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SEPTEMBER/OCTOBER 2012

The official publication of Women in Aviation, International®

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**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.**

**Denise Waters**

*Contributors*

**Mary Jones**

**Kelsey Lynch**

**Camila Roy**

**Paul Seidenman**

**Aileen Watkins**

*Advertising Account Executive*

**Annette Calicoat**

(937) 669-4741

**Visit the WAI web site at  
WWW.WAI.ORG**

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**Dr. Peggy Chabrian and WAI Board member Karen Gebhart (HAI) talk with Amy Laboda and Mel Futrell about WomenVenture on EAA Radio during AirVenture 2012.**

CORI STROMBERG

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XOJET first officer Audrey Scully preflights the Challenger 300 she flies regularly for the company.  
Moanalani Jeffrey Photography

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## PRESIDENT'S MESSAGE

JOHN SLEMP



DR. PEGGY BATY CHABRIAN

*Chabrian thanks WAI member Diane Endres Ballweg after she announced the establishment of a perpetual scholarship with WAI for women over 30 who want to be a part of aviation.*

Dear WAI Members:

WAI just wrapped up an exciting week at the EAA Air-Venture Fly-In, located at Wittman Field, in Oshkosh, Wisconsin. We had more than 300 participants at the WAI Connect Breakfast on Friday morning, including about 75 young ladies from the Women Soar You Soar program and their mentors, several WASP, air show performers, the Honorable Deborah Hersman, NTSB chair, and hundreds of members and their guests.

During the breakfast a special presentation was made by Diane Endres Ballweg, who has established a new scholarship, the first to be awarded in 2013. She presented WAI with a check for \$25,000 as an endowed gift for a perpetual scholarship. We have nine never before offered scholarships for 2013, a total of 77 so far with a cumulative value of nearly half a million dollars (U.S.).

At the breakfast we talked about the WAI membership campaign, which has more than 100 recruiters, who have signed up 150 new members so far. Even if you sign up just one new member you are guaranteed a prize and are eligible for one of the fantastic four grand prizes. In fact, during our breakfast in Oshkosh, Corkey Forno, famed air show performer and movie stunt pilot excited the crowd with talk about the prizes he and Patty Wagstaff are offering—a VIP Air Show weekend.

You become an air show crew member, attend the special performers' party and briefings, fly with one of the performers and even select the air show you want to attend. The contest runs through February 2013 with the winners being announced in Nashville in March 2013.

Speaking of Nashville in March, on pages 32-33 you will find information about the Conference including special aviation tours on Wednesday, a new Aircraft Dispatcher Recurrent Training course on Thursday, an optional paddlewheel riverboat dinner cruise on Friday evening, Nashville entertainment for the opening reception, an exceptional line up of speakers and seminars, as well as a new Heli-Center in the exhibit hall. This is shaping up to be one Conference you will not want to miss, so consider registering early to get the best discounts and hotel rooms.

Looking forward, I just want to remind you that if you will be at the AOPA Summit in Palm Springs or the NBAA convention in Orlando, be sure to stop by the WAI booth and say hello. I'll be there with Chapters Relations Manager Betty Huck to answer any WAI questions you might have.

Oh, and one more thing. Don't forget the scholarship deadline on November 12, 2012. Be sure to let others know about the variety of WAI scholarship opportunities for women and men. Remember, you have to be a WAI member to apply—so go out there and recruit a couple new members and help them apply for our scholarships. You will win a reward from our membership campaign, and they may just earn a scholarship!

*Dr. Peggy Baty Chabrian*

Dr. Peggy Baty Chabrian, President

## INSIDE THIS ISSUE



BETTY HUCK

We look forward to having Will, Hunter and Harrison help clean the WAI booth at future aviation shows. Thanks, guys.



We have added two new scholarships to the listings for 2013. You can find even more on [www.wai.org](http://www.wai.org). Head to **Page 34**.



COURTESY OF NEPTUNE AVIATION

Neptune Aviation worked hard this summer putting out fires all over the western U.S. Find the whole story on **Page 20**.



