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MAY/JUNE 2012

The official publication of Women in Aviation, International®

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PHOTO CONTEST WINNER

Jasmine Gordon, Public Relations Manager for the Calhoun Air Center in Port Lavaca, Texas, caught this terrific silhouette of WAI members with the logo during the 23rd Annual International Women in Aviation Conference. She wins this year's Show Daily photo contest!



JASMINE GORDON

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COVER PHOTO

A highlight of this year's International Women in Aviation Conference was the "Bring Your Daughter to the Conference" Day, Saturday, March 10. More than 150 participated in a fun day of activities and education for girls 10-17. Photo by John Slemp.

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PRESIDENT'S MESSAGE

PAULA GRUBB



DR. PEGGY BATY CHABRIAN

Nobody has ever accused the WAI Board of Directors of being stuffy! Peggy Chabrian (center) whoops it up with Board members Jane Middleton (left) and Nelda Lee (right) to the music of the Breckenridge Boys, sponsored by the Dallas CVB. Many thanks to United Airlines for sponsoring the Opening Reception.

skit during the Saturday morning General Session. And if you were not there, you will find more information about our new membership campaign in this issue on page 16. For even one new member you are guaranteed a thank you gift, an even larger gift after signing up three new members and so on. And EACH time you sign up a new member between now and next year's Conference in Nashville, Tennessee, your name goes into the drawing for one of our fantastic Grand Prizes. And you get to pick which Grand Prize you would like. Our last campaign, which ended in August 2011 was

Dear WAI Members:

We are still receiving multiple comments from attendees at this year's annual Conference in Dallas, saying what a stupendous event it was this year. Not only did we have a record breaking turn out of 3,350 attendees, but the speakers, entertainment, tours, seminars and all of the other events were top notch. Thank you to all of our speakers, exhibitors, sponsors, volunteers and others who made this year such a success!

If you were at the Conference in Dallas you may remember the kick-off announcement, via an onstage

won by someone who had signed up just one new member. So your chances to win are excellent!

The summer season looks to be another busy time for Women in Aviation, International. By the time you receive this issue of the magazine, the staff will have just returned from the Sun 'n Fun Fly-In in Lakeland, Florida. As I write this letter we are preparing to depart in a few days. The WAI membership booth, forums about the WAI scholarship program and learning to fly, a daily radio show and one of our Celebrity Breakfasts are all part of the planned activities.

Later this summer join us at the world's largest aviation event—AirVenture in Oshkosh, Wisconsin. This will be the fifth year of WomenVenture—a series of planned activities to highlight women at the event, including the WAI Celebrity breakfast on Friday morning, an evening program presentation and the group photo of women at the fly-in near air show center on Friday morning right after our breakfast.

Looking for something to dress up your iPad or other tablet device? Visit the WAI store at www.waistore.org and see our new tablet covers with the WAI logo. And check out our new classic biplane airplane design that incorporates our logo, on t-shirts and nightshirts.

I hope to see many of you at some of these events over the summer or one of your chapter meetings as I continue to visit chapters throughout the year.

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian, President

INSIDE THIS ISSUE



JOHN SLEMP

Chapter activities abounded at the Conference. Who won this year's logo contest? Find out on **Page 6**.



BONNIE KRATZ

Rod Hightower and his daughters were the inspiration behind our Daughter Day and they made their presence known. **Page 26**



AMY LABODA

It isn't easy rising to the top of a government civil aviation organization, no matter what country you come from. **Page 22**

> **Kelly Moran**
SYSTEMS ENGINEER
RAYTHEON MISSILE SYSTEMS

FLYING Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



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I hope you enjoyed the helicopter and staff at the show in Dallas. All of our team enjoyed it tremendously and really enjoyed working with all of you; they had a great time. Thx for all you did to assist. If you would like for us to display in Nashville next year, just let me know and I'll see what I can do.

Tony Bonham

Senior Director of Flight Operations
Air Evac EMS, Inc.



On the return from WAI Conference 2012, members of the Parks College

Chapter rescued an abandoned dog in rural Oklahoma. At first the group questioned their ability to care for the stray animal on the way back to Saint Louis, but after hearing the town's policy on stray animals, they quickly changed their minds—the local police euthanize strays at gun point if the animal has not been claimed within three days. The hound, with one blue eye and one blue and brown eye, was named "Skyy" and has found a home in northern Illinois, where member Bryce Knepp lives.

Congratulations on another incredible Conference! I didn't hear any attendance numbers but from spending time in the very large exhibit hall and a couple of packed breakout symposiums



Known to WAI as "The Sisters," Kathryn Klundt, Shirley Rice and Phyllis Honnor were named three of this year's Volunteers of the Year.

JOHN RIEDEL



The fourth 2012 Volunteer of the Year, Jonathan Grillo

What does it mean to be Volunteer of the Year at Women in Aviation, International? In a word the winners will tell you the recognition is great. It doesn't matter if you've been volunteering your time at the WAI headquarters, or at the WAI Conference; any volunteer work will qualify you for the award. Consistent quality performance and attention to detail are qualities that each WAI Volunteer of the Year cherishes. And we cherish them.

it appeared to be another banner year. Well done!

Thanks again. Looking forward to seeing you all next year in Nashville.

Rocky Calkins

Southwest Airlines

Two words sum up my first WAI convention, "All smiles." But words don't do justice to the awe-inspiring pleasure of seeing so many women aviation professionals at the Hilton Anatole in Dallas. My fun started Wednesday afternoon at SWA touring dispatch operations. The chief dispatcher lauded WAI, saying in his many years of greeting tour groups that we asked the best questions. Perhaps he will be encouraged to put WAI on his travel schedule next year. On Thursday I met a lot of folks while volunteering at the Bessie Coleman booth in the Exhibit Hall. I rounded out Thursday at the opening reception—I mean celebration, complete

with a live band and foot-stomping fun on the dance floor.

Friday began with Acting FAA Administrator Michael Huerta speaking about Next Gen and its benefits, and culminated with dinner with three WASP—how cool is that? In the morning session a panel of rotorcraft experts graciously shared professional and personal advice following Huerta's speech. Afterward, I perused the Exhibit Hall and was privileged to meet Susan Horstman, the first woman pilot hired by Pan Am. I ate lunch on Mars with old and new friends, then jumped back in time for the "History of Barnstorming" with Sandi Pierce Browne during an educational session. Next, I attended the "Returning from Deployment" session, moderated by a former commander of mine, Colonel Kim Corcoran; I recommend this session for all military members and their families.

I ran into Melissa who flew C-141s

with me at McGuire Air Force Base, New Jersey; I had not seen her in 20 years—amazing. The highlight of the day was accepting an invitation to share a meal with Millicent Young (WASP Class 44-10), her son Bill, and two of my Air Force sisters. Little did I know I would also be dining with Millicent's classmates Marty Wynn and Jean McCreery, along with noted WASP author Sarah Byrn Rickman. Marty told me how her flight instructor said there was no difference between the way he trained the male Army cadets and the way he trained the WASP. Some have said others would have done it if they (the WASP) hadn't, but Marty pointed out "they did it—and changed the world in the process." As a budding aviation historian and author, I could not have asked for a better finale to my first WAI convention.

Monica Smith
Macon, Georgia

Because of this Conference, I am now mentoring a young female pilot from Ireland who, interesting enough, is the same age as my 26-year-old daughter

and whose name is Nicole Guy (my daughter's middle name is Nicole). With the bankruptcy of American Airlines overshadowing all that we AA employees do, I was able to find another meaningful purpose for me in this tough time. I also reconnected with old military friends again at the conference. Thank you for all of that.

I thought this Conference (only my second) was exceptionally well done. I just wish I could have attended more educational sessions. I am looking forward to Nashville.

Thank you for a great time.

Barb Garwood
Captain, American Airlines
Los Angeles, California

Thank you so much for everything at the Conference! I had such a great time! My presentation went really well—thank you so much for allowing me to speak!

Thanks again for all your support with my platform "GirlsFlyToo."

I wanted to let you know about an exciting presentation I was a part of. It

was the Women of Science & Technology presentations for the Girl Scouts of Alaska. I was honored to be a presenter with my platform of "GirlsFlyToo" and the importance of women in aviation. I had a great presentation—and used lots of WAI materials! I saw nearly 1,000 girl scouts and parents. It was an amazing experience. I will be doing another one of these presentations later in March after I return from the Conference.

Ariel Talen-Keller

Mrs. Alaska U.S. All World Beauties

Thank you again so much for everything, we had a wonderful time!

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ATLANTA "GONE WITH THE WIND"
CHAPTER

In February, several of the "Gone With the Wind" Chapter members went behind the scenes at the Atlanta Air Traffic Control Center in Hampton, Georgia (ZTL). One of the members, **Anita (Renee) Chatman** (WAI #30160), has been a controller for a number of years. There are only 22 Centers in the United States. Inside the building, there are conference rooms and full bath facilities. There is also an employee restaurant. In the control room,

the floor is raised and the lighting is very dim so the controllers can see all the monitors. Air traffic controllers use radar to monitor the progress of flights and instruct aircraft pilots to perform course adjustments as needed to maintain separation from other aircraft. Pilots may also request altitude adjustments or course changes to avoid turbulence, clouds or adverse weather conditions. It gave everyone a better understanding of how demanding their job is. It was a great learning experience for everyone. ✈



GONE WITH THE WIND CHAPTER

WASHINGTON STATE CHAPTER

The Washington State Chapter's annual Christmas gathering was held at the home of Laina and Tom Reeves, as it has been for many years. About 30 guests and members attended the event, including some of the chapter's longest standing members. Back row, left to right: **Jana Young** (WAI #3665), **Linda Russell** (WAI #52), Front row, left to right: **Rochelle Oslick** (WAI #12281), **Jayne Mickas** (WAI #2654), **Laina Reeves** (WAI #1832), **Yukiko Howell** (WAI #10141). ✈



WASHINGTON STATE CHAPTER



Congratulations to two chapters that took away the Chapter Awards at the 23rd Annual WAI Conference in Dallas.

DFW Mustang Sallies pulled the most votes in a fun contest over the three days of the Conference.

All attendees could vote for their favorite chapter logo at the Membership Booth in the Exhibit Hall. It was fun to hear the comments on the logos and the deliberation on whether to vote for their own chapter or another. The Mustang Sallies Chapter joins the Hawaii 50 Chapter who won in 2011 in that special recognition as the Favorite Chapter Logo. There were 40 chapters with their own chapter logo graphic competing for that honor this year. Hopefully we will see several more chapters competing at the Conference next year in Nashville.

The **Fort Lauderdale Chapter** was recognized as the chapter with the best web site—they have done a great job in being clear in their presentation, keeping information current, providing a calendar of events, listing contacts for the chapter, and letting visitors understand how to join the Chapter and WAI. Check it out at www.wai-fl.org.



UNO Maverick Chapter members (left to right) Lulu-A-Ferdous, Jacob Krause and Angela Burgett at the local premiere of the movie *Red Tails*, standing in front of a model of the P-51 Mustang, flown by the Tuskegee pilots in their missions.

UNO MAVERICK CHAPTER

On January 12, 2012, the UNO Maverick Chapter hosted two pre-release documentary showings of *Double Victory*, about the famous Tuskegee Airmen. The Tuskegee Airmen trained and flew in WWII with outstanding distinction despite racial discrimination and tremendous odds. Attendees included faculty, staff, and students from across campus and personnel from nearby Offutt Air Force Base.

Later in January, the Chapter members attended the premiere of the new *Red Tails* movie at the Aksarben Theater. Chapter members had the rare opportunity to talk to three of the original Tuskegee Airmen from Nebraska: **LtCol (Ret) Paul Adams, Cpl. Robert D. Holts, and LtCol (Ret) Charles A. Lane, Jr.**, and thank them for their service to the country.

UNO Maverick Chapter members toured the Strategic Air and Space Museum located in Ashland, Nebraska. The members had a guided tour around the museum's displays and learned about the various aircraft used during WWII, the history of aerial combat, space exploration, nuclear missiles, and space vehicles. ➔

FORT LAUDERDALE CHAPTER

In January, the Fort Lauderdale Chapter was greeted with a lovely star-filled night at the Broward College (BC) Aviation Department. They were all warmly embraced by both BC aviation students and staff eager to hear about WAI membership.

President **Melissa Grabiec** (WAI #45778) opened the meeting by introducing herself and discussing the purpose of WAI. After sharing the benefits of both WAI and Chapter membership, she turned the time over to Vice-President **Jessianna Bartier** (WAI #11965). Bartier shared her background in aviation, then segued into WAI's history. She asked the attending student and staff members to introduce themselves and share why they were there—what they hoped WAI could provide. Then time was turned over

to each and every board member to introduce themselves and explain how WAI had impacted their lives. The group heard from Chapter Secretary **Sharon Dreesen** (WAI #45945), Membership Chairman **Michele Osbourne** (WAI #46011), Treasurer **Karen Anderson** (WAI #41605), and Outreach Chair **Virginia Knudsen** (WAI #46000).

The chapter had access to a full movie screen and laptop so they were easily able to navigate both the WAI and Fort Lauderdale Chapter web sites together. The chapter members were honored to share their love of WAI and hear about the dreams of the budding aviation students. The chapter members also took a moment to acknowledge the recent passing of Melissa's father and Sharon's brother-in-law, **Lou Grabiec**, a Chapter supporter, who unexpectedly passed away.

