

*2013 WAI Scholarships Inside!*

# Aviation *for* Women<sup>®</sup>

JULY/AUGUST 2012

*The official publication of Women in Aviation, International<sup>®</sup>*

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THE WORLD  
THROUGH  
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TWO DIFFERENT  
DREAMS DEFINED**

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THE WASP**

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# Aviation *for* Women®

**Peggy Chabrian, Ed.D.**

*Publisher*

**Amy Laboda**

*Editor in Chief*

**Nancy Bink**

*Art Director*

*Columnists*

**Jacque Boyd, Ph.D.**

**Dr. Paula Corrigan**

**Jo Damato**

**Patricia Luebke**

**Sherry Parshley, Ph.D.**

*Contributors*

**Meg Godlewski**

**Ralph Hood**

**Karin Leperi**

**Terry Ryan**

*Advertising Account Executive*

**Annette Calicoat**

(937) 669-4741

**Visit the WAI web site at**

**WWW.WAI.ORG**

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PAULA GRUBB

**Now's the time!—the scholarship offerings for 2013 have begun, starting on page 16.**

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## COVER PHOTO

A Mission Aviation Fellowship Cessna Caravan lifts off from a typical bush air strip. Not your everyday takeoff. Photo courtesy of MAF.

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## PRESIDENT'S MESSAGE

COURTESY OF PEGGY CHABRIAN



DR. PEGGY BATY CHABRIAN

*Here I am at my first meeting with Evelyn Bryan Johnson—my private pilot checkride in Morristown, Tennessee. Evelyn was an inspiration and a teacher to many generations of aviators.*

most of her life, once she earned her pilot's certificate.

While learning to fly, Evelyn left the dry cleaning business she and her first husband owned, to take a bus, ride a boat and then walk a long distance, just to get to the airport. After earning her private license she went on to earn more certificates and ratings, including pilot examiner. She is credited with giving the most check rides during her lifetime as well.

How did she do it? Not by flying an airliner. No, instead Evelyn managed the airport in Morristown, Tennessee, about an hour away from Knoxville while also flight instructing and serving as a check airman. She was always at the airport, always with a welcoming smile for anyone who stopped by,

Dear WAI Members:

Just before writing this letter I learned of the passing of a woman who had flown more hours than any other woman, and she did it all in general aviation. Evelyn Bryan Johnson had flown more than 57,000 hours. The interesting thing to note is when she was asked a few years previous, at the point where she had reached the 50,000 hour mark, she could still name the three or four rare days in her long life on which she had not flown. Amazingly, she basically flew every day of her life for

and for many years her German Shepherd, Charlie, served as the assistant airport manager.

I first met Evelyn the day of my private pilot check ride. Nervous about the check ride, Evelyn quickly made me feel welcome. As we headed out to the airplane I smiled as she brought four cushions with her—two to sit on and two to place behind her back—so she could reach all of the controls.

Later when I decided to work on my commercial and instrument ratings, I spent a week at the airport in Morristown, Tennessee, flying with Evelyn, now as my instructor. She was a very patient and good flight instructor.

One other thing Evelyn did I will always remember. After completing my private pilot check ride, she handed me a membership application for the Ninety-Nines, and after filling out the form she sent it in with my first year's dues. It was my introduction to other women pilots and the notion of encouraging others to be active in aviation, particularly women. Evelyn's influence was there when I began WAI—this time to reach out to women in all aspects of aviation.

WomenVenture, at EAA AirVenture, continues this notion with the Women Soar, You Soar program for high school girls, the WAI Connect Breakfast and the other programs and activities being sponsored by WAI, EAA and the Ninety-Nines. Hope to see you there!

*Dr. Peggy Baty Chabrian*

Dr. Peggy Baty Chabrian, President

## INSIDE THIS ISSUE



SAN FRANCISCO BAY AREA CHAPTER

WAI Chapters have had a busy spring and summer. Find out about their activities on **Page 6**.



With more variety and value than ever, the newest scholarship opportunities for 2013 have arrived. Start on **Page 16**.



COURTESY OF CAMERON KING AND BAHAMAS HABITAT

Cameron King knew early how she planned to change the world. With the help of aviation, she's doing it. See how on **Page 24**.



# Promote your skills Share your knowledge



## Call for Presenters

**Theme:**  
**Setting the Stage for Your Success**

**Suggested topics include:**

Women in Aviation and Aerospace History / Aviation Around the World /  
Aviation and Aerospace Career Opportunities / New Technologies /  
Human Factors / Professional Development / Aviation Safety /  
Learning to Fly / Maintenance Issues / Aviation and Aerospace Engineering /  
Avionics / Aerospace / Airport Management or Operations /  
Aerobatics & Airshows / Owning & Operating an FBO / General Aviation /  
Airport Planning / Space Careers / Innovation / Management Accounting /  
iPad Aviation / Personal Finances / Methods for Flight Instruction

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& Convention Center  
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Submit to: Education Sessions  
Women in Aviation, International  
3647 State Route 503 South  
West Alexandria, OH 45381  
Email: [presenters@wai.org](mailto:presenters@wai.org)  
Fax: 937-839-4645

Submission deadline:  
**August 10, 2012**

## WAI On the Road

Women in Aviation, International staff and Cincinnati-area chapter members participated in the annual Sporty's Fly-In in Batavia, Ohio, with a booth and information about Women in Aviation, International's activities, as well as The Wright Chapter activities. The Sporty's Pilot Shop hospitality was wonderful, as always. It was a fun day for all.

WAI President Dr. Peggy Baty Chabrian spent a couple of days in the Washington, D.C. area meeting with various aviation associations and consistent Conference sponsors. She visited with representatives from AOPA, The Boeing Company, Jeppesen, Helicopter Association International, and the U.S. Air Force to discuss opportunities for sponsorship and scholarships in 2013.

The Canadian Aircraft Owners and Pilots Association (COPA) held its annual convention and 60th birthday this year at the Sauguen Municipal Airport in the Bruce/Grey County area of Ontario, Canada. WAI was a sponsor of the event and exhibited there. Several members of the Ontario Chapters of WAI, Upper Canada and Western Aviatrix, participated and talked with many of the fly-in attendees about the many benefits of membership in WAI.

### YOUR OPINION COUNTS

Women in Aviation, International members and staff have been busy throughout the spring and early summer working on collating information gained from a member survey sent out immediately post-Conference. The email survey asked Conference-goers their opinion about a variety of Conference related activities and processes. Almost 25 percent of those surveyed responded.

The staff is now addressing some of the suggestions made to enhance the Conference experience. You will see several of these ideas implemented at the 2013 Conference, to be held in Nashville, Tennessee. We will also keep you informed about some of these ideas and suggestions throughout the year. ➔



The Wright Chapter members Kate Allen Weber, Tamme Valz and Tami Heuer at Sporty's

BETTY HUCK

## WAI Regional Conference at AeroExpo UK Celebrates European Women in Aviation

WAI hosted a half-day mini-regional Conference on Friday, May 25, 2012, at the AeroExpo UK in Sywell, England. One of the speakers was Elizabeth Gatland, who lives and writes in Scotland published under her maiden name, Elizabeth Wein. She is the author of a series of historical novels for teens. Her most recent book, *Code Name Verity*, tells of the friendship between an Air Transport Auxiliary pilot and a Special Operations Executive agent, both women.

Gatland holds a PPL and is the owner of an increasing collection of random wartime ephemera. She spoke about international women pilots during World War II, and gave a reading from *Code Name Verity*.

Also speaking was Dorothy Pooley, the owner and head of training at Pooley's Flying Instructor School, Warden of the Guild of Air Pilots and Air Navigators. She is the only female flying instructor in the UK qualified to teach both fixed wing and rotary. She is an author and editor of more than 20 training manuals and a former aviation lawyer. Pooley spoke about her experiences and the recent EASA licensing changes. ➔



BETTY HUCK

## Opportunities Knock

### Women Soar, You Soar 2012

is designed to engage, inspire, educate, and mentor young women, grades nine through 12, to follow their dreams in aviation related fields and beyond.

The program, headed up by WAI member Debbie Rihn-Harvey, will be held from noon Thursday, July 26th to noon Sunday, July 29th. During Women Soar, meals will be provided to all mentors/participants as

part of the program. University of Wisconsin Oshkosh staff will serve as chaperones—one staff member assigned to each group of 10 girls—so that mentor time with the girls can be focused on relationship building. An application form can be downloaded from the Women Soar web site at [www.airventure.org/attractions/women\\_soar.html](http://www.airventure.org/attractions/women_soar.html) for more information regarding the program. ➔

BETTY HUCK



## Breakfast at Oshkosh—Better than Breakfast at Tiffany's?

**We think so! Join us and see!**  
**WAI Connect Breakfast**  
**Friday morning, July 27**  
**8:00 a.m.**

**EAA Nature Center Pavilion**  
 (cost is \$15 in advance or \$20 on-site)

**Register at [www.wai.org](http://www.wai.org)**  
**or call us at (937) 839-4647**



## WAI App

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**<http://itunes.apple.com/us/app/aviation4her-aviation-for/id481419581?mt=8>**

## WomenVenture is Nearly Here, Are You Coming?

WomenVenture is again shaping up to be a tremendous experience for women in all areas of aviation. It is a chance to build camaraderie and to use our collective voice to inspire and motivate women of all ages to get engaged in aviation—for fun and/or as part of their career aspirations. Women in Aviation, International members will participate in forums and seminars all week long, culminating with a WAI Connect Breakfast on Friday morning, July 27, at 8:00 a.m. and at 10:30 a.m., a gathering in the ConocoPhillips Plaza for our group photo of women in aviation at the show.

WAI Members should purchase tickets for the breakfast online in the Members Only Section and Guests can register at [https://www.wai.org/eventreg/event\\_start.cfm?did4=10](https://www.wai.org/eventreg/event_start.cfm?did4=10) or by calling WAI headquarters at (937) 839-4647.

WomenVenture opens the doors to participation, providing mentors, knowledge, and support for girls and women who are aviation enthusiasts. So, what can you do during WomenVenture?

- Learn how you can become a pilot faster and easier than ever before, and with less investment of time and money.
- Explore hundreds of workshops and presentations, many featuring women experts, discussing aircraft ownership, building an airplane, fixing aircraft, learning to fly, and more.
- Advance the cause of engaging more women in aviation activities and careers.
- Discover the latest in aviation technology and the newest aircraft.
- Experience the upbeat energy of hundreds of women gathered together to share their love of aviation.
- Reach out to other women and help them learn about aviation opportunities and challenge them to “elevate their lives.”
- Socialize! Meet women from all walks of aviation: designers, builders, engineers, mechanics, air traffic controllers, retailers, writers, commercial pilots, aerobatic pilots, and more!

Will you be there this year? Let us know at WAI LinkedIn, WAI Facebook or with an email to [WAIhq@wai.org](mailto:WAIhq@wai.org). Register for the breakfast at: [www.wai.org](http://www.wai.org), by clicking on the WomenVenture link on our home page. ➔



JOHN SLEMP

**WomenVenture participants focusing on the Thursday night Theater in the Woods presentation, moderated by Dr. Peggy Chabrian.**

**EDELWEISS CHAPTER**

The chapter had a visit from **Allison Xie** (WAI #47166) from the Zhuhai Chapter, China. She was able to visit the city of Lausanne, Switzerland, and to create new friendships across borders.

The Chapter has presented two workshops. The first was for pilots, in partnership with the association ACTA. The second workshop was about use of GPS and travel in other countries in Europe.

Chapter President **Sandrine Rohrer** gave birth to a boy in February. In May she helped WCA and WAI members present a Wine and Cheese event during EBACE 2012, and represented the chapter at the WCA breakfast the next day. ➔

**AOPA CHAPTER**

The AOPA Chapter celebrated the 100 year anniversary of Harriet Quimby's flight across the English Channel. The group sent an email celebrating Harriet Quimby's achievement to the entire AOPA staff to help spread the news about this piece of history. The email also invited the entire staff to the chapter's monthly meeting for cake. That morning, the officers also blew up purple helium balloons and tied a balloon to each chapter member's office chair. They chose purple because of Harriet Quimby's trademark purple flight suit. The purple balloons helped to spark conversation office-wide about Harriet Quimby and about how to join the fun and become a member of the chapter. At the chapter's meeting they had a big purple cake to celebrate. All chapter members wore purple to the meeting. It was a lot of fun.

The purple balloons and "purple ladies" generated a lot of conversation and opportunity to talk about the chapter. Members loved it and felt it helped build camaraderie. So far they had at least one new member join because of this event, **Greg Pecoraro** (WAI #51637). This event helped make the chapter more visible and accessible, so that others will be more likely to attend their picnic membership drive. ➔



AOPA CHAPTER

Front row (left to right): Brittney Miculka, Julia Jones, Jill Tallman, Benet Wilson, Sarah Brown, Machteld Smith. Middle Row (left to right): Kathy Yodice, Michelle Peterson, Melissa Martin, Kim Reed, Kristen Seaman, Kristine Hartzell. Back Row (left to right): Jeanne Dolan, Marianne Hays, Paula Wivell, Betsy O'Masta, David Kenny.



FIRST COAST FIFIS' CHAPTER

**FIRST COAST FIFIS' CHAPTER**

Between putting in many volunteer hours in the WAI booth at Sun 'n Fun some of the First Coast Fifs' Chapter members took time to hang out with another Fifi on the grounds. Here are **Stephanie Leenhouts** (WAI #10138), **Kelly Dollarhide** (WAI #49735), and **Nicole Amador** (WAI #30169) in front of Fifi at Sun-N-Fun. ➔





### DEUTSCHLAND CHAPTER

The Deutschland Chapter opened their first exhibition: "Forgotten Pioneers—Women in German Aviation." The exhibition presented the first German flying women such as **Elly Beinhorn**, **Thea Rasche**, **Rita Maiburg**, **Marga von Etzdorf** and others. More than 50 visitors listened to presentations from Chapter Vice President **Nina Lamprecht** and Mayor Zimmer of Dreieich, the chapter's home. The Mayor of Egelsbach, Mr. Moritz, was guest of the wonderful event and also excited by the details about these courageous women and the stories of their lives. There was a local musician coloring that day with her pleasant music of the beginnings of flying. The exhibition was shown in the Dreieich Museum (close to Frankfurt Airport).



The chapter organized a day of flying for kids with lots of highlights such as a paper plane competition, flight simulator, building of model airplanes, singing and storytelling about Icarus and the first flying women. A local airport association also took part with some flights of their model airplanes. Children and parents were there to discover the pleasure of flying and working in aviation. ➔

### GREAT SALT LAKE CHAPTER

For the second year in a row, the Great Salt Lake Chapter provided judges for the regional Science Olympiad that was held on the Westminster campus. Utah Valley University chapter member **Linsey Nelson** joined in judging the helicopter event.

Chapter members finished off the spring semester by inviting Ms. Lloyd's sixth grade class to campus where the students flew simulators, and learned about flight planning and weather. ➔



### PUERTO RICO CHAPTER

Puerto Rico Chapter members celebrated Women of Aviation Worldwide Week. **Carlismar Collazo** (WAI #49763) experienced the joy of flying a Cessna 172 at a low-cost demo flight sponsored by Silver Wings Aviation Academy. Additionally, **Jorge Calaf** (WAI #47239), Dean of the Inter-American University School of Aeronautics, allowed the use of the school's Microsoft *Flight Simulator* system—free of charge—to the general public.



