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JANUARY/FEBRUARY 2012

Aviation for Women

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Sixth Grade Hawthorne Elementary School students worked with Great Salt Lake chapter members to build model airplanes and learn about aviation.

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WAVE and aviation machinist's mate Violet Falkum pulling the propeller of an SNJ in 1943. Courtesy of the Navy Historical Foundation. GREAT SALT LAKE CHAF

PRESIDENT'S MESSAGE



DR. PEGGY BATY CHABRIAN

Dr. Peggy Chabrian speaks to members of our sister organization, Women in Corporate Aviation, during the recent NBAA Trade Show in Las Vegas, Nevada.

Dear WAI Members:

First, I wish each of you a wonderful new year in 2012!

It is always amazing to learn of new stories of individuals who played an important part of history, but whose stories are little known. In this issue of the magazine take some time to read about the role of the amazing women who served in World War II as WAVES in the U.S. Navy (pages 24-27). These pathfinders, whose jobs included aviation machinist mate, aviation metalsmith

and aviation electrician's mate to name but a few, truly led the way in aviation disciplines and in the Navy for other women.

Also in this issue are highlights and updates of our upcoming annual WAI Conference being held in Dallas, Texas, in March. Special entertainment is planned for the Opening Reception and Luncheon this year. And, as is always the case, you will enjoy inspiring and motivational presentations from our speakers as well as practical how-to information you can take back with you.

The exhibit hall this year has a special new area dedicated to the helicopter side of aviation. Helicoper Aviation International (the association representing the helicopter industry), two helicopter manufacturers, two medical transportation organizations and an actual helicopter will all be on display in the exhibit hall, with several individuals there to talk with you regarding career opportunities in this facet of aviation.

If you have not already made your travel plans for the Conference, be sure to check out the tours being offered on Wednesday by American Airlines and Southwest Airlines. You may want to plan to come in a day early to take advantage of one of these tours.

At the Conference, I encourage you to attend the annual WAI Membership Meeting, held at 11:00 a.m. on Thursday, March 8th. The meeting provides you with an opportunity to learn about new programs and projects, new member benefits and it is the first opportunity you'll have at the Conference to meet other members, WAI staff and board members. It is also the event during which you can vote for or against the board candidates listed on page 5 of this issue. Come to the meeting and participate in the operations of this, your organization.

Finally, I want to thank all of you who made a gift to the annual fund during our recent appeal. Your donations will be used to support the WAI Endowment Fund and Operations, providing for the future of WAI. We could not exist as we do, and effect change as we have, if it were not for your participation and contributions.

Sincerely,

Dr. Reggy Baty Chabrian

Dr. Peggy Baty Chabrian President

INSIDE THIS ISSUE



At the Oshkosh Chapter cupcake fundraiser, Aaron Heise and Nick Luther baked their way into our hearts. **Page 9**



Looking for aviation adventure? Try the Adventure Training trip to Baja, then come to the Conference to tell us about it. **Page 15**



The WAI Jazz Band is a fun and unique aspect of the annual Conference, and they welcome new members. **Page 16**

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WAI NEWS



n October our Chapter Relations Manager Betty Huck and President Peggy Chabrian headed to Las Vegas to participate in the National Business Aviation Association convention. WAI's booth presence was a corner of the Experimental Aircraft Association's display area this year (we deeply appreciate the generosity of EAA

WAI ON THE ROAD

in loaning us a corner of their exhibit space). Chabrian also spoke to a group of Las Vegasarea high school and college students in a seminar set up specifically for them to learn about careers in the

area of business aviation. She let them know about WAI and other aviation scholarships available to them.

During a reception sponsored by XOJET, David Cox, Senior Vice President and Chief Operating Officer, made a point of de-

WAI Conference is on the top of XOJET's list as a place to exhibit when looking for new hires.

scribing the impact their exhibiting at our Conference in Reno in 2011 had on XOJET. He stated that they had hired nine female pilots as a direct result of their exhibit experience. Best

of all, he said, the company was pleased with the performance of each of them. He also said XOJET would definitely be back at the WAI Conference in Dallas, this coming March. In fact, he said that the WAI Conference was on the top of the company's list as a place to exhibit when looking for new hires.

Later in October Dr. Chabrian was awarded the Amelia Earhart Award by the Greater Miami Aviation Association during their annual Memorial Gala and Awards Ceremony at the Doral Resort in Miami, Florida. The award celebrates women in avi-

wai pioneer hall of fame Inductees for 2012

Each year, WAI solicits nominations from throughout the aviation industry for the WAI Pioneer Hall of Fame. We salute these distinguished members of the Women in Aviation, International Pioneer Hall of Fame during the Awards Banquet at our upcoming International Conference, slated for March 8-10, in Dallas, Texas.

Come join us there to meet and honor them!

Elsie MacGill Maggie Haynes Bee Falk Haydu First Women's National Air Derby participants ation and stands for outstanding achievement and accomplishment.

Several members of the board and



New for 2012 • Submission Deadline January 20, 2012 Boeing 737 Type Rating Certificate Scholarship

The Boeing Company will award one 737-NG Type Rating Certificate Scholarship. Candidates must possess Commercial, Multi-Engine and Instrument ratings with a minimum of 1,500 hours fixed wing total time, instrument currency and possess a First Class Medical with no waivers.

To apply, complete the official WAI Scholarships 2012 application. Submit a 500-word essay outlining your aviation career plans including how the award of this scholarship will help you obtain your aviation career goals. Applicants must provide one letter of recommendation from a flight instructor from whom you have received dual instruction. The recipient must complete the ATP written exam prior to training. The course duration is approximately 3 weeks and will be scheduled on a space available basis.

All standard training materials will be provided. The scholarship does not include transportation, housing, meals or personal expenses. We can provide suggestions for cost effective housing. **(Scholarship value \$35,000)**

www.wai.org

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

staff attended the fall WAI board meeting held in Washington, D.C. Agenda items included approval of the budget for the 2011/2012 fiscal year, committee reports and a review of the status of the "Bring Your Daughter to the Conference Day" program.

The 2011 annual fund mailing highlighted the centennial of the first U.S. licensed female pilot, Harriet Quimby. Response to the annual fund, with contributions made to both the Endowment Fund and Operations, has been very good. Gifts made to the annual fund are included in the Wings Society level recognition.

November also found staff and key volunteers in Dallas making preparations for the 2012 Conference in March. Several special events and programs are in the works.

Betty Huck and Peggy Chabrian met with the Black Squirrel Chapter in Kent, Ohio, in November and both spoke at the Yankee Ladies Chapter meeting near Detroit, Michigan, in early December.

In January, Dr Chabrian is speaking at the 2012 MACTS Clinic in Maryland Heights, Missouri. She will be making a presentation during their Flight Instructor Revalidation Clinic, discussing the state of the industry and business aspects of the flight instructors' environment. While in the St. Louis area she also plans to meet with several of the Women With Wings chapter members.

Candidates for WAI Board of Directors

Vote at the annual Membership Meeting at the Dallas Conference on Thursday, March 8th at 11:00 a.m.

New Candidate

Brian Bolt

Brian Bolt is Manager, Fleet Common Programs and New Hire Pilot Indoctrination for Delta Air Lines.



Bolt is responsible for Pilot Instructor Fleet Training Academics that include: CRM/Human Factors, Initial Pilot Instructor School, New Hire/Returning Military Pilot Indoctrination and was instrumental in developing and facilitating International SkyTeam crew training.

Bolt began his career with Delta Air Lines in 1983 as an Airport Customer Service Representative. In

1984 he advanced to Aircraft Line Maintenance and in 1987 transferred to Flight Operations as a Pilot Training Instructor.

Bolt's professional passion since 2004 has been directing Delta's involvement with diversity organizations that include Women in Aviation, International and the Organization of Black Aerospace Professionals with a "Cradle to Career" approach for B-737NG Type-Rating Scholarship awards.

Bolt is married to the former Connie Renshaw, an international flight attendant with American Airlines. They currently reside with their son Ryan in Fayetteville, Georgia.

New Candidate

Karen Gebhart

Karen Gebhart is Helicopter Association International (HAI) vice president of Business Development and Expositions. Prior



to joining HAI, Gebhart served in executive leadership positions for more than 16 years at the Aircraft Owners and Pilots Association (AOPA). Gebhart joined AOPA in 1994 as vice president of membership, where she oversaw extensive membership growth and AOPA's presence at aviation shows and events throughout the U.S. She also expanded AOPA's reach through membership partner-

ships in the international market, and managed the general aviation industry *Be a Pilot* promotion campaign. She became senior vice president in 1996. In 1999, she added AOPA's member products, technical assistance hotline, and annual convention operations to her areas of responsibility.

Gebhart was named executive vice president of non-dues revenue in 2001, taking over AOPA's convention exhibit and advertising sales.

In 2007, she was named executive vice president of AOPA communications, leading the division responsible for bring-

ing AOPA's message to members, media, government and the public through *AOPA Pilot* and *AOPA Flight Training* magazines, AOPA Online, electronic newsletters, outreach events, media relations, and public relations campaigns including *GA Serves America*. Gebhart was appointed president of the AOPA Foundation in 2009.

Up for Re-Election Dick Koenig

Dick Koenig is the publisher of *Flying* magazine, with more than 450,000 subscribers worldwide. He is a former Vietnam



ception, and has been instrumental in helping the organization grow through public service advertising in *Flying* magazine. Koenig is a Founding Board Member of Women in Aviation, International, and is currently its treasurer.

helicopter pilot and has the nerves

that go along with that job. Koenig has been involved with Women in

Aviation, International since its in-

Up for Re-Election Shelly Snyder Simi

Shelly Simi is currently Industry & Public Affairs Strategist, Corporate Communications, for Jeppesen, the world's leading



aviation charting and training company. Simi is responsible for creating industry relations strategies and leading PR/Media outreach campaigns. Prior to Jeppesen, Simi was head of media relations/PR counsel for Adam Aircraft and formed her own company, Simi Communications & Event Planning.

For more than 15 years Simi worked at the General Aviation Manufactur-

ers Association (GAMA) in Washington, D.C., serving the last five years as Vice President of Communications. Prior to joining GAMA, she worked as the Flight Operations/Fuel Coordinator for Federal Express Corporation.

Simi is a Founding Board Member of WAI. She has served as a contributing editor for *Aviation for Women* magazine and serves on the WAI Conference Planning Committee and Pioneer Hall of Fame Selection Committee. Simi is a founder and past chairman of the National Coalition for Aviation Education (NCAE) and a founding member of the Aviation Communications Coalition of Washington. She is a recipient of the NCAE Mervin K. Strickler, Jr. Aviation Education Leadership Award for her commitment and outstanding contributions.



Concorde Chapter Hosts Regional Meeting

WAI members of the Concorde Chapter met at Brooklands Museum in Cobham, Surrey, England, to share information, award scholarships, and key, according to Concorde Chapter President Jane Middleton (*WAI #1506*), to network. "I learned to network from a founding board member of Women in Aviation, International back in 1997, at the first International Conference that I attended," says Middleton, upon introducing herself. Her opening speech focused not just on how to network, but also, how to follow up. She spoke of how to have fun while making new contacts, and of course, making new friends. (And friends are easy to stay in touch with, naturally!) Middleton explained that one contact, a "headhunter," was a five year-long relationship before it matured, resulting in her last position at Rockwell-Collins U.K.

First speaker of the day was **Sarah Lintern**, field service representative for Bombardier throughout Europe. "How did you get on working with just men in main-



Pat Mays and Trish Beckman with a door prize from the day.

tenance?" was the question she was often asked when she apprenticed at Virgin Airlines. "I've never known it any other way!" she says she always answered. "I loved working at Heathrow, from watching the final Concorde flights (a sad day) to standing next to the first Airbus A380. She moved on from Virgin to work in corporate aviation, culminating with her position with Bombardier today.

She was followed by WAI Founding Board member and Boeing engineer **Trish Beckman** (*WAI #17*), who gave a wonderful overview of a typical day in the life of a flight test and evaluation engineer at The Boeing Company, where she works on production flight tests and delivering new aircraft as an FAA certified Flight Navigator, flight dispatcher and systems operator to aircrews all over the world. Her next big trip is a world tour on the Boeing 787.

A buffet lunch was served after the Chapter's business meeting, and raffle prizes were handed out. The afternoon speaker was **Debbie Tyzack** (WAI #49420), an artist who suffers from a complex auto-immune disease. She explained how the nonprofit organization Aerobility, headed by **Mike Miller Smith**, uses aviation and piloting aircraft to inspire phys-

ically challenged and injured individuals to reach for their dreams (aviation or not). She benefited from the Flying Scholarships for the Disabled organization, earning her MPPL (a national pilot's license, which allows her to fly in Britain) empowered her so much that she's going for her instrument rating. Aerobility allows her to give back to others as she was inspired. Finally, scholarships to the International WAI Conference were awarded to **Sophie Davies** (*WAI #47903*) and **Pauline Gallagher** (*WAI #50233*) in the afternoon.

The group had the opportunity to tour the famous Brooklands museum in the afternoon before the meeting wrap-up by Chapter President Middleton, who announced that the Concorde Chapter's next regional meeting is to be held 10-11 May, in Malaga, Spain. For more information watch the chapter's web site, **www.concordechapter.org.uk.** \rightarrow

CONCORDE CHAPTER



These five students had their meeting fees sponsored for the day by the chapter. Two went on to win full Conference registrations to the WAI International Conference in Dallas, March 8-10, 2012.



Hawthorne Elementary School students enjoyed their aviation day.

GREAT SALT LAKE CHAPTER

The Great Salt Lake Chapter at Westminster College has been busy. The day before classes started, they took their freshmen aviation students to the Wendover Airfield and worked on several restoration projects. This is the third year in a row the chapter has participated in these efforts and it has become a great way to get to know the incoming class and encourage them to join Women in Aviation. This year, one group of students cleared debris from the *Enola Gay* hangar and another group worked on restoring an F-86. To learn more about the historic significance of the



airfield and the ongoing restoration efforts, go to **www. wendoverairbase.com.** The Chapter also hosted

a career panel on campus. Attendees met with **Shelly** Harris, a KC-135 pilot for the National Guard and a First Officer with Continental

Airlines; **Strike Fongeallaz** (*WAI #1597*), a First Officer with Delta Air Lines; **Ryan Leick** (*WAI #44616*), Assistant Professor of Aviation at UVU; and **Mikael Greenwald**, Air Traffic Controller at Salt Lake Center. The panel was followed by a reception

that allowed the conversations to continue. A recurring theme throughout the event? The importance of networking, finding mentors, and continuing professional development efforts—all things that WAI helps people do so well. A drawing for a used airplane propeller



Career panelists at Westminster

capped off the evening and the money raised from the drawing will help fund student travel expenses to the Dallas Conference in March.