The Chapter's next activity was the Fly Girls! Aviation Day for Girl Scouts of Southeast Florida. On March 3, 2012, at Fort Lauderdale Executive Airport (FXE) 23 eager girls in grades four through seven, as well as several parents and troop leaders from Plantation, Coral Springs, and Stuart, filled the FXE Board Room. The Fort Lauderdale Chapter had many aviation treasures in store for the inquisitive girls.

Melissa Grabiec introduced the Fort Lauderdale Chapter members and then launched into *Women Flying Sky High* which was a brief Powerpoint history of women in aviation.

Next, Virginia Knudsen took over command of the *Paper Airplanes and Weather* module. After a short break Leandra and Jessianna Bartier flew into the third module, *Contact: Introduction to Aviation Professionals*, getting it off to a roaring start with a 19-page booklet that covers general aspects of aviation and its history. The girls got hands-on experience with a seat belt, demo card and oxygen mask from one of the Boeing 737-800's that Jessianna regularly works in.

The next destination was *Test Flight: Helicopters*. Here Michelle Osborne and Sharon Dreesen demonstrated the principles of flight. They were brought in for a smooth landing as they concluded the Girl Scout's aviation program with a panel. It was an experience the Chapter and the Girl Scouts will never forget. ➔





Clear (left) named St. Louis Flight Instructor of the Year

WOMEN WITH WINGS CHAPTER

The St. Louis Women With Wings (WWW) Chapter started the new year off supporting the Mid-West Aviation Conference and Trade Show (MACTS). The two-day event included a FAA Team Super Safety Seminar, a Flight Instructor Refresher Course, simulator flight training for young want-to-be pilots and, of course, the Trade Show. Besides members **Gloria Bahn** (WAI #1434), currently serving as President of Greater St. Louis Flight Instructor Association, and **Bev Clear** (WAI #45758), heading the organizing committee for MACTS, WWW set up the chapter information booth and lent a helping hand with registration and assisted with the simulator flight training. A highlight of the event was having WAI President **Dr. Peggy Chabrian** as one of the guest speakers and a special WWW lunch with Dr. Peg-



gy. The evening Awards Dinner was also a treat for the WWW Chapter as Bev Clear was recognized as the St. Louis Flight Instructor of the Year.

The chapter had a couple of great occasions to introduce young people to the field of aviation and all of the career opportunities within this exciting field. At the Home School Day at the Missouri History Museum to honor the last day of the Charles Lindbergh exhibit, member **Kristi Cross** (WAI #8783) shared her flying experiences—from first learning to fly, earning an aviation degree, gaining flying hours as a CFI, and currently working as a commercial airline pilot.

Members **Bill Camp** (WAI #14869), **Eve Cascella** (WAI #29490) and **Shelby Edwards** (WAI #27739) participated in the three-day Rockwood School District Career Fair for eighth grade students. This fair gave students an opportunity to query professionals in various fields based on interest questionnaires. ➔

NIGERIA CHAPTER

Nigeria women agree on safety in the aviation industry. For the global aviation industry to move forward, the sector requires more professional women. To have competent professionals in the industry, Women in Aviation, Nigeria Chapter organized a seminar on safety in the aviation industry at Murtala Mohammed International Airport. Guest speaker **Laurie Dragonas**, FAA Lead Airport Inspector, urged the women during the seminar to show more commitment to the growth of the country's aviation industry. The guest speaker said that with more encouragement from the women professionals in the sector, more women will be interested in the industry. The essence of the one day programme was to further enlighten women on the need to maintain safety in the sector. The benefits of the seminar was for self testing and internal quality control. Women in Aviation, Nigeria Chapter is committed to the growth of safety in the industry. The seminar helped to equip the women professionals to meet aviation standards globally. Women were given the opportunity to share their experience as professionals. ➔



NIGERIA CHAPTER

HOUSTON CHAPTER

The story of the Women Airforce Service Pilots (WASP) is a chapter from World War II nearly forgotten for well over 30 years. The first American women trained to fly military aircraft, the WASP logged millions of miles between 1942 and 1944, ferrying planes, towing targets, testing planes and training pilots.

In February, the Houston Chapter had the privilege of interviewing 92-year-old **Mary Helen (Crane) Foster**, a local WASP who was one of the 1,074 women who earned their wings as part of the WASP program. The WASP bravely helped our country in a time of war and helped pave the way for female aviators everywhere. During the war Mary Helen flew the twin engine C-47, participated in training missions and transported cargo. She shared that it wasn't easy because the men didn't want them there, but after a while they began to accept them when they recognized all they wanted to do was fly. And similar to the men during the war these women simply wanted to serve their country. Foster, along with 300 remaining members of the WASP program, was awarded a Congressional Gold Medal in Washington D.C. ➔

SAN FRANCISCO BAY AREA CHAPTER

In January, San Francisco Bay Area Chapter members attended a one-woman performance of *Amelia Lives* at the San Carlos Airport Hiller Aviation Museum. As the museum noted, "*Amelia Lives* invites the audience to look into the world of Amelia Earhart through events, stories, letters and quotes from the aviatrix who was the first woman to fly solo across the Atlantic Ocean." Chapter members **Kelly Rinehart, Anita Farris, Sandra Clifford, Wendy O'Malley** and **Alison Barker** are pictured (right) with the actress, **Emily Greco**.



SAN FRANCISCO BAY AREA CHAPTER

The Chapter, AeroClub of Northern California, and other aviation enthusiasts gathered at the AMC theater in Santa Clara where the chapter invited everyone to attend the opening weekend showing of *Red Tails*, a powerful Tuskegee airmen story produced by George Lucas. The chapter worked diligently to provide information on this inspirational movie to not just their members but all aviators alike and their families and friends.

At the conclusion of the February meeting, chapter members teamed up with EAA Chapter 20 to learn more about their Young Eagles Flights and how the chapter can help promote this great cause. ✈

YORK COLLEGE/CUNY CHAPTER



YORK COLLEGE/CUNY CHAPTER

Sponsored by Delta Air Lines and American Airlines, fourteen York College/CUNY students and chapter advisor **John Smith** were given the chance to attend the WAI Conference. It was each member's first time attending a WAI Conference, and it was a motivating and learning experience for all. They participated in everything from meeting and networking with professionals, to the seminars, and learned something new and exciting about the aviation industry. Many contacts were made, and the professional relationships will continue to grow even after the Conference. Their experience taught them to take every opportunity given to reach their career goals in the aviation industry. ✈



VAUGHN COLLEGE CHAPTER



NEW YORK VAUGHN COLLEGE CHAPTER

Vaughn College of Aeronautics and Technology in Flushing, Queens (New York), was awarded a Federal Express Corporation Pratt and Whitney JT8D engine at the 23rd Annual International Women in Aviation Conference in Dallas, Texas. Vaughn College students and faculty accepted the award along with **Maureen E. Patton**, a friend to the chapter and supporter of the school.

Above, chapter members receive a hug from Maureen as they accept their award. From left are **Bridgette Valencia** (WAI #45817), **Erika Barcenes** (WAI #45810), **Camila Turrieta** (WAI #45777), **Diane Piedrahita** (WAI #45794) and **David Sookdeo**, associate director of admissions, next to **Scott Ogden** of FedEx Express. The gift will be an addition to the College's aviation maintenance department. ✈

CAREERS

Krys Bart, president/CEO of the Reno-Tahoe Airport Authority, received the Distinguished Service Award from the American Association of Airport Executives (AAAE). Under her watch, the airport has been named one of the top five most efficient airports in North America, twice. A former chair of the AAAE, she was named the best airport director

in America by

Airport Revenue News magazine in 2006.

(left) Boeing Production Test Pilot **Emily Biss** (WAI #6504), and Boeing Aero Performance Engineer **Rochelle Oslick** (WAI #12281), posed for a photo after the delivery ferry flight from Paine Field, Washington (PAE) to Haneda Airport, Tokyo, Japan (HND). It was ANA's fifth 787

airplane, JA804A. Biss was one of three Boeing pilots for this ferry flight and flew the takeoff and first part of the flight. Oslick was collecting airplane performance data during the flight. Both are members of the WAI Washington State Chapter.

Roselle Francisco (WAI #50323) attained a new job as a Customer Service Agent/Ticketing at YVR, Vancouver International Airport.

Dayna Gamble (WAI #44885) recently joined Air Canada and will be flying the Airbus 330.

Megan Goddard (WAI #8588) in addition to being a flight Captain, is now also the Training and Standards Manager at Pacific Coastal Airlines.

Tanis Herriot (WAI #28833) is moving to Hong Kong to fly for Cathay Pacific.



Biss and Oslick



Julie E. Clark Inducted into the International Council of Air Shows (ICAS) Foundation Air Show Hall of Fame

Julie Clark's career in aviation began with a desire to become an airline pilot, just as her father, Captain Ernest Clark, had been. Clark reached her goal and became one of the first 21 female airline pilots in North America. Throughout her 28 years as an airline pilot, (achieving the title of Captain in 1983) Clark simultaneously maintained a career as an air show pilot and is the recipient of more than 40 individual awards spanning the last three decades! She is looking forward to an active 2012 air show season.

Amelia Kerr (WAI #40585) is now a First Officer at Mississippi Airways.

Jackie Kirouac (WAI #49617) obtained her Flight Instructor Rating. She has also taken on the responsibility as the Sea To Sky Chapter's Outreach Chair.

Caroline Kolasa (WAI #14048) joined Sunwest Aviation as a Caravan Captain.

WAI member **Fidan Thornburg** (WAI #16402) recently earned the right to wear U.S. Air Force pilot "wings of silver." Fidan will train to be a C-130H pilot for the Alaska Air National Guard. The ceremony was held in January at Naval Air Station Corpus Christi, Texas.

Mark Van Tine (WAI #46204), president and CEO of Jeppesen, was honored as the "Aviation Industry Leader of the Year" by the Living Legends of Aviation at a January awards banquet in California in recognition of his 30-year career at the flight planning and data provider. Under his leadership, Jeppesen has accelerated the pace of the paper to digital flight information transformation, highlighted by the development of mobile solutions for portable tablets such as the iPad. Van Tine also serves as a committee chair for the General Aviation Manufacturers Association (GAMA). ➔



Kirouac



(left to right) LtCol Kimberly Scott, USAFR, Capt Jennifer Henderson, USAFR, 2Lt Fidan Thornburg, ANG, CDR Mishelle Mason, USNR, CDR Trish Beckman, USN (ret.)



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Since the first PC-12 delivery in 1994, Pilatus has gone on to deliver over 1,000 of them. Virtually all are still in service, which is perhaps the best indication of the aircraft's build quality, operating reliability, economy and ease of handling characteristics. Along with being a direct outcome of Pilatus' enduring commitment to precision in design and manufacturing

over its 70-year history as a world leader in turboprop aircraft, the PC-12 also reflects the highest standards that George Antoniadis sought when creating the PlaneSense® program. The program began operating in 1996, and currently flies a fleet of 32 Pilatus PC-12s supported by more than 200 aviation professionals who handle all aspects of management, operations, scheduling, quality assurance as well as administration. PlaneSense operations are governed under Federal Aviation Regulation Part 91, subpart K. Owners of a share in the PlaneSense fractional program can fly within the continental U.S., Canada, Mexico, the Bahamas and the Islands of the Caribbean.

PlaneSense mechanics service the PlaneSense fleet through the Atlas Aircraft Center at Pease International airport in Portsmouth, New Hampshire. The facility includes a 40,000 square foot hangar in which Atlas Aircraft Center, a sister company of PlaneSense, Inc. inspects, repairs and upgrades the PlaneSense PC-12 fleet. Adjacent to the hangar is 44,000 square feet of modern office space which is the home of management and training personnel supporting the service to owners and the needs of crew, operations and maintenance teams.

The company's hiring and training standards are driven by its constant focus on safety and service. That focus is also the foundation of the pilot training program, which instills a comprehensive and intimate knowledge of aircraft systems and management, instrument flight rules, instrument approach

procedures and profiles, and mastery of the aircraft's controls in all types of weather.

The FAA-approved training program, developed fully in-house, uses knowledge gained from years of experience with



COURTESY OF PLANESENSE, INC.

the PC-12. The training meets, and in many cases exceeds, the requirements of the Federal Aviation Regulations Part 91, subpart K and part 135.

Aside from the pilots who fly the fleet of PC-12s day in, day out, PlaneSense offers the training program to owner/operator pilots of PC-12s. The team includes pilots, aircraft technicians, customer service staff, accounting and administrative personnel, training and development professionals, and technology experts.

PlaneSense has been a WAI Conference Exhibitor continuously since 2006. PlaneSense is an equal opportunity employer and offers competitive compensation along with generous benefits, including but not limited to health, dental, short- and long-term disability insurance, life insurance, and a 401(k) plan. For current employment opportunity information, please email or call the Human Resources Department at (603) 501-7600. ✈

Women in Aviation, International Welcomes Corporate Members

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AVIATION LEADERSHIP FORUM 2012

The focus of the 5th annual Aviation Leadership Forum held at the River Rock Casino in Richmond, British Columbia, was *Co-Creating Change*. The Forum explored ideas surrounding how we

as individuals create and accept change, how it can be implemented at the corporate level, and the kind of leadership needed for that implementation to be a success. Seven experts in

leadership and change spoke of their personal experiences, and those within their organizations. After each set of speakers, “Back-Chat” discussions were held at the delegate tables, initiated by Forum organizers and Women in Aviation members, to discuss the concepts and reinforce the ideas that were presented.

