Australia has just received a facelift, with the upcoming retirement of the F-111s and the arrival of the new “kids” in town, or better said, “Rhinos,” the F/A-18F fast jets. As part of an accelerated project that the Royal Australian Air Force (RAAF) and the United States Navy, Naval Air Systems Command (NAVAIRSYSCOM/NAVAIR) F/A-18 Program Office, Defense Contract Management Agency (DCMA) along with Boeing, Northrop Grumman, Raytheon and all the Hornet Industry Team partners have worked together through the Foreign Military Sales (FMS) program at NAVAIR at Naval Air Station Patuxent River, Maryland. The overall project progressed at a feverish pace over the past four years to get to the arrival ceremony that occurred at RAAF Base Amberley near Brisbane, Australia.

by CPT L. E. Mason, U.S. NAVY

Left: an F-111 forms up with the new F/A-18F Super Hornets near Brisbane, Australia, on their arrival after ferry across the Pacific. Above: The author stands with her compatriots, SQNLDR Brent Smith, Wing CDR Steve Green and LTCDR Ken Lookabaugh.

The request for additional support from the NAVAIR FMS Australia Super Hornet team came along with good luck and timing for me to work as a reservist on active duty, on military leave from my job as a first officer on the EMB-145 with ExpressJet.

*As part of the Navy, a WAI member, and a big fan of Australia—
this work has been a highlight both personally and professionally and will continue
to be a focus until the last RAAF Super Hornet arrives in Amberley.*

This work provided the opportunity to meet an amazing collection of men and women in leadership roles from across the defense industry team, from both the U.S. and Commonwealth of Australia government and the Royal Australian Air Force. People such as Carolyn Nichols, the Program Manager for the Australia Super Hornet from The Boeing Company, Darlene Ryan, the new IPT Lead that joined the PMA-265 RAAF Super Hornet Program early in 2011. Chris Louton from the Defense Contract Management Agency (DCMA) and

Flight Lieutenant Tracey Moran, Administrative Officer from RAAF 1 Squadron. These and several other women were part of the project in key roles that lead to the successful evolution of getting the jets down under.

The Super Hornet acquisition is critical to the RAAF, and is targeted as bridging the capability during the transition from F-111s to the next generation fighters, with an extremely capable and technically superior fighter with mature technology that is being built now. This procurement also broadens the

customer base of the production line for the U.S. Navy and builds on the alliance and coalition strength with the F/A-18F Super Hornet. I worked with RAAF Group Captains Steve Robertson, and Graham Edwards. On the USN side were Captains Mark Darrah and Michael “Woody” Peoples, along with the Integrated Project Team Lead John Smith. We led a team of talented men and women who paved the way to get the technology cleared, train the RAAF maintainers and aircrew, cover the logistics for ferry and long-term support, and manage all the budgets, contracts and funding required for the entire project. No minor feat!

At NAVAIR, women such as Laura Wilkinson, Deputy Manager for the classic F/A-18 Hornet program for Australia, and Lindy McMiller, who is critical for compliance, release in-technology transfer processes, software and the Joint Mission Planning Software. My role as Fleet Introductory Training and RAAF Liaison at NAS Lemoore for the project was incredibly rewarding, challenging and interesting from many different aspects. I was fortunate to have a team of partners including from the RAAF, SQNLDR Brent Smith, the Navy team at China Lake and Lemoore, LTCMDR Ken Lookabaugh, Boeing’s Jeff Richardson, a very experienced and

NEARLY COMPLETE...

The highly successful first ferry of five RAAF Super Hornets was followed by two additional ferries. The second ferry consisted of four aircraft and a third Defense Contract Management Agency (DCMA) led ferry of four more aircraft, with U.S. Navy and Marine pilots flying the Royal Australian Air Force (RAAF) aircraft from St. Louis, Missouri, to Amberley Airbase in Australia. CDR Mike Bosshard and LCDR Don Moseley of the St. Louis DCMA office led the ferry along with the USAF KC-10 team led by CPT Scott Spellman. This demonstrated the capability of the U.S. and Australia alliance. The RAAF, U.S. Navy and U.S. Air Force worked together along with the DCMA and Boeing dream team to deliver these jets.

The mission went extremely smooth, with good weather along most of the route and only one minor maintenance issue on the KC-10 on the last day of the ferry that did not

create any delays in the schedule or ability of the USAF team to knock out some great training for a few pilots en route.

CPT Mason, representing PMA-265, and the Boeing team led by Jeff Richardson and Jim Williams worked with the RAAF acceptance team led by SQNLDR Al Wherritt and

DCMA’s lead acceptance engineer, Scott Pikesly, for a week following to insure all aircraft were at the high level of quality required for acceptance into the RAAF inventory.

GPCPT Robertson, 82 Wing, and RAAF 1 Squadron Commanding Officer (CO) Glenn Braz and 6 Squadron CO Terry Dietz, along with the Super Hornet aircrew, welcomed the group upon arrival and rolled out the Australian hospitality for a job well done.

In July of 2011, RAAF 6 Squadron, led by WGCDR T. Dietz and SQNLDR John Haly brought five aircraft successfully over the pond. This past month, RAAF 1 Squadron, led by WGCDR Murray Jones and SQNLDR Dan Grealy are scheduled to bring the last four Rhinos home to the final arrival ceremony.



talented liaison was my counterpart and key partner in the Aircraft Delivery Plan. Chris Louton's team from DCMA was instrumental with the required coordination and planning details to get the aircraft out of production through DCMA to Lemoore, California, and on down to Amberley Air Base near Brisbane, Queensland, Australia. As part of the Navy, a WAI member, and a big fan of Australia—this work was a highlight both personally and professionally and will continue to be a focus until the last RAAF Super Hornet arrives in Amberley.

When I think of St. Louis, I have to mention the leadership, talent and contributions of Carolyn Nichols, The Boeing Company's Australian Super Hornet Program Manager. She led the team, providing the right mix of talent, focus and emphasis for keeping the aircraft ahead of schedule, getting additional capability such as the Instrument Landing System (ILS) capability requirement on the Super Hornet for the RAAF. She coordinated the first RAAF aircraft rollout ceremony while working on a master's degree and never missed a beat!

Chris Louton, the lead for the DCMA operations in STL, was responsible for all Super Hornets passing the DCMA acceptance inspections and test flights. She worked with USN pilots such as LTCDR Don Moseley and CDR Mike Bosshard, who fly the last check flights prior to delivering the aircraft to the RAAF.