The Puerto Rico Chapter has been developing strategic alliances with local colleges and universities to effectively foster opportunities in the aviation industry for women and men. Chapter members met recently with students enrolled in a two-year avionics program at Universidad del Este in Carolina, Puerto Rico. The students were so enthusiastic and excited that they invited chapter president **Luz Carrero** (WAI #44400) to participate on a video stream online program at the University to help promote WAI. ➔



### SAN DIEGO CHAPTER

The San Diego chapter hosted their sixth Girl Scout camp. The chapter partnered with the USS *Midway* to host the camp. The *Midway*, located on beautiful San Diego Bay, volunteered the use of their educational rooms and equipment and WAISD provided the curriculum and volunteers for the camp. It was a huge success, both for the volunteers and the Girl Scouts. Everyone involved enjoyed the experience of camp aboard the museum ship. Fifteen Junior Girl Scouts participated and afterward took advantage of the audio tour generously donated by the *Midway*.

Camp consisted of four different stations: Careers, How Airplanes Fly (complete with runway 18 for test flying the newly "built" paper planes), Parts of a Plane and Cockpit Tour (on the deck of the USS *Midway*), and ATC and Space (the girls enjoyed a video of a space launch).

During the lunch break, guest speaker Jesse Clark from the EAA discussed the Young Eagles program which provides a free flight for all youth between the ages of eight and 17. Jesse's presentation included a short video followed by a Q & A session.

WAISD and the USS *Midway* are committed to this newly formed partnership. The sky is the limit to what they can accomplish in the future! ➔



### HEART OF GEORGIA CHAPTER

Middle Georgia College held their annual Spring Fling at the Georgia Aviation Campus in Eastman, Georgia. The Heart of Georgia Chapter provided free ice cream for all faculty, staff and students who attended the picnic.

### FORT LAUDERDALE CHAPTER

The Fort Lauderdale Chapter has enjoyed a very busy and successful spring! They participated in Banyan Air Service's Customer Appreciation Day, and members were able to meet a variety of new individuals who were interested in learning more about WAI FLL and its role in the aviation community, while also seeing many friends. For the event, the Chapter was more than happy to donate a gift basket with WAI goodies! Membership Chair **Michele Osborne** (WAI #46011) won a Helicopter Discovery Flight through Banyan's raffle, and was also gifted a Fixed Wing Discovery



Flight from another Chapter member. The day was a success as the Chapter received \$50 in donations for aviatrix-themed antenna covers.

In March, the Chapter exhibited at the Fort Lauderdale Executive Airport Safety Expo. While working their booth Chapter members listened to multiple seminars pertaining to safety in the industry and the local area. Topics included Runway Incursion Prevention, Local Airspace Procedures, and Radio Communications. Members won raffle prizes and received WINGS credit for participation. ➔

### GARDEN STATE ANGELS CHAPTER

**Lois Naputano** (WAI #45431) and **Allen Schott** (WAI #40612) were the Garden State Angels Chapter's aviation awareness presenters at the College Fair held at Brookdale Community College in Lincroft, New Jersey. The event was sponsored by the Monmouth-Ocean Chapter of the National Pan Hellenic Council and the Seacoast Missionary Baptist Association. ➔



## ATLANTA "GONE WITH THE WIND" CHAPTER

The Atlanta Chapter joined with Youth Aviation Adventurers (YAA) for "Scouts Day." This was an opportunity for scouts to earn aviation merit badge credits. Approximately 160 scouts participated in the event. Ten lessons were taught by YAA volunteers, Gone with the Wind Chapter members, Skybound Aviation, The Aviation School of Mechanics and other organizations. Some of the topics presented were aerodynamics, aircraft maintenance, airport operations, aviation careers, power plant, and instruments. Gone with the Wind Chapter members participated in the airport operations, instruments, and aerodynamics learning stations. ➔

## UPPER CANADA CHAPTER

The Upper Canada Chapter recently hosted their annual Girl Guide Aero-nautics Badge event. One of the Chapter's original members, **Lisa Graham** (WAI #8030), set out to entertain 42 Girl Guides representing four units in Brampton and Caledon. A huge thank you goes out to the chapter members including **Sherry Kremko** (WAI #45170), **Kim Winsor** (WAI #14322), **Mary-Jane Learmonth** (WAI #39923), **Ramanjit Bhachu** (WAI #49454) and **Contessa Bishop** (WAI #13464), as well as Brampton Flight Centre. Two Air Canada pilots, a Royal Canadian Air Force avionics technician, a corporate pilot, a private pilot and a Commercial student provided professional presence.

The Weather Network is Canada's largest private reliable source of weather nationwide. The Upper Canada Chapter was fortunate enough to have a tour of their main facilities in Oakville, Ontario. After a video tour, the group each tried their hand at giving a weather forecast in front of the cameras. It was fun to make up stories and let loose on screen, acting like unfettered children again. ➔



SQUARE D CHAPTER

## SQUARE D CHAPTER

The Square D Chapter hosted Mr. Ken Wallis, Engineer and Aviator Extraordinaire, on RAF Mildenhall. Mr. Wallis shared his experience as a Bomber pilot during WWII and the Cold War. He also talked about the 20 autogyros he has built, including 'Little Nellie' from the James Bond film "You Only Live Twice." The 351 ARS in return treated everyone to a static display of the KC-135.

## THE WRIGHT CHAPTER

The Wright Chapter (Cincinnati/Southwest Ohio) visited Hawthorne Hills, home of Orville Wright. The group enjoyed touring the beautiful mansion which has had

THE WRIGHT CHAPTER



many interesting visitors in its past, including Charles Lindbergh. Everyone enjoyed seeing this unique aviation landmark. ➔

SAN FRANCISCO BAY AREA CHAPTER



## SAN FRANCISCO BAY AREA CHAPTER

At the San Francisco Bay Area Chapter's monthly breakfast at SkyKitchen Cafe at San Carlos Airport, the members discussed the Watsonville Airport Day where the chapter had a booth, Marilyn Dash and her Pitts being in an IMAX film about air racing, and several events in the works.

Chapter member **Tracy Zedeck** (WAI #46184) coordinated a tour of the Northern California TRACON facilities. **Carly Smith** (WAI #41788) helped coordinate a tour of various NASA Ames Research Center facilities at Moffett Field, California. The group visited the biggest wind tunnel in the world (80x120), the Army flight line, and the Vertical Motion Simulator (only one of its kind). ➔

## CAREERS

**Carli Van Arendonk** (WAI #44089) has graduated from the University of Waterloo with her Bachelors Degree and a Commercial Multi IFR with Instructor rating. Van Arendonk is also celebrating her second position in the industry in Dryden, Ontario, on a camera plane doing fire patrol in Ontario's Northern forests.

**Contessa Bishop** (WAI #13464) is celebrating a return to flight. She recently left FlightSafety International to fly a corporate King Air.

**Lt. Col. Rafael Carrero**, Puerto Rico Chapter Outreach Chairman (WAI #46863), was recently commissioned to the honorable charge of Colonel at the Puerto Rico Air National Guard. Carrero is the Commander of the 156th Operations Group, 156th Airlift Wing, Puerto Rico Air National Guard. The group trains and maintains C-130 mission ready crews for worldwide deployment in support of Combatant Commander theater airlift operations. Carrero has received several awards for his participation in combat missions in Iraq and Afghanistan and in rescue missions on September 11, 2001.

**Lauren Egglestone** (WAI #27357) just completed her commercial pilot rating through Seneca College at Buttonville, Ontario.

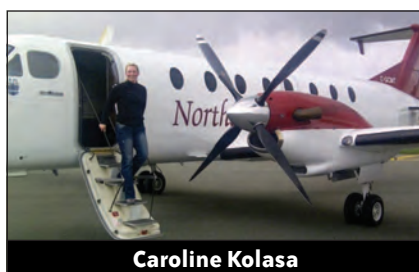
**Dr. Penny Hamilton**, (WAI #44535) volunteer Director of the Teaching Women to Fly Research Project in Granby, Col-

orado, was awarded a 2011 grant from the Wolf Aviation Fund to write an aviation textbook. "Because our original 2008-2010 research revealed the number two barrier to female success in General Aviation training was 'Instructor-student communication incompatibility—Venus vs. Mars,' we recognize the need to strengthen communication skills for GA flight instructors," explained Hamilton.

The grant will be used to partially fund the production of the new *Teaching Women to Fly: General Aviation Flight Instructor Communication Manual*.

Congratulations to **Marlene Jakob** (WAI #13226) on her new position with Air Canada in Vancouver on the Boeing-777.

**Caroline Kolasa** (WAI #14048), of Vancouver, British Columbia, attained her ATPL and a new job as a First Officer on the Beech 1900.



Caroline Kolasa



Bianca Mettey at work

**Maggie Larsen** (WAI #8963), CFI with Flight Training Professionals, ran a 27.00-minute 5K and served as Angel Flight's Angel mascot at their second annual "Run for the Angels" 5K benefit at Orlando Executive Airport. She was

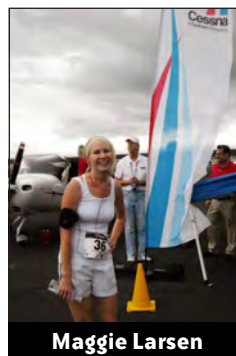
one of the first women to finish the race. Runners came out despite marginal weather, and helped Angel Flight raise almost \$2,000.

**Chanelle Lavictoire** (WAI #44577) recently received her commercial pilot certificate at the Waterloo Wellington Flight Centre as a

student in the University of Waterloo aviation program.

**Bianca Mettey** (WAI #44327) received her Airframe and Powerplant Mechanic certificate after completing a two-year program at Long Beach City College. Mettey earned the Outstanding Student of the Year Award from LBCC in 2011. Among her plans for the near future are working towards her IFR rating and earning a Masters degree in Aeronautical Science.

**Theresa Whiting** (WAI #42928) was a guest speaker at the Zonta Club of Northwest Wayne County on April 23. The Zontas announced they are awarding a \$500 scholarship to a female student taking aviation courses at Schoolcraft College. ✈



Maggie Larsen



Rafael Carrero



## PASSAGES

**Evelyn Bryan Johnson** (WAI #36), has died at 102, in Jefferson City, Tennessee. She had piloted an airplane more hours than anybody else alive—57,635.4 hours (which translates to more than six and one-half years of flight time). No woman has flown more, and only one man has. In 2002, Johnson, at



92, was the oldest active flight instructor in the world, according to the Aircraft Owners and Pilots Association.

She taught 5,000 student pilots before she stopped counting, and certified more than 9,000 for the Federal Aviation Administration. Nicknamed Mama Bird, she taught future pilots of jetliners and cargo planes, future airline executives and even a senator.

Among her many honors, she was named Flight Instructor of the Year in 1979 by the Federal Aviation Administration and inducted into the Women in Aviation International Pioneer Hall of Fame in 1994, as well as the National Aviation Hall of Fame in 2007.

She was a presence at the Morristown Flying Service for many years, teaching and managing the airport. She will be sorely missed. ✈

Johnson speaking at the 2003 WAI Conference, where she was named one of the 100 Most Influential Women in Aviation and Aerospace



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We are proud to support Women in Aviation.



## DELTA STATE UNIVERSITY

**D**elta State University is a public institution providing a comprehensive undergraduate and graduate curriculum to over 4,000 students representing 49 states and 23 countries, from its campus in Cleveland, Mississippi. It offers 13 baccalaureate degrees in 38 majors and seeks to meet the need for advanced training in certain fields by providing programs of study for

11 master's degrees, the Educational Specialist degree and the Doctor of Education degree.

Acknowledging its beginnings as a teacher's college, the University sustains excellence in teacher education while continuing to expand offerings in traditional as well as unique programs of study. From the core disciplines such as arts, humanities, and sciences, to unique programs such

**DELTA STATE  
UNIVERSITY**

as Commercial Aviation, the Delta Music Institute, and the nationally-recognized Geospatial Interdisciplinary Technology program, the University is committed to meeting the evolving needs of the students it serves.

DSU Flight Operations provides part 141 and part 61 training for students enrolled at Delta State University. Flight Training is only available to students of the University, which helps to ensure that students will have plenty of resources for training. The training fleet includes five Cessna 172Ps, five Cessna 172Rs, five Cessna 152s and three Cessna 172RGs. The multiengine training fleet currently includes two Beechcraft Duchesses.

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The Bachelor of Commercial Aviation at the university is a 124-credit-hour degree program. Undergraduate students may major in Flight Operations or Aviation Management. Upon graduation, Flight Operations majors hold at least a commercial pilot certificate with airplane single- and multi-engine land and instrument-airplane ratings, along with a Flight Instructor Certificate. Both concentrations involve a general education core (English, math, etc.), a commercial aviation core (transportation, aviation law, etc.), and each has specialized degree requirements. Flight Operations majors earn academic credit for flight courses, while Aviation Management Majors take business-related classes that improve management skills.

### Women in Aviation, International Welcomes Corporate Members

Bristow Academy Inc.  
Mallory Aviation Inc.



COURTESY OF DELTA STATE UNIVERSITY

*Dr. Kurt Barnhart, president of the University Aviation Association, presents the William A. Wheatley Aviation award to Dr. Julie Speakes, professor and department chair of Commercial Aviation at Delta State University, in January 2012.*

Students who qualify for admission to Delta State University can apply to the commercial aviation degree program. Application for admission is available online. Flight training costs are not covered by DSU tuition. These are additional expenses that include aircraft rental; flight, simulator, and oral instruction; charts, manuals and study guides; physical examinations; and FAA written and practical tests, such as check rides. These costs are subject to change, but cost-estimators are available online at the university's web site, [www.deltastate.edu](http://www.deltastate.edu).

Delta State University is proud to be a corporate member of Women in Aviation, International. ✈





MEG GODLEWSKI

***I am ready to take my private pilot checkride. The regulations say I need 40 hours to qualify for a private pilot certificate, but I have 70. Am I a slow learner?***

Probably not. I know few people who finish their private pilot check ride in 40 hours. Weather, mechanical issues with the airplane and

life can create delays. Frankly 70 hours is doing pretty well.

***I'm building my solo night cross-country time. The problem is that I get bored when I'm in the airplane alone. I'm worried I'm going to fall asleep. Any tips for staying awake?***

Drink water. It won't be comfortable but you'll stay awake. And try eating sunflower seeds in the shell in flight. Keep a cup to spit the shells in. With your mouth busy and nature calling, your brain will have no choice but to stay in the game.

***I'm a CFI at a small FBO. Recently I inherited a student from another CFI who left. The student constantly no-shows, or cancels 30 minutes before the flight. I told him I was going to bill him for the no-***

***shows and last minute cancellations. Now he comes to the airport when I'm not there, and tries to get the other CFIs to fly with him. They won't. What do I do?***

Count yourself lucky that this immature person is not flying with you. Don't waste your time with him.