**L**ast year our family made our first trip to Oshkosh. We camped in Camp Scholler and enjoyed all that Oshkosh had to offer. In planning for the trip we found lots of stuff for my wife and me to do, and we knew that Pioneer Airport would be a huge hit with my 10-year old son. But looking around I could find nothing that would keep my then 15-year-old daughter interested. Being a teenager, trying to find anything of real interest to her is hard, especially something her parents picked out (I can feel her eyes rolling at me now). I remembered a podcast episode where you had

**It's a Kodiak, not a Caravan**



**N**oticed a photo credit error in the July/August issue of Aviation for Women Magazine.

The aircraft is listed as a Cessna Caravan, but it is actually a Quest Kodiak.

**Steve Fushelberger**

Vice President, Marketing and Communications  
Holstein Aviation, Inc.



mentioned the Women Soar You Soar camp. It sounded interesting, but my daughter had only ever shown a passing interest in aviation. We didn't want her bored to death and eventually hating the Oshkosh experience. So we signed her up.

We checked her in before the camp and immediately knew that she was going to have HUGE fun. Heck, I wanted to stay and be a teenager again. But I'm a boy and this is for girls, which is a really special part of Women Soar You Soar. Birds of a feather only flock when they come together. I had other ulterior motives for her to go as well. I want her to see that there are so many careers that she might have never even thought of.

The culmination of the trip was meeting her at the awards ceremony in the EAA Museum. When the girls were released, she ran up to me and said, "Dad I want to learn to fly." It was a wonderful moment and one that I hope will turn into flight lessons this year. I tell everyone about the camp.

This year we didn't make the whole show, but we were there on Thursday. Gayle told me that she wanted to go back to Women Soar You Soar. So we headed up for our new tradition to come to Oshkosh and send Gayle to camp. It happens over her birthday and she'll be 16 years old at camp. She is very excited and is

looking forward to renewing friendships that she started last year.

**Gil Brice**

Bentonville, Arkansas

**I** just wanted to commend you on the stories included in the July/August issue of the magazine. "Helping the World Through Aviation" was truly inspirational. You highlighted two ambitious women who are doing some incredible work abroad to help people in need. It's nice to know they are out there doing that kind of flying with such a passion.

I enjoyed Peggy's personal account of learning to fly with Evelyn (Bryan Johnson); she was obviously one of a kind. What a treat that was to read and I loved that photo of the two of them.

One thing I did notice, though, was a story about Cody, a town close to my heart. There are actually two FBOs at the airport and the one that wasn't mentioned has been there for more than 30 years: Spirit Mountain Aviation, a great group of people. I just wanted your readers to know there is another operator on the field besides Choice.

**Linda Berlin** (WAI #10243)

**I** am amazed every issue. You have such a great magazine. I receive several mags per month (woodwork, finance, travel, scuba, etc.) You mag is so well done that I look forward to each issue. Thanks for the quality staff you have who do such a good job.

I hope to volunteer when the Conference comes to Nashville.

**Dr. Wally Maples** (WAI #28702)

Retired Aviation department chair at Middle Tennessee State University

.....  
We encourage you to submit letters to the editor. Letters may be edited for length and clarity. Send mail to: 18735 Baseleg Avenue, North Fort Myers, FL 33917. You can fax your letter to (239) 567-2271, or send via E-mail: [alaboda@wai.org](mailto:alaboda@wai.org). ✈





AIRVENTURE 2012



## WomenVenture Year Five: Catching the Glow

It was a surly, stormy morning, but the rain held back just long enough for the women wearing orange T-shirts proclaiming their loyalty to aviation and aerospace to gather on Phillips 66 Plaza during the 2012 EAA AirVenture show on Wittman Field in Oshkosh, Wisconsin. As many as 1,500 T-shirts were given out during the week to women and girls interested in or participating in the aviation industry. More than 300 gathered earlier that Friday morning in the EAA Nature Pavilion for the annual Women in Aviation, International Connect Breakfast, where they got to hear from Hal Shevers, NTSB Chair Deborah Hersman, and a host of other speakers. The food was hot and fresh and the camaraderie was delightful. Nearly 80 high school girls from the Women Soar *You Soar* program hosted by EAA at the University of Wisconsin joined us for the first time for breakfast, and then for our traditional picture. All who participated deemed WomenVenture 2012 a rousing success.