The Aviation Leadership Foundation was put together by Teara Fraser, after she felt that there was a driving need to understand change within the aviation industry. Fraser has been a member of the Women in Aviation Sea to Sky Chapter, which is the Vancouver-based chapter that meets monthly to organize events and encourage aviation as a career choice. It is a dynamic group that represents the industry in a variety of different ways, from student pilots to professional airline pilots, from students, airport and airline managers to flight attendants. The helicopter industry is also represented. These women volunteered their time to help bring the forum together, and stayed throughout the day to assist, offer support and provide information.

The Forum opened with Gary Grass (Aviation Leadership Forum Director) speaking on discovering the leader within ourselves. Grass spoke to one of the tenets of the Forum, that “There is a leader in every chair.” This powerful statement spoke loudly to us, as we waited in anticipation to learn just how that leader can be heard. Listening, believing, actively participating, taking a breath and stepping back and including your team, all of these actions were enthusiastically, yet assertively communicated from our top experts.

Wendy Tadros (Chair of Transportation Safety Board) talked about the “NOT YET” statement. This can be used by some senior management stalling a decision or buying more time. Saying “NOT YET” is like being in neutral; it does not move

an organization forward in a positive manner. Tadros suggested gathering the team away from the office at a neutral location to discuss and bring up issues relating to change. Take people out of their comfortable environment, show that you

are interested to listen and take action on what they say.

Ensure your managers believe in the process change before they communicate to the rest of the team, so they too, may understand. Reynold Hert (Chair of BC Forest Safety Council) shared with us a time when his team members were taking personal risks in order to effectively keep the production line moving. Although impressed with his team’s dedication, the risk was unacceptable. Hert en-

couraged us to take the team aside, talk about why the process is not working, then discuss the changes that need to be implemented, ensuring they hear your priorities and beliefs on safety and procedure. He said, “Eighty-five percent of human behaviour believes that they are doing what they believe the leaders want as success.”

Change comes from the heart; it is a desire to improve the collaboration of the team. By ensuring the managers are on board, by interchanging with each other, we are “shifting belief.” Benton Clark (Midwest Aviation) has spent many hours on how to implement change within the industry. He talked about formalizing “Succession Planning” so there is a process on how to encourage change and move forward in a positive direction. He mentioned that leaders need to be identified, being aware that in every chair there is a leader. Through motivational development, professional ethics, job skills, continuous improvement, professional engagement, and professional image we can identify who the leaders are and increase success in organizations.

We are entering a time when the leaders of the aviation in-



COURTESY OF AVIATION LEADERSHIP FORUM

dustry are looking behind to see who is next in line. Behind every leader, there are followers waiting to be molded into a great leader. These people who are following the leaders closely watch their every move; they are just as much influenced now as when they were children. Every leader at one time was a follower.

One of the final speakers of the day was Conrad James. James is a young leader in the aviation industry who works in the field representing Voyageur Airways in Africa. He spoke of the logistical challenges he faces from an aircraft mechanic point of view. The ever-increasing need of aircraft presence (Fixed wing or Helicopter) in remote areas is growing. We, here in the West, have the knowledge, and the people to continue this growth. The leaders of today work collectively with the field teams through various levels of communication, custom knowledge and data collection. These mediums are sometimes unreliable due to infrastructure, country customs and poor technology. James encouraged the leaders at the top to listen to the teams, and to work together to improve the logistics of the materials that are required to keep the aircraft flying in a safe, reliable manner.

The lava lamp, the Forum's 2012 symbol, was a perfect analogy of Co-Creating Change within the Aviation Industry. The oil

***"There is a leader in every chair."
This powerful statement spoke loudly to us, as we waited in anticipation to learn just how that leader can be heard.***

inside the lamp could represent people while the water represents the organizations; the more oil added to the water the more the water flowed around the oil, coming together always. Thus the same in aviation; the more people we add, the more our organization needs to surround its people in order to grow and change together. In closing Megan Goddard (Aviation Leadership Foundation Director) said "Change is a constant, leadership must be as well."

You might be sitting in that chair, listening and waiting your turn to speak. You may have a soft voice that is hard for others to hear, but speak. Speak clearly to those around you, believe in the

change you want to see. If you believe, others will believe. ✈

.....
Melissa de Valk (WAI #46356) is a Sea to Sky Chapter Member. Many Thanks to Aviation Leadership Foundation Members: Teara Fraser, Marcia Strang (WAI #6021) Megan Goddard (WAI #8588), Chelsea Reed (WAI #47456), Heather Jo McCauley-Tomlin, Gary Grass, and Jamie Malloy.

Many Thanks to Sea to Sky Members: Tanis Herriot (WAI #28833), Angie Tanton (WAI #13421), Jackie Kirouac (WAI #49617), Roselle Francisco (WAI #50323), Martica Plamondon, Robin McNamara, and Eric Saczuk the photographer.



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Destination: Long Beach

With its central location between LA and Orange Counties, Long Beach is minutes away from Southern California's major attractions, including Disneyland and Universal Studios.

Long Beach Attractions:

- The Queen Mary, once the largest, fastest and most elegant trans-Atlantic ocean liner, is now a first-class hotel with restaurants, shopping areas and historic tours throughout the ship.
- The Aquarium of the Pacific is the fourth largest Aquarium in the U.S. and features more than 12,000 fish, mammals and birds that live in and around the world's largest ocean.
- Long Beach boasts four dynamic museums: Long Beach Museum of Art, Museum of Latin American Art, University Art Museum and Pacific Islands Ethnic Art Museum.
- Long Beach is working to become the most bicycle friendly city in America, with more than 60 miles of class 1 bike pathways, including a three mile path on the beach

from Shoreline Village to the Belmont Veterans Memorial Pier.

• Long Beach is a water sport paradise, with an endless variety of on or near the water activities available: boating, sailing, windsurfing, kite surfing, kayaking, rowing, paddle boarding, water skiing, electric Duffy Boats, hydro bicycles and more.

About Long Beach Airport: Located seven miles from downtown Long Beach, Long Beach Airport (LGB) was founded in 1923, making it the oldest municipal owned airport in California with multiple FBOs. Long Beach Airport is undergoing a \$136 million modernization (set to be complete in 2013) with plans to include a new parking structure, ramp improvements, gates and a concourse with a central garden. For more information, please visit www.lgb.org. ➔



Artist's rendering of the new Long Beach Terminal

PILOT CHEWS

Fatigue and flying don't mix. Energy drinks usually taste vile and are loaded with sugar. Coffee has caffeine that can make you jittery. If you want to avoid these issues, try Pilot Chews, an over-the-counter energy supplement in tablet form.

I tested Pilot Chews in extreme conditions: 2:00 p.m. at a fly in, when the effects of running around all day have drained my physical and mental energy. Pilot Chews taste like and have the consistency of Sweet Tarts.



Within minutes of downing the tablets I felt more alert and had better focus. Pilot Chews does have caffeine, but only one cup of coffee's worth. It also has Ginkgo Biloba, Huperzine A, Choline, and Ginger and vitamins like Vitamin A and Vitamin E. Pilot Chews kept me going for about three to four hours. There was no dramatic sink in energy when it wore off. Chews can be purchased at pilotchews.com, as well as at Aircraft Spruce and Pilotshop.com. ➔

by Meg Godlewski

Unbelievable but true: Flight clothing can be fashionable!



These pilot jackets are direct "descendants" from their forefathers, not only the durability and comfort, but also the spirit of freedom and courage inherent in the knights of the skies. John Douglas brand is a unique fusion of fashion and aviation, infused with the romanticism of America and Europe in the 1930s and 1940s.

The quality of a John Douglas jacket focuses on usability, functionality and durability. The company uses only high quality materials: leather, fur and sheepskin, 100% silk, cotton, and cashmere. It also uses innovative materials that help to increase the durability of products and provide a comfortable feel in extreme conditions. For example, in the autumn and winter collections of jackets it uses Thinsulate™. Unique methods of double dying leather give vintage jackets their aged feel, without compromising function. Linings for the jackets are made of cotton, silk and viscose and depict geographical maps of various regions or vintage aircraft.

Beyond jackets in the John Douglas line are polo shirts, pants and flight suits, coats, hats, belts and gloves that will please the toughest fashionistas.

Find them all at douglascollection.com. ➔





ZIP IT

She is known as the “Zipper Lady”—Laura Cuaz, President of EZP. Cuaz has invented a flight suit modification that allows the wearer a method “to go to the bathroom” quickly while keeping the flight suit clean. And because of this invention a quick relief can be accomplished anytime, anywhere with minimal exposure.

Cuaz is a veteran of the Gulf War and Law Enforcement, so this practical design is experienced-based. The necessity came to fruition about 10 years ago when Cuaz was flying as an Aviation Enforcement Officer for the Customs Service and had to go. How many of us have been in that situation more times than we care to think about? The solution: the EZP zipper.

The EZP zipper has been tested by the U.S. Navy and is approved for wear by the Navy, Air Force and Marine Corps. I had the opportunity to field test one of Cuaz’s modified flight suits and IT WORKS! I’m looking forward to modifying my own flight suit for only \$33 plus shipping. For all the particulars, go to Cuaz’s web site www.EZPzip.com. —Joey Kelly



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The insulated, stainless steel s'well water bottle is designed so cold drinks stay cold for 24 hours, hot ones stay hot for 12. It is made from 18/8 stainless steel, non-toxic, non-leaching and BPA free. The ergonomic design fits in your hand and the 17 oz. bottle fits into a cup holder such as you might have in your airplane or on your workbench. The bottle mouth is big enough for an ice cube, small enough for drip-free sipping. The 25 ounce bottle holds a 750 ml bottle of, well, anything you can think of you'd want to keep cool for a picnic, or a bonfire, or a romantic evening just about anywhere. What's not to love? You can find them at swellbottle.com. ✈



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PICK YOUR OWN ADVENTURE ADVENTURE

Current members are WAI's best source for new members. Spread the word about the benefits of WAI membership around the world! Our outreach changes lives. Everyone knows at least one other person whom you can recruit for the fun, fellowship, networking, scholarships and activities available through WAI. You'll be rewarded for your work!

For each new WAI member you sign up, WAI will give you one chance to be the winner of the Pick-Your-Own Adventure Adventure. Two new members, two chances. Three new members, three chances and on it goes. So what's a Pick-Your-Own-Adventure Adventure?

WAI's members are such a diverse lot that we all have different dreams, different desires, and different adventures to thrill us. So WAI has amassed a selection of adventures. You win the membership drive, and you'll get your choice of one adventure. We're still working on the list of adventures from which you can choose, but here are some samples:



Sporty's Shopping Adventure: Shop til you drop with a \$500 gift card from Sporty's and it's all yours to spend as you wish in any of Sporty's five catalogs. Whether you buy aviation supplies or home accessories, shopping can't get more fun or easier than this.



Air Show VIP Adventure: Spend a weekend with legendary air show performers Corkey Forno and Patty Wagstaff, being a part of their ground crew. Attend the pilot briefings, air show performer party, and fly with one of the performers, during the 2013 air show season.



EAA AirVenture VIP Adventure: Be an Oshkosh VIP. You will receive admission for two, weeklong flightline passes for two, a helicopter flight for two, and lots of other insider passes to the world's greatest air show. You'll meet Oshkosh VIPs while enjoying the sights and sounds that delight every aviation-minded person. Plus, you'll be given a place of honor in the front row of our annual women pilots group photo.



Women in Aviation VIP Adventure: No need to budget for the next WAI Conference. It's all paid for if you choose this adventure. You'll get a hotel room for two nights, two passes on Southwest Airlines, two regular registration packages and VIP seating at the Friday lunch and the Saturday banquet for the 2014 Conference in Orlando, Florida.

**THE 2012 MEMBERSHIP DRIVE BEGAN ON MARCH 8, 2012,
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ADVENTURES WILL BE AWARDED IN 2013 AND 2014.**

Many Other Prizes, Too!

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1 new member:
A WAI lapel pin

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Free breakfast
for one at a WAI

Connect Breakfast at either Sun 'n Fun, EAA AirVenture or AOPA Expo OR a WAI toiletry kit

5 new members: Autographed copy of *Stars of the Sky: Legends All* book

10 new members:
Your WAI membership renewed for free for one year

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The Power of Networking



2010 Professional Women Controllers Scholarship winner

ROSELY NETREFA

Thank you once again for the amazing scholarship. Let me tell you how I heard about the Professional Women Controllers Scholarship: I attended the Women in Aviation Conference in February 2010, and happened to meet Dolores Pavletic, a FedEx pilot who mentioned that besides the WAI scholarships, there was an organization called PWC that offered a scholarship to someone who desired a career in aviation (The Jacque Smith Burdette Scholarship). Membership was not even required (but remember, I might never have heard of the scholarship if it were not for that WAI member, Dolores).

I had two weeks to get my package together and mail it in by the deadline. I won! There are not enough words to express my

gratitude. PWC's support and generosity enabled me to start the process of getting my ATP rating, and move forward in my career.

What I learned from this was that WAI networking works in ways that might surprise you. Through Karen Pontius (WAI #11611 and PWC Scholarship Chair), I found out that the female FedEx pilot I met

as told to Karen Pontius

last year (Dolores Pavletic) who led me to PWC, was a friend of PWC member and WAI member Pamela Brophy (they met through their WAI chapter in Chicago). That's the power of networking!