Finally, out in Lemoore and China Lake there were several women in lead roles, including Claudia Theis, the USN China Lake FMS team lead and Kim Berard, Director of the software, test and evaluation side. Ann Owens, Director of Aviation Supply Department in NAS Lemoore hosted planning



Left to Right: GPCPT Steve Robertson, Carolyn Nichols, Rick Morgan, Walt Stammer, WGCdr Glenn Braz in front of the nose of the Australian FA-18F Super Hornet on the ramp at NAS Lemoore before the second ferry flight.

conferences and developed business rules for supply chain management. Her team created a handbook that became the guideline for RAAF 1 Squadron in doing business at Lemoore. The Navy Security Force reserve unit, lead by Chief Warrant Officer Catherine Laue, supported the RAAF by coordinating and providing a 24/7 security watch. All the while, Pacific Aerospace Consulting's Director of Operations, Keren Rambow, worked directly with the RAAF 1 Squadron aircrew setting up technology and helping implement software compliance for the RAAF aircraft.

The first ferry wave began after two years of planning and lead to the first five jets and the KDC-10 tanker from Omega Air Refueling Services arriving ahead of schedule in March 2010. The base commanding officer, CPT James Knapp and the Commodore from the Strike Fighter Wing, CPT Steve Foley, welcomed Wing Commander Glen Braz, RAAF 1 Squadron Commanding officer, who led a team of pilots, air combat officers, maintainers and engineers. They then flew the route across the Pacific into Amberley Air, located next to the town of Ipswich, Queensland, due west of Brisbane, Australia.

The trip went smoothly, with an outstanding group of pilots who made the tanking evolution appear easy. All that was capped off when F-111s joined the new Super Hornets about 20 minutes off of the Gold Coast for a welcoming and ceremonial flyover to key locations near Brisbane.

On the ground were the Australian Minister of Defense, the Chief of the Royal Australian Air Force, Mark Binskin, U.S. Navy Rear Admiral Mark Skinner, the Mayor of Ipswich and numerous other leaders and dignitaries, but the most important attendees were the families from RAAF 1 Squadron.

As the aircrew taxied in, shut down, crawled out of the jets, shook hands and reunited with their families, the joy and pride on their faces was evident. The entire team's effort of getting the Rhinos down under was truly a most rewarding and memorable experience for all involved.

Now with the final aircraft about to arrive in Amberley, the Rhino herd is almost complete. The Australian Super Hornet Program, and the entire team from Australia to the United States including the Navy, Air Force, DCMA, Omega Air Refueling and Boeing, will rejoice in a highly successful joint mission completion and celebrate the memory of this amazing alliance and program, that will last for a lifetime. ➔

.....
CPT Laura Mason (WAI #3155) is the Royal Australian Air Force liaison for the U.S. Navy.

Below: the author sits copilot while daughter, Madison, plays in the cockpit of the KDC-10 tanker aircraft that made the long journey across the Pacific Ocean possible for the F-18 Super Hornet fighters.



BUILDING THE DREAM

WOMEN'S WORK



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LINE



**CAPTAIN
HEATHER ROSS**
787 Engineering Project Pilot,
Boeing Test & Evaluation (also
787 ZA004 Chief Pilot)



**BARBARA
O'DELL**
Vice President of Quality,
787 Dreamliner program



KATHY MOODIE
Director of
Final Assembly Operations,
787 Dreamliner program

YVONNE LEACH
Director of Communications,
787 Dreamliner Program



**PATRICIA
RHODES**
Dreamliner Gallery
Program Manager

On December 15, 2009 the Boeing 787, also known as the Dreamliner made its first flight. The lift off marked the culmination of thousands of hours of work from thousands of people all over the world—including a fair amount of women. As the saying goes, “you’ve come a long way baby,” because several of the key positions on

the development and implementation team of the Dreamliner project are held by women.

When the Boeing Aircraft Company was founded in 1916, women didn’t have the right to vote and the idea of them working alongside men in a technical field such as aviation was unheard of. Gender parity was slow in coming. It began



with the construction of the Boeing Model 40 and B&W, where women were employed as rib stitchers. A decade or so later Boeing employed thousands of women as “Rosie the Riveters” and “Janes who made the planes,” but that was still a far cry from the drafting table, cockpit or corporate boardroom.

How times change. As Boeing moves forward into the next chapter of its development with the creation of the Boeing 787 Dreamliner, women are not only a part of the process, they are integral members of the team.

Captain Heather Ross is the 787 Engineering Project Pilot, Boeing Test & Evaluation. Barbara O’Dell is the Vice President of Quality, Gail Dobberthien the Director of Finance. Kathy Moodie holds the title of Director of Final Assembly Operations, Yvonne Leach is Director of Communications, and Patricia Rhodes is Dreamliner Gallery Program Manager. All have at least 20 years experience with Boeing. These women are doing jobs that their grandmothers never would have had the opportunity to do and add that the work is both rewarding and very challenging.

“A new airplane only comes around every 13 to 14 years at Boeing,” said Yvonne Leach, the Director of Communications for the project. “So it is often a once-in-a-lifetime career opportunity. It’s not just about the airframe,” added Leach. “It is a great opportunity to tell the world about the airplane’s advancements in technology, our new global business model, how the airplane will be a good citizen using less fuel and being quieter for the community.”

Any time you create something new, there is a learning curve, noted Patricia Rhodes, Dreamliner Gallery Program Manager, one of the biggest challenges faced in the creation of the 787 was changing the way the program itself was administered.

“We didn’t want to do the 787 like we did other programs,” she said. “It is a real game changer and required a paradigm shift in the way we were doing business,” she said. “Some of this has worked out really well, some of it has been very difficult and we continue to learn from our mistakes.”

“The 787 is not only a new airplane with new materials, it is a new business model with significant design, build and integration work being done by Boeing Partners,” said Barbara O’Dell, Vice President of Quality. “All of these partners have done this work before, but not on such a large scale.”

Money and aviation go hand in hand. “You can’t do the second without the first,” said Gail Dobberthien, the Director of Finance for the 787 Dreamliner program. She is responsible for structuring partner agreements, and provided fiduciary responsibility for the program.

“Team work is critical to success,” she said. “All partners and or suppliers capabilities are not equal and you need to adjust for their strengths and weakness.”