The Chapter also participated in Westminster College's Day of Service at Hawthorne Elementary School in Salt Lake City, Utah. Ms. Lloyd's sixth graders enjoyed working with chapter members as they built model airplanes and learned about aerodynamics and physics concepts. Ms. Lloyd has incorporated aviation throughout her science and math curriculum ever since attending space camp this past summer and she looks forward to continued collaboration with the Great Salt Lake Chapter. \Rightarrow



PALMETTO PRIDE CHAPTER

The Palmetto Pride Chapter kicked off their participation in the Susan G. Komen for the Cure in an unusual fashion. To help generate enthusiasm about the Race for the Cure event in Charleston, the chapter honored Palmetto Pride member and chapter secretary, **Kathleen Lewis** (WAI #49311), a breast cancer survivor who is currently battling a recurrence. Chapter President **Cindy Norton** (WAI #47831) surprised her chapter mates by shaving her head during the meeting. Norton invited her hairdresser to attend their monthly meeting with her and within minutes, Norton's hair went from shoulderlength to less than a quarter of an inch.

"Shaving my head was about spreading awareness for the fight against breast cancer," said Norton, a business operations specialist. "Every time someone sees my new hairdo, I ask for a donation!" To help raise money for the Lowcountry Susan G. Komen chapter, the members of the Palmetto Pride Chapter walked in Charleston's Race for the Cure event. The group also sold pink lanyards to raise money for the Lowcountry Susan G. Komen chapter. During the month of October, Palmetto Pride chapter members wore pink every Friday to raise more awareness of the fight against breast cancer. →



NW ARKANSAS CHAPTER

The NW Arkansas Chapter held a "Planes and Pancakes" pancake breakfast fundraiser at the Arkansas Air Museum in Fayetteville, Arkansas. The funds raised at the event benefitted the chapter's scholarship fund and the museum.

The Chapter also held an "Adventures in Aerospace" event for Cadette Girl Scouts at the Arkansas Air Museum. Eighteen girls between the ages of 11 and 14 spent a day expanding their horizons while engaged in hands-on aerospace activities facilitated by chapter members. During the event the scouts flew a flight simulator at SkyVenture Aviation, and they learned about aircraft maintenance while they disassembled aircraft components. They preflighted a Piper Tri-Pacer and a Beechcraft Bonanza, learned about careers at a career presentation, and took part in guided tours of the museum. Smiles were plentiful all day long! \rightarrow



NW Arkansas' Sabina Koukourinkova and Ava Shubat working with cadettes.

WOMEN WITH WINGS CHAPTER

Women With Wings Chapter in St. Louis supported the third annual Midwest LSA Expo in Mt. Vernon, Illinois. The event is designed to educate aviators about all facets related to the LSA industry with displays, forums, workshops, and flying demos. Members served as volunteers to assist with everything from gate check-in to marchaling aimlance. Although the weather was pet

shaling airplanes. Although the weather was not very cooperative at the beginning of the weekend, the event was a huge success.

The Chapter also supported the annual Pumpkin Drop Competition and Open House at Smart Field in St. Charles, Missouri.

The chapter set up their display booth to share information about WAI and chapter events. Activities included flight simulators, CAF and Corvette displays, and B-25 rides. Some members even participated in the pumpkin "pie" dropping contest and dressed for the Halloween spirit. →

a huge success. or ted the annual on and Open House les, Missouri.

EDELWEISS CHAPTER

The Swiss Chapter is finally born with the name of the famous Swiss alpine flower, Edelweiss. Chapter President Sandrine Rohrer (WAI #40912) was proud to announce the new WAI Chapter during the seventh Aviation and Women in Europe Conference in Amsterdam. Initially composed of six women from different horizons, including parachute jumping with Anne Knabe (WAI #47659), luggage security with Sylviane Demierre (WAI #49902), ground attendant with Emilie Disner (WAI #49903) and pilots with Natacha Akribas (WAI #49904) and Ursula Durrer (WAI #30710)—two men will join the chapter soon. One of them will take the place of webmaster (Gilles Demierre), and will enable the chapter to create its web site.

Many projects are planned. First, in collaboration with the ACTA association (Amitié et Carrière à Travers l'Aéronautique = Friendship and Career through the Aerospace), workshops for private pilots have been created with goals to network and improve the security of flying. Second, this collaboration will be the occasion to enter the YES (Young Eagle of Switzerland) program of the Swiss Aeroclub. YES opens the door of aviation and flying to young people aged from 12 to 16 years old through first flight and personal mentoring. Finally, the chapter will host women and men, members of WAI or WCA, who come to EBACE in Geneva next year in May, by organizing a wine tasting and helping them find accommodations. \rightarrow

SALUKI AVIATORS CHAPTER

The Southern Illinois University Carbondale Saluki Aviators are planning various fundraisers, volunteer opportunities, and social gatherings. Each year, as the group gets bigger and bigger, they find new ways to make the organization fun and exciting. They hosted a "Pizza and Ice Cream Social" at the home of Academic Advisor **Bachel** Lee (WAI #13075), where they got to know one another while enjoying pizza and sundaes and playing various board games. The Saluki Aviators are planning to have their first bake sale to help them pay for some new merchandise. They are looking forward to helping out their community by picking up trash at the Kincaid Lake Spillway and volunteering in classrooms to teach students about aviation. 🗡



WASHINGTON STATE CHAPTER

Trish Beckman (*WAI #17*) and her husband **Gary Ferris** (*WAI #15120*) participated in the "High School & Beyond Career Fair" at Jackson High School, Everett, Washington. The event included students of all ages from elementary school through high school. Trish displayed her military flight gear and showed a military flying video. Depending on the interest of the student, she discussed her 28-year operational and flight test career with the Navy, her 10-year commercial flight test career with Boeing, and the education/training needed for both. A poster summarized her aviation career for the students.

Washington State Chapter members participated at the Bremerton (PWT) Blackberry Festival Fly-in, sharing information about Women in Aviation, International and their local chapter with visitors to the airport. They also raised funds for the



OHIO UNIVERSITY CHAPTER

In seven weeks, the Ohio University Chapter planned, purchased and prepared concessions that they cooked and sold during the NIFA Region III SAFECON competition. Throughout the quarter, they also

prepared for their annual apron fundraiser by making five dozen aprons which they will sell throughout the year at various locations including two upcoming local craft shows.

The Chapter would like to congratulate their newly elected executive board and welcome their newest members. They are looking forward to a strong year of community service, fundraising, and teamwork in preparation for the upcoming Dallas Conference. → Janet Clark Memorial Scholarship through sales of aviation-themed jewelry, wine charms and soaps made by chapter members. Dava McNutt (WAI #26770), Sheree Van-Berg (WAI #17867), and Rochelle Oslick (WAI #12281) had the opportunity to go on a helicopter flight on that beautiful sunny day with pilot Amanda Sargeant. →

OSHKOSH CHAPTER

The Oshkosh Chapter held a cupcake competition to raise funds for its Spirit of Flight Scholarship. More than \$500 was raised as nine teams competed in the event, held at Wittman Regional Airport in Oshkosh, Wisconsin. Winners were decided by a panel of three local "celebrity" judges. The winners were: 1. **Rose Dorcey** (WAI #12645), Lemon Cranberry; 2. Margaret Viola (WAI #49940),



OSHKOSH CHAPTE

Gluten-free Double Chocolate; and 3. Linda Grady (WAI #3019), Tiramisu. Attendees paid \$5 to taste and judge. Crowd Favorite winners were: 1. Rose Dorcey, Lemon Cranberry; 2. Mary Jones (WAI #3560), Tequila Lime.

Themes ranged from Working Guy's Lunch (a Boston Cream cupcake) to Fear of Flying (with Lego airplanes set on a printed airport layout).

The successful event will be held annually. Two new members joined the chapter and several people expressed interest in joining. It was a fun way to raise funds and create awareness of opportunities for women in aviation. \rightarrow

FORT LAUDERDALE CHAPTER

The Fort Lauderdale Chapter conducted an Aerospace Education Excellence Program for the Crystal Lake Middle School Civil Air Patrol FL 811. Secretary **Sharon Dreesen** (WAI #45945) discussed the history of FXE's Downtown Helistop. The cadets were then led by both Sharon Dreesen and **Michelle Osbourne** (WAI #46011) in the construction of helicopters made of CDs, straws, and Styrofoam. Then Chapter President **Melissa Grabiec** (WAI #45778) made a brief presentation on the role of women in aviation history. Following the presentation, all 20 of the cadets built their own replica of Earhart's Lockheed Vega. This was a challenging project that the cadets worked diligently to complete. **Leandra Cain** (WAI #47806) assisted the cadets in easing their assembly struggles. **Virginia Knudsen** (WAI #46000), covered the basics of navigation around the airport. The Chapter was thrilled to work with CAP FL 811 and is looking forward to the next opportunity! →

WAI N E W S



CAREERS

Sophie Davies (WAI #47903) has been awarded a scholarship to the 23rd Annual International Women in Aviation Conference in Dallas, Texas, this coming March. The award was made by the WAI Concorde Chapter in the U.K.



Lane Davis (WAI #47588) completed her first Solo in a J-3 Cub. The instructor, who cut her shirt-tail off as a tradition is also her father, Lee Davis.

Pauline Gallagher (WAI #50233) has been awarded a scholarship to the 23rd Annual International Women in Aviation Conference in Dallas, Texas, this coming March. The award was made by the WAI Concorde Chapter in the U.K.

Aurora Howard (WAI #21316) has been training since May and is now a First Officer on the CRJ-200 for ASA.

San Jose State University student Brian Hsu (WAI #44273) passed his checkride for his Multi Engine Instrument Commercial rating. Hsu flies out of AeroDynamic Aviation at Reid Hillview Airport in San Jose, California.

Darlene Sly McKechnie (WAI #45854)

Bera Receives 2011 Katharine Wright Award

The National Aeronautic Association (NAA) announced that Fran Bera (WAI #563) received the prestigious Katharine Wright Award for "a lifetime working in aviation, setting records and mentoring

young people; at 86, she is still flying and encouraging young pilots to attain their aviation goals." Bera began flying in 1940 at the age of 16 and has been flying continuously ever since. She earned several advanced ratings, including her Airline Transport Pilot certificate. Bera was one of the first women in the 1940s to be designated as a Federal Aviation Administration Pilot Examiner, a



Bera was inducted into the Women in Aviation International Pioneer Hall of Fame in 2006.

role in which she continued for more than 25 years, during which time she certified more than 3,000 pilots.

With more than 25,000 hours, Bera has been a chief pilot, flight operations manager, charter pilot, and has owned and operated her own flight School and aircraft sales business. She has been a member of Women in Aviation, International since 1995, and was inducted into the WAI Pioneer Hall of Fame in 2006.



recently received notice and is presently training for operations with the Boeing-777 with Air Canada. McKechnie moved up from a Beech-1900 to the Boeing-777 in less than two years. Nelda Lee (WAI #15) received Webster University's distinguished Alumni of the Year Award.

At the Crystal Eagle Award Dinner, San Jose State University Student Kathy Tran (WAI #46432) received one of the four academic scholarships awarded.

Margaret Viola (WAI #49940) passed her private pilot check ride. She also earned a taildragger endorsement on the same day. She started her training right after EAA AirVenture, and completed the private pilot rating and taildragger endorsement just two short months later.

Sarah Washington (WAI #49188) is now a private pilot. +

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a rebate program to help support the future of aviation. In addition, ConocoPhillips produces a line of aviation lubricants designed to exceed industry specifications.

ConocoPhillips has been a Supersonic corporate member

and sponsor of Women in Aviation, International events since 2008. The company is ranked sixth among Fortune's 500 companies, and extends its reach globally as an energy powerhouse. Job

opportunities exist for those within aviation and aerospace, engineering and many other technical, human resource and sales fields.

ConocoPhillips Aviation maintains its own careers and job site area on the Internet where you can discover information about openings and internships for everything from accountants to engineers to geophysicists and human resources. The

Phillips 66 provides states and numerous other a \$1-per-gallon avgas rebate to all **EAA Young Eagles** volunteer pilots.

openings are in several U.S. countries around the world.

The company strives to reflect the diverse communities in which it works, and has a clear and progressive outreach policy towards hiring transitioning military veterans.

In other aviation dis-

ciplines the company is a proud supporter of the EAA and the Young Eagles program, providing a \$1-per-gallon avgas rebate to all EAA Young Eagles volunteer pilots. More than 4,000 pilots have used Phillips 66 gas to introduce more than 350,000 kids to the wonders of flight. The avgas rebate has definitely aided the Young Eagles program in its quest to fly millions of kids.

Phillips 66 Aviation is also committed to supporting pilots who volunteer their time and aircraft to charities that provide free air transportation to patients whose financial resources would not otherwise enable them to receive medical treatment or diagnosis, or who may live in rural areas without access to commercial airlines. These charities also provide a vital mode of transportation for organs, blood and for



patients awaiting organ transplants. The company provides a \$1-pergallon avgas rebate to help support the pilots who unselfishly donate their time and aircraft so that children and

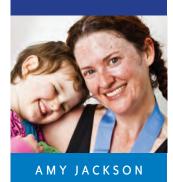
adults may access life saving medical care free of charge.

To further encourage such outreach work in aviation, each vear the company awards a Phillips 66 Aviation Leadership Award at the EAA AirVenture convention and fly-in. This past year the award went to Ginny and Richard Largent. The Largents use the Phillips 66 Aviation Young Eagles Rebate to offset fuel costs of their youth flights. He's flown 1,025 kids. She's kept youth scholarships funded and created a private pilot grant program for budding aviators. Together, they've run Young Eagles chapters in two states, coordinated hundreds of events, endured countless forms and paperwork, and relentlessly recruited ground volunteers, pilots and donors.

For more information about Phillips 66 Aviation, its work with aviation outreach and its Young Eagles and Charitable Flight rebates, visit www.phillips66aviation.com. Find job information at: http://conocophillips-aviation.jobs/ or http://www.conocophillips.com/EN/careers/cop_careers/ careerdevelopment/jobs/Pages/index.aspx. +

Women in Aviation, International Welcomes New Corporate Members **Coradine Aviation Systems Rolls-Royce** Corporation Med-Trans Corporation Delta State University AeroTurbine, Inc. Aviation Institute of Maintenance Flying Software Labs, LLC.

PROFESSIONAL DEVELOPMENT



IS A FLIGHT ATTENDANT AN AVIATOR?

ave you heard of Sully Sullenberger? That's right. He was the captain on the US Airways flight that ditched in the Hudson River. Ever heard of Donna Dent? How about Doreen Welsh

or Sheila Dail? No? They were the flight attendants responsible for evacuating all 150 passengers with no fatalities. While Captain Sullenberger routinely mentions his fellow

crewmembers and every formal honor has been equally bestowed, it is clear that the media prefers to hang their accolades on pilots only.