I was determined to attend WAI's Conference in Reno in 2011, where I was exposed to the "core" of aviation (including the re-

cruitment personnel who made themselves available for questions and comments during the entire event). I left Reno renewed, inspired, and motivated.

That same year I learned that my benefactress, Jacque Smith Burdette, would be at the PWC Conference in April in Portland, Oregon. Early on my day off, I jumpseated up there from Los Angeles and went to meet both Karen and Jacque. They required I update them on my progress either by e-mail or in person and I was thrilled I was able to attend the Conference and deliver my report in person. I was able to share many details of my life's path not only with Karen and Jacque but as well as with the Conference attendees. Karen has urged me to share my story with a few more people, so I did—here is my story:

My grandparents immigrated to Brazil at the beginning of the nineteenth century from Romania, Lithuania, and Portugal to work on farms in old Sao Paulo. My Grandma Katy from Romania is the one person who inspired me to be who I am today. In 1924, she moved to Brazil at the age of 12, working in a plantation field and taking care of the farmer's young children. She was a strong-willed woman with a passion for learning.

When she was 22, Grandma Katy decided to become a seamstress. The Master Seamstress course was a year-long program for most women, but she learned her sewing, fitting, pattern designs, and the rest in a little over three months, and went on to dress all the women and brides in her town.

With the money she made, she built her own house! In those days, most houses were built of bricks and cement. Because of her limited funds she used "clay" instead of cement because it was a much cheaper material—she lived in this house until she passed away at age 86 in 1999.

Then I was born, living in Brazil until the age of 17. I dreamed of a career in aviation—my father would take me to Congonhas-Sao Paulo Airport to watch the planes take off and land, and I wanted to fly!

At 12, I started working as a cashier at a pharmacy, and got my first "official" job at age 15, working at a local bank as a receptionist/PBX operator.

I moved to the United States in 1987, on my own, speaking no English, in search of a brighter future. Once in America, I worked as a housekeeper and child-care provider the first seven years, becoming proficient in English, and becoming an American citizen.

When the opportunity presented itself, I applied for a flight attendant position at United Airlines in 1991, but was not hired. I was devastated, but I also knew that other opportunities would come my way. And they did! At the end of 1994, I received an offer to start training as a flight attendant.

The first five years working as a flight attendant were a means of saving the money necessary to start flying lessons and obtain a college degree. I started



Top: Rosely and her grandmother Katy in Brazil.
Above: At the PWC Conference, Rosely Netrefa with the co-founders of PWC, Jacque Smith Burdette (left), who sponsors the scholarship, and Sue Townsend.

Bottom: Netrefa in the cockpit of the Continental 737 simulator.





With Brenda Tirshfield

lessons in 2000 concurrently with classes at Long Beach City College, graduating in 2002 with an Associate in Science degree. Next, I enrolled at Embry-Riddle Aeronautical University, earning a Bachelors Degree in professional aeronautics in 2004.

I also became a flight instructor and taught at Long Beach airport. I continued working as a flight attendant for United Airlines until 2007, when I was offered a First Officer posi-

Being positive enables me to focus on the next step.

Over the years, I've received many negative comments and have had acquaintances and family members tell me that I was not going to achieve my goal. I insisted that I was going to be an airline pilot, and never let those comments get me down. Instead, I used them as powerful weapons against my fear of not turning my goal into a reality.

tion at American Eagle Airlines, flying the Saab 340 for the first year, and then the Embraer 145. I had achieved another of my dreams!

Along the way I discovered that being positive enables me to focus on the next step. Over the years, I've received many negative comments and have had acquaintances and family members tell me that I was not going to achieve my goal. I insisted that I was going to be an airline pilot, and never let those comments get me down. Instead, I used them as powerful weapons against my fear of not turning my goal into a reality. It is possible, but only if you believe in yourself.

At American Eagle, I continue as a pilot mentor for new hires. Now, I also make presentations and give speeches at Career Days at elementary and middle schools to motivate teens and young adults to follow their dreams and never let anyone tell them that they cannot accomplish the things they want to do.

After meeting the most incredible group of women at the PWC Conference my commitment to my future in aviation is even stronger. The PWC Conference attendees were women who also encountered many hurdles throughout their careers and were told "no" many times, yet they did not give up or get discouraged. The PWC pioneers fought for what they believed in, creating a unique organization that continues to benefit current and future female controllers.

On a last note, while attending the Reno Conference in 2011, I met Brenda Tirshfield, a United Airlines pilot who led me to meet Continental Captain Leo Sherman, who was recruiting applicants for the Neicey Osborne 737 Type Rating Scholarship, given by Continental Airlines. I was interviewed in May, and a few days after the interview I was notified I had been chosen as one of the Scholarship recipients. Continental Airlines has provided me with the opportunity of a lifetime and I am incredibly thankful for it I truly appreciate all that both WAI and PWC have done for me, not only financially but also emotionally.

The PWC Certificate I received with my scholarship reminds me that if I work persistently, if I am committed to my goals, and if I believe in myself, I can achieve anything! ✈



PWC — Striving for Balance

Professional Women Controllers, Inc. (PWC)

vision is to achieve a balanced workforce that reflects the demographics of society and creates a safe environment where all air traffic professionals have passion for their career, can excel, and feel a sense of community at work.

PWC is a resource for air traffic controllers and those who are considering a career in air traffic control that provides support, training, encouragement, and camaraderie. PWC advocates balancing work and family life, recruiting and retaining excellent employees, developing people, enjoying work, and maintaining a positive sense of community.

Join Women in Aviation, International at ^{UK} **AeroExpo**

THE UK'S FESTIVAL OF AVIATION



Join us on Friday, May 25th
Aviator Hotel Conference Center
1:00-5:00 p.m.
Reception 5:30-6:30 p.m.

Speakers include:

Masi Angel Moyo

CEO and Founder, Angel Wings Aviation

Moyo, an African female pilot living and working in England, will talk about how she escaped from a Tribal lifestyle and overcame diversity issues.

Dorothy Pooley

**Owner and Head of Training at Pooleys Flying Instructor School,
Warden of the Guild of Air Pilots and Air Navigators**

The only female flying instructor in the UK qualified to teach both fixed wing and rotary, author and editor of more than 20 training manuals and a former aviation lawyer, Pooley will speak about her experiences and the recent EASA licensing changes.

Debbie Grice Tyzac

Disabled pilot / Aerobility

Tyzac will speak about the challenges she faces as a disabled pilot and how others can be inspired to take to the skies.

Name _____ WAI Membership Number _____

Preferred First Name for Badge _____

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WOMEN IN AVIATION IS INTERNATIONAL:

Amy Laboda Interviews

Marta Lestau Saenz

Aviation Safety and Security Agency, Spain

Marta Lestau Saenz trained as an aeronautical engineer at the Polytechnic University of Madrid, and has been the Director of Civil Aviation Security and User Protection since the establishment of the Spanish Safety and Security State Agency in 2008.

She is responsible for support to the Secretary of State for Transport in the coordination of the national aviation security program. She is also leading the strategy for the action plan for improving air passenger rights and is in charge of air passenger rights enforcement. She deals with financial supervision of airlines and air navigation services providers in the Single European Sky framework.

We caught up with Saenz at the International Transport Forum in Leipzig, Germany, where she was a key speaker.

Are there a lot of women in the aviation ministry in Spain?

There are not, but my direct superior is Isabel Maestre Moreno, Director of the entire Aviation Safety Agency. She has a degree in Aeronautical Engineering from the Polytechnic University of Madrid and a Master in Public Management from the Instituto de Empresa (IE) of Madrid. She has been working in aviation since her years at university. Her career was in commercial aviation, working at different national carriers, serving as Quality Manager and Head of Engineering at the Technical Directorate of Maintenance. She's also worked in INECO in Airport Project Management and at SENASA, where she led the Management of Flight Standards and Training was Director of Air Traffic Controllers.

I am an aeronautical engineer, as she is. Our headquarters are in downtown Madrid. Isabel and I are the only women on the board of directors for Spanish Aviation.

When did you know you wanted a career in aviation?

I remember wanting to be an astronaut when I was young. I remember watching the astronauts on the moon while watching the TV. And af-



ter that I changed to wanting to be an architect, and then finally, an engineer. I wanted to design airports. At the time I was attending a university in the early 1990s it was strange to see a woman in the aeronautical engineering program. The entire program was made up of only maybe 10 percent women. I had no special problems with that, however.

Where did you work after you graduated from the university?

You, know, it's funny. I am an aeronautical engineer who has hardly ever worked in airports. One summer I did, for experience. After that I worked in transportation as a consultant. At one point I worked planning the subway/underground system, planning a new control system.

When I joined the Civil Aviation Authority I had to pass an examination (1996). I started work in 1997 and did the training for the flight standards and safety department. In 1999 I went to Oklahoma City to the FAA Academy for a course in certification. I studied aircraft certification for a week. I went on to work in operations maintenance. I was not exactly an inspector, but I did work in standardization and procedures for awhile and that was helpful.

Then I was promoted to a department dealing with the economics of air transportation, and the politics of aviation. Suddenly I was working on much more general issues in aviation, which also included passengers rights.

In 2008 I was promoted to this position that I am in today, dealing with such broad issues like security, passengers rights, and economics.

Did you have time for a family? Are they okay with the position you hold?

I have two kids, 11 and 6. It is difficult to find a balance between my job and my family, but I can do it. I travel for work, but not every week; maybe once every two months or so. I try to find that balance.

In aviation it seems as if we are always trying to manage some crisis. So, I've got to be available. It helps that I know that my kids are very proud of my job. They seem to find it interesting.

Your job seems to encompass a lot of the real challenging aspects of aviation administration.

At the moment things have been difficult because of the economic crisis. My daily tasks focus primarily on security right now. I want only the right passengers to get on the airplane, and I want passengers to feel safe. At the same time, I don't want to upset them with the security procedures. For instance, when they put armed guards on the London Un-



derground after bombings there, it frightened people, and people then did not want to use it. They perceived it as unsafe.

The aviation system is one that I use, so I can think like a passenger. And I also have to pass the security check control. I completely understand the complaints that people have about that. I also suffer! I understand that it is a hassle. It can be a little scary, a little invasive. But I think people are understanding and conscious that security control is for their safety.

The Spanish pilots are always complaining about the security checks.....I have this conversation all the time with them. We are working on a biometrical data identification program for the pilots. It isn't easy, and it is expensive, requiring special machines at the airports.

Finally, I'm working with air navigation services. In Europe aircraft are charged for using the air navigation per flight. Because of this it is very expensive right now in Europe to fly, with so many countries billing you for each airspace you go through. With the Single Sky initiative, we are trying to come up with a single billing system that should cost less. That means we are negotiating with several countries at once.

What is the current situation of the Air Europe Navigation Authority (AENA)?

AENA, the leading airport operator in the world in number of passengers and the fourth largest provider of air navigation in Europe, currently has a debt of more than €14.942M, of which €12.359M is long-term debt and €2.583M short-term debt. That's almost three times what it owed in 2004.

Ana Pastor, Director of Development for Spain, has announced that her department is working on a Strategic Plan and Business Plan for AENA, applying strict standards of efficiency, viability and sustainability. She says AENA will streamline airport investments, ensure the future sustainability and profitability of the airport network economically and socially and enhance revenue through the internationalizing the group. That can only help my efforts all the way around.

What is your advice for those aspiring to aviation careers in their own country's Civil Aviation Authority?

At this moment, in Spain, aeronautical engineering studies are fascinating because there are many fields in which you can work. It is a comprehensive profession. You can focus on structures, airport design, computers, aerodynamics.....but I do know that, with the economic crisis we have had in Europe, it has been difficult to find a job. The good news is it is not so difficult if you are an aeronautical engineer.

The best part of the career, for me, is that you can see when you safely transport people. It is satisfying. ➤

23rd Annual International Women in Aviation Conference

MARCH 8-10, 2012 • DALLAS, TEXAS

JOHN RIEDEL



With its largest attendance in a decade, the 23rd Annual International Women in Aviation Conference, held in Dallas, from March 8-10, 2012, could best be described as big and upbeat. In addition to near record attendance, dozens of companies and organizations were actively recruiting new employees, producing a positive and encouraging attitude for all participants.

"This year, our numbers were way up," said WAI President Dr. Peggy Chabrian. "The official count is 3,350 attendees who represent all aspects and interests within the aviation community, including military, commercial, corporate and recreational flying."

The largest number of international attendees were from Nigeria, Canada and the United Kingdom in that order. WAI Chinese provisional Chapter president Shirley Su attended the Conference for her first time, accompanied by two translators, and wrote afterwards, "Only now do I understand the scope of Women in Aviation, International, and its true mission. I believe now that I've seen WAI, and all the wonderful scholarships it provides, I can help fulfill its mission in China, where general aviation is only just beginning, but is growing fast. There is a need for WAI here, too."

This year the Nigerian Ministry of Aviation sent Claire Arinze, a special assistant to the Minister of Aviation (yet another woman, Princess Stella Adaeze Oduah, ONN), who addressed WAI members during the annual membership meeting. From attendees to keynote speakers to exhibitors in the WAI Exhibit Hall, the organization's diversity and ever-expanding world-reach added excitement to what is already one of the most effervescent conferences of the year.