Because the 787 is a new design, it required the creation of new tooling. The task of coordinating that fell to Kathy Moodie, who is in charge of Final Assembly Manufacturing. The days of hundreds of workers with riveters in a large cavern-

ous building in two or three factories in the United States are gone. Today the factories that make the parts and components are all over the world.

One of Moodie's responsibilities was starting up the new Grottaglia facility in southern Italy to build the mid-body sections, and running Final Assembly manufacturing. Moodie said she faced "a daily challenge of standing up a production system and building an all new airplane, staying on plan with endless change, challenges, and disruption while keeping the team motivated and engaged on one plan." Not easy.

The development of an aircraft is rarely a quick process. Inevitably there are delays on the path to first flight and delivery. For the 787, the delays began with parts challenges.



AT EAA AIRVENTURE 2011
WomenVenture participants got to see the 787 at close range, and tour the cockpit.

"The 'Side of Body' (a part that reinforces the fuselage) delay was emotionally hard on the entire team," recalled Gail Dobberthien, the Director of Finance. "We were so close to flying and then were hit with that big delay," she said. Eventually the team found a solution and the development progressed.

On the day of the first flight of the Boeing 787 media from all over the world were in attendance. The task of coordinating the needs of the media fell to Yvonne Leach, director of Communications for the 787 Program. Leach was responsible for leading a team of six communicators whose job began much earlier than the 2009 first flight. According to Leach, the communications aspect of the program began in 2003.

"We tell the story of the 787 to all stakeholders: customers, suppliers, employees, analysts, media, regulators, and government officials. The day of the first flight I was the information officer. I also was lead on releasing the press release and photo; I led the VIP attendance process; and helped with overall oversight of the event with a person who works for me who led all the teams."

Captain Heather Ross holds the title of 787 Project Test Pilot. "My job entails working with the 787 engineers on airplane design decisions, flying engineering simulations of the 787 airplane during flight control development, providing demonstrations and airplane familiarization to customers and regulatory agency pilots and engineers, and working airplane entry into service issues." Her responsibilities include making sure that the flight test pilot group was ready to go. This was a challenge, she noted, because the development schedule shifted several times.

"It required multiple cycles with 30-plus pilots in simulator sessions to maintain a high level of pilot preparation," she said.

On the day of the first flight she was in the telemetry room as a pilot point-of-contact during the flight. The telemetry room is the location where the real-time onboard data is sent and monitored by engineers during flight to verify that the airplane systems are operating as expected. "My job was to be the pilot interface during the flight," she explains. "I was a filter for the onboard pilots in case an issue came up that could effect the operation of the airplane. I would help determine what information needed to be passed to the on board crew, and when that information would be passed and to back the crew up for technical information and procedures."

Although the first flight went well, the subsequent test flights uncovered some problems. An electrical fire grounded the test fleet in November of 2010 and there were difficulties with the 787's Rolls Royce engines. By 2011 the test flights had resumed, and a test aircraft even made it to EAA AirVenture 2011. The 787 was delivered to All Nippon Airways in September 2011, almost immediately after the aircraft was certified for 14 CFR Part 121 commercial transport flight by the FAA. ANA was planning its first scheduled commercial flight to take place at the end of October.

All told, Boeing has flown the 787 more than 4,800 hours on some 1,700 test flights since the first Dreamliner took to the air in December 2009. Supplier-related issues delayed the certification program by three years. Boeing has stockpiled parts and is now building two 787s per month, with plans to increase that rate to 10 by the end of 2013. The company says it will build seven Dreamliners a month in Everett and three at its new North Charleston, South Carolina, factory.

The airlines who are first up on the list for delivery are beginning to get ready for the new darling of their Boeing fleets. All Nippon Airways has already completed its Japanese certification testing with the very first production aircraft slated to be delivered, and by the time you read this, passengers should be flying in at least that aircraft, with others slated to be delivered rapid-fire to airlines worldwide that have been waiting patiently for their chance to romance their passengers with the quiet, comfortable, efficient, and hopefully, profitable bird. ➔

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Meg Godlewski (WAI #8165) is a Master Flight Instructor in the Seattle area, and staff writer for General Aviation News.



DR. PHIL PARKER

BUTTERFLY RASH INSTEAD OF KISSES

Q: I developed a rash on my cheeks and have some occasional joint stiffness. My examiner told me that it could be lupus, and that I wouldn't be able to fly anymore. What is lupus and could

this end my flying? **A:** First, let me assure you that if you are safe to fly, the FAA medical staff typically will not stand in the way of your passion once the situation is appropriately

addressed and in this case, once you have received a waiver of Special Issuance. The key is to make sure that your documentation clearly reflects your clinical situation. Lupus is a chronic condition where a person's normal defense mechanisms against outside infections are turned inward and the body attacks itself, resulting in inflammation, pain, and tissue damage.

Typically when someone refers to "lupus" they are generally referring to systemic lupus erythematosus (SLE). The presentations of SLE are quite varied and really represent a spectrum that ranges from relatively mild symptoms such as the joint pains you described all the way to incapacitating organ damage. In fact, lupus itself comes in several varieties such as SLE (already mentioned), cutaneous lupus of the skin of both discoid (potentially scarring) and subacute (non-scarring) types, drug-induced, and neonatal lupus. Drug-induced lupus is often self-limited and triggered by medications used to treat other chronic conditions such as high blood pressure or arthritis. In the vast majority of cases it tends to resolve when medications are discontinued. There are an estimated 16,000 new cases of SLE each year. More than 90 percent of people affected are women between the ages of 15 and 45. Minority women are disproportionately affected. African-American and Latino pilots tend to get lupus at younger ages and tend to have much more significant disease including heart and kidney involvement.