Flight attendants are routinely brushed off by the media, popular culture and even other core groups within aviation. A flight attendant's primary duty is safety; however, unless

a passenger is having a really bad day, they will never see a flight attendant in action—evacuating an aircraft with all the authority, efficiency and speed she has been trained to wield. Instead, flight attendants are seen as little more than waitresses in the sky, slinging slightly less appealing food and slightly more expensive drinks than their diner sisters.

It wasn't always this way, of course. The original role of the flight attendant was as a safety resource. The first flight attendants were registered nurses. In

fact, the very first flight attendant was also a pilot. When Boeing wouldn't hire her to fly their planes, Ellen Church pitched this idea instead: Why not have nurses ride along on the aircraft to take care of any physiological discomfort the passengers may experience. This would have a fringe advertising benefit, "Look! Air travel is so safe, we even let women do it!" Proving once again that there is nothing a smart, strong woman can't do, Church created an entirely new job field, which now employs nearly 99,000 people in the United States alone.

Once WWII came along, many nurses enlisted, and the airlines were left short-staffed. Ever the nimble businessmen, the leaders of the airline industry changed their hiring tactics. Flight attendants were now required to be young, thin and single (read sexy). Marriage, pregnancy, weight gain and old age (30!) were grounds for termination. If you add these characteristics to long layovers in exotic international locations, is it any wonder that flight attendants developed a reputation for being party girls? Although this image is at least 30 years out of date, the "coffee, tea or me" joke is still widely understood (it was originally the title of a 1967 "memoir" of two "swinging" stewardesses written by Donald Bain). Flight

Obviously somewhere along the way, flight attendants have misstepped by not banding together in some meaningful way.

attendants in the media get ignored and are routinely characterized in popular culture by their short skirts and bimbo ways: The film, *Boeing, Boeing,* was billed as "The Big Comedy of Nineteen-Sexty-Sex!" Flight attendants have long been the subject of porn films. An episode of the late 90's sitcom *Two Guys, a Girl and a Pizza Place* referred to a male char-

acter's flight attendant date as a "shortskirted sky slut."

Eighty years after the original stewardesses took to the air, the flight attendant demographic has significantly changed. While still predominantly female, the median age is now 42. The Civil Rights Act did away with discriminatory hiring practices, and most flight attendants these days are working mothers. And while they still need to fit down the aisle, flight attendants aren't nearly as thin as they once were,

nor are their uniforms as titillating. The long glamorous layovers are now a thing of the past as well. Crews are lucky to get 12 hours at any given location after long grueling days of dealing with cranky passengers to whom they have little to offer in appeasement for long delays, extra fees and cramped seating. At the end of a punishing trip, it's difficult to maintain a degree of civility, much less a hairdo and fresh lipstick. Odds are if the average flight attendant put the "coffee, tea or me?" question to a passenger these days, he'd likely say, "Eh, I'll take the coffee."

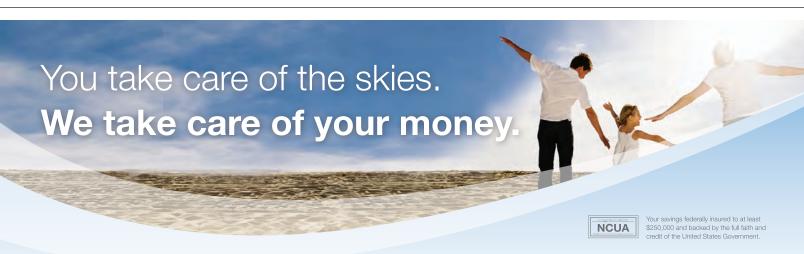
Although it's a relief to have shed passengers' expectations of sex and glamour along with our mini skirts and go-go boots, it seems we may be in danger of swinging from one extreme to the other. I hear anecdotes all the time about irritable flight attendants running their carts into knees or ignoring requests for pillows and soda refills. Although this does indicate a shift from bimbo to bitch, it's certainly not a positive change, and, more meaningfully, it still focuses on the service nature of flight attendants' duties and not the safety aspects. Flight attendants train anywhere from six weeks to six months, depending on the airline (the more types of aircraft in a fleet, the longer the training). The bulk of this time is spent learning and drilling safety procedures including fighting fires, handling decompressions, combative passengers, and emergency evacuations. Unfortunately (or rather, fortunately) if passengers notice any safety procedures, they are generally of the type considered to be a nuisance, like the safety pre-departure briefing or the proper stowing of carry-on items.

So what's a girl to do? Even an avenue that seems obvious, pulling in some sisterly chips from the female pilots out there to give us a little respect, isn't as easy as it would appear. Women in Aviation, International uses the following statistic on their web site: "Women account for only 3.85 percent of the more than 500,000 non-pilot aviation jobs in the United States.*" If you follow the asterisk, you'll find that the calculation does not include flight attendant positions. As a flight attendant, I am offended by what I feel is a sin of omission. I spoke with a female pilot (and WAI member) about whether she thought flight attendants should be considered aviation professionals and she had a totally different take. She said that flight attendants are more a part of the service industry than the aviation industry, and she said it with a straight face.

How on earth could a pilot not think of a flight attendant as an aviator? I spend a good portion of my day on an aircraft. I am familiar with all of the safety equipment on board and have been drilled repeatedly in the operation of that equipment. I suffer the same slings and arrows of the aviation industry; enduring bankruptcies, furloughs, and mergers in addition to turbulence, headwinds, mechanical failures, tail swaps and schedule changes. I know and enforce all manner of Federal Aviation Regulations. In an emergency, the pilots have to land the plane, but once they get it on the ground, it's my responsibility to lead the evacuation, I am trained to protect the pilots at all costs and I do all this in high heels. How am I not a Woman in Aviation?

Clearly, if we can't get women in our own field to acknowledge our value as crew members, we flight attendants are doing something wrong. I think I even figured out what it is after scouring the Internet for some kind of professional flight attendant association not affiliated with a union or dedicated to articles entitled, "How to Keep Your Cat Entertained While You Are on a Four-day [Trip]." Obviously somewhere along the way, flight attendants have misstepped by not banding together in some meaningful way. I think that joining WAI and encouraging other flight attendants to do the same could be an avenue for change. If we flight attendants can boost our numbers somewhere north of the six percent of current membership (lumped in with the "other" category) more flight-attendant related articles might be published in Aviation for Women, giving flight attendants' value as crew members more recognition and weight. Hopefully this message would be disseminated through attitudes in cockpits across the country and maybe, just maybe, the image of the flight attendant might begin to align with reality. +

Amy Jackson (WAI #47822) is a flight attendant, a prize-winning athlete, and a mom in the Pacific Northwest.



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SOURCES AND RESOURCES



TIME TRAVEL



BOOK REVIEW FlyGirl Adventures: An Autoflyography by Anita Mays candid, funny

heart-warming account of one

girl's struggle to achieve her dream—to fly! And it's all here—the agonies and ecstasies of failure and triumph. Initially rejected for the job of an air hostess, Mays learned to fly, became a flying instructor and subsequently an executive jet pilot. She's done the lot—airline, freight, filming and corporate VIP across several continents, and paints a lively and comprehensive picture of this dynamic industry.

ISBN-13: 9781849630504 Published by Austin Macauley, 2011. Paperback →

MOVIE NIGHT

n late 1939, Commander Pauline Gower MBE was given the task of organizing the women's section of the civilian organization known as the Air Transport Auxiliary (ATA). There were 166 women pilots (one in eight of the entire service) who volunteered

from Britain, the Commonwealth (Canada, New Zealand and South Africa), United States, the Netherlands, Poland and one from Chile. Fifteen lost their lives in the air, including the British pioneer aviatrix Amy Johnson. One of many notable achievements of the women is that they earned the same pay as men in equal rank as the men flying with the organization starting in 1943.



This was the first time that the British Government gave its blessing to equal pay for equal work, within an organization under its jurisdiction.

Although initially restricted to non-combat types (i.e. trainers and transports), women pilots were eventually permitted to fly virtually every aircraft flown by the RAF and Fleet Air Arm including the four-engined bombers such as the Lancaster.

Spitfire Sisters tells the story of the remarkable ladies who flew for the ATA in World War II. Called upon to ferry military planes of all types between airfields, factories and maintenance units, these ladies were faced with bad weather, operational adversities and flying planes they had never flown before. Now in their 90's, these ladies tell us of the adventures they experienced during their incredible lives as Ferry Pilots. With tales of love, laughter and loss, people can't help but feel amazed by the achievements of these unique women. They are the unsung heroes of World War II. Women in Aviation, International members can get a 30% discount on the DVD by entering the code: FNFF14101947 at check out. You'll find the DVD at www.factnotfictionfilms.com/spitfiresisters.html. \rightarrow

History cannot be rewritten, but Fantasy of Flight is bringing America's proud military history to life in an even more compelling and deeply personal way this year through its Fourth Annual Legends & Legacies Symposium Series, which features new and seldom explored aspects of World War II and for the first time, the Vietnam War.

Each year, Fantasy of Flight creates a forum for the public to hear firsthand about the experiences of some of America's most courageous aviators and military heroes through permanent and semi-permanent exhibits, real aircraft, and personal stories, recollections from their family members, and interactions with guests. The multi-day events feature question-and-answer sessions as well as meet and greet autograph signings with the guest speakers.

The 2012 Legends & Legacies Symposium Series includes: They Dared to Fly: Tuskegee Airmen, February 9-11 Breaking All Barriers: Amazing Women in American History, March 2-3 Unspoken Valor: The Bomber Crews of World War II, April 13-14 D-Day: The Invasion of Normandy, May 11-12 Reflections of Vietnam, June 8-9 Letters Home: Love, Courage & Survival, October 12-13



WASP Bee Haydu reflects on her time flying the AT-6 at the Fantasy of Flight WWII display

Events are included in the price of general admission and are free for annual pass holders. Admission is \$28.95 for adults, \$26.95 for seniors over 55, and \$14.95 for children ages 6-12. Children five and under are free with full paying adult. Group rates are available. For general information, visit **www.fantasyofflight.com**.



BOOK REVIEW

The Fabulous Flying Machines of Alberto Santos-Dumont by Victoria Griffith; illustrations by Eva Montanari

hile the Wright brothers were gliding over Kitty Hawk, Brazilian Alberto Santos-Dumont was making his own mark on the history of flight by floating over Paris in his personal dirigible. He would tie it

to a post, climb down, and spend the day shopping or meeting friends for coffee. By 1906, Santos-Dumont transformed his balloon into a box with wings! But now there was competition. Another inventor challenged him to see who would be the first in powered flight. The book includes an author's note about Santos-Dumont, a bibliography, an index, and photographs of his flying machines.—*A.L.*

ISBN-13: 978-1419700118 Published by Abrams Books for Young Readers, 2011. Hardback; 32 pages; \$16.95 www.amazon.com ≯



ADVENTURE TRAINING 2012 BEGINS WITH A TRIP DOWN THE BAJA PENINSULA IN EARLY MARCH!

The Finer Points (of flying) podcast and video apps work to bring you the best in flight training on the Internet. Now the Adventure Training staff is branching out to bring you flight training expeditions that will leave you confident and prepared for anything. These are not your average fly-out trips. They have expert pilots, leading expedition physicians and some of the world's foremost adventurers. Avoiding major tourist destinations, the experienced staff will show you the back roads and quiet airports of Baja including landings at San Felipe, Punta Chivato, Cabo Pulmo, Rancho Beuna Vista and Alfonsina.

The company's first trip, February 29th to March 5th, includes lectures on Tropical Water Survival Procedures, Border Crossing Procedures, Operations on Unimproved Strips, Dive and High Altitude Physiology, Navigating Mexican Airspace, How To Choose a PLB, Deploying A Life Raft and more.

Non-aviation activities include scuba diving, snorkeling and whale watching. For more information on Adventure Training Trips visit **www.TheFinerPoints. net** or contact jason@TheFinerPoints.net. ナ

BOOK REVIEW

Not For Parents: The Travel Book Series by Lonely Planet Authors: Michael Dubois, Jane Price, and Katri Hilden

veryone knows which is the world's highest mountain, but do you know which country banned chewing gum? Or what's the world's stinkiest fruit? Or

which building leans more than the Leaning Tower of Pisa?

Lonely Planet decided to make a book about the world's countries for children, not parents.



The world is a

very big place, and in *The Not-for-Parents Travel Book,* the authors have concentrated on the really interesting bits to create a snapshot of what each country is like. (Warning to parents: these might not be the same "really interesting bits" that you like.)

In this book are the epic events, amazing animals, and crazy facts that make the world's 200 countries so fascinating. The North American Book is a great place to start if you spend a lot of time flying domestically and you want to give your kids a glimpse at some of the places you go when you work. But don't limit yourself—go for a couple of the other books if you like this one!—*A.L.*

ISBN: 9781742208145 Published by Lonely Planet, 2011. 208 Pages; \$14.99 www.lonelyplanet.com →

BLOWING NOTES SKY HIGH



The energy in the cavernous conference room is palpable. Barb Lauer, in a sequin-speckled black blazer stands up from her corner under a huge 12-foot by 12-foot video screen and shouts, "Let's do it: A-Train!" The screen behind her comes alive with photos of aircraft soaring. And the music begins.

More than 1,000 high-energy women begin streaming through doors that open on the first note to the swinging beat set by the Women in Aviation, International Jazz Band. They breeze past white-jacketed waitstaff. If you were trying to get a feel for the crowd, I wouldn't recommend looking at age; these women are ageless, and the range, from 15 to 93, will skew your stats right off the chart. These ladies are tough to pin down.

No wonder. Not a one of them would want to be stereo-

typed. You see, the members of Women in Aviation International have been busy fighting stereotypes about what they love to do for most of their lives. And, for the most part, they are pretty happy about it.

This banquet is a celebration of women who furrowed the paths in aviation for those who came after, and a celebration of those women who have earned awards, scholarships, internships, and a few cash grants, for outstanding efforts toward raising up the aviation and aerospace industries both in



the U.S. and around the world. Before the evening is over the organization will see nearly \$700,000 passed out to the organization's members, who spend the evening laughing and sharing good times with friends.

In the background, always carrying the beat and setting the mood, is Barb Lauer, 59, a school music teacher weekdays during the academic year and a

Pinnacle Airlines flight attendant on the weekends and in the summers. Swinging her arms, Lauer keeps the 15 volunteer musicians, women and men, who are the band, in rhythm. She laughs, "I'll tell you what, some of these people come to



the Conference just to play in the band every year. We have fun and it is great to see everyone. It's like a family reunion!"

WAI Jazz Band members work in the military or civilian world as pilots, flight dispatchers, mechanics, and even engineers cranking on projects as complex as Pentagon secrets to as straightforward as "get this airplane into the blue!"