***I want to be a professional pilot, but during my aviation physical I found out that I may be color blind. Now I have to do a special test with the FAA. Does this mean I can't be a pilot?***

Not necessarily. It sounds like you are being asked to do a SODA ride, which stands for Statement Of Demonstrated Ability. You'll have to fly with an FAA Examiner and interpret light gun signals. Contact the medical department of your local FSDO for more information on what you need to do.

***I'm working on my CFI ticket. On my training flights, my CFI keeps bringing his girlfriend, who wants to be a CFI, too. If I don't know the answer to a question, he asks her and she answers. They don't do anything inappropriate but I feel weird about this. What do I do?***

It is your money, so you should be the one to say if it's okay to have a backseater. This happened to me and I told the CFI I wasn't paying for his dates, and then I switched instructors. ➔

.....  
Meg Godlewski (WAI #8165) is a Master CFI and active flight instructor. She also writes for [www.GeneralAviationNews.com](http://www.GeneralAviationNews.com).



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- Enroute Charts
- Wind Charts
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- iPhone APP
- Tabbed Reports
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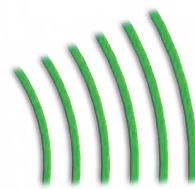
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## Sporty's Brings ADS-B to Foreflight App with Stratus



Realtime weather inflight without a subscription and a complicated XM weather receiver?

Yes, you can have that, today, courtesy of Sporty's and Appareo, which have developed the Stratus. Stratus combines an ADS-B and GPS receiver into a single unit that wirelessly streams NEXRAD radar, text weather, TFRs and aircraft position to the popular ForeFlight Mobile app for iOS devices.

"Stratus delivers exactly what pilots have been asking for—a simple, smart and subscription-free way to view in-flight weather on their iPad," says Sporty's Pilot Shop Vice President John Zimmerman. "It's incredibly easy to use, with just one button and virtually no setup."

Stratus wirelessly streams the full suite of available weather products: NEXRAD, METARs, TAFs, SIGMETs, AIRMETs, PIREPs, TFRs, and winds aloft. Stratus also includes a built-in WAAS GPS receiver that provides high-quality position information to ForeFlight Mobile's moving map, which includes VFR sectional and IFR enroute charts.

The WiFi connection allows multiple iPads to connect to Stratus, making it possible for two-pilot crews to view weather on separate iPads. The portable design includes an internal eight-hour battery, a high-gain internal antenna, and a WiFi connection to the iPad, so Stratus can be placed on the glare shield and out of the way. It is easy to move from airplane to airplane. It weighs less than 12 ounces, and measures 4.25" w x 5.75" d x 1" h. Interested? Head to [www.appareo.com/stratus](http://www.appareo.com/stratus) or [www.sportys.com/stratus](http://www.sportys.com/stratus). ➔



### BOOK REVIEW

*Down at the Golden Coin*  
by Kim Strickland

**A**irline pilot Kim Strickland's second novel imagines a woman who has come a long way, and not exactly in the directions she envisioned. From comfortable suburban working mom to a one-car household with dying appliances that she can't afford to fix and

a marriage she feels trapped in, Strickland's main character needs help. What happens next requires a leap of faith by all, by you, the reader, and the main character, too. But if you can stretch your imagination just a touch, you'll find Strickland's engaging and vividly descriptive style will capture you, and take you on a journey to enlightenment that isn't like anything you would have expected—and that's where all the fun lies in this book. Enjoy!

ISBN: 978-0981979458

Published by Kim Strickland-Sargent; 2012.

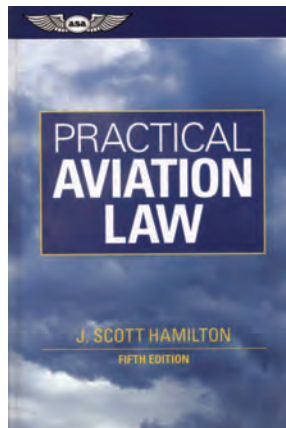
Softcover; 228 pages; \$15.95

[www.eckhartzpress.com](http://www.eckhartzpress.com) ➔

### BOOK REVIEW

*Practical Aviation Law, Fifth Edition*  
by J. Scott Hamilton

**S**tudying aviation and truly want to understand the underpinnings of how the FAA and NTSB, and even the U.S. criminal justice system can come into play when there is a mishap or misunderstanding? Do you have a net worth that needs to be protected? Are you considering going into any sort of aviation enterprise? If the answer is yes, this book can help you contemplate the possibilities and assess your risks for litigation.



ISBN: 978-1-56027-763-7

Published by Aviation Supplies  
and Academics,  
Newcastle, Washington; 2011.  
Hardcover, 382 pages; \$25.83  
[Amazon.com](http://Amazon.com) ➔





## CODY, WYOMING:

Eastern Gateway to Yellowstone National Park

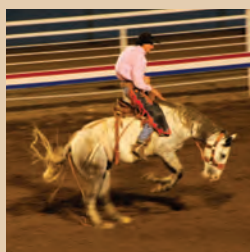
**W**ant to know a well-kept secret? Yellowstone Regional Airport (COD) in Cody, Wyoming, is a year-round full-service airport and the easiest gateway access to Yellowstone. The airport supports a full spectrum of general aviation services such as fueling, fly-ins, aircraft maintenance, and car rentals. A special pilot lounge, free courtesy car, and free overnight parking await you. (Contact FBO Choice Aviation to serve you and your plane at UNICOM 122.80 or (307) 587-9262.)

*by Karin Leperi*



The least congested way to see America's first National Park, the airport is located about 50 miles from Yellowstone and just minutes from downtown Cody—a town built and named after Buffalo Bill Cody.

So, before setting sights on Yellowstone, be sure to spend some time in Cody. Whether witnessing a live gun fight outside the Irma Hotel, dining on their famous prime rib, or watching Dan Miller's Cowboy Music Revue, you're sure to get Western fever. Or catch the Cody Nite Rodeo to see riders, ropers and bronc busters during the summer. Whatever you do, don't miss the world-class Buffalo Bill Historical Center—where five museums poignantly document the story of the West. ✈



## Going Solo: The First Step to Flight

Sometimes it just helps to break large tasks down into their component parts to make them easier to tackle. Learning to fly is certainly like that. The folks at Sporty's understand. They've broken out just the pre-solo lessons from their well-designed Learn to Fly DVD courses and created a "complete" Solo Course. Once you've conquered soloing, you can save \$65 on the Sport, Recreational or Private pilot courses offered by Sporty's. For more information on the company's Solo Course on DVD, link in to [www.Sportys.com](http://www.Sportys.com). ✈

# Women in Aviation, International SCHOLARSHIPS 2013

## SETTING THE STAGE FOR YOUR SUCCESS

Scholarship awards are a major benefit of membership in Women in Aviation, International. There is an award for nearly everyone here, from the college student to the woman or man returning to the workforce, from managers and dispatchers to pilots, engineers, technicians and mechanics.

We could not bring these scholarships to you without the assistance of our generous sponsors and corporate members, so please remember as you fill out your applications that they are the reasons why we can offer these incredible opportunities.

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

## Aerospace Engineering Scholarships

### American Airlines and American Eagle Engineering Scholarship

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

Requirements: meet all WAI scholarship requirements and guidelines, GPA 3.0 or higher, enrolled in accredited U.S. engineering program, U.S. citizen or permanent resident. To complement the scholarship, American / American Eagle will host the winner with attendance to the 24th Annual Conference in Nashville, Tennessee (including air travel, hotel and Conference registration).

American Airlines and American Eagle Maintenance & Engineering divisions are vital to the companies' commitment to provide safe, dependable and friendly air transportation to their customers. As such, they seek to attract top engineering talent who share their passion and interest in the aviation industry.

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

### Delta Air Lines Engineering Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in a Baccalaureate degree in Aerospace / Aeronautical, Electrical, or Mechanical Engineering. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 24th Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time students at the junior or senior level with a minimum of two semesters (as of March 2013), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

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

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

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

## Dispatcher Scholarships

### Flamingo Air / Airline Ground Schools

Airline Ground Schools (AGS) will award one dispatcher training award leading to an

FAA Aircraft Dispatcher certificate. Applicants must be at least 21 years of age. AGS offers two options: a 13 weekend course in Cincinnati, Ohio, and a Distance Learning Course with a six day residency. No previous aviation experience required.

**(Scholarship value \$2,700)**

### Universal Weather & Aviation FAA-certified Dispatcher Training Scholarship

This is an online course, followed by two weeks of classroom time. This option allows you to complete half the coursework online over a four-month period. Once you complete the online requirements and pass the FAA written exam, you will spend two weeks at our training facility in Houston. During the time you will complete the practical portion of your training and take the FAA practical exam. (We recommend that all students complete the two-week on-site course as soon as possible—no later than two to three months after completing the online modules.) Maximum class size is 10 students for classes held in Houston, Texas.

There are no experience-based prerequisites for taking this course. Students must be able to read, write, speak and understand English, have a high school diploma or GED, and have a government-issued identification showing they are at least 23 years old and a U.S. citizen. Students must also have access to a PC running Window XP, Windows Vista or Windows 7.

Program fee does not include lodging, meals, or exam fees. Hotel reservation assistance is available.

**(Scholarship value \$3,000)**

### WAI Mile High Chapter Empowerment Scholarship (2)

Two \$4,500 non-cash scholarship awards for Jeppesen Commercial Aviation Dispatch Training. Each scholarship includes tuition, books and supplies, and FAA examination fees. One scholarship will be awarded to a Colorado resident; and one scholarship open world-wide.

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

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



Dispatcher license. The FAA Aircraft Dispatcher written exam is the same as the FAA Airline Transport Pilot (ATP) exam, so this course provides the ATP body of knowledge, plus flight planning and practical dispatching skills—applicable to many aviation careers. This is not an ATP course.

Jeppesen graduates can receive transfer credit towards a Bachelors of Science degree at the Metropolitan State College of Denver, Honolulu Community College, and other worldwide partner Universities.

Training to be held at Jeppesen's Corporate World Headquarters in Denver, Colorado. Travel and lodging expenses not included in scholarship. Scholarship must be used within one year of receiving the award.

**(Scholarship value \$4,500 each,  
Total value \$9,000)**

## Flight Scholarships

### Able Flight Scholarship for People With Disabilities

The Able Flight Scholarship in conjunction with Women in Aviation, International provides either flight or aviation career training for a woman with a physical disability. Support may be supplied for full flight training for a Sport Pilot certificate, partial flight training, or training towards an aviation career. Applicants will follow the WAI scholarship application process and should specify their interest in either flight or career training.

For additional information on Able Flight scholarships for flight and career training, applicants should visit both the "Scholarships" and "Frequently Asked Questions" (FAQs) pages on [www.ableflight.org](http://www.ableflight.org).

This scholarship may be combined with additional funding provided by Able Flight.

For applicants who apply for flight training scholarships, the following information is required in addition to information provided on the Women in Aviation, International application form:

- A copy of a valid and current U.S. driver's license.
- A simple statement from a physician as to the nature of the applicant's physical disability, and effects of the disability on range of motion. Do not send medical records, just this simple statement.
- A statement that the applicant has not failed an FAA medical exam without having that failure reversed and the medical approved in a subsequent exam (proof of subsequent approval required).

- A statement that the applicant is willing to travel for up to five weeks for an intensive flight training or aviation career training course.

**(Scholarship value \$2,000)**

### Airbus A320 Type Rating Certificate Scholarship (2)

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

**(Scholarship value \$31,000 each)**

### Anne Bridge Baddour Aviation Scholarship

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

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

This award will be used to further her aims toward an Instrument Rating, Multiengine Rating or ATP.

**(Scholarship value \$2,000)**

### AOPA Student Pilot Scholarship

Since 1939, the Aircraft Owners and Pilots Association (AOPA), has worked to keep general aviation fun, safe, and affordable. As part of its commitment to growing the pilot population, AOPA will award a \$3,000 scholarship to a WAI member pursuing a private, recreational, or sport pilot certificate who has obtained a student pilot certificate by the scholarship application deadline.

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

If the applicant is a full-time student enrolled in high school, an accredited flight program, or an accredited college or university, she/he must have a cumulative GPA of 3.0 or better (on a 4.0 scale).

In addition to the essay outlined in the WAI scholarship requirements, the applicant must include a separate essay (300 words)

expressing her thoughts on general aviation's role in supporting the nation and local communities. The applicant must also provide a copy of her/his student pilot certificate.

Applicants must be U.S. citizens. Funds will be paid directly to the flight school under the recipient's name and must be used within one year of the award.

**(Scholarship value \$3,000)**

### NEW 2013

### Bunny M. Connors Memorial Scholarship

Bunny M. Connors was a career respiratory therapist at several hospitals in the North Andover, Massachusetts, area. She later chose to pursue her life-long dream of flying. She became a flight instructor, enthusiastically sharing her love of flying with her students. She went on to a commercial flying career with Bird Aviation and Cape Central Airways. The scholarship will be awarded to a WAI member pursuing a private pilot certificate or instrument rating. Flight training must be completed in 12 months.

**(Scholarship value \$1,000)**

### CAE SimuFlite Citation Corporate Aircraft Training Scholarship

CAE SimuFlite will award a corporate aircraft training scholarship. It will include Citation initial training resulting in a type rating upon successful completion of the course. Criteria include, in addition to the general scholarship requirements, a current first class medical, commercial pilot certificate with multiengine and instrument ratings and a certified flight instructor certificate with instrument airplane endorsement.

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

**(Scholarship value \$5,000)**

### Carolyn M. Ford Memorial Scholarship

Carolyn was one of the first female commercial float plane pilots in the state of Washington and she flew for several years at Kenmore Air. This award will be given to a female aviation student seeking a float plane rating who demonstrates a love of aviation

# Women in Aviation, International SCHOLARSHIPS 2013 SETTING THE STAGE FOR YOUR SUCCESS

## *Flight Scholarships (cont'd)*

and a determination to become an accomplished professional pilot.

Funds will be paid directly to flight school under the recipient's name and must be used within a year after being awarded.

**(Scholarship value \$2,000)**

## **Dare to Dream Scholarship**

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

**(Scholarship value \$3,000)**

## **Delta Air Lines Boeing 737-800 Type Rating Certificate Scholarships (4)**

Delta Air Lines will award four B737-800 Type Rating Certificates to qualified recipients that are currently enrolled or have a Baccalaureate Degree. Candidates must have a minimum GPA of 2.5 (on a 4.0 scale) and have leadership potential. All training will be approximately six concurrent weeks and conducted in Atlanta, Georgia. Lodging and round trip airfare will be provided during training (meals not included).

In addition to the B737-800 Type Rating Certificate, each recipient will receive a trip to the 24th Annual International Women in Aviation Conference (including round trip

airfare, hotel accommodations and Conference fee).

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

Minimum qualifications include the following: commercial, instrument, and multiengine land certificates, a minimum of 1500 hours total time, must have passed an FAA ATP written exam within the last two years and have a current first class FAA medical certificate.

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

**(Scholarship value \$35,000 each)**

## **NEW 2013**

## **Diane Endres Ballweg Scholarship**

This scholarship is given to a woman who is over 30 years old and who wants to learn to fly or who already has a pilot's certificate (private, sport or recreational) and wants to pursue an advanced certificate or rating, such as an Instrument or Commercial. The scholarship award will be paid directly to the flight school to be applied to the recipient's account.