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JOHN SLEMP



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Shirley Su of the WAI Zhuhai Chapter of China



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Barrister Claire Arinze
of Nigeria

DIAMOND EAGLE LEVEL

AMERICAN AIRLINES / AMERICAN AIRLINES
FEDERAL CREDIT UNION / AMERICAN EAGLE
FLYING MAGAZINE

PLATINUM EAGLE LEVEL

THE BOEING COMPANY
DELTA AIR LINES
GULFSTREAM AEROSPACE
SOUTHWEST AIRLINES
UPS

GOLD EAGLE LEVEL

AIRBUS
FEDEX EXPRESS
JETBLUE AIRWAYS
SPORTY'S
U.S. COAST GUARD

SILVER EAGLE LEVEL

ALASKA AIRLINES GROUP / HORIZON AIR
AIRCRAFT OWNERS AND PILOTS ASSOCIATION
BELL HELICOPTER
CESSNA AIRCRAFT COMPANY
DEPARTMENT OF DEFENSE
EMBRY-RIDDLE AERONAUTICAL UNIVERSITY
FEDERAL AVIATION ADMINISTRATION
JEPPESEN
PRATT & WHITNEY
UNITED AIRLINES
WALMART AVIATION

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AAR CORPORATION
AEROTURBINE
DTC DUAT
EXPERIMENTAL AIRCRAFT ASSOCIATION
HELICOPTER ASSOCIATION INTERNATIONAL
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CONOCOPHILLIPS
EXXONMOBIL CORPORATION
GENERAL AVIATION MANUFACTURERS
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AVIATION INTERNATIONAL NEWS

Thank you to all our sponsors

Daughter Day a Huge Success

AVSED



AEROSPACE EDUCATORS ENTERED THE MIX

The FAA's Aviation and Space Education Program (AVSED) was part of the WAI Conference this year. The AVSED Program is the FAA's educational outreach program and provides teachers and students with science, technology, engineering, and math (STEM) activities. This year's AVSED workshop provided attendees with hands on activities designed to help educators put aviation lessons back into their classrooms. Among the many activities discussed were their Aviation Career Education (ACE) Academies. These programs immerse students in the many career opportunities in the aerospace field. This year, there will be ACE Academies across the country and a local one in the DFW area on June 5-9, 2012. For more information on ACE Academies and the AVSED Program, go to their web site at www.faa.gov/education.

Dads and moms, aunts and uncles, Girl Scout troop leaders and even a few "just friends of the family" got their hands gluey and suffered paper cuts Saturday, March 10, during the first ever "Bring Your Daughter to the Conference Day" held during the 23rd Annual International Women in Aviation Conference at

the Hilton Anatole Hotel in Dallas, Texas. Even the rain did not deter locals from turning up early, filling the room with 160 participants for the event.

The girls received a special, unplanned treat of a Q & A session with NASA's Jet Propulsion Laboratory's Z. Nagin Cox, who spoke at the WAI luncheon the day before. It was a first time for many of the girls to meet a real live rocket scientist!

Creativity stoked, the girls learned about flight



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planning and navigation, and each had a hand at flying Microsoft Flight Simulator programs on laptops provided with monies from a UPS Foundation grant.

The day ended with a tour of the Exhibit Hall where many exhibitors, having been alerted in advance to the program, were prepared with fun giveaways and candy for the girls to collect.



BONNIE KRATZ



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Helicopters for the First Time



WHY WEAR A FLIGHT SUIT AT WAI?

WAI is the only conference in which I will wear a flight suit. It was the military women in uniform that inspired me to wear one. I think the military women feel a sense of pride and belonging in uniform—especially amongst each other. I was military, but the Army took flight suits away from us, because they wanted aviation units to look like all the rest of the soldiers. The thing is, aviation is different—aviation is full of kindred spirits and a uniform or a flight suit differentiates us and instantly identifies us. If someone is interested in working for Sikorsky, or flying a helicopter—I hope they chase down the lady in the tan flight suit!

— Stacy Sheard, test pilot,
Sikorsky Helicopters

If you were on site on the Tuesday before the Conference began, you may have noticed a helicopter landing nearby—actually right on the street outside the hotel. The landing was planned, of course, since the helicopter was part of a display in the Exhibit Hall.

The Bell was part of the Air Evac LifeTeam out of West Plains, Missouri, which brought in one of their Bell helicopters from one of their Texas locations. Air Evac LifeTeam is a member of Helicopter Association International (HAI), and on behalf of HAI agreed to show the kind of

work that helicopters do in flying emergency medical service missions by loaning one of their helicopters for this display.

Through careful coordination with Tony Bonham, Senior Director of Flight Operations, the helicopter was flown in and landed on the street adjacent to the Anatole complex. The women pilots from Air Evac were on hand during the show to talk to attendees.

Air Evac Lifeteam has grown to be the largest independently owned and operated membership-supported air ambulance service in the United States, operating more than 100 bases across 15 states. For more information go to www.lifeteam.net.



Matt Zuccaro, HAI



Helicopter panel at the Friday General Session



MSgt Kathleen Covert,
SMSgt Effel Fluellen,
SrA Melissa Hamilton,
Capt Kristan Hall and
SMSgt Gerald Glenn all help with
getting the helicopter into position



Dr. Chabrian welcoming Tony Bonham



Karen Gebhart, HAI



FOUR PHOTOS THIS PAGE BY JOHN RIEDEL

Speakers and Pioneers

WHAT THEY ALL SAID

It didn't seem to matter from what corner of aviation or aerospace the keynote speaker came from, the message they were delivering was harmonious and clear: there is a rich future for our industries, and what we do in our every work-a-day business is reaching for tomorrow, today.

From Acting Administrator Huerta, who spoke about the Next Generation of the National Airspace System and the transition going on right now, to NASA scientist Z. Nagin Cox, who enchanted both the Friday luncheon audience and a special Saturday crowd of youngsters with her information on Mars and work at the Jet Propulsion Laboratory, speakers kept WAI attendees engaged and learning.

EEA's Rod Hightower spoke about that organization's outreach, Learning for Life's Dr. Diane Thornton spoke about the Exploring program, while the Girl Scouts of America's Colleen Walker told us how her venerable group, this year 100 years old, is trying to bring up a new generation of girls who will know to consider aerospace as their terrain.

At the banquet Coast Guard Vice Admiral John P. Currier spoke of WAI's energy and American Airlines CFO Bella Goren talked of transformation in the commercial airline industry, and her vision for tomorrow.



Michael Huerta
Acting FAA Administrator
Federal Aviation Administration



Z. Nagin Cox
Asst Flight System System Engineering Manager, Mars Science Lab, Jet Propulsion Laboratory, NASA



Sherry Carbary
VP of Flight Services
The Boeing Company

SPEAKER PHOTOS BY PAULA GRUBB



Rod Hightower
President/CEO
Experimental Aircraft Association



Colleen Walker
Chief Executive Officer
Girl Scouts of Northeast Texas



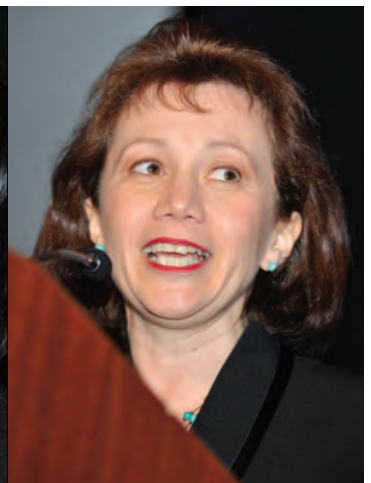
Dr. Diane E. Thornton
National Director
Learning for Life



Vice Admiral John P. Currier
Deputy Commandant for Mission Support
U.S. Coast Guard



Charmane Collins
Office of Diversity Management and Equal Opportunity
U.S. Department of Defense



Isabella D. Goren
SVP and Chief Financial Officer of AMR Corporation and American Airlines

Bee Haydu receives Pioneer Hall of Fame honors, as Heather Taylor, representing the First Women's National Air Derby pilots, looks on

Seven WASP attended this year's WAI Conference: Lucile Wise 43-7; Shirley Kruse 44-6; Bee Haydu 44-7; Pearl Judd 44-8; and Marty Wyal, Jean McCreery and Millie Young all 44-10. They hung out at the WMA booth- which was right next to the TWU booth. They also spent time at the WASP Sweetwater Museum booth. TWU stands for Texas Woman's University, the home of the official WASP Archives, which is part of the Woman's Collection held in TWU's Blagg-Huey Library.

The WASP along with their attending family members, military escorts, and many accompanying friends, were present at the banquet Saturday night to cheer WASP Bee Haydu as she was inducted into the WAI Pioneer Hall of Fame. Bee, dressed in her WASP uniform and glowing, was accompanied by her son-in-law Jeff Potter who has been her companion and escort at the numerous events she has attended the last couple of years.

Each of the WASP had two military escorts—young women from the various branches of the service—recruited and led by Col. Sandy Opeka (USAF reserve) and Rod Hage (USAF retired), both welcome fixtures at WAI and other functions attended by the WASP.

Also attending in support roles were Sherilyn Bird and Kimberly Johnson from TWU (director of libraries and coordinator of the Woman's Collection and WASP archives respectively) and Sharron Davis, executive director, WASP WWII Museum in Sweetwater, and her volunteers. Yours truly helped staff the TWU booth and did a stint at the Author's Corner. Bee had her book at the Author's Corner as well.

—Sarah Byrn Rickman

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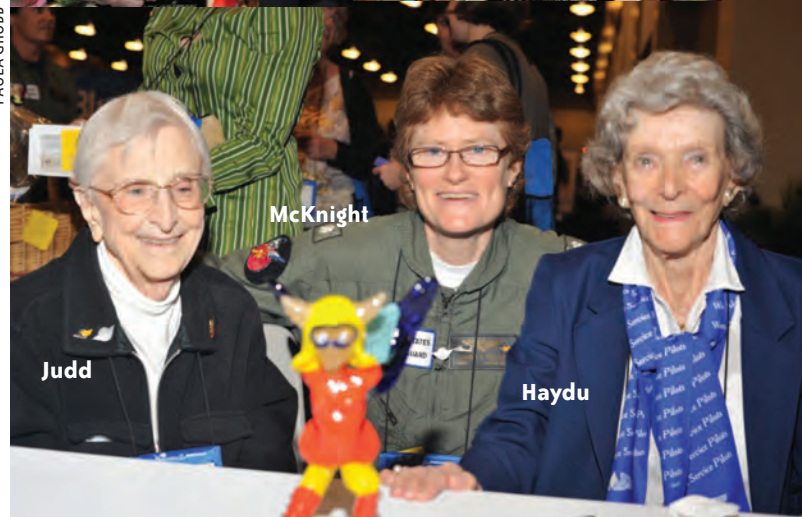
Mary Magdalene
"Maggie" Maga

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Nicole Soulsby,
great-granddaughter of
inductee Elsie MacGill

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Judd

McKnight

Haydu

Exhibitors Pack the Hall

WHAT REALLY GOES ON IN THE WAI EXHIBIT HALL?

Jobs, internships, and networking— that's what we aspire to attain while walking through the exhibits. But what we really want to know is who has the coolest stuff! One of the biggest exhibits, Pratt & Whitney, offered their classic luggage tags, made with your business card. AAR Corporation gave out winged pens). Gulfstream and Pinnacle Airlines both touted decorative bags and a lunchbox, respectively. It was not all about the swag, though. Friendly faces and positive eye contact drew me to the Air Evac Lifeteam—not to mention their beautiful helicopter. Another organization, the National Gay Pilots Association, was selling multi-colored airplane necklaces, which seemed to be a hit! Even the Air Marshal Service was there in the hall. American Flyers takes the cake for the most innovative and attracting treat: popcorn. And finally, AOPA was drawing names for a Kindle Fire each day of Conference.

—Robbie Barnhart is a sophomore majoring in Flight Science at Parks College.

From the Zipper Lady, Laura Cuaz, president of EZP and inventor of a unique flight suit that benefits women (though it both fits and helps men, too!), from the watches and now, jewelry line of the Abingdon Co., from the work-a-day footwear of Heather

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Sizemore's Crocs Work (with comfortable ultralight croslipe material inside), to purveyors of larger-ticket items such as B/E Aerospace's Ice Shield prop de-icers and leading edge boots for aircraft, the exhibitors, and the

hall, have become a key component of the Women in Aviation, International Conference.

The Exhibit Hall has grown from a few small displays to a massive room with more than 125 different companies or organizations. And today it is so much more than just a venue for companies to show off and sell their wares. Conference attendees provide the electric energy that makes the space hum with an almost magic glow.

The vast majority of the companies and organizations displaying in the hall are actively recruiting for new employees, making the WAI Exhibit Hall the place to be if you are contemplating a job in the aviation or aerospace world. From the United Nations Peacekeeping Force to the FAA, to Pratt & Whitney and Boeing, to Emirates Airlines, all were actively pursuing new employees.

When asked, why are you here? The representative from XOJET replied, "We first exhibited last year and hired a number of pilots who have been an excellent addition to our team. We're back for more—we're here to hire and are interviewing qualified pilots."



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AMY LABODA



XOJET

JOHN RIEDEL



American and Southwest Airlines Tours

Women in Aviation, International Conferences are becoming known for their trademark sponsor tours the day before Conference activities truly begin, and this year's tours certainly lived up to the hype. Both Southwest Airlines and American Airlines hosted tours of their maintenance, operations and training facilities in the Dallas/Fort Worth metroplex.