When they get that first set of music in the mail from Lauer each year, a couple of months before the Conference, it makes them all smile. That's because they know that one Wednesday, before they know it, they'll be rolling into, not just another hotel on the road, but the hotel staging the WAI Conference. Soon they'll be searching out the practice room where the WAI Jazz Band rendezvous a day ahead of time to sort out the instruments. The band owns all of its core instruments, so that members, many of whom fly standby or on employee passes, aren't forced to bring their own.

"As people arrive during the practice session, we all stop and there are hugs all around ... then back at it ... We often go into the wee hours in that session," smiles Lauer, who travels to the conference from her home in Eden Prairie, Minnesota.

"Well, sure, back at it," snaps 64-year-old Nelda Lee sarcas-

tically. Lee is a Senior Boeing Company F-15 test and evaluation manager by day, but outside the hallowed halls of that venerable aircraft manufacturer, she's a professional clown. Lee, who hadn't picked up her trumpet in 37 years when she joined the group, enjoys the ca-

maraderie. "We have a captive audience," the Women in Avi-

by Amy Laboda

ation Hall of Famer says. "We are all bonded by aviation." Since dusting off her trumpet, Lee has also joined three community bands.

Lauer founded the WAI Jazz Band seven years ago when she discovered musicians within the organization. She had organized for the junior high band she was teaching to come and play at the Cincinnati Conference. WAI members interested in music, including a pilot who was also a professional musician with The Cleveland Orchestra, gathered around Lauer and began talking about their instruments. That's when Lauer decided to start a band.

At first, their goals were modest. "When we were just starting, we played a few sets, but today our repertoire includes five sets—15 songs each—that's a lot of music!" says Lee.

"True," says Captain Sandy Anderson, 62, a retired captain for Northwest Airlines, who is also a WAI Hall of Famer. "We thought we'd play a lot of '30s and '40s songs because a component of our audience are women who served as pilots during WWII. They loved the stuff, and we even began to call 'In the Mood' our song," she smiles. "We really do play it well."

Anderson played tenor trombone throughout her years as a pilot and recalls the chuckles of Transportation Security Ad-



AULA GRUBB



ministration (TSA) personnel, as she would routinely bring the instrument with her to work. (Today, she lives in Collierville, Tennessee, but some of her favorite trips were between Detroit, Michigan, and Narita, Japan).

"Over the years we've added music," chimes in Lee. "Now we have The Beatles. Really, we'll play any music from the 1920s and up. The crowd is that varied, so why not have a varied playlist, too?"



In fact, the composition of the band itself is that diverse, ranging from Lee, who is a modest 60-something, to a couple of college-age kids who still play in university marching bands. The common theme that binds them is aviation, and of course, the WAI Conference and the WAI Jazz Band.

These days the band doesn't just play the closing Conference banquet, or for that matter, just the Conference. Many of the large companies that sponsor the WAI Conference have their own events during the three-day meeting, and the band has been invited to play gigs as diverse as the JetBlue University open-house evening in Orlando, Florida, to AirTran Airways Night at the Aquarium at the splendid Georgia Aquarium in Atlanta, Georgia.

"We cover cocktail receptions and the Exhibit Hall music now," touts Lee, who is also the group's liaison to WAI, where she serves as an executive board member.

"We couldn't do it all without a conductor like Barb, and without great sponsorship from Wings Financial Credit Union," says Anderson, who is the group's financial coordinator. "The sponsorship meant we could have some nice shirts as uniforms, and it meant we could buy the core instruments that are so key to our sound. And there is music and shipping. It all costs."



"But it's worth it," they all say, nearly in unison, their sudden harmony sparking peels of giddy laughter. They've got a right to it. It's the closing gig for the 2011 event, and they are all punch drunk with fatigue from playing their hearts out for three solid days. It will be a year, for some, before they do it again.

The hum of the vibrancy of all those high-energy women and the men who support them, tucked under one high ceiling, buoys the band up, and the pause between sets is broken by a request from a wispy older woman neatly coifed, standing proud in a blue uniform with officer's bars pinned to her lapels. Lauer leans forward to make sure she's heard the lady right, then cracks a smile that tells the band members what they need to know without her saying another word. Her arms snap the downbeat and the horns blow the notes, "In the Mood," again.

The WAI Jazz Band is always open to new musicians. Lauer is patient with newbies. Basic ability to play at a high school level and sight read are all that is required. Check out **www. wai.org** for more information, and sign up to participate with the WAI Jazz Band in Dallas, March 8-10.





23rd Annual International Women in Aviation Conference

Reaching Tomorrow Today

Be a lifelong learner. WAI's largest conference gives you nearly 50 different aviation and aerospace topics to discover, and they're FREE with your registration. Check out the best education bargain of the year right here.

> FAA Maintenance Recurrent Training 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 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.

Go With the Flow–Managing Change in a Changing World Thursday, March 8 • 9:00 a.m.-12:00 p.m.

> Leadership and the Generations Thursday, March 8 • 1:00-3:00 p.m.

Women's Safety and Security: Threat Mitigation for the Traveling Woman Thursday, March 8 • 3:30–5:30 p.m.

Plus 36 additional afternoon Education Sessions over 2 more days! Starting on Friday and Saturday at 2:00 p.m.

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 Facil- ity Tour (<i>Pre-register by Feb. 6, 2012; Ticket required;</i> \$25)
12:30 p.m. – 5:30 p.m.	Southwest Airlines Flight, Dispatch & Maintenance Facility Tour (<i>Pre-register by Feb. 22, 2012; Ticket required;</i> \$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

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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 pm.	Registration Open (Closed during luncheon)
9:00 a.m. – 10:30 a.m.	General Session sponsored by HAI
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 (<i>Pre-registration necessary</i> ; \$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/Ameri- can Eagle/AA Credit Union/Airbus		

Times and events are subject to change

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.



E D U C A T I O N S E M I N A R S

This is only a sample of the planned Educational Opportunities available to those attending the International Women in Aviation Conference. Complete Education Session topics, descriptions, times, and locations are available on the web site at www.wai.org.

CAREERS

Airline Pilot Panel

Women Corporate Aviation–Reaching Tomorrow Today Precision Approach...Landing a Career that Counts Go North, Young Woman Maintenance Jobs in Corporate Aviation Avionics, What the Industry Is Looking For

SAFETY

Employee Involvement Teams and Safety Leadership Traits of Superior Pilots–An Insurance Perspective

ENGINEERING Making Sure the Human isn't Lost in the Machines

MAINTENANCE

Keeping Things Together: Safety Wiring & Fastening Understanding JASC & ATA Chapter Codes Women Who Build, Maintain & Restore How A&P's can negotiate the FAA

GENERAL AVIATION

Aviation Training Challenges and Solutions Promote General Aviation The Right Airplane for You

PERSONAL DEVELOPMENT

Make the Most of Mentoring Managing Motherhood and a Flying Career Control the Bullies in Your Life The Breakthrough Process Navigating from Within

LEADERSHIP AND MANAGEMENT

Liftoff Leadership Breaking the Last Glass Ceiling International Organizations and Events

FINANCIAL

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HISTORY So Who Are the WASP, Anyway?

MILITARY Returning from Deployment Striking a Balance

PHOTOGRAPHY Aerial Photography

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 cock-



pit 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.

TAKE A PEEK IN THE Exhibit hall for 2012



AAR Corp. **The Abingdon Company ACES / Dynamic Instruments Air Force Reserve** Air Line Pilots Association Intl. Air Race Classic, Inc. Air Wisconsin Airlines Corp. Airbus **Aircraft Owners and Pilots** Association (AOPA) **Airline Ground Schools** Alaska Airlines Alpha Flying, Inc. / PlaneSense **American Airlines American Airlines Federal Credit Union American Eagle** American Eurocopter **Association for Women in Aviation** Maintenance (AWAM) **Atlantic Southeast Airlines Aviall Services, Inc** AviaNation.com **Aviation Jewelry.com B/E Aerospace Bell Helicopter Textron, Inc. The Boeing Company CAE Inc** Cape Air / Nantucket Airlines **Central Washington University Cessna Aircraft Company Cochise Community College** Comair Inc **Coradine Aviation Systems CSC DUATS David Clark Company Inc. Delta Air Lines, Inc. Delta Community Credit Union Delta State University-Commercial Aviation** Department of Interior, **Aviation Management DTC DUAT Service Embry-Riddle Aeronautical** University **Experimental Aircraft Association** FAA Aircraft Certification Service FAA Runway Safety Program **Federal Aviation Administration FedEx Express Flexjet by Bombardier Flights of Fancy Girls With Wings Helicopter Association**

Helicopter Associatio International Horizon Air

International Society of Women Airline Pilots Jeppesen **JetBlue Airways Kansas State University at Salina Aviation** LeTourneau University **Med-Trans Corporation Michigan Institute of Aviation** and Technology myflighttrain.com **Nashville Convention and Visitors** Bureau **National Air Traffic Controllers** Association **National Oceanic & Atmospheric Administration National WASP WWII Museum** Ninety-Nines, Inc. **OBAP / Bessie Coleman Aerospace** Legacy **Pinnacle Airlines Pittsburgh Institute of Aeronautics Pratt & Whitney Professional Women Controllers**, Inc. **Ryan International Airlines** Savova **Signature Flight Support** Corporation **SkyOne FCU SkyWest Airlines** Southern Illinois University Carbondale **Southwest Airlines Spartan College of Aeronautics** and Technology **Tarrant County College NW Telex Communications Texas Woman's University Tuskegee Airmen Inc**

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University of Dubuque UPS Utah State University Aviation Utah Valley University Aviation Science Virgin America Walmart Aviation Western Michigan University Wings Financial Women in Corporate Aviation Women Military Aviators XOJET Inc.

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

25 North Stemmons Freeway, Dana Hote



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**.



2012 CONFERENCE REGISTRATION AND WAI MEMBERSHIP FORM

Are you are currently a WAI Member? **Y N** WAI #

FAA Employee? Y

□ RENEWAL, I would like to renew with WAI!

"First Time" Attendee? Y

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)

Given Name/First Name

Last Name/Surname

Preferred First Name for Badge: (i.e.: Sue)_____

Company/School

*Do not list a company if you do not wish to have it print on your Conference badge.

Zip/Postal Code

Position/Title

Address

City

State/Prov ____

Country_

Preferred Telephone Home Work Mobile

E-mail

Aviation Affiliation/Occupation

Emergency Contact

Payment Policy: Registration fees will be applied at rates in effect at the time payment is made online, by fax, by phone or postmarked. If discrepancies occur in check payments, the check amount will be applied to Conference fees, and the registrant will be billed for remaining fees. If payment is made by credit card, the full effective rate will be charged to the credit card. Refund Policy: Full refunds for cancellations will be given until January 3, 2012 midnight EST. From January 4, 2012 through February 17, 2012 midnight EST, the registration fee less \$75 will be refunded. After February 17, 2012, midnight EST, no refunds will be given. If you cannot attend, you may donate your Conference fees to WAI as a charitable donation or transfer your registration to another person in the same registration category.

Phone

Form of Payment (must be payable to Women in Aviation, International in U.S. funds)

MasterCard	VISA	AMEX 🖵	Check (payable to WAI)		
Acct. #			Exp. Date	/	
Billing Address					
Billing Zip			CID		
Cardholder's Nam	e (Print)				
Authorized Signati	ure		2		
		(sign as nam	e appears on credit card)		

Register Early and SAVE!

SCAN HERE WITH SMARTPHONE TO SIGN UP AND PAY ONLINE! EARLY REGISTRATION (by December 16, 2011 midnight EST)



□ Full Registration □ \$340 Member □ \$390 Non-Member/Guest □ Student-Full Time (age 13 and up) □ \$175 Member □ \$205 Non-Member/Guest □ Child 6-12 years old (meals and receptions NOT included) □ \$25

GENERAL	CONFERENCE	REGISTRATION	PRICES	(December 17-February	17)
_					

□ Full Registration □ \$389 Member □ \$439 Non-Member/Guest

□ Student–Full Time (age 13 and up) □ \$180 Member □ \$210 Non-Member/Guest

□ Military Rate □ \$340 Member □ \$390 Non-Member/Guest

(valid through Feb 17, 2012) (branch of military)_

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

I WOULD LIKE TO SPONSOR A WAI STUDENT MEMBER:

Students-\$175 each Student Banguet Tickets-\$80 each **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	
Conference Registration Fee Subtotal	
Membership Fees	
Weinbersnip rees	

Auto-Renewal — If paying by credit card, you are eligible for our auto-renewal program which saves you \$5 on your current membership and a discount on next year. Yes No Subtract \$5 from your membership fees if you checked "Yes"

TOTAL

Registrations are accepted only with accompanying check or credit card payment (no purchase orders). If paying for more than one registration, all registration forms must be together with payment.

1. Mail 3647 S.R. 503 South, West Alexandria, OH 45381 2. Fax +1 (937) 839-4645 3. Web site http://www.wai.org/12conference/

RIPPLE

hysical science defines a wave as a disturbance that transfers energy through space and time. That could also describe the Women Accepted for Voluntary Emergency Service in the United States Navy during World War II. Established as part of the U.S. Na-

val Reserve in August 1942, 8,000 officers and 84,000 enlisted WAVEs comprised 2.5 percent of naval personnel at war's end. Most performed clerical and medical duties, but a third proved a woman's hands-on capabilities and competence in naval aviation. As a result, women are 15 percent of today's naval personnel and can hold any job afloat or ashore, airborne or submerged, except for two special warfare positions earned by the SEALs.

Nurses, in their socially acceptable role, were the first women to serve. The Navy established its Nurse Corps in 1907. Thanks to the vaguely defined Naval Reserve Act of 1916, the Navy recruited women for enlisted service during the Great War. In authorizing the enlistment of "all persons who may be capable of performing special useful service for coastal defense," the act specified "yeoman" rather than "male" or "men."

Yeoman is the Navy's oldest rank, and its administrative and clerical duties were another socially accepted female pro-

fession at that time. Most of the 13,000 women who enlisted during World War I served as Yeoman (Female), with the rest doing similar work for the Marines and Coast Guard. A handful served as radio operators, draftsmen, pharmacists, telegraphers, and designers of camouflage. Records show they received equal pay (\$28.75 a month) until all were discharged after the war.

If a WAVE connects the world wars. it must be Yeoman (F) Joy Bright Hancock, who served at Camden, New Jersev, and Naval Air Station Wildwood. After the war she married a naval aviator. He perished in the 1921 crash of the airship ZR-2, and she took a civilian a



NAVY RECRUITING STATION OR OFFICE OF NAVAL OFFICER PROCUREMENT

school, Hancock handled public affairs for BuAir. Enlisting in October 1942 as one of the first officers, Hancock represented WAVEs at BuAir. and then with the chief of naval operations. Pro-

by Scott M. Spangler

EFFECT

job at the Navy Bureau of Aeronau-

tics (BuAir). One of her responsibili-

ties was editing the newsletter that

In 1924 she married Lieutenant

Commander Lewis Hancock: he died a vear later. After becoming a private

pilot and attending Foreign Service

became Naval Aviation News.

moted to captain, she led the WAVEs through their post-war contraction and expansion in the 1950s. She retired in 1953 and died in 1986.