**(Scholarship value \$500)**

## **Initial Helicopter Scholarship**

This scholarship will be awarded to someone interested in obtaining a private helicopter rating. Preference will be given to an applicant who has a minimum of five hours logged in a helicopter by the scholarship deadline date. This scholarship is co-sponsored by the Helicopter Association International (HAI) and WAI.

Proof of a current third class medical certificate is required.

**(Scholarship value \$1,500)**

## **Jeppesen Flight Training Scholarship**

Jeppesen's commitment to GA includes a pilot flight training scholarship for an individual working toward a private, recreational or sport pilot certificate or instrument rating. Funds will be paid directly to the recipient's flight school and training is to be completed within one year. The recipient will be chosen based on passion for flying, commitment to completing flight training and two reference letters highlighting the applicant's character qualities. Applicants who are full-time students enrolled in high school, an accredited flight program, or an accredited college or university should have a GPA of 3.0 or better (on a 4.0 scale).

Award recipients will also receive Jeppesen's Online Sport, Private, or Instrument Flight Training Course to enhance the flight training experience.

**(Scholarship value \$5,000)**

## **The Keep Flying Scholarship 2013**

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

**(Scholarship value \$3,000)**

## **Keep Flying Scholarship – Southern Africa 2013**

Keep Flying Scholarship and SAWIA ([sawia.org](http://sawia.org)) are offering one \$3,000 (approx. R20000) scholarship to an individual working on an instrument or multiengine, commercial or flight instructor certificate. Candidates must be citizens of a SADC country, hold a PPL, have 100 hours flight time and have passed all written exams for the license sought. Follow Women in Aviation guidelines. In your essay tell how the funds will be used, your goals and any relevant information.



mation. One LOR must be from a pilot who has flown with you. Scholarship will only be paid out to a South African flight school. Interviews will be in Johannesburg/SA in February 2013. Application must be a single PDF file, 1.5 MB max. Submit to [dwallace@wai.org](mailto:dwallace@wai.org) with "KFS – Southern Africa" in the subject.

**(Scholarship value \$3,000 USD – Approximately R20000)**

### The Kelsey A. Meyer Memorial Scholarship

One \$2,000 scholarship to be awarded to a female student at college level of sophomore year or above currently enrolled in an aviation/professional flight degree program at an accredited university who has achieved a minimum grade point average of 3.0 (on a 4.0 scale). All scholarship funds must be used for educational and flight related expenses. Funds will be paid directly to the school and must be used within a year of receiving the award. Include in your essay a personal statement outlining your career aspirations and how the funds will be used.

**(Scholarship value \$2,000)**

### Ride the Sun Scholarship

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

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

Note: Cannot be applied toward Private, Instrument, Commercial, CFI, CFII, or ATP.

**(Scholarship value \$500)**

### Sporty's Foundation Flight Training Scholarship For Small-Aircraft Maintenance Technician

Sporty's Foundation is offering a Recreational or Sport Pilot flight scholarship to a small aircraft maintenance technician. The award money is not intended for use in achieving any other certificate, rating or endorsement. Award money is to be used for flight training costs only. Award recipient must plan to pursue a Recreational or Sport Pilot certificate within six months of receiving the scholarship. Award money will be sent to recipient's employer or flight school for disbursement and will require two endorse-

ments for deposit. Award recipients will also receive a copy of Sporty's *Complete Learn to Fly Flight Training Course* on interactive DVD.

**(Scholarship value \$5,000)**

### New 2013

#### Ted Mallory Memorial Scholarship

A past board member of WAI, Ted Mallory was dedicated to the organization and to ensuring the availability of scholarships to provide opportunities for individuals interested in learning to fly. The Ted Mallory Memorial Scholarship will be awarded to a WAI member who is interested in pursuing a Private Pilot certificate or Instrument rating. Scholarship includes cash and training materials.

**(Scholarship value \$500)**

#### United Airlines B737NG Type Rating Scholarship

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

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

To apply, go to **[www.AirlineApps.com](http://www.AirlineApps.com)**

If this is the first time you have completed an application on this site, select "New Application." Unless you wish to use the same application to apply for employment at another airline other than United, select "Single Application Only." There is no charge for a single application and you may change the status at any time.

Follow the prompts to create a new AirlineApps.com account.

Fill out the required information by selecting each item on the list of options on the left side of the page.

Under the item "Job Targeting" select "United Airlines" as the airline you wish to receive your application.

Under the item "My Addendums" select the option "enter/update" on the line next to "United Airlines." Complete the information on this page. At the top of the page select "Member of Women in Aviation" in the affiliate listing.

We would also like to see letters of recommendations from three sources. To have someone submit an online recommendation, under "Professional Recommendation" select "Send a Request" and enter the email

address of the person submitting the recommendation. They should receive an email with a link to a webpage to submit the recommendation. There is no limit to the number of letters of recommendation allowed to submit. *Note: You may complete background references; however they will not be needed at this time.*

When you have completed all of the items select "My Application." Select "Validate My Application" to insure all required fields are filled in. Once all items are verified, select "Publish My Application." You will receive an automated "thank you" for applying for a FO position with United Airlines.

After completing your online application you must then submit your essay via email to [Scholarships@wai.org](mailto:Scholarships@wai.org) with a copy to [charlie.venema@united.com](mailto:charlie.venema@united.com). Your application will not be considered until your essay has been submitted.

You must be able to attend the full training course as scheduled in the Spring/Summer of 2013. The scholarship includes, all aircraft training material, includes flight manuals, access to CBT's FTD training, full flight simulator training, and Rating Ride.

The scholarship does not include housing, travel or personal expenses during training. The course will be trained under United Airlines 142 certificate and is conducted over a 21-24 day time period.

**(Scholarship value \$35,000)**

#### WAI – Oshkosh Chapter Spirit of Flight Scholarship

This scholarship is open to women of all ages who have already soloed and are working on their recreational, sport pilot, private pilot, or commercial certificate; instrument or multiengine rating; or CFI. Preference will be given to Wisconsin residents, but all who qualify are encouraged to apply. Funds will be paid to the flight school of your choice.

**(Scholarship value \$500)**

#### Women Military Aviators Dream of Flight Scholarship

Women Military Aviators (WMA) seeks to preserve, for history, the important role women have played in creating and supporting the American Spirit through their contributions to flight, aeronautics and space. This is an elite band of women that changed and continue to change the way the world works and who put their lives on the line in defense of their country and for the love of aviation. WMA is committed to passing this legacy from one

# Women in Aviation, International SCHOLARSHIPS 2013 SETTING THE STAGE FOR YOUR SUCCESS

## *Flight Scholarships (cont'd)*

generation of women to another and has established an annual scholarship program in support of this commitment. Advocating the love of aviation, WMA offers an annual scholarship to advance a young woman in her pursuit of flight ratings at an accredited institution or FAA part 141 approved flight school. Over the past 30 years this scholarship has been given to select candidates so that they may pursue opportunities in aviation and to support the advancement of women in civilian and military aviation.

The selection criterion includes the applicant's ambition to advance women in aviation, demonstrated persistence and determination; financial need; ability to complete training; and ability to bring honor to the women of WMA. All criteria should be addressed by the applicants in their application in addition to identifying their interest in military aviation. Applicants must be able to complete training within one year of the award; be enrolled in high school, an accredited flight program, or an accredited college or university. In addition, applicants should identify the school, college or university in which enrolled and identify the Part 141 school where training will be completed. The 2013 Award will be given in honor of the women aviators who have served or are serving in Iraq and Afghanistan.

**(Scholarship value \$2,500)**

## **Women Soaring Pilots Association Scholarship**

A \$500 scholarship will be offered to a woman pilot to help pay expenses toward training for a Private, Commercial, or Instructor rating in gliders. Monies will be paid directly to the glider club or commercial flight school chosen by the recipient.

Submit an essay (500 words or less) to include an explanation of which aspects of soaring you are most interested in, such as cross country, records, competition, instructing or maintaining your skills. Describe how you have been involved in aviation in the past.

Possess at least a private pilot's certificate (Include a copy of certificate, both sides)

Include copies of enough log book pages to show the variety of flying you currently do.

Include name and address of flight school where you plan to use scholarship. The scholarship includes a one year membership in the Women Soaring Pilots Association. Information about the association is available on their web page: [www.women-soaring.org](http://www.women-soaring.org)

**(Scholarship value \$500)**

## **General Scholarships**

### **Airbus Leadership Grant**

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

**(Scholarship value \$5,000)**

### **American Airlines Veteran's Initiative Scholarship**

In honor of their service to our country, American Airlines will award one \$5,000 scholarship to a military veteran who is pursuing aviation/aeronautical education or training. This award will be paid directly to the accredited flight school, institution or college. Candidates will be evaluated on achievements, teamwork, leadership skills, motivation and community service involvement. Please submit application according to WAI scholarship guidelines. Finalists will be interviewed at WAI Conference unless on deployment.

In addition to WAI requirements applicant must:

1. Have honorably served in the United States Armed Services and provide proof such as a DD form 214 or current military ID.
2. Include name and address for the accredited institution, flight or training center used.
3. Be available for interview at the WAI

Conference or phone interview if deployed.

American Airlines has a long history of supporting our armed forces and veterans. With more than 60 percent of American's pilots and 10 percent of all American and American Eagle Airlines employees serving as active military or veterans, the company places a strong emphasis on its military and veterans initiatives. American Airlines supports members of the military, veterans and their families in their communities, as well as when they travel, including special military airfares. American Airlines provides assistance to numerous non-profit organizations, and our employees engage in a wide variety of events and activities in support of our Military.

**(Scholarship value \$5,000)**

### **The Boeing Company Career Enhancement Scholarship**

The Boeing Company will award a scholarship to a woman who wishes to advance her career in the aerospace industry in the fields of engineering, technology development or management. The award is to be used for educational purposes only and may not be applied towards flight hours. Applicants may be full-time or part-time employees currently in the aerospace industry or a related field. Also eligible are students pursuing aviation and aerospace-related degrees that are at the sophomore level with a minimum GPA of 2.5 (on a 4.0 scale).

**(Scholarship value from \$2,500)**

### **NEW 2013**

### **Beyond and Above Corporate Flight Attendant Training (5)**

You must be an U.S. citizen to apply and training will take place at the Fort Lauderdale Executive Airport, Florida. Lodging and travel expenses are not included.

Our training is in compliance with rules and regulations of the FAA Part 91, 125 and 135 and is accepted worldwide. Receive a free profile on the largest online contract flight attendant web site in the world, [www.flycontract.com](http://www.flycontract.com), and a web page on [www.beyondandabove.net](http://www.beyondandabove.net) to give you increased internet exposure. (Scholarship must be used within a year of the award.)

**(Scholarship value \$3,800 each)**

### **Corporate Flight Attendant Training Scholarship**

This four day training is being offered to a candidate that wants to become a corporate aviation flight attendant within business



aviation. It defines our industry and the role of the corporate flight attendant. This training is a thorough education on how to market yourself effectively and how to manage yourself as a business person in a global business aviation environment. It encompasses the language of business aviation catering, communication skills and how to order and secure safe catering globally. It teaches you how to work a trip from start to completion with heavy emphasis on international trip planning for long range flights/trips. It is a 40 hour training program. The winner is responsible for all lodging and travel expenses. For more information describing this training program go to **www.CorporateFlightAttendantTraining.com**.  
(Scholarship value \$3,800)

### Dassault Falcon Jet Corporation Scholarship

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

### The Elisha Hall Memorial Scholarship

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

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

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

(Scholarship value \$1,000)

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

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

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

(Scholarship value \$500)

### Janet Clark Memorial Scholarship

The Washington State Chapter of Women in Aviation, International offers a \$2,000 scholarship, in memory of Janet Clark. She worked for the FAA as an Airworthiness Aviation Safety Inspector, Maintenance division and was a member of the Washington State Chapter. Washington State Chapter members are proud of Janet's contributions as a strong advocate for aviation education. Qualifications and requirements are:

- Be a WAI member,
- Be working towards a career in aviation,
- Be enrolled in an accredited aviation-related program,
- Have experience volunteering in aviation-related events and/or activities in the previous year.
- Submit an essay that includes detailed explanations of the applicant's career plans, goals, and volunteer experiences.

The scholarship must be expensed within one year of receipt. The scholarship will be paid directly to an accredited program / institution. It may be applied to tuition, books, specific training, or housing if the expense is arranged through an accredited program or institution.

(Aviation careers include but are not limited to: air traffic controller, airport management, avionics technician, dispatcher,

engineer, flight attendant, mechanic, meteorologist, navigator, and pilot.)

If the applicant has been working toward a career as a pilot, she/he must hold at least a private pilot certificate.

(Scholarship value \$2,000)

### Society of Aviation and Flight Educators (SAFE) Scholarship

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

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

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

The Society of Aviation and Flight Educators (SAFE) is a member-centric, professional organization for aviation educators. SAFE seeks to create a safer aviation environment through enhanced education.

(Scholarship value \$1,000)

### NEW 2013

### WAI Atlanta Chapter Gone with the Wind Scholarship

The WAI Atlanta Gone with the Wind Chapter is offering a scholarship to aid an individual with the pursuit of their Aviation Dream. Applicants will be evaluated based on merit, career, aspirations, dedication, contributions to the community, and following application directions. Within the required 500-word descriptive essay, include the details of your Aviation Dream (Flight, Maintenance, Management, etc.), how this scholarship will aid with your goal, where you hope to use this award, and an approximate time-line of completion for your goal. Preference will be given to members of the Gone with the Wind Atlanta Chapter, but all applicants will be considered based on the criteria above. Award will be paid directly to the organization. Applicants must use funds within one year of acceptance.

(Scholarship Value \$500)



# Women in Aviation, International SCHOLARSHIPS 2013 SETTING THE STAGE FOR YOUR SUCCESS

## *General Scholarships (cont'd)*

### **NEW 2013**

#### **WAI "Enthusiasm" Award**

Do you love the mission of WAI and want to help? Has aviation made a big impact on your life in ways that don't fit into the typical categories? Do you think the Annual Conference is an important event, even for those who aren't students or pilots?

*Then this is the scholarship for you!*

WAI loves enthusiasm! And we want enthusiasts to come to the Conference. For that reason, WAI will award a full registration to the 2013 Annual WAI Conference in Nashville to the member who best explains why attending the Conference is important to them. The winning applicant (and one guest) will be seated in a place of honor for the Saturday night banquet on March 16th. It's our way of saying thank you for your enthusiasm.

Requirements are only being an active member of WAI, the Official Application form and 500-word essay. No résumé, recommendations or logbooks required.

**(Scholarship value \$680)**

#### **Women in Aviation, International Achievement Award (2)**

One scholarship will be awarded to a full-time college or university student pursuing any type of aviation or aviation related career. One scholarship will be awarded to an individual, not required to be a student, pursuing any type of aviation interest area (flight, maintenance, engineering, management, or other).