I went on both American Airlines tours, to the maintenance and training centers. We got our tickets for the tour (we'd signed up ahead of time) from WAI, but we had to check in with the AA desk in the lobby to receive the "boarding pass" to go through DFW security for the tour.

A bus went to Hangar 5 at DFW. The rest of us went to Hangar 4, where C checks are handled.

We enjoyed a presentation on AA at DFW, with high level information on the number of daily operations (400+) out of the 1400 or so daily operations worldwide. Most maintenance is done at night. B checks involve a crew of approximately 50 people, and are done in one night. C checks are more extensive and can take a month to complete. After the presentation, we walked through the facility to the hangar. Overhead is a track for the automated parts picker and delivery robot. It receives information to pick parts and tools out of the warehouse, and delivers them to the requesting location. It will also return parts and tools to their storage locations in the warehouse.

From the hangar we were bused to DFW terminal, where we went through security and were escorted to lunch. The lunch speaker spoke about the new EFB, which replaces 45 pounds of charts. We were shown a demo of YADA, which unifies gate agents from the fixed computer terminal at the gate. Now they can type in or scan a person's reservation number, verify/change seat assignments, print bag tags and a boarding pass all in one transaction. After lunch we each received a high visibility vest, and were escorted downstairs and outside into the baggage handling area, and learned about the system that keeps it all organized.

Southwest Airlines tours included behind-the-scenes operations at Love Field in Dallas, as well as the maintenance hangars, where Southwest's signature Boeing 737 fleet gets its checks. Finally, tour attendees were treated to a spin around the training center, where they had the opportunity to learn about the sophisticated flight simulators on which pilots take their initial and annual check rides. After learning about pilot training, all were treated to a tour of the flight attendant training facilities.

Both of the airline tours consumed the better part of an entire day, which is why the tours are always planned for the day before the Women in Aviation Conference begins.

WAI would like to offer up a hearty thanks to the numerous members and employees of both American Airlines and Southwest Airlines who took their own personal time over the course of months to make these tours extra special for Conference attendees. Their hard work certainly showed.

—Gretchen Jahn



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Southwest Airlines tour

2012 WAI Scholarship Winners

WE LOVE TO GIVE OUT SCHOLARSHIPS

The total of all WAI scholarships awarded at the Conference was \$559,681. (This amount does not include the value of the FedEx Express Boeing 727 aircraft and JT8D engine awards.)

Watch for next year's scholarship listing to become available in mid-July 2012. Remember, you cannot be awarded a scholarship if you don't apply! Congratulations to all of these deserving winners for 2012.

JOHN SLEMP



AWAM AND MORE

Women in Aviation, International is not the only entity that gives out scholarships during the WAI Conference. Women in Corporate Aviation (WCA), Women Military Aviators (WMA) and the Association for Women in Aviation Maintenance (AWAM) are just a few of the groups that gather during the WAI Conference to give out their own scholarships each year. Broaden your horizons and try applying for a few more scholarships next year!



Aerosim Flight Academy
Katja Natascha Jourdan

Airbus A320 Type Rating Certificate Scholarships
Lauren Cooper
Tracy Miranda

Airbus Leadership Grant
Megan Margaret Henderson
Andrea Joy Cooper

Airline Ground Schools, Inc. / Flamingo Air
Meredith Frederick

American Airlines and American Eagle Engineering Scholarship
Whitney Quinne Lohmeyer

American Airlines Aircraft Maintenance Technology Scholarship
Jessica Vaquerano

Anne Bridge Baddour Aviation Scholarship
Jessica L. Meredith

AOPA Student Pilot Scholarship
Theresa Lynn Farley

Boeing Company Career Enhancement Scholarship
Amanda Bjorkland
Ellen Pifer
Diana Arevalo

Boeing 737 NG Type Rating Certificate Scholarship
Anne-Marie LeBlanc

Bombardier Business Aircraft Service LR45 Pilot Type Rating
Ginger E Rowley

CAE SimuFlite Citation Corporate Aircraft Training
Emily Stark Wiprud

Carolyn M Ford Memorial Scholarship
Kelly Hoffman

Changing the World
Abbie Ijams
Lynda Meeks
Jennifer Stollwerck

Come Fly with Me
Jessica Miller

Corporate Flight Attendant Training Scholarship
Isha E. Jordan

Dare to Dream Scholarship
Andelinde Grobler
Janet McCartney

Dassault Falcon Jet Corporation Scholarship
Miyukiko Kostelny

Delta Air Lines Airbus 320 Type Rating Certificate Scholarship
Nancy Hultgren
Afton Benassi

Delta Air Lines Boeing B737-800 Type Rating Certificate Scholarships
Samirah Zaina Abdelfattah
Lauren E. Cooper

Delta Air Lines Aircraft Maintenance Technology Scholarship
Whitney Joy Brouwer

Delta Air Lines Aviation Maintenance Mgt/Aviation Business Management
Katelyn Rose Elise Bobalik

Delta Air Lines Engineering Scholarships
Chelsie Marie Peterson

Delta Air Lines-Engine Maintenance Internship
Andrew Edward Csondor

Elisha Hall Memorial Scholarships-Wright Chapter
Jessica Lingenfelter

FedEx Express 727 Aircraft
Pennsylvania College of Technology

FedEx Express JT8D Engine
Vaughn College
National Aviation Academy

Higher Power Aviation 737 Transition Training
Tracey Lee Miranda
Melissa Ann Culp
Lisa Leina'ala Riela-Enoka
Cindy Toshie Sakai

If You Can Dream It, You Can Do It
Tiffany VanSicklen
Christina H. Rzeplinski

Janet Clark Memorial Scholarship-Washington State Chapter
Courtney Corpeno

Jeppesen Flight Training
Carin Castillo

Joseph Finelli Memorial Aviation Scholarship and Aviation Week Travel Award
Crystal Reveles
Joseph Finelli Memorial Aviation Scholarship and Chevron Travel Award
Nicole Mott

Keep Flying Scholarship
Crystal DeJesus

Keep Flying Scholarship-Southern Africa
Maphuti Ndala

Kelsey A. Meyer Memorial Scholarship
Chachere R. Moore

Pratt & Whitney Maintenance Scholarships
Allison R Hoyt
Samantha Fowler
Kari Tapani Nylander
Emyly Gomez
Holly Nicole Czupich
Andrew E Csondor

R-W Foundation
Amanda Shickert

Ride the Sun
Emily Crombez

Society of Aviation and Flight Educators (SAFE) Scholarship
Lynda Meeks

Sporty's Foundation
Dennis Cappell

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Telex Communications Scholarship
Kayla Graham

Tools for Aircraft Maintenance (TAM)/Snap on Tools Scholarship
Jill Corrigan

United Airlines 737 Flight Training Scholarships
Melissa Timberlake
Jamie Van De Kamp
Miwa Aoki

Universal Weather & Aviation FAA-certified Dispatcher Training Scholarship
Andrew Powers

Vicki Cruse Memorial Scholarship
Barbara Park
Chelsea Abingdon Welch

WAI Initial Helicopter Scholarship and Chevron Travel Award
Kelly Nelson

WAI Mile High Chapter Empowerment Scholarship
Christopher Combs
Laura A. Pautler

WAI Oshkosh Chapter Spirit of Flight Scholarship
Megan Simoneaux

Women in Aviation Management Scholarship and Chevron Travel Award
Kimberlie Miller

Women in Aviation, International Achievement Award and Chevron Travel Award Student-
Jessica Vinson
Individual-
Susan Tuddenham

Women in Corporate Aviation Career Scholarship
Ava Shubat

Women Military Aviators-Dream of Flight Scholarship
Kasey Stevenson

Women Soaring Pilots Association Scholarship (WSPA)
Heather Jordan

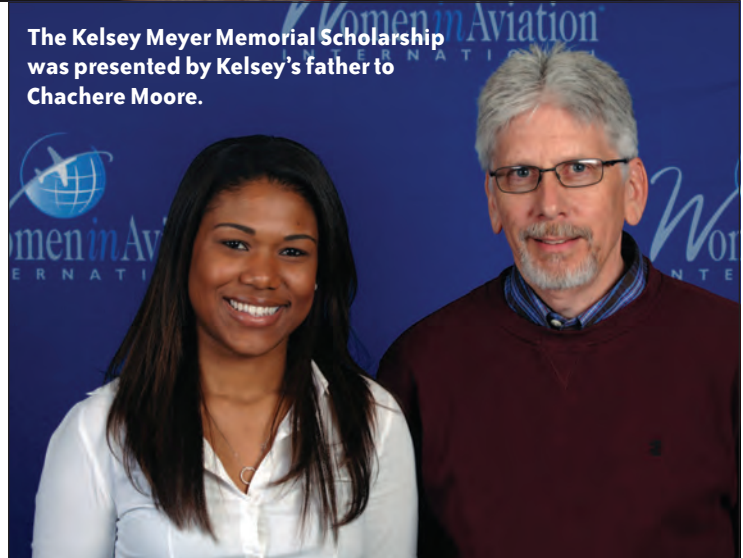
Yeager Foundation
Allison R. Hoyt

PHOTOS BY JOHN RIEDEL



Pratt & Whitney winners

The Kelsey Meyer Memorial Scholarship was presented by Kelsey's father to Chachere Moore.



Airbus

American Airlines



Delta Air Lines with eight of their winners



Anne-Marie LeBlanc was awarded the Boeing B-737NG type rating.



JACQUE BOYD PhD

NO CHILD LEFT INSIDE

Since we're in our summer "aviation mode" imagine that the object in the Walt Whitman poem below might be an airplane, a helicopter or a kite. Hey, even a soaring bird would do! Just envision it as something that flies. What a joy to have aviation enter a young life. I'm going to issue a challenge: Introduce at least five young people to aviation of some sort this summer

and make it happen outside. Why did we all dislike ground school so much? It was probably inside a classroom—emphasis on "inside."

I'm fortunate enough to be associated with a high school that has a very environmentally-friendly approach to education. One of my science teachers came back from an experiential education assessment workshop and told me that we really were an experiential school even though we didn't say it. I asked him how he came on that and his answer was that most everyone approached their subject in how it affected the lives of the students; where we lived, how we lived and how we could make it 'real' for the students. I can't argue with that. The philosophy of our physical education classes is based, for the most part outside in our own environment. My school is located in a high (elevation 8600 ft.) mountain valley in northern New Mexico. We hike and mountain bike in the fall and spring. We snowshoe, ski, snowboard and hike more in the winter. The resort has added a year-round zip line course to the skiing, boarding in the terrain park, cross-country skiing and snowshoeing in the winter and hiking and biking during the non-snow times. If the weather is too gross – even for us – students are inside doing yoga or developing group dance presentations (I can't even begin to describe this) or working on their end-of-the-year jump rope project. These kids are active and it shows. Yes, there are a few who are addicted to the "inside" video gaming that's typical of teenagers, but for the most part they value being outside.

When I was teaching aviation at this same school we were outside as much as possible. We also live in a relatively windy environment, so if the activity needed a calm environment we went out in the morning. If we could stand a little more air flow, we went out right after lunch. If we really needed the addition of a semi-gale for experimentation we were outside at the end of the day. Thank heavens for a rotating block schedule.

The same four lines that begin this column also begin one of

my favorite books. That book is *Last Child in the Woods*, Saving our Children from Nature Deficit Disorder. The premise of the book is that we have a generation of young people who don't know how to experience their environment anymore. I believe we have loads of factors at play: the fact that many more of us

***There was a child went forth every day
And the first object he look'd upon,
that object he became,
And that object became part of him for the day
or a certain part of the day,
Or for many years or stretching cycles of years.***

—Walt Whitman

live in metropolitan environments, there is an increased concern for "strangers" in our children's lives, more children have parents who are working longer hours and might not have the freedom we used to. When I was growing up – ok, I'll admit that makes me sound REALLY ancient and I've already embraced that! – in the summer we were outside from the time we woke up until the sun went down and we were made to come inside. You might not agree with everything in this book by Richard Louv, but it will certainly make you question the status quo. The book is also one of the starting points for a new school movement (and one much better than the original "No Child" thinking) *No Child Left Inside*. I hate the original. However, I heartily subscribe to the mandates of *No Child Left Inside* and we can apply it to our love of aviation.

Where can you begin to introduce a child to aviation and be outside? Let me give you a few examples. My four grandchildren range in age from 9 to 17. They're all healthy and active kids, but the youngest would really be happiest sitting behind his drum set or, if my daughter-in-law wouldn't turn into his version of the wicked witch, he'd love to sit in front of a computer

or the television. His parents have learned that forcing him into soccer and baseball just isn't going to work anymore.

My aviation class worked with the forest service in developing a UAV (unmanned aerial vehicle) to help to forest fire hot-spotting. I'd never flown a radio-controlled airplane before and I found that the students who were the best at video gaming were the best UAV pilots and after they learned they taught me. Now that some of our service branches have begun using drones, they've found the same thing applies. They're going to come out and visit and I know Matthew will not be the happiest hiking, so this summer my goal is to teach my grandson how to fly a radio-controlled airplane. I might even share the RC helicopter that one of my brothers gave me for Christmas. After the initial training on a computerized simulator in my living room, we'll go outside and be where we should be for the real flying experience. One of the things that my class discovered early in the process was that you can't always bring the aircraft back to where you began. Voila, movement!