In subsequent Naval Reserve Acts, Congress chose its words carefully: women were specifically excluded from service. Pearl Harbor amended that. In 1942 Congress said women "may be commissioned or enlisted in such appropriate ranks and ratings, corresponding to those of the Regular Navy... to release male officers and enlisted men...for duty at sea." WAVEs had to be high school graduates and at least 20 years old, five feet tall, and weigh 95 pounds. Prohibited from serving aboard ship or combat aircraft, they could only serve at

> shore stations in the contiguous states. African-American women were not accepted until 1944.

> The first WAVEs received equal pay but lesser benefits. There was no retirement because their service was only "effective during the present war and for six months thereafter." WAVEs who suffered "disability or death in the line of duty from disease or injury while employed on active duty," received the benefits proscribed for civilians. They did, however, get GI Bill benefits.

> Like all World War II veterans, the first WAVEs are rapidly passing into history. Fortunately, their service lives in oral histories. Evelyn M. Cherpak inter-



Yeoman First Class (F) Joy Bright, USNRF, in February 1918.



(Above, left) Parachute Riggers 3rd Class Pearl L. Pittelkow and Virginia Sibbald repacking a parachute at Naval Air Station, Memphis, Tennessee, circa 1943. (Above, right) Aviation Metalsmith 3rd Class Claire Bickham and Seaman 1st Class (Aviation Metalsmith) Susie Alvis riveting aircraft structure in the Assembly and Repair Department at Naval Air Station, Jacksonville, Florida, circa July 1943. (Below) Naval Air Station, Jacksonville, Florida. WAVES Aviation Machinist's Mates (AMM) working on a SNJ training plane and its Pratt & Whitney R-1340 radial engine, circa July 1943. They are (from left to right) Seaman 1st Class (AMM) Inez Waits, Seaman 1st Class (AMM) Lucille H. Henderson, Seaman 1st Class (AMM) Mary Anne Gasser, AMM 3rd Class Helen Adams, and Seaman 1st Class (AMM) Leona Curry.



viewed 75 enlisted WAVEs in 1993. The University of North Carolina-Greensboro established the Betty H. Carter Women Veterans Historical Project in 1998 to document the contributions of military women since World War I. From these repositories comes a snapshot of the motivation, training, and service that has rippled with increasing amplitude over the ensuing seven decades.

TRAINING & SERVICE

Repurposing existing facilities for new, more pressing needs allowed America to quickly mobilize for its second world war. For the WAVEs basic training the Navy wanted a safe haven with the necessary dorms, dining halls, and classrooms, so it drafted college campuses. Officers trained at the U.S. Midshipman's School at Smith College, Northampton, Massachusetts. Until 1943, enlisted WAVEs first went to boot camp at Iowa State Teachers College at Cedar Falls, and then to Hunter College, Bronx, New York, which could house 5,000 women at a time.

Officer or enlisted, male or female, basic training's core subjects included naval history, organization, and protocol, communications, correspondence, and ordinance, ship and aircraft identification, and a daily regime of marching

and physical training. For most WAVEs, it was their first time away from home and for many, their first train trip. Patriotism seemed the default enlistment motivation, but with few exceptions, most voiced other reasons in more detail.

Gladys Lundsord Dimmick joined in February 1943, days after her 20th birthday in Durham, North Carolina. One of 10,

with two older sisters and five younger brothers, she was the first in her family to serve. After the Depression, most "girls got a job and worked a couple of years and got married," she said. "That was not the route I wanted to take. I wanted to get out and do something different and then feel good about what I was doing." An air traffic controller at NAS Norfolk, she served until February 1947. "I signed up for another hitch, but I got married," which active-duty WAVEs then could not be. She attended the University of Florida on the GI Bill.

Besides waiting for their 20th birthday, to enlist women needed a parent's signature. Accompanied by her mother,



Gladys Dimmick, 1945. A petty officer first class, the Diamond-Y designated her as an air traffic control specialist.

APTITUDE TESTS GUIDED WAVES TO ONE OF 38 JOBS OPEN TO THEM; AFTER BOOT CAMP, THEY TRAINED FOR THEM IN CO-ED CLASSES AT 20 ADVANCED SCHOOLS. Ruth K. Petker tried to enlist in early 1943 at Greensboro, North Carolina, but the recruiter said she needed her father's signature. "Daddy ruled the roost in those days," she explained. "He made a big production out of signing the papers," but like most of the histories recounted, the families supported their daughters' decisions.

Aptitude tests guided WAVEs to one of 38 jobs open to them; after boot camp, they trained for them in co-ed classes at 20 advanced schools. Previous clerical experience sent many directly into administrative service as a yeoman or storekeeper. For many, the inability to type opened doors to aviation ranks. They ranged from aviation machinist mate, aviation metalsmith, and aviation electricians mate to parachute rigger, aerographers mate, and the specialties. Identified by a letter, they included Y for air traffic controller, T for Teacher-Link Trainer and G for aerial free gunnery instructor.

In boot camp WAVEs listed two job choices on a dream sheet. Unsure of what she wanted to do, Petker followed the orientation class advice and listed the medical corps. Needing a second choice, the assignment officer reviewed Petker's aptitude scores. "I'd made a hundred in barnyard physics," she recalled, and the offi-

cer said, "You'd make a good aviation machinists mate." At the end of boot camp, during her medical corps interview, "I told [the doctor] that I'd gotten bitten by the aviation bug. So he said, Well, I'll turn you down for lack of interest."

After a month mess hall duty, a rite of passage for all sailors, Petker attended classes for five months in Norman, Okla-

> homa. Starting with nomenclature and the theory of flight, "every week was a different subject...all the mechanics of the airplane...going through and looking at the guts of it," she said. "I enjoyed it." Assigned to an aircraft assembly and repair facility, where she rebuilt engines and addressed check-flight squawks, the WAVEs worked with men, 80 percent of them civilian and "very jealous of their jobs."

> Petker was among the WAVEs transferred to a fighter squadron at NAS Jacksonville that trained just-winged aviators for the fleet. After she arrived, it replaced its F4F Wildcats with F4U Corsairs, "the best fighter planes they



Dimmick at the Women In Military Service For America Memorial dedication in October 1997.

ever built until the jet age," she said. The WAVEs were plane captains, responsible for the airworthiness and operational readiness of a single aircraft, "so my airplane was mine, nobody else's." Discharged in November 1945, Petker earned an art degree on the GI Bill and became a technical illustrator in New York City, where she met her husband, another Navy vet. Reflecting on her service, Petker said "at least I got to do something I really enjoyed and was productive at the same time."

Oral history interviewers asked about harassment, but interviewees said it wasn't an issue. Marie Spagnola Dodd, an aviation machinist mate from 1944 to 1946, told a common story. The initial friction resulted from officers en-

forcing appropriate behavior among enlisted men when the WAVEs were on duty, not their job performance. Once the men "saw that we could do the same job that they could do, then it was all right," said Dodd. Family was another matter. "I didn't know a monkey wrench from a screwdriver when I

got in," but she enjoyed the work and wanted to re-enlist, "but my mother had a fit." A public school teacher until 1965, Dodd said, given a rewind, "I'd join the military again, and I wouldn't let my mother talk me out of making a career out of it."

POST-WAR PROGRESS

Marilyn "Bobbi" Roberts Earp was an aircraft controller from 1944 to 1949, but she wanted to be a pilot. She rented a room from two pilots, sisters Mary and Mabel Rawlinson, in Kalamazoo, Michigan, where she attended Western Michigan Teachers College. She dropped out to become a pilot and follow Mabel into the WASPs, but she had to choose another path when they stopped recruiting before she had the required flight time. A new controller at NAS Glenview outside of Chicago, she met and married Roger Earp, another controller, in September 1945. She reenlisted in late 1946, transferred from the reserve to regular Navy, and served until July 1949, when pregnancy led to discharge.

The Women's Armed Services Integration Act of 1948 opened the door to regular service in the armed services, but not combat, sea, or flight duty. This



Ruth Kent Petker, in WAVES service dress blue uniform, in Oklahoma, during mechanics training in 1943.

marked the official end of the WAVEs, but the moniker persisted until 1972 when the chief of naval operations, Admiral Elmo Zumwalt, declared equal rights and opportunities for women in Z-Gram 116 on August 7, 1972.

Zumwalt acknowledged that women have "historically played a significant role in the accomplishment of our naval mission." But, "I believe we can do far more...in according women equal opportunity to contribute their extensive talents and to achieve full professional status." Zumwalt then authorized limited entry of enlisted women into all ratings and, with the Secretary of the Navy, "established a task force to look at all laws, regulations and policies that must be changed in order to eliminate

any disadvantages to women resulting from either legal or attitudinal restrictions."

Step by step, the Navy realized Zumwalt's goal. It trained the first female aviators in 1973 and naval flight officers in 1979. Women reported aboard non-combat ships in 1978

"I BELIEVE WE CAN DO FAR MORE... IN ACCORDING WOMEN EQUAL OPPORTUNITY TO CONTRIBUTE THEIR EXTENSIVE TALENTS AND TO ACHIEVE FULL PROFESSIONAL STATUS."



"Bobbi" Earp and Roger Earp, at work in air traffic control tower at Naval Air Station Glenview (Illinois) in 1945.

and on combat vessels in 1994. In 2010 women joined the submarine service. Asked about these milestones, the first WAVEs supported and celebrated the march to equality with the pragmatism forged during the Depression, that no one should be denied a desired job or career they can capably pursue. They didn't speak ill about the limitations they faced, nor did they see themselves as pioneers or pathfinders. It was a job that needed to be done, and they did it.

During the 1998 golden anniversary of women's military integration, the Women in Military Service for America Memorial was dedicated at the Ceremonial Entrance to Arlington National Cemetery. Among the World War II WAVEs in attendance was Aviation Machinist Mate Marie Dodd. "I had this young officer run up to me and put her arms around me and say thank you." When Dodd asked thanks for what, the officer said to her, "If it wasn't for you women going ahead of us, we'd have never gotten this opportunity. That's the first time I realized that, well, maybe we did do something good." +

Scott M. Spangler is a pilot and writer from the fly-over states (the U.S. midwest). He loves indulging in historical pieces.





helicopter lifted off the ground, it was like my whole world came into view. Into full-color."

"Flying gives you a freedom,"

says Angie Griffin, founder and owner of Dragonfly Copters. "This is the life. This is fun."

Buzzing only 500 feet above the marshes and beaches, Griffin loves sharing her backyard, the barrier islands of Georgia, with visitors and residents, and that includes sharing it with me. Varying hues of green and blue checker the coastline, better known as the Golden Isles.

"G.W. Bush has been here, [golfer] Davis Love is a local and has a home here," she explains to her customers who get a birds-eye view with her. "Out here you can rent a home, or an island," Griffin smiles as she flies over marsh on Little St. Simons Island, Georgia. Eagles soar over the tides, dozens of birds chatter and chirp from their perches and deer disap-

pear into the woods below her. Griffin was in her office at the Uni-

by Loretta Lynn Leda

versity of Houston as the Institution Effectiveness Coordinator, making changes and checking accreditation, not finding much challenge or excitement day to day. "I was sitting there watching police helicopters chase drug traffickers, thinking to myself, maybe that's what I need to be doing. I didn't know what I wanted, but I booked this trip to Alaska where I could go dog sledding. The dogs were on a glacier and in order to get to them I had to take a helicopter. That was my first time in a helicopter," she explains.

It was a turning point for Griffin. She came back home and decided she wanted to be a pilot. "When that helicopter lifted off the ground, it was like my whole world came into view—into full-color. I was bored at my job and had the resources to do whatever I wanted and I knew I wanted to be able to do this, flying, every day."

Griffin captains "Ruby," a red Robinson R44 Raven II, a four-seat helicopter with a Lycoming IO-540 engine. She's a commercial helicopter pilot and owner of Dragonfly Copters. She has been flying now for five years, but she has a mission greater than ferrying tourists.

After circling the island and pointing out alligators trying to stay cool in the shallow river, Griffin steers southeast towards Jekyll Island. She shows me highlights of St. Simons, including: The Cloisters resort, The King & Prince resort, the 1872 Lighthouse and its renovations. Along this coast is a high traffic area for commercial barges and ships. There's no way to see the expanse of the marsh until you've seen it from the sky, Griffin and other pilots will tell you. The Fishing Pier at the end of Mallery Street used to be

PHOTOS BY LORETTA LYNN LEDA

Griffin wants to use her piloting skills, and social worker experience to build a non-profit to bring aid and education to children.

"I want to do something of value, to be able to contribute".

and still is a gathering place for residents and visitors. A ferryboat used to shuttle visitors to and from St. Simons and the mainland.

"A lot of people have never flown before and sometimes I get to give them their first flight. It's a whole new world," she adds. "It opens their eyes."

Griffin grew up in Houston, Texas. She attended Stephen F. Austin State University for her undergrad, then the University of West Georgia to earn her Masters in Psychology. She has flown from Atlanta to Costa Rica and back, Charleston, Savannah, Jacksonville and previously, did tours out of Atlanta. She has completed more than 100 long-distance helicopter missions to Mexico, El Salvador, Guatamala and Nicaragua.

Griffin has two pilots who work for her when the season

gets busy with tourists, VIPs, photographers, journalists, real estate professionals and investors. She also flies in air shows and festivals and, cow dropping. Not to worry, she only drops stuffed cows for customer appreciation parties for Chick-Fil-A Corporation.

"This is the best decade, in your forties. You can do what you want, when you want and not apologize. You get to do work you love. I'd never go back to my twenties," says Griffin.

Griffin takes Ruby to schools whenever possible, to share her vision with kids. She lands at the local college for "Broaden Your Horizons" and "Kids Kollege." "Broaden Your Horizons" is a program for middle school aged girls, where they can get a glimpse of what they can accomplish if they apply themselves in math and science. "Kids Kollege" is a summer



program for elementary-aged children. Griffin loves flying to schools to talk to kids about the applications of math and science used in flying and plans to do more, when the funding is available.

Depending on the age group, whether elementary or high school level kids, Griffin uses aerodynamics to explain the necessity of math and science in their curriculum. "For the elementary kids, I tell them that weather is science and math is involved in the weight and balance to get the helicopter off the ground and flying. For older kids, maybe middle or high school students, I use an experiment to demonstrate Bernoulli's principle. We take two coke cans and a straw and line them up. Next vou blow through the straw real hard between them and the cans move together instead of apart due to the curved surface, like wings," she explains.