**WAI started a new tradition at the AirVenture breakfast—a mini Silent Auction! The proceeds go to the WAI Endowment Fund. To donate call (937) 839-4647.**

As is typical during the week we were asked at the WAI booth why we bother to raise the awareness of EAA Airventure attendees to women who are there. Our answer for why we work so hard to provide educational forums on learning to fly and building airplanes (and scholarship availability) geared directly to women and girls is that it is a service to the industry. It is a chance to build *esprit de corps*, to network and to use our collective voice to inspire and motivate women of all ages to get engaged in aviation—for fun—or as part of their career aspirations. There are so many avenues and opportunities. We are simply providing the invitation to women and girls to come and try out aviation. The excitement of the air show gets them on the field. Women in Aviation, International members are right there, ready to answer their questions and inspire them to participate, and become the next generation of aviators and aircraft designers, builders, maintainers and support personnel. Our goal? Simple. Keep aviation and aerospace viable for the next generation, and the next. Come help us! Find us through our apps on iTunes, our web site [www.wai.org](http://www.wai.org) or our magazine, [afwdigital.org](http://afwdigital.org). ➔





Top (left to right) Hal Shevers, founder, Sporty's Pilot Shop, receives the pen from the MOU signing between WAI and Learning for Life (Dr. Diane Thornton, Dr. Peggy Chabrian). WASP Marty Wyall at the WAI Connect Breakfast. DTC DUAT graciously sponsored our breakfast again this year. Right: NTSB Chair Deborah Hersman spoke. Bottom: 80 girls from Women Soar You Soar camp joined us. Bottom right: WASP Bee Haydu was recognized by the group.





## UPPER CANADA CHAPTER

Women in Aviation, International was a proud sponsor at the COPA (Canadian Owners and Pilots Association) Cabana Plane Fun Fly-In at the Saugeen Municipal Airport in Hanover, Ontario. The Upper Canada Chapter was proud to represent and generate some great new relationships. Chapter members met wonderful people in the local industry, opening doors to new opportunities for the Chapter's future, including **Kathy Lubitz** of Lubitz Field and **Debbie Tanner** of The Flight Academy in Hanover. **Cheryl Marek** introduced the members to Mrs. Pepler, the wife of the founder of the Canadian Owners and Pilots Association, who had some wonderfully funny lessons and stories to share with the group. Thank you to **Anna Pangrazzi** for bringing a new banner to display that explains the Elsie MacGill Northern Lights Award. Read about congratulations to and celebrations for the 2012 announced recipients at [www.northernlightsaward.ca](http://www.northernlightsaward.ca).

A booth neighbor, Lynda-Bea, told chapter members that her daughter wrote

a song about Amelia Earhart, which can be viewed on YouTube. Lynda-Bea and Phil Englishman, well known in the COPA community, are parents of famous singer Esthero. Esthero is best known for her current pop hit *Never Gonna Let You Go*, along with many other musical contributions throughout the industry. Her song *Amelia* is her tribute to the icon.

Member attendance and contributions made for a wonderful weekend with laughter and intimacy, learning of obstacles women aviators have overcome to achieve all that they have accomplished. Thank you to members who made the northern hike including; **Contessa Bishop** (WAI #13464), **Cheryl Marek** (WAI #28672) **Beth Furlong** (WAI

#25216), **Anna Pangrazzi** (WAI #6102), **Leili Foster** (WAI #30336), **Claire Lemiski** (WAI #29380), **Teesha Pradhan** (WAI #50062), **Navreet Saini** (WAI #44004), **Lesley Page** (WAI #49504) and **Lisa Bishop** (WAI #51283). Efforts at events like this create awareness about WAI, build individual and corporate membership, and grow chapters like Upper Canada and Western Aviatrix Chapters who participated in this event.

We also spent a great weekend at the Waterloo Airshow, despite the few volunteers and the weather. Although the weather started out poorly both days, they were all able to get a full show in without sunburns, dehydration, horrendous rain or wind. Good fun was shared with **Rick Green** (Snowbirds Souvenirs) and his crew of **Tim** and **Jeff** this year with members **Contessa Bishop**, **Sherry Kremko** (WAI #45170), **Heather Jennings** (WAI #2508) and **Cheryl Marek**.