**(Scholarship value \$1,000 each)**

#### **Women in Corporate Aviation 2013 Career Scholarship**

The Women in Corporate Aviation Career Scholarship is offered by the members and sponsors of Women in Corporate Aviation to any person pursuing professional development or career advancement in any job classification of corporate/business aviation. The award must be used toward a specific program of education. Suggested uses include (but are not limited to): Flight training, dispatcher training, maintenance training, corporate flight attendant training and upgrades in aviation education. The award cannot be used for general business course work. Scholarship will not be awarded to previous winners of Women in Corporate Aviation scholarships.

In addition to WAI requirements, you must also be a member of WCA and submit a 250 word essay on how you will positively impact the corporate aviation industry after receiving this award. If you are a pilot please submit copies of pilot licenses, medical and the last three pages of logbook with your application. All required documents must be sent in one email file with scholarship title and applicant's name in subject line to [wca2013scholarships@gmail.com](mailto:wca2013scholarships@gmail.com) and copy [scholarships@wai.org](mailto:scholarships@wai.org) by November 12, 2012. (WCA only accepts email applications.) Web site: [www.wca-intl.org/scholarships.htm](http://www.wca-intl.org/scholarships.htm)

**(Scholarship value \$2,000)**

### **NEW 2013**

#### **Women in Corporate Aviation 2013 International Scholarship**

The Women in Corporate Aviation Career Scholarship is offered by the members and sponsors of Women in Corporate Aviation to any person pursuing professional development or career advancement in any job classification of corporate/business aviation outside the United States. The award must be used toward a specific program of education. Suggested uses include (but are not limited to): Flight training, dispatcher training, maintenance training, corporate flight attendant training and upgrades in aviation education. The award cannot be used for general business course work. Scholarship will not be awarded to previous winners of Women in Corporate Aviation scholarships.

In addition to WAI requirements, you must also be a member of WCA and submit a 250 word essay on how you will positively impact the corporate aviation industry after

receiving this award. If you are a pilot please submit copies of pilot licenses, medical and the last three pages of logbook with your application. All required documents must be sent in one email file with scholarship title and applicant's name in subject line to [wca2013scholarships@gmail.com](mailto:wca2013scholarships@gmail.com) and copy [scholarships@wai.org](mailto:scholarships@wai.org) by November 12, 2012. (WCA only accepts email applications.)

**(Scholarship value \$2,000)**

## **Aviation Management Scholarships**

### **NEW 2013**

#### **By the Numbers— Business Aviation Scholarship**

This scholarship is for students studying business in the pursuit of a business aviation career. Scholarship can be used for educational purposes only for degrees in business administration, accounting or tax and may not be applied towards flight training. Scholarship may also be used for exam certifications (Certified Public Accountant, Certified Management Accountant or Enrolled Agent). Student must be pursuing a career in business aviation with an emphasis on finance, accounting or taxes.

**(Scholarship value \$1,000)**

#### **Delta Air Lines Aviation Maintenance Management/ Aviation Business Management Scholarship**

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Associate or Baccalaureate degree in Aviation Maintenance Management or Aviation Business Management. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 24th Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time college students, with a minimum of two semesters left (as of February 2013), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

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

1. Who or what inspired you to pursue a career in Aviation Maintenance Management/Aviation Business Management?
2. What is or has been your greatest life



challenge, and how has it enriched your and/or someone else's life?

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

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

5. Why are you the most qualified candidate for the Delta Air Lines Maintenance Management/Aviation Business Management Scholarship?

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

### Women in Aviation Management Scholarship

This scholarship will be awarded to a woman in an aviation management field who has exemplified the traits of leadership, community spirit and volunteerism. The scholarship can be used to attend a leadership-related course or seminar to raise the individual's level of management.

**(Scholarship value \$1,000)**

## Aviation Maintenance Scholarships

### American Airlines Aircraft Maintenance Technology Scholarship

American Airlines will award one \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in Aviation Maintenance Technology. Candidates will be evaluated on academic standing, personal accomplishments, teamwork, leadership skills and community service involvement.

Requirements: Meet all WAI scholarship requirements and guidelines, GPA must be 3.0 or higher (on a 4.0 scale), enrolled in an accredited U.S. maintenance program, U.S. citizen or permanent resident.

American Airlines Maintenance & Engineering departments are vital to the company's commitment to provide safe, dependable and friendly air transportation to their customers. As such, they seek to attract top maintenance talent who share their passion and interest in the aviation industry.

To complement the scholarship, American Airlines will host the winner with attendance to the 24th Annual Conference in Nashville,

Tennessee (including air travel, hotel and Conference registration).

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

### Delta Air Lines Aircraft Maintenance Technology Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in Aviation Maintenance Technology. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 24th Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be a full-time student, with a minimum of two semesters left (as of March 2013), with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens or eligible non-citizens.

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

1. Who or what inspired you to pursue a career in Aviation Maintenance Technology?  
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?

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

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

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

**(Scholarship value \$5000– Includes flight to and from Conference and Conference admission and lodging. Estimated total value \$7,000)**

### Delta Air Lines Engine Maintenance Internship

Delta Air Lines would like to extend a 2013 Summer Internship (13 weeks) opportunity to a student currently enrolled in a Baccalaureate degree in Aerospace/Aeronautical, Mechanical or Industrial Engineering. In addition to an internship position, the recipient will receive a trip to the 24th Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time students at the junior or senior

level with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens. Lodging accommodations will be provided for the duration of the 15 weeks.

Compensation is paid to interns based on the following guidelines:

Junior \$2,253 per month (\$13/hr)– Completed at least 60 hours in college

Senior \$2,427 per month (\$14/hr)– Completed at least 90 hours in college

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

IN ADDITION to all WAI requirements, interested applicants should submit a résumé and cover letter detailing their qualifications. Applicants should list academic honors, scholarships, awards and special achievements.

**(Internship value \$10,159 - \$10,681 including salary and Conference)**

### Pratt & Whitney Maintenance Scholarships (6)

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

Pratt & Whitney Maintenance Training Scholarships can be redeemed at the P&W Customer Training Center in East Hartford, Connecticut. For small engine training by P&W Canada, training will take place at a FlightSafety International facility (most convenient for the student).

Hotel accommodations are covered as part of the maintenance training scholarship.

**(Scholarship value \$800 - \$3,200 each depending on course taken)**

### Tools for Aircraft Maintenance (TAM) Scholarship 2013

The TAM Scholarship was created after sponsor Carolyn Burton (American Airlines mechanic) saw a need to provide tools to a student starting out in Maintenance. Along with sponsors Kimberley Lowe and Janet Patton, both American Airline Pilots, the

three will offer one TOOL Scholarship. This scholarship is for a currently enrolled full time student in Maintenance Training for Airframe & Power Plant Certificates. Finalists will be interviewed and must attend the Women in Aviation International Conference in Nashville, Tennessee, at the finalists own cost.

In your essay please tell us your goals, experience in aviation, and why you are choosing maintenance as your career. We are looking for those showing, passion, teamwork, inspiration, challenges, and strong characteristics such as leadership qualities, community involvement and/or volunteer work, and academic standing. Include 2 (two) one-page recent recommendation letters. One letter should be from someone who has worked directly with you in the field, noting team work and aptitude and mentioning a specific task that impressed the reference. Proof of school attendance must be provided.

The Scholarship Funds will be paid, and selection of the tools will be done, directly to the shop or company selling the Tools. The funds must be used by end of 2013.

**(Scholarship value \$2,000)**

**As more scholarship listings are received, they will be added to the web site,**

**www.wai.org**

**Check for updates!**



### FedEx Express JT8D Engine (2)

FedEx Express is accepting applications from qualified aviation schools, universities, museums and other aviation education organizations for a JT8D engine with stand.

To be considered for this donation, please submit a detailed summary of your organization, including information about your program, how the engine would enhance your program and any joint use opportunities with other area programs to increase the utilization of the asset. The recipient will be required to sign a contract that restricts the transfer of ownership, the sale of parts and acknowledges that the engine will be used for ground training only. Contract approval and a delivery date will be finalized with the selected organization, and the winner will be announced at the 2013 WAI Conference in March. Applicant must be a Corporate Member of Women in Aviation, International to be eligible.

### FedEx Express B-727 Aircraft

FedEx Express is accepting applications from qualified aviation schools/universities; airport rescue/firefighting groups; government agencies; museums and other aviation education organizations for a retiring B-727 airplane.

To be considered, please submit a detailed summary of your organization, including information about your program, how the aircraft would enhance your program and any joint use opportunities with other area programs to increase the utilization of the asset. The recipient must have adequate parking space available and will be required to sign a contract that restricts the transfer of ownership, the sale of parts and acknowledges that the aircraft will be used for ground training only.

Contract approval and a delivery date will be finalized with the selected organization, and the winner will be announced at the 2013 WAI Conference in March. Applicant must be a Corporate Member of Women in Aviation, International to be eligible.

**For each FedEx award include three (3) stapled complete application sets (one original and two copies) of the Official WAI application form and the typed, descriptive 500-word essay.**



## Scholarship Submission Requirements

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

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

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

Descriptive essay or résumé should address the following:

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

- demonstrated involvement in aviation activities
- other applicable information as requested for each specific award/grant/scholarship

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

## Selection Factors

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

## Awards

All scholarships, unless otherwise noted, will be awarded during the 24th Annual International Women in Aviation Conference, to be held at the Gaylord Opryland Hotel in Nashville, Tennessee, March 14-16, 2013.

**Scholarship applications must be signed and postmarked by November 12, 2012**





# Official Application

FOR

*Fill in Scholarship Title here*

**Send to: WAI Scholarship 3647 S.R. 503 South, West Alexandria, OH 45381**

Full Name \_\_\_\_\_ WAI Member # \_\_\_\_\_

Home Address \_\_\_\_\_

Work/School Address \_\_\_\_\_

Home Phone \_\_\_\_\_

School Phone (Student) \_\_\_\_\_

Work Phone \_\_\_\_\_

Cell Phone \_\_\_\_\_

E-Mail \_\_\_\_\_

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

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

Overall Grade Point Average \_\_\_\_\_

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

***GPA verification required by advisor or faculty member:***

Signature \_\_\_\_\_

Printed Name \_\_\_\_\_

Title \_\_\_\_\_

Phone \_\_\_\_\_

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

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

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

\_\_\_\_\_  
Signature of applicant

***Scholarship applications  
must be signed and postmarked by  
Monday, November 12, 2012***

*Questions? Email Donna Wallace at [scholarships@wai.org](mailto:scholarships@wai.org)*

# Growing up with a WASP

I recently had the opportunity to fly with Sumner Wyall, son of WASP Marty Wyall, and I couldn't resist asking what it was like growing up in the household of such a famous lady. Three days later after numerous stories, I had a pretty good idea that he, as well as his siblings, had a normal childhood...well, you be the judge.

Sumner was the second of five children and grew up on a farm in Indiana. He was the only one to pursue a career in flying. His mom and dad met at an airport where Marty was a

ing her fist and yelling something at him. He has successfully blocked out the memory of that punishment!

Sometime in the mid 1960s when Interstate 64 was being constructed, his father (who built 27 miles of that Interstate) had a bulldozer's transmission fail. Under the gun to reach a deadline, he called Marty and they worked out a plan for her to fly out a new transmission unit. Marty had to take out all the seats except for the pilot seat in her C-182. She flew from the

**by Terry Ryan**



Sumner Wyall (left) with author, Terry Ryan

CFI and his dad came in for flight lessons. It must have been love at "first flight" as they married.

When Sumner's father had accumulated about 300 hours, both he and Marty applied to the airlines; Marty to TWA and his father to United. United offered Gene Wyall a pilot job, however TWA sent Marty a rejection letter stating that she would never be hired as a pilot. They said they would be happy to offer her a position as a "Stewardess." His dad decided that if they both couldn't get airline jobs, then he wouldn't fly United. Instead, he started his own construction company.

Sumner could not recall his first flight, he says, because his mom was teaching aerobatics while she was pregnant with him! When I asked about his first flight lesson he just laughed and said "Well, I really don't recall...I was always going along for rides and actually flying the plane when I was as young as five years old. Flying was just a part of our everyday life." When Sumner was six or seven years old, his mom had just finished a Powder Puff Derby, and in his excitement he ran across the tarmac to greet her. Needless to say, the photographers got a bit more than they expected and had to keep asking him to let them get a shot of just his mom and her plane.

When Sumner was around 16 and still working on his private pilot certificate Marty was hosting some sort of outdoor luncheon—either a WASP reunion or the Ninety-Nines. He thought they needed a little bit of entertainment and went to the airport, fired up Marty's Cessna 182 and buzzed the house twice. On the second time around he could see his mom shak-

Caterpillar plant in Peoria to Ft. Wayne and landed on the highway, which was obviously closed and still under construction.

I asked about his flying career path. His mom knew everybody who worked for the Zohner Corporation so he got his first job there, flying right seat on a DC-3. He accumulated 1200 hours, an ATP and type rating in it. Just as he had buzzed the farm in the Cessna years earlier, he took the DC-3, with permission this time, and flew over the farm. He had prearranged with his father to film the fly over with his dad's prized 16mm Bolex camera.

Sumner was next hired by Essex International and flew a Saberliner, B-737 and later a B-727 after United Technologies Corporation bought out Essex.

During his employment at UTC, he was the personal pilot for the company president, Al Haig. He said it was difficult to work under "an Army mentality in the corporate world." Haig called him "Son" and I don't think this was the meaning a father would use. Sumner also flew another UTC exec often, Harry Gray. Gray was good friends with the CEO of Delta Air Lines at the time and arranged for an interview. Let's just

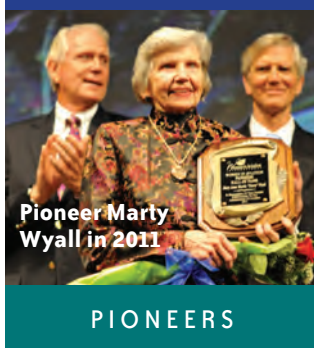
**Sumner could not recall his first flight, he says, because his mom was teaching aerobatics while she was pregnant with him!**

say that the interview did not go well and no job was offered, despite the fact that one of the interviewer's knew his mother, Marty. Sumner joined the ranks of Southwest as a pilot in 1983 and quickly upgraded

to Captain on the B-737. He has flown all models of the B-737 as well as the B727 at Southwest and will hopefully get a chance to fly the -800 before he retires in 2012.

During our conversations I told him about the Women in Aviation Conference. I said that I always enjoyed talking with his mom and that she and the other WASP always enjoyed our Jazz Band music. That is when he told me about Marty's piano playing. I asked how in the world she ever got a chance to play the piano with five children and he said "Simple. She would lock all of us out of the house when she practiced!" ➔





## WAI Pioneer Hall of Fame Nominations

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

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

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

Nomination form deadline is September 28, 2012.

WOMEN IN AVIATION, INTERNATIONAL

### 2013 Pioneer Hall of Fame

#### *Nomination Invitation*

INDUCTION CEREMONY

Saturday, March 13, 2013 – Gaylord Opryland Resort & Convention Center  
You are invited to submit nominations for Women in Aviation, International's  
2013 Pioneer Hall of Fame.