Griffin is working on developing a non-profit organization dedicated to using the helicopter to support education. Griffin wants to use her piloting skills, teaching, management, organizational development and social worker experience to build an organization to bring aid and education to children.

I want to do something of value, to be able to contribute," says Griffin. "There are countries where kids can't go to school unless they have the basic tools; backpacks, pencils and shoes."

Griffin wants to be able to fly into

countries, such as Mexico and Central America, bringing the essentials for kids to have a fighting chance in an unfair world. "I want to get our schools here involved, helping kids their age or younger, in another country. Just think about how many pairs of shoes, backpacks or pencils you have sitting in your closet right now. These are the highways to education for some impoverished children," she says. The basic plan is to fund the non-profit through visits to kids in the U.S. While at the schools, Griffin will collect donated gently used shoes, pencils and backpacks to be distributed in, say, Central Mexico. "That way, we are all a part of the effort," explains Griffin. "Ultimately, it would be great to be able to develop a network of pilots willing to share their aircraft, and maybe even their time, to join in the effort. One day, it could be a national effort to support flying and education. At least, that's the dream."

"The first experience I had that led me on this path was attending language school in Oaxaca, Mexico," she says, remembering. While there during the Christmas holidays, Griffin visited a relief organization and learned that Mexico has a two-class system. "There, you are either wealthy or in the service of wealth. This works well for those on top. I was told the way they support the two-class system is by keeping many poor people out of school. They require children to always have one pencil, a backpack and shoes to attend school. Well, if you are poor, and lose your pencil, it may be impossible for you to get another pencil. I couldn't imagine being left out of school because I didn't have a pencil," she says.

The second experience Griffin had that led her to be a part of change for our neighbors was on a flight to Costa Rica. "I flew right by Ometepe; an island bookended by volcanos. My friend, Sue Ellen, runs an organization called TALICA (Teaching and Learning Initiative in Central America). I knew it was taking her 20 hours to go from Ometepe to get the text books she is supplying the small island schools. I flew from Managua to Ometepe in 20 minutes. Helicopters can make a difference in the service of these people."

Then Griffin went to HAI's Heli-Expo (the largest gathering of helicopter professionals) and started nosing around, to see what non-profit work was already in place. Every time she asked someone with Bell, Robinson or Sikorsky, "What is your company doing for service work? Do you know of anybody out there helping schools using helicopters as a teaching tool? Do you know who I would talk to about flying in the service of nonprofits?" All she got back were blank stares. Now she was motivated. She wants to show kids how cool math and science are, once you put them to flight. She has a passion to help the children in neighboring countries to get a great education, and she wants to use helicopters as a catalyst for better education here and abroad. She's working on getting her organization's nonprofit status now.

"I would love to partner with an existing foundation or nonprofit that likes this idea," says Griffin. She welcomes ideas and helpful comments.

Griffin has already been putting her pencil to paper developing her educational tool. She attended a conference in Alabama, where she met Dr. Savan Wilson, who is well known and sought after for seeking out, researching and writing grants. In addition to the grant research, Griffin has been networking with other pilots and companies to execute her dream of "Taking Flight" to give aid for kids. She hopes to be able to use other helicopters to ferry supplies where they are needed.

Loretta Lynn Leda has been writing for as long as she can remember. A travel journalist and photographer who contributes regularly to magazines and newspapers, she is based in the southern U.S.. Leda is currently working on her first book.



PRESIDENT / CEO, SKYONE FEDERAL CREDIT UNION

An Interview with Eileen



Eileen Rivera has been in the credit union industry since 1980, and has been with SkyOne Federal Credit Union since 1987. She holds a Bachelors of Business Administration from Loyola Marymount University and an MBA from Pepperdine University. Rivera is currently on the Board of Directors for the California Credit Union League (CCUL) and serves as its Chairman. She is a member of the Credit Union Executive Society (CUES) and the Credit Union National Association (CUNA) Awards Committee.

How did you get into finance for aviation professionals?

I began my credit union career as a teller at Xerox Credit Union while pursuing my bachelor's degree, and upon completion of my marketing degree moved to the marketing department. I started work on my MBA and also started the Credit Union Executive Society (CUES) training to learn more about the industry. Our VP of marketing was a CUES advocate and she turned me on to the organization. I've now been a CUES member for 16 years!

I'm not sure I decided on this career until I'd been in it for awhile. I was working full time in marketing while I was working on my

MBA. My boss Interview by Amy Laboda at Xerox told me

about a position in marketing at then FAA Credit Union (a VP in Marketing position). The timing was good and it was a dream—1987. We were still recovering from the Air Traffic Controller strike from the early 1980s, when the controllers were out of work and couldn't pay back their loans, and were closing their accounts.

What was worse was there was about a 70 percent turnover amongst the credit union staff. The place was doing terribly.

How did that make you feel, coming on new to the company?

For a new person in marketing it was a perfect opportunity because things could not be worse! We rebuilt the reputation of the credit union over a five year period and made it a place people wanted to work, and a place people wanted to bank at.



30 years with credit unions

Did you go straight from Marketing to chief executive?

Not really. I was VP Marketing and VP of Human Resources at one point. I sort of fell into the HR side—but it turned out to be really good for me. You begin to really delve into personnel, policies and procedures... and it forces you to work very closely with the board of directors, which I think was ultimately key to my being offered the CEO position here.

I even got to help the board recruit CEOs. When my predecessor left I was named interim CEO. After about four months of the recruitment process the board asked me "Why is your résumé not in this pile? "

How did you answer?

Well, I had considered it [the CEO job], but I lacked confidence. I was 30 years old at the time! I was afraid because I knew it was a risky position. Frankly, I was a little reluctant.

And... I was dating someone—it was serious—and I knew I wanted to start a family and really, I wasn't sure it was a good time to suddenly head up a company.

The board told me to interview for the job, so I did, and they hired me. The funny thing is, it took my boyfriend eight years to propose, so we ended up having plenty of time to adjust to my new position at the company!

How did THAT work out for you?

We do have a family, now, but apparently it wasn't as early on his priority list as on mine so, I suppose it all worked out for the best! I've got two daughters now, 12 and nine years old. I waited a long time to have kids, but it was worth it. I'm glad I focused on my career early and got the formal education I needed to rise to my position.

Even though I'm a CEO, I do feel like I have the ability to give my kids lots of time. My husband is a satellite engineer for Northrop Grumman, and we live in the Palos Verdes area, not far from where I work.

You are very involved in CUES, the Credit Union Executive Society. Can you tell us about it?

There are so many trade organizations that provide learning opportunities, but CUES has good quality behind its programs. For me it was important that I recognize my strengths and weaknesses. For instance, the credit union had \$100 million invested and I figured I'd better learn to manage it fast. I did not have a network of CEOs to help me when I started out but CUES gave me the ability to tap into that network and acquire the knowledge I needed. And I'm a continual learner— I strongly believe that people need to learn throughout their lifetime.

The California Credit Union League also had a program for CEOs of credit unions that had you living in the dorms at Stanford University and studying with them and that was invaluable for me. CUES Advanced Leadership Institute at Harvard University was also a terrific opportunity and helped me to make sure that I did not get caught in a thinking rut. They talked about strategy and longterm projects and planning.



Top to bottom: Rivera; interacting with her executive staff. With her daughters on a trip to Washington, D.C., where she lobbies for the California Credit Union League. With her parents and daughters, at a relaxing family outing.

It seems like you use organizations such as CUES and WAI for networking. Is that critical for your business?

Of course. Networking has become key in the business world of today. And those relationships I've developed are paying off. Even though we do compete with other airline industry and government worker credit unions, we share resources and try to help each other out. That's part of working relationships and sharing.

Our assets are currently \$340 million—we recently merged

Networking has become key in the business world of today. Those relationships I've developed are paying off. Even though we do compete with other airline industry and government worker credit unions, we share resources and try to help each other out. That's part of working relationships and sharing.

with two small credit unions serving Japan Airlines and Quantas Airlines. Both were based in Southern California and they were losing money, but with our economy of scale we can offer better service and rates to their members through the consolidation. It also gave SkyOne a branch in SFO that we didn't have before.

How was it working through such a complex merger?

That was a new experience for me, too! I'd never completed a merger, let alone two of them at once! Must be a record or something! Now we have 29,000 members (about one-third of our members are actually family members of air transportation workers) all over the U.S.

How do you motivate your staff to work harder and move up?

There are so many people here that I think would be good managers. But they say, oh, I don't want to be a decision maker! I don't want to be responsible.

I think their reluctance has to do with the struggle to find balance. When I was younger, when I first got this position, I was so driven, I think I led more with my head than my heart. I think that I wasn't as empathetic with people as I am now. Maybe I wasn't as good of a listener as I should have been.

Then I had a family and suddenly the need for balance in my own life kicked in. Suddenly I found myself being a better leader, when I had more balance in my life. I had to trust people in my organization to do their jobs well-and suddenlywhen I did that-people were more responsive to me.

What did you learn from that experience?

As long as you believe that you and your team have the same goals and objectives...well, you should just let them go out there and achieve those objectives for you. They willthev can!

I think it took me a while to realize that. For some reason getting married and having a family made me realize all this, and helped bring my heart into all of this. I feel good about decisions we make here at SkyOne. We don't do anything just on gut feeling-I've got to have data to back it up-but we use

both the head and the heart to decide and that truly works.

I now know that you've got to give your staff direction and be a good communicator—you can't just assume they'll know the direction you want them to go. But once you've done that, you have to give people room to do their job. They will, that's what I've learned.

And there's one more thing....Remember how I said that when I first came to work here at the SkyOne Federal Credit Union things could not have been worse? Think about it. My

very first year on the job there was a terrible earthquake and we didn't have a disaster plan in place. There were riots—we had two robberies—one where the robbers held a gun to my head! I called it my year of pestilence. I thought, if this is not a test from God, well, then, I don't know what is!

Now I feel a little bit like that about the recession, which forced us to rethink our strategies, however, I know now that it is never going to be forever...and I know we'll pull through.

Do you have advice for young women bent on climbing the executive ladder?

Don't ever accept that you might be weak in one area in your job. I will never accept that. I'm always trying to learn and become strong in all facets of the job that I do. It's just how I do things and I think it's a smart policy.

I got promoted into choice positions at a phenomenal time, and I took advantage of that-but even with a post-graduate degree I did not stop striving to educate myself. I mean, who would have predicted the last couple of years of this economic crisis? It has presented unique problems. Housing values dropping, loan charge-offs, low dividends....you really have to manage through it and turn it around.

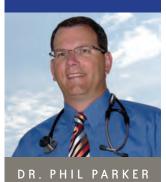
So what's in the future at SkyOne for you?

We took on a whole new branding effort in the past year. We are marketing this new brand heavily, almost 10% of our staff participates.

And now I'm the chair of the California Credit Union League this year. I represent all the Credit Unions in the state. I'm very involved in the politics and in the legislative process going on in our arena. I'm going to Washington, D.C., and Sacramento, California, on a regular basis. It can't hurt our company for me to be a leader in the industry. I understand the issues more passionately and I can influence the direction that the trade organization can take the industry. Best of all, it is good for our members.

It is a whole new exciting arena for me to be involved in, and I feel like I'm giving back to my whole industry. It helps me stay in the job longterm. I keep it different. I keep it interesting for me. That's what works. +

MEDICAL Q&A



PAULA CORRIGAN JOINS THE WAI AEROMEDICAL TEAM

S ince 2005 the physicians at Aviation Medicine Advisory Service (AMAS) have been providing Aeromedical expertise to Women in Aviation, International leadership and membership through our

Aeromedical column and frequent presentations at the WAI Conference. Recently Dr. Paula Corrigan joined the six other physicians at AMAS as the first female Aeromedical advisor.

Dr. Corrigan grew up in New Mexico and went to school at the University of Notre Dame. She attended medical school at the University of New Mexico and completed an Internal Medicine residency at the University of Connecticut. She entered the U.S. Air Force in 1990, and her love of aviation led her to pursue a career as a flight surgeon. Flight surgeons in

the USAF are required to fly as crew members with their assigned squadrons. She was initially assigned to an F-117 squadron, which allowed her to fly in a T-38, learning some basic aviation skills in the backseat. She deployed with this squadron several times to Saudi Arabia as part of Desert Storm. She was then assigned to an HH-60 Rescue Squadron in Okinawa, Japan, participating in several life-saving rescue operations in the Pacific. She was also able to pursue her love of diving to become a PADI certified Rescue Diver. During this time, she also had the thrill of flying with an F-15 squadron and deploying with them again to Southwest Asia.

Dr. Corrigan returned to the continental United States and was selected as one of only 18 USAF physicians to at-

tend the Aerospace Medicine residency at the USAF School of Aerospace Medicine as one of my classmates. She became board certified in Aerospace Medicine and General Preventive Medicine. During this program, she enjoyed a "mini" pilot training program in the T-37 along with land, water and arctic survival schools, including resistance training (If you see her at future conferences, be sure to ask her how comfortable it is to squeeze into a shoe box!) She also completed a Master's degree in Public Health and Tropical Medicine at Tulane University.

After residency, Dr. Corrigan then had the privilege of spending three years as an exchange officer with the Royal Australian Air Force (RAAF), and assisted them with developing military aviation medicine policy. She was able to fly with a RAAF VIP transport squadron in the jump seat of a Falcon 900 and Boeing business jet. She also had the honor of serving as Aeromedical Evacuation coordinator for a UN mission in East Timor. She also continued to enjoy her diving on the Great Barrier Reef. Corrigan's next assignments were as Aeromedical-Dental Squadron Commander at Tyn-



dall AFB, Florida (more diving!), Internal Medicine Branch Chief at the USAF Aeromedical Consultation Service, and finally, as a Residency Program Director at the USAF School of Aerospace medicine. During this time, she deployed to Iraq and was responsible for transporting critically ill patients to Balad on Army Blackhawk helicopters. She was also able to participate in setting up the training curriculum for the Iraqi undergraduate pilot training program in Kirkuk, flying in beautiful new glass cockpit Cessna 172s and Cessna 208 Caravans. And did I mention, all of this while being a single mom.

Dr. Corrigan was a military Aviation Medicine Examiner for the FAA and retired from the Air Force in October, 2011. She joined AMAS during the summer of

2011 and is looking forward to a new career in aviation medicine. She has a special interest in women's health issues in aviation and travel medicine and is planning to pursue her interest in flying by obtaining her private pilot's certificate. WAI members with aviation medical questions for Corrigan or any of the AMAS physicians should forward them to the Women in Aviation editor or, for immediate individual assistance, can go to our web site at **www.AviationMedicine.com**.

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.





EXPLORER is a Gender-Neutral word



Young Women Are Aviation Explorers, Too

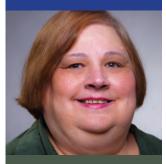
The aviation community needs the involvement of all its members to continue to thrive. One way you can do your share is by hosting an Aviation Exploring post. Explorers are young women and men from ages 14 to 20 who have a demonstrated interest in aviation.