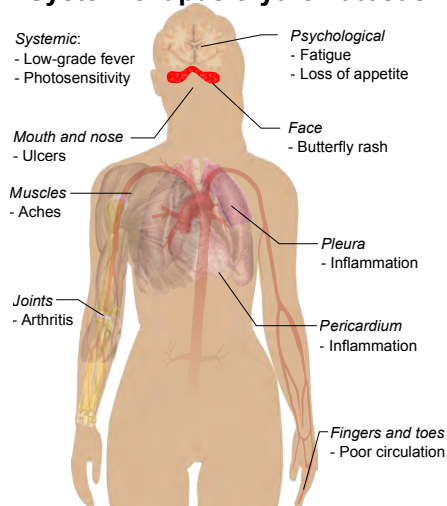
The most common clinical signs of potential lupus of particular interest to pilots include:

- Arthritis or joint pains—potential inflight distraction;
- Muscle weakness or discomfort—potential inflight distraction or limitation;
- Fever of unknown cause;
- Fatigue;
- Facial butterfly rash or other rashes—possibly interfering

with the fit and function of aircraft oxygen equipment;

- Cognitive deficits such as memory problems or confusion;
- Anemia or low blood count—problems with G tolerance or greater susceptibility to hypoxia;
- Raynaud's phenomenon—poor circulation to fingertips especially when exposed to cold or vibration in the aviation environment.

Most common symptoms of Systemic lupus erythematosus



Having lupus also increases a pilot's risk for other health problems. Heart disease is 50 times more likely to occur, possibly related to the inflammatory processes. Some of the treatments for lupus can cause significant bone loss and subsequent osteoporosis. Almost half of those with lupus can develop painless kidney disease. Because of the lack of symptoms, kidney disease can progress without warning if not being closely monitored.

While no cure exists, there are a number of treatments for lupus. Non-steroidal anti-inflammatory drugs such as ibuprofen are allowed by the FAA.

Corticosteroids such as Prednisone are allowed in small dosages. A common antimalarial drug called hydroxychloroquine sulfate is allowed, but requires regular eye evaluations. A number of newer immunosuppressive medications are allowed as long as there are no adverse side effects. As long as the condition is stable, treated with acceptable medications without adverse side effects, and there are no potentially distracting or physically-limiting conditions, an airman should be able to obtain a Special Issuance or waiver to continue flying with this condition. ✈

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



PATRICIA LUEBKE

INVESTING IN YOURSELF

I've read dozens of books over the years, the plots and lessons of most of which dissolve after a few days. Then there are books that stay with you, live with you in your mind as you turn the book's message over and over, thinking about how it impacts your own life. I read one such book this summer. It is Mika Brzezinski's "Knowing Your Value."

Most weekdays, my day starts with MSNBC's *Morning Joe* on in the background. Mika shares the panel with the show's star Joe Scarborough as they and the regulars interview current politicians and pundits. I have been a Mika fan for quite some time, as I enjoyed hearing the views of a woman who was both knowledgeable and soft-spoken. She held her own amidst a panel of opinionated men while still remaining dignified.

Ever since the book came out in April, various female guests—powerful and prominent women—would talk about how good it is, how they wish they'd had a guidebook like this in the early part of their career. The subtitle of the book says it all: "Women, Money and Getting What You're Worth." Throughout the book, Mika is very candid about her own shortcomings in her salary negotiations, and gets other women, names you see in the headlines of the business section, to talk about the mistakes they've made too. I'd find myself wincing at some of the mistakes, knowing I'd made the same ones.

But Mika's book isn't just about salary negotiations. Some of it is about how we, as women, put ourselves in the hierarchy of what's important. I was thinking about this in terms of WAI's annual Conference. Of course, only a portion of WAI's total membership attends each year, and I am sorry for those members who miss all the fantastic opportunities and experiences that the annual Conference offers.

I understand that for some members, attending a three-day conference is just impossible. Whether it's finances, family responsibilities or other forces, I understand that there are valid reasons, beyond a lack of self-empowerment, that prevent members from attending.

But what about the others? There's got to be a large segment of members sitting on the fence—should you attend or not? Is it worth it? Could you stretch your budget? Could you get time away from home or work? Of course, it's easier to take the default position and decide this isn't the year. The problem with that is it can happen year after year, with your missing out on all the action, networking and growth a conference provides. When you think about it, when is it convenient to spend extra

money and be away from home? It's way easier to say no, not this year, than yes, count me in.

I have been involved with Women in Aviation since its inception, and I have never, ever, ever heard anyone say that they were disappointed with the Conference. I have never, ever, ever heard anyone say that it wasn't worth the money. I have never, ever, ever heard anyone say that the Conference did not deliver as promised.

Quite the contrary, WAI members come away almost giddy with excitement. The work world can drain your batteries quickly, and there's not a better place to get them recharged than at a Women in Aviation Conference. Just being among such strong, enthusiastic women (and men) and being a part of such a high-energy gathering is enough reason to attend.

That might not be enough to justify it though. If I were a woman at the beginning of my career, I would make a bee-line for the Dallas Conference. You have access to amazing and powerful mentors who truly want to see you succeed and have the power to help. Add in all that you can learn in the Educational Sessions, in the Exhibit Hall and from the daily speakers along with contacts you will make that will serve you throughout your career and you see that investing in yourself by doing what it takes to come to Dallas is the right choice.

WAI is providing a new tool for you to help ease the way for you to attend the Dallas Conference. This is not a cure-all for everyone, but it may help some. We have developed a presentation that an individual member can use to make a case to their employer that it is in the employer's best interest to finance some or part of the Conference costs. You can access this presentation at www.wai.org in the Conference section.

However you get there—on your own dime or through the help of your employer, think hard about the benefits you will give yourself by your presence in Dallas. Then, go ahead and make my day. Come see me in the Press Room and tell me I convinced you to come! ➔

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



JACQUE BOYD PH.D.

A GIFT THAT KEEPS ON GIVING: YOUR TIME

My teachers haven't had a raise in three consecutive years. I cut my own salary last year in order to help make ends meet.

The one thing that makes me feel better about this is that I know I'm not alone as a school administrator. This school year, however, I've had more than a 15 percent increase in enrollment. For me that means that last year I had 80 students and this year

have 94! Still, there are challenges considering that 34 of those students are new ninth graders. I'm borderline on having enough teachers to cover the load and I've got nowhere to put classes even if I did have more funding. So, once again we're getting creative. And, once again this is where you—the volunteer—come in.

The best holiday gift you could give to a school is your time. The first thing you need to do is make yourself and your interests known to the school administrator. If the school system is small, go to the main administrative office and introduce yourself. If the system is larger, go directly to a campus principal. If you're also a parent of a student at the school, the introduction is even easier.

At the elementary level there are loads of "points of entry" to use your expertise in aviation or aerospace. Or, simply go for an interest area. Volunteer in the library. Volunteer in the cafeteria. Volunteer as a crossing guard.