Highlights for the two days were the raffles for Camp Trillium, a camp for children with cancer and associated with The Sick Kids Hospitals of Toronto. Sherry Kremko donated a jacket to raffle off for charity. Member **Ramanjit Bhachu** (WAI #49454) had told us that she hosts a golf tourney annually to raise funds for the children's cancer camp, which spurred the idea. This year Rick Green had more of the Snowbirds stopping by the tent signing items. He was able to get the Snowbirds to sign the jacket that Sherry donated as well as another T-shirt, which he donated along with two of his blow-up Snowbird planes and a kid's hat. Congratulations to all—the ladies for raising the monies, to those donating, and to the winners. Thank you all! ✈



Marek with Kathy Lubitz

PHOTOS COURTESY OF UPPER CANADA CHAPTER



## ST. LOUIS WOMEN WITH WINGS CHAPTER

The WWW annual plane wash fund raiser was once again held in conjunction with the monthly Mt. Vernon, Illinois, (KMVN) fly-in breakfast. Twenty WWWers and their guests turned out to dine and wash. They washed nine planes in all. With a few strange hats and some sly humor floating around, the group was kept entertained. Many of the group stayed and dined at Wilkey's Cafe on the airport. Airport Manager **Chris Collins** provided a personalized tour of the Veterans Hall of Honor and Museum in the main terminal. One of the Hall of Honor veterans, **Elvira Canzanela**, assisted WWW with the plane wash. WWW raised \$800 for their chapter Scholarship Fund.

Several WWW members volunteered at the Special Needs Airshow at the St. Louis Downtown airport (KCPS). The planes first performed at Fair St. Louis, and then returned to KCPS to perform for the Special Needs Airshow. Pilots were available afterwards for photos and autographs. ✈

WOMEN WITH WINGS CHAPTER



WWW and Harrier pilots

## NIGERIA CHAPTER

Women in Aviation, Nigeria Chapter called on all in the aviation industry to mourn after the DANA MD-83 aircraft crash, which killed 153 passengers. Tagged "No More Loss," the meeting was held in Lagos, and involved both Christian and Muslim clerics, as well as aviation officials hoping to put a stop to such tragedy in Nigeria.

Chapter President **Rejoice Ndudinachi** said the purpose of the program was to say, "No more crash, no more loss. We are extending our heartfelt sympathy to the families of the victims of the crash. We pray that God will give them the fortitude to bear the irreparable loss," she said. ✈



## EDELWEISS CHAPTER

The Edelweiss Chapter hosted an event during EBACE welcoming members of WAI and Women in Corporate Aviation during a Wine Tasting. ✈

## SQUARE D CHAPTER

The members of the Square D Chapter (previously known as the Box D Chapter) at RAF Mildenhall worked with the Wing's Women's History Month Committee and Embry-Riddle Aeronautical University to sponsor several events in March. The events included a speaking engagement with "Women Firsts," to include 92-year-old local heroine and WWII ATA Spitfire pilot **Eleanor Wadsworth**. The video is available on YouTube at <http://youtu.be/6Nmej-ROLLo>. Additionally, 25 women from the base community were selected as "Strong Women" through an essay contest and were honored at a reception by squadron leadership and chapter members for their courageous efforts. The ladies were then given an incentive flight in the KC-135 Stratotanker with the 351st Air Refueling Squadron. The award winners included civilian spouses, government employees, and active duty. ✈



All Women Aircrew (left to right, back row) **Capt. Charissa Delion** (Pilot) and **Capt. Erika Palmer** (WAI #42427 Pilot), (left to right, front row) **Capt. Natalie Winkels** (WAI #42969 Pilot), and **SrA Jessica Hinkel** (Boom Operator).





### SALUKI AVIATORS CHAPTER

This past year the Saluki Aviators Chapter participated in multiple events. The chapter hosted a pizza and ice cream party/game night so the new aviation students could meet current WAI members and mingle. The students divided into girls vs. guys and played the Battle of the Sexes board game.

The chapter also hosted multiple bake sales to raise funds to attend the 2012 WAI Conference. Seven members and the advisor were able to attend. In the exhibit hall SIU Aviation alumni stopped at the SIU booth, as well as current students from other schools. It was a great opportunity for the chapter, and they look forward to next year's Conference in Nashville, Tennessee. ➔



### HAWAII 50 CHAPTER

Hawaii 50 Chapter members, (from left to right in photo) **Diana Higbee** (WAI #50695), **Valorie Reis** (WAI #21990), **Suzi Swim** (WAI #15257), and **Yuko Matsumoto** got together to promote their physical well-being, thus helping to keep their medicals longer by doing a hike. It was a journey! They began early in the morning, using headlamps to light the way. Clouds blocked the sunrise at the summit (some 2,100 feet above their starting point) but soon after they started down the sky began to brighten, and they could catch beautiful glimpses of Kaneohe, Hawaii, far below. Amazing! ➔

### WASHINGTON STATE CHAPTER

Washington State Chapter members met at the Olympic Flight Museum at Olympia Regional Airport (OLM) in Washington in April. They had a docent-led tour of the unique collection of aircraft, including a HH-43 Huskie helicopter.