Deadline for submissions: September 28, 2012

#### WHO IS ELIGIBLE:

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

#### WHAT TO SUBMIT:

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

#### WHERE TO SUBMIT:

Pioneer Hall of Fame — Women in Aviation, International  
3647 State Route 503 South, West Alexandria, OH 45381  
Email: [scoon@wai.org](mailto:scoon@wai.org) • Fax: (937) 839-4645



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FLYING FOR A CAUSE

# Cameron King's Journey to her Dream Job



**“Ever since I was a little girl I was the one**





When asked “when did you first know you wanted to be a pilot?” Bahamas Habitat Disaster Coordinator Cameron King said, “Ever since I was a little girl I was the one making airplane sounds on the playground.” From the

moment she uttered those words, I was smitten with the waif of a woman, all of 23 at the time, who runs this extensive non-profit’s critical airlift command center.

I had the opportunity to watch King in action, and speak with the pilots she organized during the relief efforts after hurricane Irene in the Bahamas, in August of 2011. By then she was already a seasoned disaster relief pilot, having logged more than 100 hours on her own back and forth to Haiti, during its earthquake disaster in 2010.

In fact, you could say that King was baptized by fire in her job with the Haiti earthquake. She remembers the moment she knew the Haitians needed help like it was yesterday. She had only come to Bahamas Habitat in March of 2009, and was posted to the Bahamas to create an outpost for the organization. “I acted as a safety pilot for pilots with planes who were not quite experienced enough to do the job,” she said. “As our pilots and planes arrived in the Bahamas with supplies, we could designate them to different programs we had running on different out-islands and fly the material directly there, instead of having it transit through the large city ports, which saved tremendous dollars for the organization.”

**by Amy Laboda**

Being on-scene in the islands, the organization also designated King its disaster relief coordinator. She said, “I realized I’d never done it. So I looked up and got together with other disaster relief people and learned what was involved in the job. January 9, 2010, I literally was on the phone with the retired disaster relief coordinator for Texaco, Inc., and he’d sent me on a research run....and he and I were going to touch base a few days later.”

January 10th the earthquake in Haiti happened, and research was the last thing on King’s mind. It was time for action.

“The Bahamas Conference of Methodist Churches asked us if we could get our planes to Haiti and respond on their behalf. We took off for Haiti on the 12th,” she remembered. “Airplanes were being held over Great Inagua, the last cay in the Bahamas, and we had to hold, then finally land there because of the delay. The mosquitoes were the worst! We took off the next morning at 6:00 and we got in very, very early. Even then we had to sit on a base leg and circle until we were finally able to land. We dropped supplies and extracted missionaries.”

That was the beginning of a two-month, all-out effort with 120 pilots, 400 flights, transporting 175 people either in or out of Haiti. More than 250,000 pounds of supplies, mostly medicines, went directly to desperate people in outlying areas.

“So many of the people we brought in to Haiti were absolute life-savers,” said King. “But bringing them in came with the burden that they needed to be housed and fed. One advantage of our aviation-based relief was that we could go in, do our relief effort, and get out. We only needed fuel—and sometimes not even that,” she contin-

**making airplane sounds on the playground.”**

ued. “We were coordinating waves of stateside volunteer pilots. It was wild watching the cultural shift among the pilots from the first wave, who were mostly volunteers with piston-engine airplanes, to those that came in subsequent flocks, which included Beechcraft King Airs and Pilatus aircraft. There were a lot of different considerations. We had to be able to shift gears, turning on a dime.

“One day we had a flock of five airplanes



go down direct to Cape Haitien, one of which was a Cessna Caravan. When they unloaded there was a school bus and a two-ton truck filled with supplies. A King Air met us there, being that was as far as they were willing to go. They brought a team of doctors, that we took on, and flew over to the southern peninsula, La Caie. It was a Sunday. I’d forgotten. We got there to the Church resounding with an *a capella* choir singing *How Great Thou Art*. It was amazing, and made me realize what a small part we were playing, and yet what a big difference we were making in these people’s lives. We unloaded, and there were at least 75 missionaries who were trying to leave. We took as many as we could, trying to keep families together,” she said, smiling at the memory.

“It was amazing that, with all those challenges in Haiti, we were able to safely do the task that was set before us. In those 400 flights we did not have one single incident,” King said.

The effort, which is ongoing to this day, was formative for King. During it she transitioned from college graduate/raw recruit with potential to essential staff member and, yes, leader, at Bahamas Habitat. By the time hurricane Irene left its calling card in the Bahamas out islands, King and her crew were seasoned and ready for action.

Banyan Air Services at Ft. Lauderdale Executive Airport (KFXE), known for its generosity during the initial Haiti earthquake crisis, provided a staging area for the Bahamas Habitat coordinator Cameron King and her staff. Cathy

Ahles of Premier Aircraft Services contributed donated supplies, which were stuffed into five gallon buckets (multi-purpose—good for bailing and cleaning and carrying water).



Twenty aircraft and pilots then proceeded to move 25,225 pounds of tarps, meals-ready-to-eat, water and other much-needed supplies directly to the most affected areas after the storm. And all of it was delivered a week before the first DC-3 of supplies arrived from the Red Cross.

Handling dozens of aircraft and volunteer pilots of different capabilities (both the aircraft and the pilots) is a tremendous responsibility for someone so young, but by now King carries herself with a sort of calm, quiet confidence, and speaks with such clear authority and competence that even the crustiest old curmudgeons among her volunteers immediately recognize that she is capable.

As for her flying skills? The Auburn University trained flight instructor who took an internship with Missionary Aviation Fellowship at its Idaho base before signing on with Bahamas Habitat now has what it takes to hop in and out of a myriad of light singles and twins and get the job done. Crowded, controlled airspace or rough-hewn makeshift airstrips are all old-hat to her, now.

And her future? “A lot of people ask me, what do you want to do in your career? I have to say, this is my dream job right now, completely,” she said. “I get to fly my favorite airplane, the Beech Baron, knowing I can help people with what I do. Bahamas Habitat is growing and that excites me. I’ve got a lot of ideas,” she continued.

When asked what her advice to others looking at her career would be, she smiled. “What I love about public benefit flying is there is honestly a way for every single person to be involved; doctors, construction workers, loaders, fuelers.... We hear, ‘I love to build’ and we say, ‘great, we have a building we are constructing, can you help?’ Or, someone says, ‘I like to fly,’ and we say, ‘great, fly this builder over to help us build.’ It just works like that and people are happy giving, in that environment.”

As far as gaining the self-awareness one needs to succeed in such a challenging environment as disaster relief aviation, King believes it all comes down to one simple task. “First, recognize what it is that makes you tick. Then, open yourself up to what you can do with that. And be ready to open yourself up to working with others, collaboratively. In aviation, specifically, any experience is good experience, I’ve learned. The confidence I’ve garnered from people giving me the chance to try my hand at what I really want to do? That’s just fantastic.” ➔

**Want to know more about the project?  
Watch for King’s writing on [www.BahamasHabitat.org](http://www.BahamasHabitat.org).**





## FLYING FOR A CAUSE

# Laura Harkonen is Staying on Track



**L**aura Harkonen has been selected as a pilot for Missionary Aviation Fellowship. It's a big deal, and it's been a long time coming for this young mom with a dream. Laura actually fell in love

with missionary work before she fell in love with flying, and her commitment to both is absolute.

While still in high school, Laura raised the money to fund herself for a mission trip to Zimbabwe, in Africa. Her group rode motorcycles into the hinterlands and helped put a roof on an orphanage. Laura was deeply affected by the widespread poverty she saw there, and also by the work she and her friends were able to do. She came home determined to become a missionary.

Unlike most high school kids with a dream, Laura stayed on track and never wavered. Not only has she achieved her goal, but along the way she found her Prince Charming, a tall, blond and handsome Nordic giant, Finnish tennis player,

**by Ralph Hood**

Timo Harkonen. (Well, he's 6' 3" and that qualifies as a Nordic giant when standing with Laura, who is 5' 3".)

Laura and Timo met while both attended Averett University in Danville, Virginia, where Laura learned to fly with the specific goal of becoming a missionary pilot.

Her flight instructor, Ed Vance, was a former agricultural pilot—or cropduster, if you will—who taught Laura all the ropes with a seat-of-the-pants attitude that was perfect for the bush flying she will need for MAF flying.

When Timo met Laura he met not just a beautiful, bright coed, but also a young lady who had her future planned and was determined to reach her goals. She was one focused youngster. Interested and intrigued, Timo studied up on religion, missions and Laura, and became enamored with all three. He transferred to seminary, he and Laura married in 2004, adopted two adorable Brazilian children—Janaina (Janet) and Richard, ages 11 and nine—and the family is now planning to go together to the Democratic Republic of Congo (DRC).

If I didn't know one other thing about Laura and Timo, just watching them with those children would give me faith in



their capabilities. The kids go everywhere with them. That involves two extremely active kids sitting politely through some dull meetings. They are part of the family team.

Laura earned her instrument, ME, ATP, CFI-II and went on to instruct and fly charter and become the assistant chief pilot for Air Lexington, Kentucky, near Timo's seminary. She built up about 3,000 hours in aircraft including Baron, Navajo, King Air, and Citation aircraft. Her hours include a high percentage of serious instrument time on tight schedules in areas that experience frequent icing conditions—something

rugged and unknown territory. Their experienced pilots flew with her and watched as she found her way to small mountain strips, navigating in unknown territory.

There is an old saying, "Never trust a pilot until you know what that pilot will turn down," and MAF needed to know that about Laura. At one point with her MAF pilot she chose not to venture through a particularly tight valley, and perhaps that's when they found out. She passed with flying (no pun intended) colors, and more extensive training will follow.

This type of flight training is serious business. In the DRC

Laura will be flying in and out of airstrips that sometimes seem more appropriate for donkeys than airplanes.

Laura will carry supplies, medical personnel and other support people into the interior, and fly hurt or sick people out for treatment. Just as in her charter work, she will be flying valuable people and valuable cargo. Unlike most stateside charter flying, however, many DRC flights will be critical, life or death situations.

The time-saving ability of MAF airplanes and these remote strips is astounding. The alternative is not speeding along highways, as in the States, but walking, slogging or other basic transportation. Timo describes this with a story in which a physician flew to one remote village one morning. A



she doesn't expect to encounter in Africa. Her charter flying, however, did provide a wealth of experience in real-life decision making and balancing the job at hand with the risks at hand. Missionary flying requires a lot of that in isolated areas with primitive conditions without much of the wonderful support we get in the States.

You might think that MAF, recognizing Laura's in-depth experience, took her on immediately. Not so. She was invited to travel to MAF's headquarters in Nampa, Idaho, for introductory flight evaluation. MAF wanted to observe and test her ability to make decisions in strange,



**While still in high school, Laura raised the money**



truck spent more than five weeks on the same trip. MAF estimates that their fleet saves more than 60,000 days of travel time in one year! One hour of flight saves roughly three days of alternative travel, and MAF has a flight leaving every few minutes somewhere around the world.

Timo will work with other preachers to develop and improve local churches. Those churches will benefit from his Masters in business (don't you wish your church had an MBA on the staff?) and from his studies for a Masters of Divinity.

In the DRC Laura may well encounter again the same type of "how-can-that-tiny-little-lady-fly-these-serious-trips" attitude that she met when flying charter. Many of her first customers seemed to be waiting for the "real" pilot while she handled loading, preflight checks and other duties. When she finally said "let's go," many customers were amazed and perhaps a bit worried. None of them climbed out, however, and they learned to trust her. Her diminutive size was a great benefit flying heavy loads on charter trips, and will be even more important in mission flying. A lighter pilot in the bush means that many more pounds of payload can be packed on, or a few more people that desperately need to be elsewhere.

This kind of missionary flying has a characteristic not found in other aviation jobs. Laura and Timo have to raise the money that it takes for their own training, and to meet their overhead expenses and transportation to the job, plus the money it takes to pay their modest salaries while in DRC. Much of this money will come from the support of churches that believe in the work of MAF and in Laura and Timo. ✈

*Ralph Hood is a commercial pilot and aircraft salesman/sales manager in Alabama, as well as a full-time professional speaker and award-winning writer.*

**Interested in MAF? You can find them at [www.maf.org](http://www.maf.org).**

## Not Just For Pilots

Women have been involved in missionary, relief aid and compassionate aviation from the start. Anne and Charles Lindbergh flew relief aid to villagers after a huge flood in 1931 in Nanking, China. In 1946, pilot Betty Greene flew the first MAF plane on its inaugural flight, transporting two missionaries from Wycliffe Bible Translators to a remote jungle location in Mexico, according to MAF. Corporate pilots all over the U.S. participate in the Corporate Angels Network, which was created by cancer patients (Priscilla Blum, a WAI member, was one of the three founders) to help patients in need of transport for medical care get where they need to go for life-saving treatment.



**Jonathan Porter of Medicine on the Move in Ghana, teaches students at his AvTech Academy**

Today there are dozens of different organizations, governmental or non-governmental (NGO) where one can donate skills and time to help others in the case of natural disaster, poverty, or medical necessity.

You don't need to be a pilot, either, to apply. These organizations require infrastructure and a host of volunteers coordinating donations, creating a supply chain, contracting for and stocking materials in storage spaces, dispatching and tracking flights, and of course, fund-raising to keep the effort moving forward and effecting positive change.

These organizations can be a terrific starting point for anyone who wants to learn more about aviation all the while giving back to their local community, nation, or even internationally. Take the time to linger and ask questions in any of the many different WAI forums, either online through Facebook or LinkedIn, or at one of our WAI Connect Breakfasts, our WomenVenture effort at AirVenture 2012, or even at WAI Chapter events and of course, the International WAI Conference.

With a little research and the willingness to put yourself out there you can meet WAI members who have worked at the United Nations in its aerial peacekeeping and developmental arm, or in the U.S. Peace Corps, or for organizations such as the Air Care Alliance, Angel Flight, Air Serv International, Médecins Sans Frontières, Royal Flying Doctor Service, Medicine on the Move, and of course, those featured in the articles in this issue (MAF and Bahamas Habitat).

**to fund herself for a mission trip to Zimbabwe.**



# WIN YOUR PASSPORT TO ADVENTURE

It's easy and fun—and you decide which adventure suits you best. Everyone knows at least one other person they can recruit to share the fun, fellowship, networking, scholarships and activities available through WAI. Convince that one person to join WAI, and you'll be rewarded for your effort!

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**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.

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**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

**20 new members:** Radial engine sterling silver pendant and chain from Aviation Jewelry



**These members have already qualified for their Passport to Adventure**

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Jacqueline Battipaglia  
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Rosella Bjornson  
Elizabeth Booker  
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Wendy Boyes  
Amanda Browne  
Cindy Bruner  
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Rose Dorcey  
Maggie Eickhoff  
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I N T E R N A T I O N A L



JACQUE BOYD PhD

## RUNNING TOWARD THE EDGE

One of the most difficult things a graduating high school senior has to learn is that the reality of a two or three month “summer break” is quickly going to become a thing of the past

for them. The three-month summer break for schools was born out of the philosophy that most students would help on the farm in the summer; therefore school became a nine-

month proposition. That “summer break” has gotten shorter and shorter, but the mentality has stayed the same.