We need you to start an Explorer post at your airport, office or community building. Beyond the benefits of "doing good" for the aviation community, you will also be creating future pilots, future employees and future customers.



To find an Aviation Exploring Post near you or to start a Post, visit www.AviationExploring.com or contact Mark Wiesenhahn at 513.735.9100, ext. 338

PERSONAL DEVELOPMENT



PATRICIA LUEBKE

BEYOND CRASHING ON THE COUCH

e aviation folks are a mobile group. A lot of us travel for a living, and even if your job doesn't call for extensive travel, if you work in the aviation industry, it's likely you enjoy

getting away. With the advent of Couchsurfing.com, finding simple accommodations in someone's home isn't as difficult as it used to be. And if you are a WAI member

who keeps in touch with other members, you may find yourself in the position of being a houseguest, either by choice or by circumstances. Whether it's family, friends, a Couchsurfing.com contact or a business colleague's home, the rules are the same. Let's review some of the guidelines so that you will always be welcome for a return visit.

The first priority is to provide your host with your arrival and departure schedule. Someone must be home to let you in, know what meals you'll be eating with them, and when the house should be ready for your arrival. Then stick to the plan. If you say you'll arrive at 6:00 p.m. on Tuesday, don't show up at 2:00 p.m.

No matter how well you know the person you are going to be visiting your arrival should bring no surprises: No new boyfriend in tow; no dog; no cat; no kids who were never previously mentioned. You should arrive at the specified time with whomever and whatever you had originally cleared with your host. Communicate with your host so everyone knows what your schedule will be. It goes without saying that during your stay, you don't invite any other guests to the home.

Be up front about your dietary requirements. If you have a special dietary need or food allergy, let her know. Be gracious about the food you're served; it's impolite to comment that the menu is "too greasy" or "not healthy enough" for you.

There's some advice that's so basic that it seems not worth mentioning, but here goes:

- Respect the house by not coming in at 2:00 a.m.
- Clean up after yourself. Do not leave your dirty dishes in the sink.
- Get your own wheels. Offer to rent a car. Never assume you will have the use of your host's car.
- Respect your host's children. Avoid correcting them or critiquing your host's discipline policies.
- Turn off the lights when you leave your room or leave the house.
- Bring appropriate sleepwear. It's just not right to walk around someone else's home in anything but.

Some people like to bring a gift upon arrival. Some prefer to buy a gift during their stay or send one afterward. Whatever you do, a gift for the home is appropriate. After all, your host has opened their home to you and a gift shows your appreciation.

While you are there, depending on the length of your stay and your own personal financial situation, you should pick up the tab at least once if you eat in a restaurant. Offer to pay for the pizza, buy the beer or the groceries. Just pitch in.

During your stay, the number one rule is to respect the household. Even if you are told to help yourself in the kitchen, it's still proper to ask permission before you grab that can of cashews. Pay attention to the house routines. Does the host get up and have breakfast at 7:00 a.m.? Discuss it if that does not gel with your routine. Not sure you know your host that well? Then just follow the house pattern and adjust your schedule. Don't leave the host waiting at the breakfast table.

A popular question houseguests have is what to do with the bed when leaving the room. Before we get to the bed, however, remember that you are in someone's home, not in a hotel, so you need to leave your bedroom and the bathroom in a neat condition. In the bathroom, that may mean wiping the sink to get rid of toothpaste globs.

In the bedroom, the room should be restored to order. Your best course of action may be to simply ask your host how you should proceed. If the answer turns out to be, "Don't worry about it, just leave it," you should still take some action.

You know for sure that the host is going to change the sheets. So you should strip the bed, and neatly fold the sheets and put them, along with your folded, used towels and washcloth, at the foot of the bed. Put the bedspread or coverlet back on the bed so that the room is presentable until your host has the time and inclination to clean up after your visit.

This sounds like a lot of advice to remember, but it really comes down to the simple fact that people have opened the door of their home to you. You need to respect that invitation and conduct yourself in a way that shows your appreciation. Pitching in with the work, keeping your room tidy, socializing a bit and going with the flow of the household will ensure that you will be welcomed back. What's more, your hosts may even be sorry to see you go.

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



MEG GODLEWSKI

I quit flying two children ago and now I am ready to get back into the airplane. It's been more than 10 years. How much time is it going to take me to get my skills back?

I've had these extended flight reviews take as much as 27 hours, and as few as 10 hours. It depends on the per-

son and how much study he or she is willing to put in to it, not to mention how much time they've spent away from flying. Make it fun by having your kids help you study. It might also encourage them to work harder in school when they see you showing them that study and hard work really do pay off (you'll have to take them flying to prove that).

I recently got my Commercial certificate. When I enrolled at the Part 141 flight school I was told that once I earned my Commercial ticket I'd be able to make a living as a pilot, but I can't find any work as a pilot. I have 300 hours. Are there any jobs out there for someone who wants to build time but doesn't want to be a CFI?

Time-building can be done flying for volunteer groups, such as Angel Flight or the Civil Air Patrol, or working as a banner tow pilot, glider tow pilot, aerial photo pilot, traffic reporter or pipeline patrol. It has been my experience, however, that most employers want significantly more experience than 300 hours.

I'm shopping around for multiengine training. Is there any particular airplane that's best to fly?

There really isn't a particular model that is ideal for training. Cost is a major factor when it comes to selecting an airplane for multiengine training and time building. Be careful about programs that ask you to pay up front in cash. Sometimes these "operations" disappear overnight. If you can take a week and fly every day, you could probably knock out the ME ticket in a few days. Just make sure you've studied up on the aircraft systems and the required maneuvers before you show up at the airport.

Last week it looked like I was ready to solo. My CFI said my landings were to standards, but this week, I can't seem to land at all. What happened?

Did you switch airplanes? Sometimes you get so used to one airplane, say a Cessna N model, then when you jump in a Cessna K model, or even another N model, there are subtle differences that can put a crimp in the learning curve. Or you may simply be experiencing a learning plateau. Keep at it; you'll get it.

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



THE TOOLS FOR SCHOOLS



JACQUE BOYD PhD

PARTNERSHIPS— PLANNED AND UNPLANNED

E ight years ago I was sucked back into education with the question: "How would you like to teach a couple of aviation classes?" Being asked that question was akin to being asked if I'd like to win

the lottery. The classes I began teaching at Moreno Valley High School—a nationally ranked charter high school in Angel Fire, New Mexico—were never designed to be a pilot ground

school. These classes were integrated into every other area of our curriculum. One larger caveat was that they also fit into the mission and charter of our school which is heavily reliant on our relationship with the community.

One of the ideas that had been tossed out by the director at the time was that I teach students how to fly remotely con-

trolled aircraft. I had never done this myself, so it was going to be a learning experience for everyone involved. I had friends donate a computer program which simulated RC flying. We were off and running—so to speak.

One of the local firefighters donated an old RC aircraft that he'd tried—and failed—to learn to fly. Needless to say we had some interesting times learning together. The control "stick" on an RC aircraft is a thumb-controlled apparatus, not a regular joystick. I had enough

difficulty flying a computer simulated program with a joystick and there were some hilarious episodes with me and my thumbs.

The crashes on the computer simulator were forgiving. The crashes with the real radio-controlled aircraft ended up cumulatively being not-so-much in the forgiveness realm. Before we were all relatively competent at flying we had gone through three "starter" aircraft that had been donated to us.

Do you have any idea how much eye-hand coordination plays into flying an RC aircraft? LOTS! Do you have any idea how much better a teenager who has grown up on video games is than a woman over 50 who only played Pac Man? More than LOTS!

The same firefighter who had helped us get started asked what the "real life" application for what we were doing might be. We had watched some early video on what the military was doing with drone applications and also what was being done in agriculture. He suggested we invite our Forest Service representative to class because they had discussed how we might help out.

The regional head of the Forest Service was also a pilot and

described how he thought we could help him. After a fire has been put out there are often "hot spots" left that can re-erupt. He suggested we look into doing "hot spotting" for them with an RC aircraft. We were off and running again.

My class researched the types of RC aircraft that would suit our purposes. We needed something with more power than

Before we were all relatively competent at flying we had gone through three "starter" aircraft that had been donated to us. we'd had before, because now we were going to be changing the weight and balance of the aircraft with the addition of instrumentation. We would need a small infrared camera in the belly for "hot spotting," plus a small regular camera mounted somewhere for "vision." Part of the class assignments involved researching what we needed, where we would put it, how we had to stress and trim the aircraft for best flight characteristics and how to report whatever input we received from the instrumentation.

By the time my first year class became my second year class we had a fairly good handle on the situation. We'd utilized "lipstick" sized cameras and been able to modify the belly of a Lancair radio-controlled aircraft to hold it without changing much of the weight and balance of the original. One of the students had modified a computer program and had interfaced with an old monitor so we could "see" what the aircraft "saw."

All the while we were modifying the aircraft, everyone in the class was also getting flight time on the simulator. The controller on the simulator program was exactly the same as for the Lancair that we were flying. Each student had to log their time and remarks after a simulated flight. Some of the "pilots" became instructors and we had back-up pilots for the back-up pilots. Looking back on that time we really did have a great little set-up going on.

Eventually we were actually able to carry through with a real-time situation with the Forest Service. The cost of our operation kept us from continuing the project, but we developed a great relationship with the firefighters.

That experience was over nearly six years ago. I became

the Director of the school and simply didn't have time to teach the class. No one else I knew was certified to teach aerospace reasons. So, we made do with the radio-controlled Lancair. A few weeks ago I was being interviewed for an article

education and so the program diedor so I thought until I got a phone call a few weeks ago.

One of the students who had been in that class is now getting his Master's degree in aviation technology, working specifically with unmanned aerial vehicles. He called and asked if I still had all the logbooks that I'd made them keep during his two years with me. I certainly did! We speak nearly every evening now and his perspective on what we did and how it aligns with the work he does today is eyeopening. For as much as some village residents thought we were just "playing," we weren't!

During the first year of this experiment I began looking on the Internet to find a larger radio-controlled aircraft and honestly, "drone" pieces-parts were a dime a dozen. I could have purchased something comparable to a Raven drone for less than \$3,000. Of course we didn't have that kind of funding, but the machinery was available. When I was able to tap into larger funding pools the next year the supply was completely dried up. Nothing could be found on the regular open market and the upsurge of military usage was one of the prime

The next time you see a teenager playing a video game just know that their coordination with that little apparatus might well lead to bigger things.

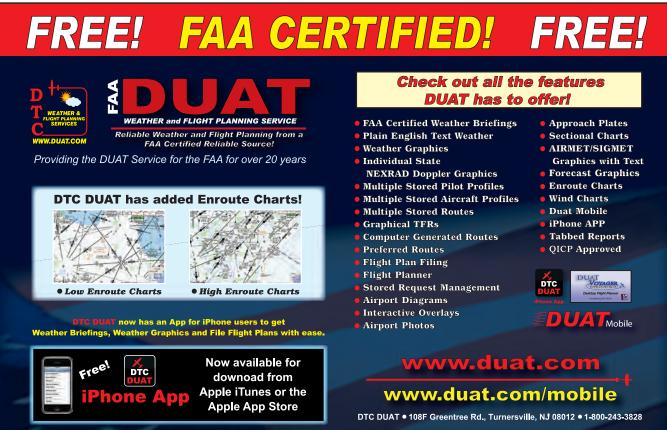
about alumni which would be published in a magazine from the school where I received my M.Ed. in aerospace education—Middle Tennessee State University. While I was speaking with the interviewer about my teaching experience I mentioned the high school UAV project. She told me that MTSU had just gotten involved in a large joint project with the Army involving unmanned vehicles and a technology program.

So the next time you see a teenager playing a video game just know that their coordination with that little apparatus might well lead to bigger things. The next time you see anyone flying-and crashing—a radio-controlled aircraft think of

all the applications that might eventually come out of their exercising their flying talents. And the next time someone tells you that as a teacher you're just "playing" in the classroom with aviation or aerospace activities, send them my way and my former student and I will straighten them out. +

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



THE JUGGLING ACT



JO DAMATO

AREN'T WE ALL WORKING MOMS?

n the April 2011 issue of *InStyle* Tina Fey was interviewed about being a working mom. In the article Fey said, "Any time you talk about being a working mother and you complain about it in any

way, people *eat your face*. I remember reading some interview where Gwyneth Paltrow said something like, 'I missed my kids on the set one day and I was crying.' And I thought, Yeah,

I've had very few

personal encounters

with stay-at-home-

moms who have

criticized my choice

to work and send my

kids to daycare.

I've totally done that." Fey went on to say that the comments left by people online criticized Paltrow for "complaining" about missing her kids since she is so lucky to be a rich and famous movie star.

I was so happy to read this article and for Tina Fey to say what most of us feel. It does not matter if you are a celeb-

rity or a janitor—it's okay to choose to work and to also miss our kids. Just because we choose to be working moms does not mean we don't feel conflicted occasionally. I have these little moments often but together they can add up to big stress. That's usually about the time I figure out my work/life balance is slightly off and I'll make plans to do something extra special with the kids. Just last week my six-year-old and I were both off from work and school and spent \$15 at the local arcade playing race car games against each other. Later that night my three-year-old and

I pretended my king-size bed was a pirate ship and that we were looking for treasure out in the "sea." Balance restored.

I've always worked outside the home and both of our sons have been in daycare since they were 16 weeks old. I'm not saying this because I am proud of it but because it is a fact. Yes, if maternity leave would have allowed me more time to stay home with my babies then I would have jumped at the opportunity. I enjoyed every single moment of being a stay-athome mom (SAHM) and it passed all too quickly. Our choices, however, were limited. When we had our first child I was actually both the breadwinner and the parent whose employer offered the best benefits. Post-9/11 my husband was trying to keep his own aviation career on track and staying at home for him was not an option. Also, it made better financial sense for us to both keep working and to pay for daycare than to take the loss in household income with one of us staying home. While we couldn't afford for me to stop working I was and still am blessed to have a great employer who provides me flexible working arrangements and I've almost always been able to

stick to my rule that if my work day is an eight hour day then my kids "school" day will barely exceed eight hours as well.

When we moved last year and the boys started at a new daycare my two boys made friends with two brothers who are their same ages. We've since become friends with their parents. At a recent play-date the other mom and I were talking

> about our situations as "working mothers." I always hesitate to use that term because all mothers work (hard!) but both she and I have careers in addition to being moms. She mentioned that her sister-in-law is a stay-at-home-mom and had made a comment to her recently when they were at the playground. She said, "I can tell your kids go to daycare." What did she say?! I interrupted my friend as I immediately started seething that she was on the receiving end of such a remark. It was as if her sister-inlaw was saying it to me. I sarcastically said to my friend, "How could she tell?