Need more ideas? Teach someone to fly a kite. We typically began the school year by learning how to fly kites. There are some really cool kites out there and they're relatively inexpensive. Talk about the construction of the kite and what affect the wind has on the flight characteristics. Talk about the con-

struction of a wing—why the leading edge is shaped like it is—why the trailing edge is shaped the way it is. Talk about the angle of attack. Apply those concepts to the kite "wing." Ok, I

know it's difficult when the kite may be shaped like Godzilla, but it's a starting point. Build a box kite and talk about the principles of flight. Watch someone skydiving under canopy and talk about how the chute is really acting like a wing would.

Eight years ago one of my more advanced classes began experimenting with developing a wing to pull their snowboards across the slopes. Everyone thought we were beyond crazy. As the valley recently hosted a "kite-boarding" event on the frozen local lake, some of my students reminded me that we'd tried

this same thing years ago.

School will be out shortly as you are reading this. I'm tasking you to find those five young people in your life or your community and introduce them to our favorite subject: aviation. Find a way to do that outside and the summer is sure to be perfection.



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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.

***Need more ideas?
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PAULA CORRIGAN
MD, MPH

HOT NEWS FLASH— MENOPAUSAL HORMONE THERAPY

Q My doctor says I have to stop my estrogen hormone therapy because I'm turning 55, and "it's time" for me to transition to a lower hormone state. I started the hormone therapy because I had terrible

hot flashes, five years ago, and emotionally I was a mess. The estrogen made a huge difference, and I could go back to work and felt stable. I can't imagine being without it. Must I give it up?

Menopause occurs at a mean age of 51, with most women becoming menopausal between the ages of 45 to 55 years. Estrogen is the most effective treatment for relief of menopausal symptoms to include hot flashes, vaginal dryness, urinary symptoms and emotional lability. Many women who start hormones for post-menopausal symptoms are able to taper off after a few years without return of their symptoms. If the symptoms do return, then extended use may be reasonable if you and your doctor feel the benefits of symptom relief outweigh the risks associated with treatment.

The Women's Health Initiative was a study conducted about 10 years ago to determine if estrogen therapy (with or without added progesterone) in post-menopausal women would reduce the risk of cardiovascular events. The studies were stopped early due to increased risk of stroke, breast cancer, heart disease, gallbladder disease and blood clots seen in those who were treated versus those on placebo. Since this time, the use of menopausal hormone therapy has been significantly less due to concern over the risks of therapy. It has been noted that the population of women in this study were older (average age 63), with 50 percent being past or current smokers, so the data may not apply to a younger, healthier post-menopausal population.

Current studies are looking at younger women, and also different types and dosages of medication. Therefore, for young (age 50-59), symptomatic, post-menopausal women, short-term treatment with hormone therapy is considered to be a reasonable option, with the goal to taper off the medication as soon as possible. It is best to use the lowest possible dose of medication that will control symptoms, such as 0.3 mg of conjugated estrogens or 0.5 mg of estradiol. Short term treatment is considered to be two to three years and generally not more than five years. Only a minority of women who are unable to

taper the medication without persistent symptoms should consider extended use of estrogen therapy. Women with known coronary heart disease, breast cancer, previous venous blood clots, stroke, or active liver disease would not be considered good candidates for menopausal hormone therapy. Some of the beneficial aspects of hormone replacement therapy are prevention of osteoporosis, reduced risk of colon cancer, and possibly reduced risk of adult diabetes.

The [estrogen therapy] studies were stopped early due to increased risk of stroke, breast cancer, heart disease, gallbladder disease and blood clots seen in those who were treated versus those on placebo.

For peri-menopausal women between the ages of 40-50, low dose contraceptives are often used to control peri-menopausal symptoms (similar to menopausal symptoms), especially if there is associated heavy or irregular menstrual bleeding. However, they should consider switching to post-menopausal estrogen treatment described above once they reach the age of 50, due to risks from the higher doses of estrogen and progesterone in these pills. Vaginal estrogen (cream, tablets or rings) are very effective for treatment of vaginal dryness and urinary symptoms, and are safe for long term administration in nearly all post-menopausal women (except breast cancer patients). Some studies are underway to look at testosterone (androgen) therapy to improve sexual

desire, and they have demonstrated some benefit. However, there are risks associated with testosterone use, so this treatment is not routinely recommended.

Non-prescription therapies for menopausal symptoms include regular exercise, keeping the core body temperature cool, acupuncture, evening primrose oil, soy-based foods and isoflavone supplements (from either soy, red clover, black cohosh or vitamin E). These are sometimes helpful for women with mild menopausal symptoms; however, some of the supplements should be avoided if there is a history of breast cancer. Alternative medications such as anti-depressant medications, gabapentin or clonidine which are sometimes used for

menopausal symptoms are not allowable medications to take while on duty.

The FAA does allow hormone replacement therapy as prescribed by your provider as long as you do not experience any significant side effects on the medication. You can report the medications at the time of your next medical examination. If your menopausal symptoms are severe enough to interfere

For more detailed information about this topic, I recommend the following web sites:

www.nlm.nih.gov/medlineplus/hormonereplacementtherapy.html
(information on menopausal hormone therapy)

<http://nccam.nih.gov/health/menopause/menopausesymptoms.htm>
(information on supplements used for menopausal symptoms)

with your ability to safely perform flight or controller duties (such as disrupted sleep leading to daytime drowsiness), then per FAR 61.53, you should ground yourself until your symptoms improve.

The decision to use hormone therapy for menopausal symptoms can be complicated. It is best made after a thorough discussion

of the risks versus the benefits of therapy with your medical provider. However, in general, if menopausal hormone treatment is started, use of the lowest dose of medication that effectively treats symptoms and limiting treatment to five years or less to minimize adverse effects is advisable. ✈

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Dr. Paula Corrigan (WAI #51101) is an Aeromedical Advisor for Aviation Medicine Advisory Service. She is board certified in Aerospace Medicine, Preventive Medicine, and Internal Medicine. Additional information regarding these topics and others can be found at www.AviationMedicine.com.

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PATRICIA LUEBKE

IT'S A PRIVILEGE TO BE USEFUL

Years ago, when my nephew was a teenager, I witnessed my sister, his mother, having a complete meltdown because he was not being a cheerful participant in the family and home environment. My sister worked herself into quite a dramatic bit of oratory while I stood solemnly by. She ended with a flourish and the declaration, “It’s a privilege to be useful.”

My nephew grew up to be a solid citizen, and a useful one, and I was recently thinking about that long-ago lecture when the wife of a colleague faced major surgery. They live in Denver; the surgery was in Dallas—both cities far away from me. I wondered what I could do to lend an immediate hand. As an aside, I mentioned that he should start a blog so that friends and family can follow his wife’s progress. He confessed that he had no idea how to do a blog. I do, and so I started one, got it going for his wife and, through his daily phone calls and emails, posted status reports for her starting from the day before surgery through the hospital stay and longer recuperation in Dallas. When they returned home, she took her blog back, but I experienced firsthand that it is, indeed, a privilege to be useful.

I reminded myself that there are countless ways we can help a friend, even if we are not physically close by. So many times when friends and colleagues are facing a difficult time because of illness, death, deployment, job loss or any of the challenges life throws in our path, we are very quick to say, “Tell me if I can do anything” or “Let me know how I can help out.” The problem is that most people who need help won’t ask. Most people are independent and don’t want to be a bother or believe they’d be asking for too much and so they struggle along.

But talk to anyone who has gone through a rough patch in their life and you’ll get near total agreement that what made a terrible time bearable was the support and kindness of friends. I talked to dozens of people about this, asking for tips and suggestions of what a friend can do other than standing by fretting or waiting for an assignment.

Food is the old standby—it’s almost a cliché where you can easily picture neighbors arriving with casseroles and cakes. Make it simple for the recipient by providing easy-to-serve meals. If heating is necessary, state that clearly. Use disposable serving dishes, and include condiments or extras. For a prolonged effort to provide food, you may want to check out mealtrain.com where people can organize who is doing what food when. And even if you can’t cook, consider the gratitude of a friend who was on the receiving end of two bags of prepared food from Trader Joe’s.

If your friend has a pet, no doubt the pet is getting short

shrift during a crisis. You can offer to walk a dog, spend time with a cat, brush, feed or generally give the pet some playtime.

When children are involved, you can, of course, offer to babysit or take the kids to a park, to the beach, to a dollar movie, to the library, or for a ride to get ice cream. Children need a break from a sad environment. There are always opportunities to drive children to their various school and sports activities.

Insurance and paperwork can overwhelm both the patient and the caretaker. If you’re a whiz at health insurance forms, offer to organize what’s what in the ever-growing pile of paper, forms and bills. Do it gently and without judgment.

Then there’s yard work. A friend whose father was in the hospital for a prolonged period of time during a very snowy winter would bless the anonymous neighbors when she’d leave to go to the hospital each morning and see the driveway and walk were shoveled and her car cleaned of snow. Same for mowing the grass. Just cut the grass, rake the leaves, pull some weeds, water the hanging baskets. Bring the mail to the door.

You can perform so many tangible tasks that will ease the way for a friend in need, but it doesn’t stop there. No matter what, you can email or text the person on a regular basis just to say you are thinking of them. Someone whose fiancé died suddenly wrote me, “A friend decided to practice his guitar at my house instead of at his, just to keep me company. We didn’t talk; I was having too rough a time. He didn’t mind, he just worked on some frets, and I was glad for the company.”

If it is a part of your belief system, you can pray for the person and tell them you are doing so. If finances are a problem, you might consider gift cards for a grocery store or gas station as a more respectful way to provide rather than just handing over cash.

So the next time someone you know is in crisis for whatever reason and you’re not sure how to help, don’t just sit there wondering: do something, even something small. As one woman told me, “When a practical idea comes to your heart, just do it.” After all, it’s a privilege to be useful. ➔

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JO DAMATO

MOTHER'S DAY, A HISTORY OF HONOR

I love this time of year. Spring will soon lead to summer and the promise of beach days, cooling off in the pool, backyard barbecues, and picnics in the park. It's also the time of year that our spouses and children celebrate us moms on our own special day—Mother's Day. I love Mother's Day. It's always the same week as my birthday, which makes it a little extra special for me and it's

especially cool when my birthday is on Mother's Day which has happened once so far since both of our boys were born. In our home, Mother's Day traditions have been steadily carved out over the years. I look forward to going to sleep with my worn once-yearly sleep mask on knowing that as soon as the kids start to stir on Sunday morning my husband will head them off in the hallway after firmly closing the bedroom door behind him so that I won't even hear any rustling and neither noise nor sunlight will wake me before I am ready. This is my day to sleep in as late as I want. He'll whisk them out for a diner breakfast and to play at the park – after all, he probably had to get them out of the house at 7:00 a.m. knowing how early our kids rise—and then, when it's late enough that it's closer to lunchtime than breakfast, he'll return with our boys and they'll run upstairs with their hands full of homemade cards and presents while he presents me with a piping hot Starbucks Vanilla Latte. All I have to do is prop myself up on pillows to give them my full attention and pretend that I'm just finally waking up. A little secret between you and me? Who I am kidding? I'm not wired to sleep in anymore. I just have to quickly hide the evidence of my book and iPhone. After I get a chance to slowly get ready for the day we're off for a day of springtime fun. Last year it was bike-riding and a day at my childhood park complete with a picnic and a visit from the ice cream man. Of course, time with my own mom figures prominently into this day as well. It's wonderful to be able to celebrate multiple generations.

While I am looking forward to Mother's Day 2012, I was also recently curious about the origin of the Mother's Day holiday in the United States. A quick Google search suddenly had me engrossed in the interesting facts of not one but two attempts to start a Mother's Day as well as the unique women behind their origin. For instance, what do the Battle Hymn

of the Republic and the first Mother's Day have in common? The answer is Mrs. Julia Ward Howe who both wrote the famous poem and who was also the creator of the first idea for Mother's Day, though it differs greatly from what we currently celebrate.

Julia Ward Howe was an educated and wealthy heiress who married Samuel Gridley Howe in 1843. She was 20 years younger than he and after a brief courtship they were married and he transported her from a life of high-society where her independence and intellect were celebrated to a remote life on the outskirts of Boston where he taught at an institute for the blind. Samuel assumed control of her inheritance and by the time she was widowed, more than 30 years later there was hardly any left. By all accounts Samuel felt that the sole purpose of a woman was to be a wife and mother and he did not allow her to work outside of the home. Regardless, she did stay true to her poetry. Even while raising seven children, she was able to publish her poetry, which connected with many women about the realities of marriage and the woman's struggle in that day and age.

After Samuel's death one of her many accomplishments included her role as the co-editor and a writer for *The Woman's Journal*, where she was able to lobby for Women's Suffrage, human rights and an end to war. She created Mother's Day as an annual day where woman of the world would unite to discover the answer to reaching world peace. In Howe's opinion, women, especially mothers, were needed for this because mothers have a mind to protect their children. In 1870, Howe wrote The Mother's Day proclamation calling for women—for mothers—to unite against war. Here is an excerpt from the proclamation of her vision for these women:

"Let them solemnly take counsel with each other as to the means Whereby the great human family can live in peace,

***If you wait a day
after the official
"Hallmark" holiday
day, sometimes it's a
little less expensive
for your children to
buy that special card,
flowers or cake.***

Each bearing after his own time the sacred impress, not of Caesar, But of God."