The same goes for the teaching profession. If I hear anyone say that teachers have a three-month break I’m liable to come unglued! My students’ school year ends before Memorial Day. When our “home” is a resort town and the season begins with Memorial Day, the students need to be out to work. The first day back for teachers is August 6 and the students follow a week later. Most of my teachers are at school some time during the summer, and since I’m on a year-round contract I’m here, too. That doesn’t constitute a three-month vacation!

Even though the administration of-  
fice on campus is open during June, July and August, our attitudes are a little different. The body may be here, but much of the mind has gone on break. Getting up at 6:00 a.m. instead of my regular 5:00 a.m. is a bit of a break. Being able to go for a hike before going to the office starts my day in a different way. Taking off at 3:00 p.m. instead of the usual 7:00 p.m. and going for a bike ride makes ending the day better. The workplace is the same, the routine is on break.

There’s just something about summer. Whether your routine or job situation changes, your mind and approach morphs into what we all did as kids—we mentally take summer V-A-C-A-T-I-O-N!

Yesterday during lunch I was involved in a conversation with some of my students about summer plans. I told them I had two conferences to attend, but then I added in descriptions of the activities that I had planned at each venue, that had nothing to do with the conference. These included getting checked out in a friend’s new airplane, getting back into lake kayaking, doing some exploring in Maine, and doing

two Girl Scout Aviation Badge sessions. When pressed for the “why” I told them I’d always done things like that—mixing business and fun—doing what I had to do and still doing what I wanted to do. One of the guys then said that must just be my “philosophy for living.” Frankly, with a statement like that coming from one of my sophomores, you can see why I do what I do.

At that point we all went around the table and tried to define our “life philosophy” in five words or less. I did have a four word phrase that comes to mind, but if I used it here Peggy Chabrian would email me nicely (as she always does) and ask me if I really intended to use those words. And, making it more appropriate for high school, I came up with the alternative four word phrase: *Running Toward The Edge*. (If I had really been honest I probably should have said *Walking Very Quickly Toward The Edge*, because maybe I have actually developed the sense and hindsight enough to slow down a bit.)

One of my older brothers has come up with a yearly “activity” to accomplish. Sometimes I think he shares the plans with me just to see how loudly I’ll whine. Some of the “plans” make me very nervous. With others of them, I want to be first in line to go along. We have nicknamed our oldest brother “Brake Boy” because he seems to put on the brakes when either of us gets too excited about these hare-brained schemes. I have to remind him that he actually was the brother who hooked up our big dog to an old baby buggy and used me as the crash-test dummy. And also remember, these are the two men who made me want to fly. They both flew and I was not going to be left behind. Frankly, when we all get together we do compare scars (I think both mental and physical) from our childhood activities. We also share flying stories—the ones that now that we’re older and lived

*There’s just some-  
thing about summer.  
Whether your  
routine or job situation  
changes, your mind  
and approach  
morphs into what we  
all did as kids—  
we mentally take  
summer  
V-A-C-A-T-I-O-N!*



through them, it's safe to talk about them out loud. The newest scheme is a possible canoe trip down the entire length of the Platte River. You can take us out of Nebraska, but you can't take Nebraska out of us.

Since I do spend much of my summer at the same "job" that I hold during the school year, it's easy for me to include something that deals with students. I'll usually do an aviation day at the Angel Fire airport since I'm too loaded up with work to actually have my aviation class during the school year. In years past I have taught students how to fly radio controlled model aircraft. This year I'll teach myself how to fly the radio controlled helicopter that the school gave me as a gift for my birthday. We have a wind energy grant, too, at the school, so we'll be installing a Weather Bug internet weather reporting station. One of the science classes will be working on the project for the better part of the long summer.

My hope is that you are reading this while planning to go to an air show or two this summer. Maybe you're sitting at an airport café, either inside or outside watching the air-

**Are you learning a new skill? Maybe take up the fine art of riveting? How about skydiving? How does hang gliding sound? Learn the nuances of the air in a glider or balloon. Have a good old paper airplane contest. Maybe this is the summer you'll solo?**

planes. Are you considering learning a new skill? Maybe you can learn the fine art of riveting sheet metal, something we could lose if metal airplanes go away? How about skydiving for the first time? A little too radical for you? How does hang gliding sound?

Learn the nuances of the air in a glider or balloon—there's nothing better for your pilot skills. Need to keep it simple? Have a good old paper airplane contest. Maybe this is the summer that you'll solo, who knows?

Some of the schools around you might have summer school programs. Volunteer your time to help with math or science activities and relate them to aviation or space. Whatever you're doing, share it with someone—older or younger —doesn't matter. Just share your love of aviation with someone and let them see why we love it. School may be out for the summer, but the learning continues. ✈

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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](mailto:JacqueBBoyd@yahoo.com).



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## HOW MUCH DO YOU EXERCISE?

**Y**ou may have noticed that exercise has been in the news a lot lately. As more scientific studies are conducted, the evidence continually points to the beneficial effects of even a small amount

of exercise on one's health. A recent study published in the *Journal of Preventive Medicine* showed that individuals who performed moderate to vigorous exercise at least 30 minutes

daily are less likely to be depressed and are less likely to develop metabolic syndrome, which puts one at risk for a number of problems including heart disease and diabetes. Moderate to vigorous exercise includes activities such as brisk walking or running. The problem is that this study also found that on average, women are only exercising 18 minutes a day, compared to an average of 30 minutes for the men in the study. It is unclear exactly why women get less exercise, but they cite child-rearing as one reason why they do not have time for this type of vigorous activity. It is recommended that increasing the amount of vigorous activity in small increments throughout the day may be more achievable than trying to accomplish it all at one time.

Several studies have shown that even if you are able to accomplish 30 minutes of vigorous exercise daily, if you have a sedentary job, your health may still be at risk. An American Cancer Society study demonstrated that women who sit more than six hours daily were 37% more likely to die during the course of the study than those who sit less than three hours daily. It's recommended that you stand and walk around as much as possible during the day to reduce the health risks. While this may not be possible if you spend those hours in the cockpit of an aircraft, taking short breaks to stretch or walk around as frequently as possible can help.

Exercise has also been shown to provide some protection against colon, breast, endometrial and pancreatic cancer. Weight bearing exercise has been associated with increased bone mineral density and decreased risk of hip fractures in those women who have known osteoporosis. Vigorous exercise has been shown to facilitate smoking cessation, and delays weight gain. Exercise may reduce the risk of dementia and other cognitive deficits as you age, and can reduce stress, anxiety and depression.

Of course, there are risks associated with exercise, including hypothermia, hyperthermia, dehydration and exercise-induced asthma. If you are embarking on an exercise program,

it is important to start out slowly. Exercise related musculoskeletal injuries could potentially take you out of work for a short period, but are typically not disqualifying. Once off of any non-allowable medications such as muscle relaxants or narcotic pain medications, and you are cleared by your doctor for unrestricted activity, you can return to flying or controller duties and report at the time of your next FAA medical exam.

***If you spend hours in the cockpit of an aircraft, taking short breaks to stretch or walk around as frequently as possible can help.***

Non-steroidal anti-inflammatory medications such as ibuprofen or naprosyn are fine to take while working for the occasional ache or strain, as long as you do not experience any significant side effects from these medications. There is a general consensus that a screening medical evaluation prior to starting an exercise program is not necessary for individuals with no symptoms who are at low risk for coronary artery disease. If you do undergo a screening cardiovascular evaluation, and an abnormality is

found, this would likely be reportable to the FAA.

Reducing sedentary activity, as well as increasing moderate to vigorous activity with a goal of 150 minutes of moderate intensity exercise or 75 minutes of vigorous exercise weekly can reduce the risk of many adverse health effects such as obesity, hypertension, diabetes, heart disease and depression, all of which could negatively impact FAA medical certification. It is important to try to make time for these activities despite busy schedules as the evidence is growing about how important exercise is for overall health and well-being. For more information about exercise, see the U.S. Department of Health and Human Services 2008 physical activity guidelines for Americans at: [www.health.gov/PAGuidelines/guidelines/default.aspx](http://www.health.gov/PAGuidelines/guidelines/default.aspx).

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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](http://www.AviationMedicine.com).





# EXPLORER

is a *Gender-Neutral* word



## *Young Women Are Aviation Explorers, Too*

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

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



To find an Aviation Exploring Post near you or to start a Post, visit [www.AviationExploring.com](http://www.AviationExploring.com) or contact **Mark Wiesenbahn** at 513.735.9100, ext. 338



PATRICIA LUEBKE

## RITES OF SUMMER

**F**ive years isn't what it used to be. Take a computer or an electronic device in for repair and chances are good you'll be laughed at—that's first—and then told you own a dinosaur that's not worth fixing. New businesses seldom make it to the five year mark. Stay at a job five years and you're considered a veteran. So it's no small feat that at this year's EAA Air-

Venture, we will celebrate the fifth anniversary of WomenVenture, the joint initiative between EAA, WAI and the Ninety-Nines, to provide women-specific activities during EAA's annual gathering.

The idea started with a news release I had written in 2007 on behalf of WAI to distribute to the media during AirVenture. The headline read, "Where Are All the Women at Oshkosh?" I meant it strictly as a suggestion to go to WAI's booth. I meant, "If you're a woman here, looking for like-minded women aviation enthusiasts, check out WAI." There were those who read it, wrongly, as an accusation as if the intent were, "Where the heck are all the women anyway?"

Discussions were opened and WAI approached EAA with the idea of having a special program for women the following year during AirVenture. EAA immediately embraced the idea, even suggesting the photo in ConocoPhillips Plaza, which only EAA could make possible. Thus WomenVenture debuted at EAA AirVenture in 2008.

WomenVenture was intended as a one-year program. But the success of the very first year earned it a spot on EAA's AirVenture agenda for the following year, and the following year, and the following year and so on. Now it's time to celebrate five years of WomenVenture.

The success of this program is testament to two concepts. The first is that EAA is dedicated to enlarging the tent for all, attracting new members for the aviation community. The second is that women, especially WAI members, have enthusiastically flocked to WomenVenture to be part of an

exciting and vibrant initiative. Without these two concepts in place, WomenVenture could not have survived past the first year.

EAA Vice President Elissa Lines has described WomenVenture this way: "WomenVenture is a chance to build camaraderie and to use our collective voice to inspire and motivate women of all ages to get engaged in aviation—for fun and/or as part of the career aspirations."

This year's program will follow the pattern of previous years. On Thursday evening, July 26, 2012, WomenVenture begins with an evening program in EAA's outdoor amphitheater, Theater in the Woods. The evening program is typically hosted by Dr. Peggy Chabrian, presenting speakers and panel discussions of wide-ranging topics all about women and aviation. It's a chance to spend a pleasant evening under the stars enjoying fascinating discussions from accomplished women.

The next day, Friday, July 27, begins with WAI's annual Connect Breakfast, held in the Nature Center. Each year, approximately 200 people take part in this exciting event. There are always surprises, always entertainment—whether an interesting speaker, live music, door prizes, awards—a whole lot is packed into this one-hour breakfast. By the way, tickets are required so make sure you get yours in advance from [www.wai.org](http://www.wai.org). Lots of organizations say this, but it's true that this event reaches capacity so don't be disappointed. Get your ticket now.

If you've attended a WAI Conference, you know what I mean when I talk about the unbelievably positive energy you

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feel at the WomenVenture breakfast. What makes it even more energized is that everyone is relaxed, everyone is wearing shorts and t-shirts and has the casual "I'm at summer camp" attitude. Breakfast is full of laughter.

After breakfast, it's time for the annual photo in ConocoPhillips Plaza. That's right smack dab in the middle of the show so hundreds of women assembling for a group photo draw lots of attention from the bystanders.

One of the benefits of WomenVenture is you get a free t-shirt when you sign up on site. Everyone wears their t-shirts for the group photo so there's a sea of pink, or yellow, or green, depending on that year's color. The photo is made available and it's fun to see if you can pick out yourself and your friends in it.

Something WAI does well is to recharge your batteries. Taking part in WomenVenture will get them full again. Really, what could be better than being at the world-class aviation event amidst a gentle mob of enthusiastic women?

As an aside, EAA is not the only organization where WAI shares cooperative efforts. Working with the Aircraft Owners and Pilots Association (AOPA), WAI has hosted Women's Wing during AOPA's annual Summit. Again, it's another outreach to women as well as a gathering point for women attending AOPA Summit. For the first time this year, WAI also

**Catch up with WAI during AirVenture on EAA Radio 1210 AM. You can listen online through the [airventure.org](http://airventure.org) web site, too. So listen in from 10:00-11:00 a.m. each weekday. You may even hear Dr. Peggy Chabrian chime in about WomenVenture activities on the field.**



JOHN SLEMP

exhibited at the Helicopter Association International Heli-Expo. This initial effort led to the first helicopter on display during WAI's Conference in Dallas and its exciting arrival in the hotel parking lot. Forming strategic alliances with other aviation organizations provides opportunities for WAI members as well as tremendous visibility within the aviation world for WAI, and these efforts will continue.

But back to Oshkosh. Programs like WomenVenture need your support and participation in order to continue. Come on, I know your batteries need charging. Won't you join us for this annual rite of summer? ✈

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

# NOT YOUR AVERAGE FREQUENT FLYER



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JO DAMATO

## WHO'S REALLY RAISING THE KIDS?

**T**his is an excerpt of a recent Facebook post from an old friend of mine and, yes, she is still my friend even after writing this.

I'd also like to believe she has a healthier respect for working par-

ents after our little exchange. She wrote: *"I have a Masters degree but chose to stay at home with my children so they wouldn't have to go to daycare and have someone else raise them,*

*hear their first word, watch their first baby step or hug them when they get a boo-boo in the morning!"*

I read her statement over and over again trying to decide if I should engage. I don't think she was looking for a debate and I certainly didn't feel the need to justify my decision to have a career but I could not get these words "have someone else raise them" out of my head. I was unaware that by my choosing to have a career and sending my children to daycare that I was signing over my role as parent to the childcare providers. Her statement seemed both judgmental and bullying to me. My take on this debate is simple. There is no debate. Stay home if you want to or have to stay home, work if you want to or have to work, but don't use the other side as an example to justify your decision. In fact, my own sister is struggling with this decision as her maternity leave ends and I am just trying to be a sounding board for her as she weighs this important and life-changing decision. There is no right answer.

To those of you who are working parents, you have a very difficult job and you are doing it well. Take this moment to pause, smile, and know that your decision to have a career in aviation does not make you a bad parent. To anyone else who thinks that those of us moms and dads who work outside of our homes while also raising our children are somehow neglecting them, I say shame on you for trying to make us feel bad about our choices.

Was it easy for me to send my babies (now ages five and eight) to a childcare center at the end of my maternity leave? No, but circumstances often dictate our choices. I enjoyed every single moment with them at home and would have stayed with them even longer if my benefits through my employer would have allowed me to do so. But when paid and unpaid leave ran out I had two choices. I could either leave the workforce to become a stay-at-home mom or I could continue my career that I love while being the best possible work-

ing mother I can be. Again, I am not saying that there is a right or wrong choice but for me the choice was to go back to work. My parents always encouraged me to focus on my education and on my passion to be in aviation. I set professional aviation goals for myself as a teenager and it was rewarding to achieve many of them. I struggled with the decision to leave aviation because I feared that, knowing myself, I could

regret my decision years later when my boys are grown and leading their own lives. Financially, I also didn't have the option to stay home when our first son was born. My husband was still in the early years of a lengthy post-9/11 airline furlough and his transition job was not going to support three of us while we waited out his furlough. Luckily, by the time our youngest son was born my husband had been recalled to the airline. However, at the same time, my own supportive employer happened to promote me and offer me the opportunity to work from home full-time while my kids would only be about two miles away at an excellent childcare center.