At the middle school and high school level the same holds true. Our 12th graders must complete a Senior Project and community members serve as subject-area mentors for them. Some of them review résumés and application cover letters.

How about volunteering as a tutor? Look at where your expertise might be: math, science, music, writing, organizational skills. All these things are useful.

Do you have old flight simulator software programs? How about sharing them with a science class? How about a dusty radio controlled aircraft that you may have gotten as a gift and just never used? Share it! My Ninety-Nines chapter used to collect all their out-of-date sectional charts for me when I was teaching aviation. Ask a teacher if they'd have any use for them.

Go through your own library. If you can share, either give or lend your aviation books to a classroom teacher. If you have an old private pilot course—share it! If you have unused aviation medical books—share them! If it's gathering dust in your aviation library—dust it off and share it!

Buy a book for a school library. Try the *Grandpa Bud-Indiana Birdman* series for children. Fun Stuff! *Black Eagles: African-Americans in Aviation* by Jim Haskins is a great find,

as is the *Amazing Wonders Collection: The Story of an Aviator* by Marmaduke Randolph Calhoun.

Go online to your favorite book-buying sites and type in "aviation" in the search line. I found several recent selections for state-specific aviation books. Go through past issues of *Aviation for Women*, *Flying Magazine*, the *99 News*, and Smithsonian's *Air and Space* and take a look at their recent aviation book reviews. When you're at the Women in Aviation Conference in Dallas in March go to the Authors' Table, where they do book signings. Buy something and tuck it away for next year. There are some great selections for both children and adults.

If you have that little bit of extra funding try these things. My own children and grandchildren know my philosophy on gift giving: everyone has too much "stuff" so this Grandma gives donations in their names. Last year I made a donation of soccer balls to schools on one of the reservations in the names of my grandsons and they still talk about how great that was. I also give them "museum visits." Since I was in the Dallas/Ft. Worth area for many years and my late-husband was a pilot for American Airlines, I'm rather partial to the C.R. Smith Museum. I always make certain a museum donation is made in his memory with my stepsons' names on it and then help out with a field-trip for one of my grandchildren's school classes.

How about a field-trip to a local airport? This certainly doesn't have to be a school project, but can be accomplished on a weekend with children—or teenagers—that you might already know.

If you're absolutely at a loss as to what you can do for your local school ask yourself this question: If I could have help with one thing, what would I ask for? Then apply your own answer to the local school. Chances are they need help with the same things that you do. Take the extra step and help out. ➔

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**The best holiday gift
you could give to
a school is your time.**



MEG GODLEWSKI

I have 20 hours in my log-book from three years ago. I just started flying again and I have about five hours. I think I am doing everything right but my CFI won't solo me. I've done all the things the FAR/AIM says I need to do to solo and I have a medical certificate. I don't understand why I am being held back.

It is admirable that you have returned to flying, but 20 hours three years ago might as well be 20 hours you do not have. Flying is a perishable skill. Until you are able to demonstrate the 15 key skills as outlined in FAR Part 61.87 consistently to PTS standards, you won't be soloing.

I am an aviation instructor at a university.

The mother of one of my students keeps calling me because she's concerned that her daughter, age 24, is being intentionally held back because of a personality conflict with me. The daughter soloed at another school about a year ago, then dropped out because she didn't like the climate there. I have told both the student and the mother that there's no conflict, she's just not ready to solo. What should I do?

First let me say that I would have been MORTIFIED if my

mother had called one of my instructors when I was in college. Second, maybe a change of instructor is in order. At the very least, you and perhaps your supervisor should sit down with the student and explain that having her mother call you makes the student look weak and immature.

I have a student who is convinced that the time that he spends flying with "a friend" and playing with Microsoft Flight Simulator has taught him how to fly an airplane, and therefore he doesn't need to pay for my services. He joined the flying club just to get access to an airplane. He resents me and calls me his "babysitter" in the airplane. He's had three lessons with me so far. He can't take off or land by himself or do the required radio calls, yet he insists that he's ready for solo flight. He got angry with me when I said he wasn't. What should I do?

Was this friend that your student flew with a certified flight instructor? Did he log the time he spent flying with him? Can the student actually fly the aircraft you have been teaching him in? If the answer is no, I would take him up to a safe altitude and talk him through a steep turn and/or a stall. Have self-control and stay completely off the controls. We both know what is likely to happen. Be ready to grab the airplane back when it does. Sometimes, you just have to let them flail around a little before they learn they've got something to learn. ✈

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JO DAMATO

RULES OF ENGAGEMENT: YOU HAVE TO FIGHT TO STAY TOGETHER

My husband and I do genuinely enjoy one another's company, we still laugh often and loud with each other, and we share the same values. However, we do argue over the same trivial and forgettable things that you probably argue about as well. I've been trying to think of an example to share but they are truly that forgettable and trivial, so I'm drawing a blank.

In the brief time I have been writing about the complexities of managing a household with two aviation parents I have often had friends and acquaintances open up to me about their own marital struggles and successes. Some are new to this type of relationship and others have been doing it much longer than my husband and me. They all have good perspectives that they share with obvious pride. I love to listen to my married friends admit that marriage is not easy and that it takes commitment and hard work from both parties. I'm not saying that marriages that don't survive are because of a lack of effort from the spouses. Some people are just not meant to be together and some marriages just can't be fixed. For others, though, perhaps just a few small course corrections are needed to stay on path. This brings me to some priceless advice I would like to share—how to fight with your spouse!

Yes, when we were engaged we were formally trained on verbal fighting techniques. That's right, we know how to fight! We were given the rules for arguing at a Catholic marriage preparation retreat in 1999 and we've been following them ever since. In fact, when friends do get married I often sneak a photocopy of these well-worn rules into their wedding card. I thought it might be a good idea to share them here. Consider clipping them out and posting on your fridge door at eye level. Don't most arguments take place in the kitchen? Now, these will be available for quick reference if you happen to be having a heated tête-à-tête. They can not only help you and your spouse but they will also help to set a good example for your kids as they observe your interactions and store them to recall when they grow up and are in their own loving relationships.

No name calling. Okay, this should be obvious. As parents we teach our children that name calling is a form of teasing and bullying. Our parents taught us the same. So why do so many couples resort to colorful names for one another when they are annoyed with one another? I don't know, and I have

been known to mumble unkind nicknames under my breath about people who are annoying me, but I try to clean up my act when working through something with my spouse. I also know that little ears are always listening and I do not want to know that they learned a new word from me unintentionally. I will suggest an exception to this rule—try using nice names like honey, dear, or snook'ums, but it only counts if you drop the sarcasm.