Washington State Chapter members enjoyed a tour of the United States Coast Guard (USCG) Air Base at Port Angeles, Washington (KNOW) in June. Helicopter pilot **LT Keidi Niemann** was the guide, and she explained her duties and allowed the members to closely examine one of the helicopters she flies, letting everyone climb inside and ask a thousand questions. Their unit patch, the Cussing Duck, is totally appropriate for typical weather at KNOW.



Those attending were (left to right in photo): **Ellen Karl** (WAI #51732), **Linda Russell** (WAI #52), **Pat Warner** (WAI #50594), **Heidi Bale** (WAI #49332), **Dava McNutt** (WAI #26770), **LT Keidi Niemann**, **Claire Peterson** (WAI #51290), **Rochelle Oslick** (WAI #12281), **Stefani Morin** (WAI #47248) and her daughter **Elizabeth**, **Michael Wilson** and **Jennifer MacArthur** (WAI #50447). After the tour, they gathered at Dava McNutt's hangar at William R. Fairchild International Airport (KCLM) for hot pizza and a chapter meeting. Special thanks for the invitation to tour the USCG Air Base from the Commanding Officer, **CAPT Tony Hahn**, and to the tour guide, LT Keidi Niemann. ➔

### JACKSONVILLE UNIVERSITY CHAPTER

The Jacksonville University Chapter met up with Jacksonville, Florida's other WAI Chapter, First Coast Fifis. Both Chapters enjoyed aviation talk at Haller Airpark, and plenty of delicious food!

**Karlene Pettitt** (WAI #46404), an international airline pilot, spoke to the Jacksonville University Chapter as part of their Speaker Series. Pettitt described her journey in aviation and her new book, *Flight For Control*. The group also discussed the future of aviation and how to prepare. ➔







UNO Maverick Chapter members (left to right) **Jacob Krause** (WAI #44249), **Kyle Bachman** (WAI# 44928), **Cari Wimmer** (WAI #46636), **Laura Baumgartner** (WAI #50658), **Ethan Schaecher** (WAI #50830), volunteer museum tour guide **Webster**, **Brandon Denney** (WAI #50648), and **Greg Reis** (WAI #46638) in front of a RF-4C Phantom II, McDonnell Douglas fighter jet at the Strategic Air & Space Museum.

### UNO MAVERICK CHAPTER

The UNO Maverick Chapter members toured the Strategic Air & Space Museum located in Ashland, Nebraska. The members had a guided tour around the museum's displays and learned about the various aircraft used during WWII, the history of aerial combat, space exploration, nuclear missiles, and space vehicles. The museum tour was a very enriching experience that taught both foreign and U.S. students about aerial warfare and the pioneering role the U.S. has played and continues to play in aviation innovations in the last several decades.

The Maverick Chapter members co-hosted a documentary on Women of the Military, for a prerelease screening and student review and critique. The documentary focused on the various perceptions and realities of women's role in the military, positions that are yet not open to women, and reasoning behind it as well as logics for disagreement, sex and fraternization, and PTSD among returning female veterans. The authors/producers, **William Parolini** and **Kate Hoit**, interviewed several male and female officers who addressed these issues and discussed their own experiences. The audience consisted of a group of students who were taking Diversity in Aviation for the summer as well as the general public. The discussion session was really pivotal in creating awareness about women's roles in the

armed forces and combat positions. The conclusion was optimistic—with several male students writing in their comments section that they are leaving the show with a renewed idea about how important the women's role is in the military and confessed that they were not previously empathetic toward the struggles women have to face as minorities in the armed forces! The WAI members also used this event to facilitate individual tables and recruit new members into the chapter. ➔

### CONCORDE CHAPTER

During the three-day Cannes Airshow, Cannes-Mandelieu Airport offered a place in their stand to the UK Concorde Chapter, to help promote WAI and WCA. Cannes-Mandelieu Airport also sponsored a networking coffee attended by the chapter later in June.