Because your kids know how to share and can wait for their turn to use the slide?" I was stunned when she said, yes, that was exactly what her relative had meant. Her statement that made me so defensive was actually a compliment to my friend as to her children's manners learned from being in a structured social environment 40 hours per week. Apparently the stay-at-home-mom's kids were pushing and shoving to be first to do everything. I laughed that working moms had scored a point in this scenario but internally I was mad at myself for getting so defensive without having all of the facts.

In the past seven years I've had very few personal encounters with stay-at-home-moms who have criticized my choice to work and send my kids to daycare. Those who have said things like, "A woman's only job is to raise her children" have been unable to elicit a response from me. I'll just quietly leave the conversation. If I wanted a debate then I would run for political office. I think any insecurities I have about my work situation have come from outside influences such as the media, who like to revisit the age-old working mom versus stay-at-home mom debate. In fact, I have many friends who are SAHMs. My own sister recently joined their ranks and honestly enjoys every single second of dedicated motherhood to my 14-month-old niece. My stay-at-home-mom friends

have always been really great about inviting me to outings with them at the park or to go apple picking or to storytime at the library. I've rarely been able to join. These events are during the workday and I think it would be embarrassing to show up at the park without my kids. Seriously, the invitations have always been nice but I almost always have to decline.

Unfortunately, when we do get together, I'm self-conscious enough to wonder what they think of me. None of them are familiar with the aviation industry. Do they really know what I

do as a career? Do they wonder if I'm being selfish and selfindulgent with a little hobby of a job at the sake of sending my kids to be cared for by strangers? Do they wonder what happens in my house between the hours I drop one son at the bus stop and the other at daycare and when I go out and pick them both up eight hours later? I mean, I don't look like I work. I look like a suburban soccer mom. I have a home office so I can wear shorts and tank tops. I can be seen driving my empty minivan to Whole Foods grabbing lunch for

Do they wonder if I'm being selfish and self-indulgent with a little hobby of a job at the sake of sending my kids to be cared for by strangers?

myself and a few groceries at the same time or grabbing a quick lunchtime run along the main road.

I don't have any regrets about being a working mother. Why should I? I wanted to be in aviation since I was eight years old.

I worked hard for years before my sons were born to educate myself and to establish myself on an aviation career path. I'm setting an example for them that women have value in society both at home and in the workplace. When I'm with my kids they always come first and working from home allows me to keep the laundry going while I am on a conference call so my time with the boys is not chore time but quality mother-son time. I have to stop being my own worst enemy.

We all make the choices that work best for us individually. I wish my fellow moms—regardless of the path they

choose—wonderful meaningful moments with their children. I also hope they give themselves a break and take to heart one of my favorite quotes from Jill Churchill, "There is no way to be a perfect mother, and a million ways to be a good one." That gives me an idea. It's time to grab some flashlights and the kids for a fun game of tag in the backyard!

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

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FINANCIAL TIMES



TAXES AND THE AVIATOR

t is that time of year again—tax season. With this column I hope to take some of the fear out of filing your tax return and educate you about terminology. Then we will delve into special

tax rules relevant to transportation workers (pilots, flight attendants). Each year, by April 15th, you are required to file a tax return. The purpose of this filing is to determine your taxable income and "settle up" with the IRS (Internal termines your filing status. Exemptions are a special type of

a refund for overpayment of taxes. The IRS is a bureau of the Department of the Treasury and is responsible for tax collection and tax law enforcement. It administers the Internal Revenue Code enacted by Congress.

There are several different tax return forms: Form 1040, Form 1040A and Form 1040EZ. If you file electronically (e-file), the system will automatically determine which form you should use. This year the IRS is no longer mailing paper tax packages to save on costs.

Use the 1040EZ if your taxable income is below \$100,000, you are single or married filing jointly and are not claiming dependents. Use the 1040A form if your taxable income is below \$100,000, you are claiming certain tax credits, or have adjustments to income for IRA contributions and student loan interest. If you cannot use either of these forms, then the 1040 form is the one for you. If your income is over \$100,000, you claim itemized deductions or are self-employed, you must use this form and we will decipher it in the following paragraphs.

No matter which form you use, the objective is to minimize taxable income, through legal tax avoidance,

not illegal tax evasion. This is accomplished by maximizing tax deductions and taking advantage of any tax credits applicable to you. After the name, address and social security number information is the filing status section. There are five filing statuses: single, married filing jointly, married filing separately, head of household and qualifying widower with dependent child. Your marital status as of December 31st de-

Pilots, flight attendants and flight crews are entitled to deduct costs and expenses related to their business travel and training related expenses. However, to claim your per diem allowance, you must itemize deductions and keep a record of the item. date and amount of the expense.

Revenue Service) for any unpaid taxes that are owed, or to get deduction. These include yourself, your spouse and any de-

pendents (children or others where you provide the majority of the financial support.) Children under the age of 24 and full-time students are dependents of their parents. One common misconception is that the filing status of married filing separately is only for those who are separated from their spouse. but that is not the case. If you are married, you should calculate your taxes using both filing statuses to see which is most advantageous.

All forms of income, including taxable interest and alimony received, are reported in the income section. This income is then adjusted for items such as student loan interest deductions and tuition and fees. The tax and credit section is where you input your itemized deductions or the standard deduction. You should calculate the deduction both wavs and claim whichever is higher. Here you will also determine the dollar amount of your exemptions. Any applicable tax credits are applied and these reduce taxable income dollar-for-dollar so are more advantageous than a deduction. Lastly, you input your payments of taxes, which include taxes withheld by an employer or estimated taxes paid by a self-employed individual. The taxes

withheld information is made available to you by your employer on Form W-2. The last section of the tax return computes the amount of tax you owe versus the amount you already paid. If you have paid more than you owe, you will receive a refund. If you underpaid taxes, you will owe this payment with filing your tax return. Penalties may apply for significant underpayment of taxes. Also, you will not receive a refund if

you owe the IRS for any back taxes. Filing for an extension is not a way to defer taxes owed as any estimated taxes are due by April 15th.

The majority of filers are going to get a refund of taxes, which is not optimal from a tax planning perspective. A refund means that you have overpaid your taxes throughout the year and provided the IRS an interest-free loan. The objective from a tax planning perspective is to come as close to breaking even at tax time as possible. You can do this by adjusting your withholding allowances on your W-4 form with your employer so that the correct amount of taxes are withheld from each paycheck.

Pilots, flight attendants and flight crews are entitled to deduct costs and expenses related to their business trav-

el and training-related expenses. However, to claim your per diem allowance, you must itemize deductions and keep a record of the item, date and amount of the expense.

Should you do your own taxes? If they are not particularly complex, then I encourage you to do them yourself using tax prep software such as Turbo Tax. If you do hire a tax preparer, inquire about their qualifications. A Certified Public Accountant who specializes in taxes or an Enrolled Agent is qualified to prepare your taxes. Currently, there are no qualifications or

UK

Currently, there are no qualifications or training required to obtain a tax preparer identification number which allows an individual to prepare taxes for others.

training required to obtain a tax preparer identification number which allows an individual to prepare taxes for others;

however competency exams will be required of tax preparers in future years. You should also inquire about qualifications if using a tax preparation company such as H&R Block. While there are some exceptions, most of these preparers have only a few weeks of training on how to enter data into tax software.

Lastly, and most importantly, you are ultimately responsible for the information on the tax return, regardless of whether you used a CPA or Enrolled Agent to prepare the return. If there is a mistake, the IRS is going to hold you responsible.

If you would like more information and are attending the Women in Avia-

UK's Festival of Aviation 25-27 May 2012 SYWELL SYWELL

tion Conference in Dallas this March, I will be presenting an education session on this topic.

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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AVIATION CALENDAR



COMING UP

2012

January 15-18 23rd Annual Schedulers & Dispatchers Conference San Diego, California www.nbaa.org

February 11-14

Heli-Expo International Dallas Convention Center Dallas, Texas rotor.com/heliexpo 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. →

March 8-10

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

March 27-April 1 Sun 'n Fun Fly-In

Lakeland Linder Airport www.sun-n-fun.org

April 3-6

AEA International Convention & Trade Show Washington, D.C. www.aea.net/convention

May 25-27

WAI Regional UK Conference AeroExpo UK Festival of Aviation Sywell, UK www.expo.aero/uk

June 14-16

17th Annual Flight Attendants/Flight Technicians Conference Chicago, Illinois www.nbaa.org

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crew, while I flew the maximum, once carrying 276 passengers in one day. I painted THH with colorful pink daisies and had floral seat-covers for the interior. We all dressed in hot pink outfits, gold belts and boots and my fuel "truck" was a Californian Mini Moke, also matching floral.

In my mature years I have managed to stay in the helicopter industry by conducting airborne marriage ceremonies above Sydney Harbor in a seven-seater turbine helicopter, for I hold the legal appointment of a Civil Marriage Celebrant. I call my business the "Chapel in the Sky."

I finally got the formal education I craved by attending University Western Sydney, graduating after only 18 months with my Bachelor of Aviation Degree, at age 70. One week later I was asked to be a University Lecturer.

While lecturing in Aviation History I found the void in research material for my students. Since 1962 I had been a member of the Australian Women Pilots' Association (AWPA), rubbing shoulders with pilots I called Nancy-Bird, Lores, Freda, Bobby and Peggy, but never really knowing the famous stories behind these kindly faces of experience. Their achievements had never been recorded for aviation researchers, for they had been completely over-shadowed by that good old boys' club. In 2004, my research began in earnest. I wrote a unique aviation history book called *First Females above Australia: First 100 Years of Australian Woman Pilot Firsts*, my salute to 100 pioneer women of Australian aviation. This self-published book has 250 photos, 100 short biographies and personal comments on my friendships. In my research I found that Australia had been behind 17 other countries in allowing women to fly, which was not until 1927. One great pilot, Freda Thompson, won as many as 47 flying trophies back in the 1930s, but could not be presented with them, for women were not allowed to attend the male-only Aero Club Presentation Dinners.

In May 2011, I drove 5,500 miles throughout the outback of Australia, stopping at remote schools along the way to donate my books and talk to the students. I found that the School of the Air Centres in remote areas had as many as 250 students each, being taught via the Internet. They invited me to be a Guest Speaker (by phone) to talk to these children.

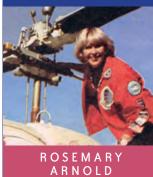
As for my Triple Happy Helicopter, I was forced to sell it when I divorced my second husband, who was guarantor for my \$10,000 loan. He told the bank to sell my home to cover the loan, but as I had four children my choice was to save our "roof." I kept my air charter business going by leasing another helicopter, this time on my own.

I hope that my books are inspiring women to be stronger and achieve more. We will still be expected to rear the children, and balance our lives with such responsibilities, but then, we are good at that.

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Rosemary Arnold (WAI #46144), is the author of two books on Australian women in aviation. She was awarded the Australian Women Pilots Association 2011 Nancy-Bird Walton Memorial Trophy for the most noteworthy contribution to aviation by a woman in Australasia.





A ROTOR-WING WOMAN GIRLS LOOK UP TO

took up fixed-wing flying as a hobby in 1962 and soloed on my 28th birthday. I had four young children and a cranky husband, so kept my flying a secret until my first solo, but I

had felt the passion and could not give up. To raise money for my flying lessons I took in sewing from factories, for I could do that while house-bound with the kids. The

aviation study had to be done by correspondence as there were no "ground schools" and I found it so stimulating that I planned to go all the way to commercial license and become a Flight Instructor, the only aviation job available to me.

Women were not airline pilots back then. Commercial Theory Exams were only held every six months in Australia, and it was all home-study for these tough subjects, so it

took the average student three years to pass them all. On I plodded finding it difficult, for I had been forced to leave school at only 15, as my parents didn't think girls should be educated, even though I had won a five-year scholarship. My joke is that I married, married and married and became educated.

My fixed-wing PPL was attained in 1962, after nine months of lessons. The Australian Government started to give out flying scholarships, so I applied. I was granted an interview but was told by the all-male selection board that they had to interview me, on principle, but could not possibly give a scholarship to a married

woman with children. I then went on to aerobatic training, and accomplished 100 hours, but was not accepted into the then male-only aerobatic team.

In 1965 I heard a test pilot give a talk, saying that he had only just taken up helicopter flying and found it difficult yet very rewarding. I found an instructor with a new school and a Hughes 269A; it was only a five-minute drive from my home. I had been saving for a wall oven but quickly changed my plan and used my money for a helicopter license, doing the required 40 hours training in only three weeks. My rush was because I was told there had never been a woman in Australia who flew helicopters. To my surprise I received a cable from Washington, D.C. "welcome No. 99" from the Whirly-Girls. I had become the first of their members in the Southern Hemisphere. I was the only woman helicopter pilot in Australia for 12 years and the media found me, creating a high personal profile.

In 1967 I attained Commercial Licenses for both fixed-wing

I painted THH with colorful pink daisies and had floral seat-covers for the interior. We all dressed in hot pink outfits, gold belts and boots.

and rotary-wing, but not without a bit of trouble. I was failed the first time around, and told to get an additional 10 hours of autorotation training. I only had money for eight hours. I had to put myself up for this second rotary-wing commercial flight test lacking those two required hours. The new examiner grilled me, one autorotation after the other, then we finally landed and walked back to the hangar. I was running behind

him as he strode rapidly away from me, so I shouted to him "Did I pass?" He replied, "I couldn't fail you."

My total joy came in January 1969 when I first visited the USA, and I was allowed to fly in a Hughes 500 to the Helicopter Association International convention in Florida, from California. The Hughes Tool Company was publicly unveiling the first H500s for commercial use in the world and as WhirlyGirl No. 99 from down under I was included on this important flight. I logged 33 hours, made life-long friendships and met the top personalities in the international helicopter industry.

Still, I could find no flying job for this

mother of four. In 1977 I took the dramatic step of employing myself. I needed \$10,000 to purchase a Bell 47J2A four-place helicopter VH-THH, to set-up my own air charter business. Australian women could not borrow money, regardless of being property owners and having a good job, so a male had to be guarantor for my \$10,000 bank loan, even though it had the security of my townhouse. The Department of Aviation would not allow me to be my own Chief Pilot, even though the business was a "one pilot-one helicopter" operation. I bucked and hollered against these rule-makers. Finally they reached a compromise—I had to make weekly reports of every flight I did, how many passengers carried and how many landings. You ask how hard it was? Even when I would arrive to do a helicopter charter job I would often be told, "you won't do at all, you're a woman." My positive-thinking inner chatter had to work overtime not to be affected. I worked three jobs, seven days a week, to keep my helicopter business solvent. My daughters helped me as ground

(Continued on page 47) 🔩

> Kelly Moran Systems Engineer Raytheon Missile Systems

FLYING Reader

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

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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