No third parties. Your marriage is an intimate bond that you share with one another. Your arguments should be intimate as well. If you need to have a debate then make sure that it only involves the two people in the marriage and takes place where that head count can be maintained. This includes arguing in front of children. It can be stressful for them to see you argue and confusing for them to feel like they have to pick sides. If the child is within earshot—perhaps you are having a road trip argu-

ment over directions—then you have all the more reason to consider your behavior.

No past history. My husband and I have a vault. In this vault we keep the stories and past arguments that are water under the bridge. They have been resolved and don't need a guest appearance in a current issue. The exception is if enough time has really passed to reflect on some of these past occurrences to laugh about them. Those stories can be brought out for entertainment purposes only now as long as both of us are comfortable with their being shared. If it will cause any sensitivity for one of the spouses then lock it up and throw away the key.

Stick to the subject. I am guilty of violating this one. I'll be upset about one thing and once we start talking about the issue it will remind me of a few other unrelated but contentious issues I might like to mention. I'm sure it is frustrating for my husband to think he actually knows what we are arguing about and then I add a few other grievances just to confuse him. The point is to just work one issue at a time, prefer-

*When we were
engaged we were
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on verbal fighting
techniques.*

*That's right, we know
how to fight!*

ably the one at hand. You have a lifetime together so come up for some air every now and then. You are not working under a negotiation deadline.

No cheap shots. The point of the argument is to get to the other side of it still together and hopefully with a resolution. Saying something in the heat of the moment that cannot easily be forgotten by the person it was launched at could jeopardize the together part. This can be the most dangerous part of an argument. Just don't go there.

Don't go to bed angry. I love this rule. I don't have the stomach for relationship games. Who's not talking to whom? Who will make the first move? Who will apologize first? Ugh, wouldn't it be better to skip those steps so you can get back to the part of spending time with the one you love? I would. This is a hard rule because those of us in aviation tend to have as stubborn streak and admitting mistakes or saying I'm sorry first can be tough. I think that tenacity is a great trait to have professionally but in my personal life I say no to drama and yes to closure. So, if you can't get resolution before bedtime then at least call a truce and snuggle up until morning when you can pick up where you left off.

Maintain a sense of humor. I love to laugh. I love to make people laugh. At our kitchen table we actually play that game with each other and our kids where you stare at one another to see who smiles first—we are all awful at that game! When Bert and I argue and things start to get too serious one of us will shrink the disagreement back to size with a guaranteed to make you smile comment, be it a private joke, a favorite

movie line, or a sight gag. It's okay to disagree and it's okay to have fun doing it. As I said earlier, the stuff we argue over is so trivial that I can't even come up with a good example in this space. I remember what one of us did to make the other chuckle but I don't remember what the argument itself was about.

Hold hands when arguing and maintain eye contact. You may have been with me until this last step and now you think this is crazy. But think about it. Can you really walk away from a conversation when you are physically connected to the person and showing a physical commitment to resolve the issue? I won't lie and say that we always do this but we do try. Many times it just takes us back to the step #7 where the act of arguing while maintaining eye contact and holding hand just cracks us up and the disagreement is over before it really begins.

Oh, and one more rule that we added over the years?

Eat something, it will make you feel better. This rule is also the title of my favorite cookbook. We're Italian. We love a good meal. Often we will start to get snippy with one another only to find some other physical element is causing that reaction and not the person or the subject itself. Stop. Think. Have you eaten or is hunger making you snippy? It sounds silly but a bowl of pasta can sometimes bring a marriage closer together. ✈

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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

REIN IN HOLIDAY SPENDING

The holiday season is approaching and you know what that means—shopping, eating out, buying presents for loved ones and spending a lot of money. They say that the average American gains eight pounds during the holidays, which can undo a lot of good behavior throughout the year (not to mention throw off the CG in both your airplane and your body).

Don't let the same thing happen to your finances.

Take a moment and recall past holiday celebrations. What is your fondest holiday memory? My family is Christian and celebrated Christmas. My fondest memory is going to visit Uncle Johnny and Aunt Alice on Christmas Eve after attending church. Uncle Johnny would have his red tie on and their modest home would be filled with decorations, food and family members that I actually wanted to see! Everyone was welcome and some would bring presents while others who could not afford to give gifts would bring food or flowers. It was a festive occasion and filled with love. And it did not cost a dime.

Think back to last year. What was your favorite present? Can you remember what presents you received? What was the best gift you gave to someone else? If you cannot answer these questions, then you are probably in the majority. By the time the credit card bill comes in January, most of us will have forgotten what we purchased that cost so much!

So how do we rein in our spending? We use the same approach that works throughout the rest of the year—we build a budget and stick to it. This budget should include the major sources of spending during the holidays: attending parties, gift-giving (including “self-gifting”) and decorations being three of the most likely expenses.

There are two ways to approach this task. The first approach is to determine a dollar amount that you can afford to spend and then disperse this amount amongst the spending items on your list. The second approach is to assign a dollar amount to each item on your list and add it up. If this number is one you can live with, great. If not, then revise the list until it is an amount that you can afford.

The budget should include an amount for self-gifting. I am sure you are familiar with this concept. You go to the mall with your gift list in hand and then you see something you would really like. You see that it is on sale for the holidays and you tell yourself that you deserve something nice and should get it in case no one else buys it for you. Pretty soon the self-gifting has become as expensive as the friends and family gift list.

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How do we avoid this outcome? It requires some self-control, much like passing up the third glass of eggnog. If you have your gift list and your budget, that should certainly help. Another approach is to schedule one visit to the mall for the express purpose of enjoying the holiday displays, but do not bring your credit or debit cards with you. If you are really there to enjoy the holiday displays, then you do not need any money for that. Take a buddy along with you and make a pact that you will not let each other spend any money. Peer pressure can be a wonderful thing if used in the right way.

Since you are involved in aviation, there are probably people on your gift list that love airplanes as much as you.

Here are some ideas that will not break the budget. If you know a pilot or aspiring pilot, a logbook is a great gift and one of my most cherished possessions. Books are another favorite. Some great options for aviation buffs are Richard Bach's books and Wolfgang Langewiesche's *Stick and Rudder*. These books can be found for under \$15 on Amazon.com.