While Howe's spirit and intent of Mother's Day did not gain traction, another woman's life's work did inspire a holiday that we have been officially celebrating since 1908. During the Civil War, Ann Maria Reeves Jarvis worked as a nurse to improve health care and sanitary conditions in wartime and, in the years following, she organized a handful of "Mother's Day Work Clubs" with that continued goal. The clubs did great work—supported by local doctors—that included raising money for medicine, hiring other women to help work for families where the mothers suffered from tuberculosis, and inspecting bottled milk and food.

Ann passed away in 1905, and on the second Sunday in May in 1907, her daughter Anna hosted a celebration of her mother's life for family and friends where she shared her idea for an annual national day to celebrate all mothers to be known as Mother's Day. She created the symbol for the holiday, a white carnation, although in modern day society white is said to be for honoring the memory of a mother whereas colored carnations are to celebrate a living mother. In 1914, the U.S. Congress and President Woodrow Wilson passed a joint resolution solidifying the second Sunday in May as Mother's Day. Note that the apostrophe was considered important to Anna Jarvis as she intended it to mean that each individual should celebrate their own mother and not all mothers as a whole. Sadly, Anna regretted that nine years after the creation of Mother's Day it became so com-

mercialized that the personalization intended seemed lost. When she died in 1948 she had spent all of her own inheritance on protesting this and is said to have regretted having her name associated with Mother's Day at all.

A lot of the mothers I know are also a little wary of the commercialization of Mother's Day. Moms involved with aviation who have to travel often find themselves away from family on that day, but many of them say their families just move the holidays around a bit to make it easier to celebrate when they are home (and if you wait a day after the official "Hallmark" holiday day, sometimes it's a little less expensive for your children to buy that special card, flowers or cake). In 2011, the National Restaurant Association said that Mother's Day remains the most popular holiday on which to dine out, holding the record at 75 million people. Waiting a day to celebrate might make the wait for a table a little easier, too.

Imagine what is spent on flowers, jewelry, spa days, and on cards. Is that so wrong? It's not for me to say and I certainly would not turn down a lovely family brunch while being presented with a bright bouquet of carnations, a new Pandora charm for my bracelet, or a gift card for a hot stone massage, but in all honesty my favorite Mother's Day gifts are the ones lovingly made by the littlest hands and the time I spend with the boys, cherishing the bond that we have. What is your favorite Mother's Day memory? ✈

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

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SHERRY
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TWELVE FINANCIAL MYTHS TO DISPEL

We are five months into 2012, so let's dispel 12 common personal finance myths. **Myth #1: I do not have much income so do not need a budget.** Truth: Everyone needs a budget, particularly if you

have lower income. Even if you have a low income, you still have expenses that need to be paid and a budget helps you to ensure you can pay the bills when they come due.

Myth #2: I do not need to write down my goals—they are all in my “head.”

Truth: As one of the students in my personal finance course so eloquently noted, “goals that are not written down are just wishful thinking.” It is very important that written goals be specific, measurable and executable. They should include a verb, a cost estimate and a timeline so you can measure your progress.

Myth #3: Checking my credit report or score will hurt my score.

Truth: You can check your own credit report or obtain your credit score (known as the FICO score) without impacting your credit score. Your score is impacted when you apply for credit (i.e. obtain a loan or a credit card).

Myth #4: Keeping a balance on my credit card will improve my credit score. Truth: Your credit score is based on several criteria. One of the criteria is your available credit, which is the difference between the approved credit line and the amount you have already charged on the account. If you leave a balance on your credit card, you have less available credit, thereby lowering your score.

Myth #5: I can file bankruptcy and get rid of education debt. Truth: There are several types of debt that are not extinguished in bankruptcy and education debt is one of them. Other obligations that are not forgiven in bankruptcy include taxes, alimony and child support.

Myth #6: Whole life insurance is better than term life insurance because it has an investment option. Truth: For most of us, the life insurance need is to provide insurance for our loved ones who rely on us for our income or care in the event that we die prematurely. For this need, term life insurance is the most af-



fordable and provides the highest death benefit. Whole life insurance does not provide a high death benefit and typically provides limited investment options. Investing outside of an insurance product most likely will yield better results and provide you with more investment options.

Myth #7: I am healthy so I do not need health insurance. Truth: Any of us could get sick at any time or have an accident requiring medical attention. Without health insurance, you are limiting your access to medical care. An emergency room is only required by law to treat an emergency and can refuse care for non-life threatening situations.

Myth #8: I do not have a high-risk job, so I do not need disability insurance. Truth: Your chances of being disabled during your earning years are much greater than the odds of dying young. You can be disabled for many reasons, including broken bones, pregnancy, etc. Workers compensation insurance

will only provide benefits if you are disabled at work, so cannot be relied upon to cover this possible need.

Myth #9: My car is old, so I do it does not make financial sense to have collision coverage on my vehicle. Truth: An old vehicle that is paid for can be one of your most valuable assets. If you drop the collision coverage and have an accident where the car collides with anything (another car, curb) you would not have coverage. If the accident is not your fault, you are relying on the other person's coverage. If they do not have coverage or have low limits of coverage, you could be left paying for the damages.

Myth #10: The stock market has been declining so it is a bad time to invest. Truth: There are several reasons why this is a myth. First, investing in the stock market should be a long-term investment for most of us, so you should be able to wait out the high and low points. Secondly, you should buy at a low price and sell at a high price. If the market is down or declining (known as a bear market) that is a good time to invest because you are investing at a low point.

Myth #11: I am young, so I do not need a will or any estate planning documents (living will, power of attorney for healthcare and finances). Truth: You are less likely to die at a young age, but there are no guarantees that you will live to an old age. Without a will, you are dying intestate which means that a court will decide who gets your assets and will divide them among

your next of kin based on state laws. What is even more important for a young person are the living will and power of attorney for healthcare and financial needs. You need a living will to let your family know your wishes regarding end-of-life medical care. The power of attorney empowers someone to make these decisions on your behalf, including paying your bills if you are unable to do so.

Myth #12: My heirs are responsible for my debts. Truth: This is only true for debts acquired jointly such as a mortgage or auto loan. If you are the only person listed on the auto loan, the mortgage or credit card application, then nobody else is responsible for these debts. Any creditors are entitled to be paid first from your estate assets, especially secured creditors (auto loans and mortgages are secured debt, credit card debt is not). Your heirs inherit the estate after creditors have been paid out of the estate assets. One important caveat to remember—if you co-signed on a loan for anyone, including education debt, you will be responsible for that obligation if they die. However, federal education debt dies with you. ➔

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Dr. Sherry J. Parshley (WAI #4954) is founder of Sierra Papa Aviation Consulting LLC, which provides accounting, finance and tax support for aviation businesses and attorneys. She is a commercial pilot, certified flight instructor and co-builder of an RV-8 aircraft. She welcomes questions and suggestions for future columns and can be reached at sherry@spaviationconsulting.com.

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SUMMER IS HERE

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. ➔

2012

May 25

WAI UK Regional Conference
Sywell, England
www.wai.org

June 14-16

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

July 23-29

EAA AirVenture
Wittman Field
Oshkosh, Wisconsin
www.eaa.org

July 27

WomenVenture/Day
Wittman Field
Oshkosh, Wisconsin
www.wai.org

September 26-28

UAA Fall Education Conference
Murfreesboro, Tennessee
www.uaa.aero

September 28-29

Third WAI Concorde Chapter Conference
"Breaking the Barriers"
Brooklands Museum
Cobham, Surrey
England
concordechapter.org.uk

October 11-13

AOPA Summit
Palm Springs, California
www.aopa.org

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Dusty Aqua, Strawberry Ice (shown).

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Sunflower, Periwinkle, and Flamingo.

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KOKO KOSTELNY

GIRL SCOUTS: 100 YEAR LEGACY, ONE WOMAN'S STORY

My name is Miyukiko Kostelny, but my nickname is “Koko.” I go to the University of Central Missouri (currently a graduate student) for Aviation Safety. My undergraduate degree was a double major in Professional Pilot and Flight Operations management with a Business Administration minor and an international relations minor. I grew up a military brat so I actually had a

unique experience with the Girls Scouts. I lived in Marine Corps Air Station Iwakuni (located in Japan) most of my life, and with the small base the troop of American Girl Scouts was not stable. Leaders were constantly switching, so my parents put me in *both* the Girl Scouts of America and the local Girl Scouts of Japan troop off base.

The things I learned through the Girl Scouts are countless and invaluable. There is our motto—“Always Prepared.” This works in life, and in flying as well. As a pilot, I always make sure that I’m well prepared; from the flight plan, to getting a weather briefing, to checking the alternate airports on an IFR flight. I always make sure that I’m ready for anything that can happen. While my peers complain about simulated engine outs during flight training, I see it as a training maneuver that will help me be prepared in the worst possible situation.

I also believe I gained the ability to adapt to anything from Girl Scouts—whether it’s substituting something in a situation (say, cooking in a kitchen or cooking at camping), setting up a tent, or dealing with limited supplies. When I go camping or rafting with friends, I’m always the chef since I know so much and how to “adapt to nature.” I really love the outdoors and adventure—perhaps another reason why I love flying so much.

There are also a lot of leadership skills I learned. When going camping, or when I’m leading small troops I gained confidence and learned by trial and error. This helped me when I needed to have leadership skills later on with my college’s Women in Aviation chapter, as well as Alpha Eta Rho (honorary aviation fraternity), my school’s NIFA Flight Team (which I was captain of during my senior undergraduate year), and my social sorority as well. I had the confidence to lead when I was appointed to a leadership position.

In addition I love telling people that I am involved with the Girl Scouts. Sometimes people tease or have an immature at-

titude such as, “girl scouts is for sissies,” but I love telling them how much I have gained. I even won scholarships because of my involvement! When I won the Women in Aviation Delta Air Lines Business Scholarship in 2010, the scholarship committee told me how impressed they were about my activities, including Girl Scouts.

I still carry with me the friends I made. By being in both the Girl Scouts of America and Girl Scouts of Japan I was able to make friends throughout the military bases in Japan but also off base. It helped me become fluent in Japanese (and I have no Japanese ancestry at all—yet I’m fluent like a native because I grew up there) and gain friends that I still keep in touch with. With International Camps I made fellow Girl Scout/Girl Guide friends around the world!

I also learned to be thankful for everything I have. When I was a senior in high school, I went to Myanmar refugee camps in Thailand to hand out care packages through a peace package promotion with the Girl Scouts of Japan. Although they were simple packages with school supplies, toys, and hygiene items, the refugees appreciated them. Hearing these women speak about their stories was inspiring and shocking at the same time.

I’m grateful that I got to experience both the Girl Scouts of Japan and the Girl Scouts of America—and growing up overseas as well. It has shaped me into who I am today. Because of my upbringing and my involvement in the Girl Scouts I have a broader view on the world. I appreciate cultures and differences more. I almost feel like Girl Scouts has made the world smaller to me—and everyone I met has been very nice. I never had a bad experience with the Girl Scouts. ➔

.....
Miyukiko ‘Koko’ Kostelny (WAI #41327) has accomplished a lot for someone who just turned 23! She’s currently studying Aviation Safety at the University of Central Missouri.



JOHN RIEDEL

WOMEN in DEFENSE OF OUR NATION



Women have served in defense of our nation since the Revolutionary War. During World War I women served as nurses, bilingual telephone operators, stenographers, and clerks. During World War II hundreds of thousands of women served the war effort at home and abroad performing a variety of jobs in intelligence, supply, medicine, communications, and administration. Women also flew American military planes as carriers, test pilots, and anti-aircraft artillery trainers. The contributions of these women convinced military and congressional leaders to pass the 1948 Women's Armed Services Act granting women permanent status in the US military.

"I have never considered myself anything but a Soldier. I recognize that with this selection, some will view me as a trailblazer, but it's important that we remember the generations of women, whose dedication, commitment and quality of service helped open the doors of opportunity for us today."

- General Ann Dunwoody became the first female 4-star in the U.S. Army November 14, 2008

By the 1990s women commanded ships, directed bases, and flew jets for the US military. In 1993 Sheila Widnall became the first female Secretary of the Air Force and the first woman to lead an entire branch of the US military in the Department of Defense. Today women constitute 15 percent of the total active duty force and make vital contributions in Iraq and Afghanistan and other overseas contingency operations. In 2010, the Navy announced submarine positions were opening to women for the first time. Female soldiers, sailors, and pilots also assist with humanitarian relief efforts in countries affected by earthquakes, flooding, or famine. As of late 2010 there were 47 female Generals and 23 female Admirals in the US military. The opportunities for women to serve and achieve leadership positions have never been greater.

When Was the Last Time You Were the First to Do Something?



The FIRST all-female aircrew brief before their flight to commemorate Women's History Month in 2010

Members of the FIRST combat mission to be planned, maintained, and flown entirely by women – Bagram Airfield, Afghanistan, March 2011



The FIRST-ever all-female helicopter crew who took to the skies in June 2011 for a training mission in the Little Belt Mountains.



"What we need to concentrate on is what we have in common, which is that warrior spirit that's in all of our hearts, that has created us the way we are -- to choose to be a part of something so much bigger than ourselves." – Maj. Nicole Malachowski, FIRST female member of the Air Force Thunderbirds



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