My fears about working in an office environment from 9-5 while my husband was gone days at a time and I tried to do the "single working mom thing" vanished when I was offered greater flexibility. In my case, circumstances lined up properly for us to support the two working parent lifestyle we needed and chose.

As for someone else raising our kids? I beg to differ. My boys have no problem knowing who their mom and dad are. They tell us that we say "I love you" to them more times in a day than they can count. They both love to climb into bed with us every morning as the first wake-up alarm goes off to snuggle during the snooze. When a rule needs to be reinforced or a punishment needs to be given they look to mom and dad to do the enforcing and they know that we are unequivocally in charge. I'm grateful to the loving women who have made up our childcare team over the years. Most of them were moth-

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want to or have to  
stay home, work if you  
want to or have  
to work, but don't use  
the other side as an  
example to justify  
your decision.**



ers or grandmothers when they met our children and they showed them the same love and nurturing they would give to their own. I always thought of it like this—if our boys could not be at home with us then they were with the next best people who were going to love them and make them feel safe. That's not horrible at all. In fact, on a recent business trip to our old hometown I stopped into our former childcare place unannounced and in minutes was surrounded by the women who had cared for my sons throughout the years demanding pictures of the boys and silly stories about them. That's a bond I'm happy my boys had to supplement our absence during the work day. It's a beautiful thing.

Did we miss a first word? Did we miss their first steps? Nope, or I should say, not that we know of... Is it so important that we hear the first word or see the first step or is it just important that we are there when they learn how to talk or walk? If one of my boys said a word or took a wobbly step at childcare then I'm pretty sure the caretakers would have just let it go so we could make the happy discovery at home on our own time. I will say I am grateful to a certain Miss

***My goal is to support  
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Jennifer who is almost single-handedly responsible for potty training both boys when they were two. In that case I decided to take my cue from the expert who had trained over 100 kids over the years. She knew what she was doing and I just followed her lead! Now she is a new mother and I have a feeling her infant is potty-trained. That woman is a super hero!

I'm proud to be a working mom in aviation. I'm proud that my sons can see me working passionately in a career that I treasure. They always come first and they know that but it doesn't diminish my competence and drive to do my best at work and at home. Can't everyone agree that all parents work hard? This is not a competition. My goal is to support all of the parents in my circle regardless of their work situation and to know that we have so much

to learn from one another, share with one another, and that we can support one another—especially on those days when everyone's grass seems greener. ✈

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

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## KNOW THE RULES ABOUT CHARITABLE FLIGHTS

Using an airplane for charitable flights is a good way to give something back to your community while also doing something you love. Before you become involved with charitable flights, you do need to be aware of the applicable FAA regulations and IRS rules. First, let's discuss an individual performing charitable flights for the benefit of a charitable, non-profit, or com-

munity event. The organization for which funds are being raised must be either a charitable organization recognized by the IRS, a local or community cause, or a non-profit organization recognized under the state or federal law.

The FAA has created Part 91.146 to define the rules for these events. You will want to review this section to determine that your flight meets the definition of charitable, non-profit or community event (too lengthy for this column). If you do not qualify, then you must comply with Part 91.147, which covers flights for hire.

As per Part 91.146, "any reimbursement of the aircraft operator is limited to that portion of the passenger payment for the flight that does not exceed the pro rata cost of owning, operating and maintaining the aircraft for flight, which may include fuel, oil, airport expenses and rental fees."

It is important to note that the FARs limit your charitable or non-profit events to four events per year with no event lasting more than three consecutive days. Community events are limited to one event per year with no one event lasting more than three consecutive days.

Regarding IRS rules, organizations that are formed under Section 501(c)(3) of the Internal Revenue Code are eligible to receive tax-deductible cash and non-cash contributions. To deduct a charitable contribution, you must file Form 1040 and itemize deductions on Schedule A. You can ask any organization whether it is a qualified organization, and most will be able to tell you. Alternatively, you can check IRS Publication 78 ([www.irs.gov/app/pub-78](http://www.irs.gov/app/pub-78)) which lists most qualified organizations.

Generally, you can deduct your cash and non-cash contributions. You cannot deduct the following: a contribution to a specific individual, a contribution to a non-qualified organization, the part of a contribution from which you receive or expect a benefit, the value of your time or services, or your personal expenses. Your deduction for charitable contributions is generally limited to 50% of your adjusted gross income, but in some cases, 20% and 30% limits may apply. In addition, the total of your charitable contributions deduction may be limited.

In addition to meeting the requirements of the Federal Aviation Regulations (FARs), you need to be aware of the IRS limitations. The IRS only allows a charitable deduction for the variable costs of transportation for charitable purposes. Treasury Regulation Section 1.170A-1(g) allows for "out-of-pocket transportation expenses." As with any charitable deduction in excess of \$250, the taxpayer must obtain an appropriate written acknowledgement of the expenditure from the charitable organization prior to filing of the taxpayer's income tax return. In addition, charitable contribution deductions by individuals are limited to 50 percent of adjusted gross income, and charitable deductions by corporations

are limited to 10 percent of taxable income (with certain adjustments and limitations).

To determine the portion of expenses directly attributable to charitable flights, it is necessary to identify the actual costs incurred with respect to the particular charitable flights. These are often referred to as the variable costs or direct operating costs of the flight.

***It is important to note that the FARs limit your charitable or non-profit events to four events per year with no event lasting more than three consecutive days. Community events are limited to one event per year with no one event lasting more than three consecutive days.***



A short lesson in fixed versus variable costs will help to illustrate this concept. Aircraft operating costs can be divided into two primary categories: fixed and variable. A variable cost is one that changes with a level of activity, such as flight hours. A fixed cost is an expense that will not change regardless of how many hours you fly the airplane.

Fixed costs include the hangar or tie-down rental, insurance, registration and the cost of the annual inspection (excluding repairs that are discovered during the process). Variable costs that can be directly attributed to the flight include fuel, oil, aircraft rental fee, parking fees and additional liability insurance specifically for the event. Charitable deductions are not permitted for a proportionate share of fixed costs that would have been incurred even if the charitable flight had not occurred. Examples of such fixed costs include depreciation, general maintenance and repairs and insurance.

If you own an aircraft and use it partly for charity flights and partly for business, an allocation based on the proportionate share of gasoline and oil would be a reasonable approach for identifying actual costs incurred. This approach

**Aircraft operating costs can be divided into two primary categories: fixed and variable. A variable cost is one that changes with a level of activity, a fixed cost is an expense that will not change.**

assumes you have kept very detailed records of all flights for the year and their purpose.

Keep in mind that charitable flights are governed by two sets of rules: 1) FARs which determine whether the flight is considered for hire; and 2) IRS rules which determine the applicable tax deductions. You will want to get familiar with both sets of rules to ensure that you do not face an enforcement action from the FAA and that you do not run afoul of IRS rules. Deducting aircraft expenses can raise the chances of an IRS audit so you want to make sure all of your documentation is in place.

*Disclaimer: This article is intended to be general information and not a substitute for legal and tax advice ad-*

*dressing your specific circumstances.*

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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](mailto:sherry@spaviationconsulting.com).

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## GET YOUR DAILY FIX OF WAI NEWS

The WAI Blog has information  
about WAI current events and  
member activities all year long at  
<http://waishowdaily.blogspot.com>





SUMMER IS HERE

2012

July 23-29

EAA AirVenture  
Oshkosh, Wisconsin  
[www.eaa.org](http://www.eaa.org)

July 27

WAI Connect Breakfast  
8:00 a.m.  
EAA Nature Center  
Oshkosh, Wisconsin  
[www.wai.org](http://www.wai.org)

July 27

WomenVenture Day  
Oshkosh, Wisconsin  
[www.wai.org](http://www.wai.org)

September 26-28

UAA Fall Education  
Conference  
Murfreesboro, Tennessee  
[www.uaa.aero](http://www.uaa.aero)

September 28-29

Third WAI Concorde  
Chapter Conference  
"Breaking the Barriers"  
Brooklands Museum  
Cobham, Surrey, England  
[concordechapter.org.uk](http://concordechapter.org.uk)

October 11-13

AOPA Summit  
Palm Springs, California  
[www.aopa.org](http://www.aopa.org)

October 12

WAI Connect Breakfast  
8:00 a.m. – 9:00 a.m.  
AOPA Summit  
Palm Springs, California

October 30 - November 1

NBAA 65th Annual  
Meeting and Convention  
Orlando, Florida  
[www.nbaa.org](http://www.nbaa.org)

2013

March 14-16

24th International Women  
in Aviation Conference  
Nashville, Tennessee

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](mailto:alaboda@wai.org). Events will be considered on a space available basis. ➔

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and learns in his or her own way. It is a challenge to find the perfect method for each student to accomplish their goal. I always learn from my students and it is never boring.

It continues to be that way today. I now have more than 9,000 hours of instruction given and 11,000 hours of total flight time. I have time in about 55 different types and models of planes and have been a Master CFI since 2004.

But there is more to my story. I began entertaining the idea of starting my own flight school, but I had doubts. I went on the Internet, wrote out a business plan, went to the bank and opened a business account, found a place to rent, wrote a lease-back agreement for a plane and opened for business. By the second month of owning a flight school, I had a full calendar and realized that I needed another airplane. So a search was started for a nice low-time trainer. I read all of the "for sale" ads, flew to local airports and walked up and down the tie down areas looking at planes for sale. Lo and behold, there was a new listing of the perfect plane and it was at our home airport. I called the owner, we met, and after a close inspection, we agreed on a price. The new plane was a nice Warrior and the other, an Arrow IV.

I had a full schedule and I needed help. One of my students had just completed his CFI training and began working for me. Soon he purchased and leased-back an airplane. We outgrew our current little office and moved to the east side of the airport into a larger hangar/office. By 2001 we had two full-time and two part-time instructors and four airplanes. The

flight school was becoming known at the airport and to the FAA's local FSDO and its designees.

One day I was introduced to the Aviation Department Administrator of a local college. She was looking for a flight school to train students enrolled in their four year aviation degree program. We met and arrived at a business agreement. That was the beginning of a relationship that continues today. The association has allowed both the aviation program and the flight school to grow and prosper. More planes and instructors have been added, the school moved into larger quarters once again, and students have gone on to fly all around the world. Some are missionaries, some have joined the Air Force as officers now flying jets, and some have gone to corporate jobs and airlines.

The early years of instruction, flight school ownership and mentoring to the school's new owners has given me so much satisfaction and pride. I cannot express what this career as an instructor has meant to me and to my spouse. There are those people in this life who work at jobs that they dislike but tolerate because they need the income and security the job provides. My career has given me so much more than that. Meeting, teaching, getting to know, following the careers, and watching the growth and pride in my students is worth all of the extra time and effort required to be a successful flight instructor. I am not ready to quit and I would not trade these past 28 years for anything. ➔

.....  
Jean Runner (WAI #44030) is a CFI and flight school owner.



JEAN RUNNER  
MCFI

## TEACHING IS AN AVIATION CAREER

I did not grow up thinking about becoming a pilot. If a woman was going to be in aviation, it was usually as a Stewardess—not a member of the cockpit crew. We had a neighbor who was an airline pilot and that is as close as I would be to aviation for many years. I graduated high school and went to work. College was never in my plans—no funds. My folks raised

three children and paid child support for two others. I was not allowed to work until I graduated from high school, so, no money for college.

I married and had two children and then found myself alone raising a young daughter and son without any financial assistance. I took on three part-time jobs just to keep a roof over our heads and food on the table. One of the part-time jobs—the most lucrative of the three—was at our local airport working for an aircraft maintenance service.

When an airplane was ready to deliver back to the owner I was often asked by the pilot to go for a ride. “No, thank you,” I replied, “I’m not going up in one of those things.” After numerous invitations, I relented and went for a flight. To say I was scared was an understatement. I had a death-grip on the strap hanging by the door. I remember holding my breath and staring straight ahead. Gradually I relaxed and realized that flying was kind of fun. After a couple more rides I began to think that if I was going to be in a small airplane I was going to learn how to fly. I took a few lessons and even started ground school, but I was unable to afford the training.

Eventually I found full-time work and, after six years of single parenthood I met and married a wonderful man. Three years later my husband said to me, “I know you like flying, why don’t you go and finish your training and get a license.” It did not take me long to go investigate my options and start my training. Lessons were still expensive so to minimize our out-of-pocket cost I volunteered to work at the flight school. Anything that needed to be done I was willing to do. I cleaned the offices and the bathrooms. I pulled weeds, washed airplanes and soon I was offered the data entry job for pay.

I earned my Private pilot certificate and my husband and I began traveling around the country in various small airplanes. My husband is a good right seat passenger and quickly learned to be helpful. He never interfered.

I checked out in every model that the school had to offer. It was not long before we realized that if we wanted to be able to leave on a trip before noon, I would need an instrument

rating to deal with the persistent marine layer that is so common in Southern California. So for the next few months I was back in flight training. A year later I was instrument rated.

We were really enjoying flying. I continued to work for the flight school and got interested in teaching. Every time I flew with a non-pilot I liked to “teach.” Of course this was all unofficial because I was not yet a CFI. I would trade off with other instrument pilots doing approaches to stay IFR current. One of my friends was an instructor and while flying with him I learned to land from the right seat.

Still, I wanted to do more. I was especially interested in meteorology and got the opportunity to teach this class in the ground school offered by my flight training facility. I taught the weather class for nine years and the school’s owners constantly asked me to become a CFI. “Why should I do that, I have a real job,” was always my answer. I worked for a local defense contractor making a good wage. I knew that flight instructing did not pay much and my husband and I still had financial obligations that required both of our salaries.

But once again I found myself wanting more out of aviation and I really liked teaching. So I found myself taking CFI lessons and earning the certificate. Eleven months later I had my CFII. I instructed part time while keeping my full-time employment. But that was soon to change.

My company was making noises about moving out of the State and wanted me to relocate with them. “No, I don’t think so, I am well established here,” was my reply. I liked where we lived and didn’t want to go where the company was headed. I took a small retirement and began teaching full time. I was logging 100 plus flight hours a month and, I loved it.

A young former CFI from the school, who was now flying for a commuter airline, stopped by one day and asked me how many hours of instruction given I had logged. At that time it was 1,400. He said, “Wow, how do you do it? I was burned out at 500.” I told him that I loved what I was doing and I looked for ways to be creative. I had no desire to move on to the airlines and just really enjoyed teaching. Each student is unique

(continued on page 47)

*I always learn  
from my students and  
it is never boring.*



> **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

**T**o become an honest-to-goodness rocket scientist is an impressive achievement by any measure. But it still comes in second to Kelly Moran's childhood dream of being a professional pilot.

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

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

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

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

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

Kelly flies at least once a week, often taking family and friends on 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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