A subscription to *Flying* magazine provides enjoyment all year and can be purchased for less than \$15. Are there any thrift or antique stores in your neighborhood? They often have aviation memorabilia that is very inexpensive. One of my favorite gifts is a sterling silver necklace of an airplane

that my sister found at a thrift shop.

Or you could give the gift that keeps on giving, a membership in one of the many wonderful aviation organizations: AWAM (Association for Women in Aviation Maintenance), WCA (Women in Corporate Aviation), EAA (Experimental Aircraft Association), AOPA (Aircraft Owners and Pilots Association), or of course, our organization, which publishes this magazine—Women in Aviation, International. Membership in these organizations opens up a world of opportunities, from networking to scholarship grants, for women and men in all aspects of aviation and annual dues typically range from \$15 to \$50, with discounts for student memberships.

For the children in your life, I recommend one gift that will help teach them an important lesson about finances—a piggy bank, and it does not have to be shaped like a pig! There are all kinds of interesting designs now, many in the shape of an airplane.



**For the children
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a piggy bank, and it
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shaped like a pig.**

Here is one last tip that helps me to control my spending. I think about how long I will have to work to pay for that item I want. Just imagine receiving that credit card bill in the mail in January after the holidays. If you charged \$500 and make \$20 per hour, it will take you 25 hours of work to pay for those expenses. That is about a half a week of working for most of us. Now that puts it in perspective!

Perhaps you had a prosperous year so breaking the budget is not as much of a concern to you. Then you might think about paying it forward. Find a young woman who would really benefit from attending the Women in Aviation Conference and offer to pay her conference fees. It might not be a gift that she can unwrap, but I can assure you she will not forget it! ➔

.....
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. Questions for her? She can be reached at sherry@spaviationconsulting.com.

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JENNY T. BEATTY

STRESSED OUT? REACH OUT!

The online jobs resource site CareerCast ranked the Top Ten Most Stressful Jobs of 2011, and coming in at Number One was... you guessed it...Commercial Airline Pilot.

“From braving potentially faulty equipment to battling tricky weather systems to facing continued terror threats, all while ensuring the safety of their passengers,

airline pilots continue to be have the most stressful job year-after-year,” they said. Also cited was the stress caused by irregular work hours and jet lag, which can lead to the fatigue concerns I wrote about in my July/August 2011 column.

While this reveals how most laypeople view our jobs, it isn’t very illuminating about the actual stressors that affect professional pilots. Passengers worry about weather and delays and imagine that we pilots worry, too, which probably worries them even more. But the pilots probably aren’t stressed, or at least, not about the weather.

Allow me to explain. Pilots assess the weather, and decide it is good enough to go flying in or that we should wait for conditions to improve. We inspect the aircraft, and decide that it is flyable or that maintenance correction is required. We review the flight plan, and decide that there is sufficient fuel or that we need more or that we need a fuel stop or a new plan. Once underway, if Plan A isn’t working out, we move on to Plan B and then Plan C.

This may seem daunting to a non-pilot, therefore “stressful.” Well, the job of treating a bleeding, dying patient seems off-the-charts stressful to me, since I am not a doctor. But just like a surgeon, a professional pilot finds their “stressful” job tasks to be not only normal and routine, but interesting and energizing. Because, if you re-read the job tasks outlined above, you’ll see that pilots are not just tasked to fly airplanes. We’re tasked with the full command and authority over the flight.

“One big difference between feeling stressed or stimulated is how much control we have over a situation compared to the demands that are placed on us,” explains Dr. Esther Sternberg, an expert on the mind-body-stress-wellness connection with the National Institutes for Health. “If we are in a low control, high demand situation, we feel stressed. If we are in a high control, high demand situation, we feel stimulated.”

This is not to say that pilots don’t experience a physiological stress response, however, because all humans and animals do.

It’s what we do with that spurt of adrenaline that sets us apart.

“Pilots, neurosurgeons, firefighters, and others with high-pressure occupations are trained to use the stress response as a way to monitor their own behavior,” says Dr. Sternberg.

“When a pilot flies a plane through a storm, his heart races, his breath becomes shallow, and his attention is intensely focused on the job at hand. He experiences the physiological arousal that defines stress, but he doesn’t label the situation as stressful.”

Many pilots prefer flying when the winds are calm, skies are clear, and things run like clockwork. But on days when even Plan C goes out the window and we’re on Plan D (or Z), we feel a great deal of satisfaction from applying our expertise to complete a flight safely.

This is also because pilots are a breed apart. While generalizations do not apply to every individual, numerous studies show that there is indeed a “pilot personality profile.” Typically,

pilots are more achievement-oriented, more assertive, more optimistic, and more even-keeled than the general population, and less introspective, less emotional, and less sensitive. As a study by Drs. Ganesh and Joseph summarizes, the typical aviator “wants to control everything in his/her life. They hate surprises and hence practice as much as possible to avoid them. They maintain emotional distance from others and hence find difficulty with intimacy in their marriages... They are mission-oriented compartmentalizers, systematic and methodical, rely on checklists and feedback, and have the ability to separate flying from non-flying-related issues.”

These traits serve us well as pilots; we’re adept at keeping emotion out of the cockpit and at handling the stress of job-related duties as well as emergencies. Unfortunately, these same assets become liabilities when events spiral out of our control.

Looking at stressors for airline pilots today, I connect the dots all the way back to 9-11. Crewmembers were the first to

***Pilots attempt to
apply their highly
methodical, action-
oriented problem-
solving techniques
to personal problems,
while keeping them
out of the cockpit.***

be killed that day; we personally are targets. By turning airplanes into bombs, the terrorists exposed a previously unacknowledged vulnerability on a national scale. The economic fallout meant that airline employees had a six- or seven-year head start on the rest of the American public with a transformed workplace and real or threatened job loss, reduced job security, and pay cuts.

Here's how that affected some airline pilots. (*Note: These events happened to real people who shall remain anonymous.*)

In that uniquely intimate environment of the cockpit, on two consecutive days, two different captains whom I had never met before opened up and shared their personal woes—which turned out to be nearly identical. In both cases, their wives had planned to return to work when the kids entered school, but now the kids were teenagers and the wives were still stay-at-home moms. But pay cuts made the lifestyle no longer sustainable. Yet their wives were unable or unwilling to return to work or reduce spending. Both pilots were perplexed and flummoxed about how to fix their finances and marriages.

A woman pilot moved across the country with her husband to take a job with a regional airline. When airline hiring ground to a halt after 9-11, she got “stuck” as first officer, with no opportunity to upgrade to captain. Far from family, sad and lonely, she withdrew from her flying friends and activities.

Another pilot rode the junior-pilot roller coaster as her airline shrank. Back from furlough, she ended up near the bottom of the seniority list, forced to change airplanes and bases. Meanwhile, a boyfriend emptied her bank account. While in training on yet another aircraft, she was forced into foreclosure and out of her home. She found it tough to concentrate.

After being furloughed twice by one airline, a pilot landed a job and then narrowly avoided being furloughed. While he was in training on a new aircraft, his wife admitted that she could not control her drinking. He arranged for treatment, however she was unable to stay sober, so he left training to care for their children. He experienced acute anxiety and panic attacks.

A pilot who flies widebody aircraft overseas contracted an infection that led to bronchitis and pneumonia. His adult son went through an ugly divorce, his adult daughter decided to cut off all contact, and his relationship with his fiancée was suddenly shaky. Physically worn down and emotionally distraught, he drove his car into the garage, closed the door, and left the engine running.

Pilots attempt to apply their highly methodical, action-oriented problem-solving techniques to personal problems, while keeping them out of the cockpit. News flash: other people's emotions can't be turned on and off like the seat-belt sign and they aren't under our command. Our own feelings can't be switched off either; studies show that one major stressful event or many minor stressors can degrade flight performance.

That out-of-control feeling, stemming from family strife, financial difficulty, and disillusionment about a once-promising career, is the main stressor for airline pilots. Exacerbated by 9-11, these issues don't evaporate with an improved economy or pay raise. And then, even when they know they are hurting, pilots tend not to seek help. Why? Because flying is

pleasurable, it is their source of income and identity, and perhaps it is the only place where they can maintain a sense of control. They think that a mental health problem will spell the end their flying career—which is not necessarily true.

Women pilots in particular may hide emotional distress to avoid being stigmatized as “weak.” This can lead to more guilt, depression, and social withdrawal, which runs counter to the “tend-and-befriend” coping strategy of most other women.

You don't have to suffer alone: Reach out for help! And if you know a stressed-out pilot, reach out your helping hand. Each of the pilots mentioned in this column got help—from friends, spiritual advisors, professionals, union representatives, and company Employee Assistance Programs. Several received mental health treatment including counseling and medication. Some divorced, but others came through with their spouses by their sides. All are feeling better and are still flying, back flying, or soon will be. And the FAA has now approved four SSRI antidepressants for use by pilots who can keep flying in an approved treatment and monitoring program.

The pilot sitting in his garage finally turned off his car engine, went inside, and called his doctor. “There is nothing to fear,” he says today. “You don't have to be afraid of your problems, or of never flying again. Step up and face your problems—and you don't have to be alone with those problems.” ✈

.....
Jenny T. Beatty (WAI #144) is a first officer for a major U.S. carrier, based in Los Angeles, California. Questions? Email her at jenny99@jtbeatty.com.

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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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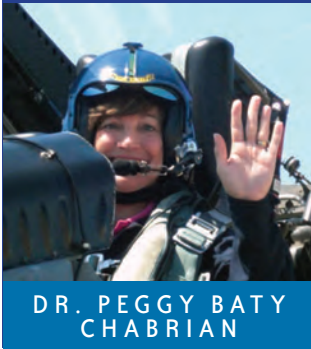
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DR. PEGGY BATY
CHABRIAN

100 YEARS OF NAVAL AVIATION: PLANS FOR THE FUTURE

The Centennial of Naval Aviation celebration this year played a significant part in our 22nd Annual International Women in Aviation Conference activities, held in Reno last February.

We had tremendous participation from the U.S. Navy, U.S. Coast Guard and Marines as part of the celebration, in addition to all the international military who were represented.

The experience of looking out over the General Session audiences and seeing so many women and men in uniform at the Conference was invigorating to me—but it was just a result of the amazing outreach all of the organizations, including WAI, have participated in together. In the past year Rear Admiral Wendi Carpenter, a regular participant at WAI Conferences, led a group of Navy officers to the first South African Women in Aviation Conference in Johannesburg, South Africa; and two new WAI Chapters, Box D in England, and Horizon East, in Iraq, came into being because of U.S. military officers who felt the kind of outreach WAI does is important. In Iraq, Lt. Chrystina Short felt it was even critical to the healing process after years of conflict for women there.

Chief of Naval Operations Admiral Gary Roughead rounded out the Conference activities with his rousing speech at the Awards Banquet and Pioneer Hall of Fame in Reno, last February, but that was not the end of Women in Aviation, International and the U.S. Navy's commitment to work together to enhance the diversity of people involved in aviation and aerospace worldwide.

Many WAI members participated in the dozens of celebrations held by the Navy all over the U.S. this year. As part of the celebration I was invited onto the USS *Stennis*, an aircraft carrier, but unfortunately the dates of the embarkation conflicted with speaking commitments. That was an invi-



FRED SCHMIDT

**Many WAI members
participated in the
dozens of celebrations
held by the Navy all over
the U.S. this year.**

tation it was difficult to decline. But later that month a new opportunity presented

itself—a flight with the Blue Angels during the AirVenture show in Oshkosh, Wisconsin, this summer.

I will fully admit to having butterflies in my stomach before this flight. But then I met Lt. Dave Tickle, my pilot, and he simply exuded the kind of confidence I know it takes to fly high performance jets with precision, and suddenly I felt confident that the ride was going to go well, too.

It all seemed to be rather surreal at the time but what a fantastic experience to fly with Blue Angel number 7, one of the finest pilots in the Navy, during the largest aviation convention worldwide and during the Centennial of Naval Aviation year. My father is retired Navy and so, having grown up as a “Navy brat” the experience had a lot of meaning for me. My first experience with the Blue Angels occurred as a

high school senior when I worked in the Navy Galley on base at the Naval Air Station in El Centro, California, the winter training base for the Blue Angels.

I appreciated the opportunity to go on this flight and I thank the U.S. Navy for their continued support of Women in Aviation, International. We look forward to many more years of cooperation inspiring others to join the ranks of aviation and aerospace professionals worldwide. ➔

.....
Dr. Peggy Baty Chabrian is President and co-founder of WAI.

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