SAN FRANCISCO BAY AREA CHAPTER

### SAN FRANCISCO BAY AREA CHAPTER

The WAI-SFBA chapter had a booth for face painting and passed out lollipops to the kids at the annual Airport Day at Reid Hillview Airport (RHV) located in San Jose, California. The event was a great way for the community to learn about the airport and various organizations connected to aviation, such as WAI. A booth patron (photo below) wanted the purple Neuroblastoma Cancer Ribbon painted on her arm in honor of her baby boy, Micah, who was at the airport with her and battling cancer. The face-painting volunteers of WAI-SFBA were happy to oblige. ➔



## CAREERS

**Jennie Ator** (WAI #809) was recently promoted to Director, Aviation Services, at Xcel Energy in Colorado.

The Veterans of Foreign Wars (VFW) of the United States, at their National Convention in Reno, Nevada, awarded **Wally Funk** (WAI #26) the Aeronautics and Aerospace Gold Medal and Citation in honor of her distinctive life-long career in aviation.

**Steve Hofmann** (WAI #27505) has been selected for a senior government position with the Joint Program Development Office (JPDO) which is charged with leading the multi-agency NEXT-GEN efforts.

**Jodie Johnson** (WAI #49280) has earned her Private Pilot Certificate.

Four current and previous Jacksonville University Chapter members flew to Lake Havasu, Arizona for the annual all-women's Air Race Classic. Team Red Baroness: **Katja Jourdan** (WAI #49794)



Jacksonville University teams

and **Renee Brilhante** (WAI #50526) and Team Snoopy: **Juliana Vazquez** and **Heather Meyer** raced 2,682 miles across the country. Both teams met some fantastic people, encountered new challenges, gathered endless stories to tell, and had the experience of a lifetime!



Victoria Holt, Hal Shevers, founder of Sporty's Pilot Shop and Dianna Stanger celebrating the Racing Aces win! The 36th Annual Air Race Classic is a four-day air race, which covered eight states. It was 2,682 miles, and only female pilots in certified aircraft competed.

**Nancy Keating** (WAI #49534) and **Camelia Smith** (WAI #11385) safely completed the Air Race Classic, placing 13th of a field of 49. They raced to support Civil Air Patrol Cadets in Arkansas.

**Anne Knabe** (WAI #47659) is the owner of a skydiving school, and is an instructor ([www.epco.aero](http://www.epco.aero)). Her school is a member of the United States Parachute Association (USPA).

**Natascha Muench** (WAI #44736) passed her Commercial single-engine rating at DeLand Municipal Airport, Florida.

**Melanie Rivera** (WAI #51046) took her first flight lesson and logged 1.0.

**Sandrine Rohrer** (WAI #40912) returned to flying. She renewed her contact with the Swiss Aeroclub to re-enter the YES (Young Eagles of Switzerland) program and offered a first flight to two teenagers, Sandro and Eliyah.

Congratulations to **Navreet Saini** (WAI #44004) on her graduation from Ryerson Polytechnic University from the Aerospace Engineering Program. She has accepted a position with Bell Helicopters in Mirabel.

**Angie Tanton** (WAI #13421) is now a Captain on the Dash 7 for Voyageur Airways in Juba, South Sudan. ✈



Wally Funk with her medal and certificate from the Veterans of Foreign Wars

COURTESY OF WALLY FUNK





## PASSAGES

Sally K. Ride, Ph.D., the first American woman in space, died on July 23, 2012, following a battle with pancreatic cancer.

Dr. Ride was selected as an astronaut candidate by NASA in January 1978. She was a Mission Specialist on STS-7, which launched from Kennedy Space Center, Florida, on June 18, 1983.

Ride also served as a Mission Specialist on STS 41-G and she was the only person to have served on the commissions investigating both the space shuttle Challenger and Columbia accidents. She logged nearly 350 hours in space during her career.

In 1989, Dr. Ride joined the faculty at the University of California San Diego as a Professor of Physics and Director of the University of California's California Space Institute. In 2001, she founded her own company, Sally Ride Science ([www.sallyride-science.com](http://www.sallyride-science.com)) to pursue her long-time passion of motivating girls and young women to pursue careers in science, math and technology. The company creates entertaining science programs and publications for upper elementary and middle school students and their parents and teachers.

Ride was 61 years old.



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- Interactive Overlays
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## MIT LINCOLN LABORATORY

The Massachusetts Institute of Technology (MIT) Lincoln Laboratory complex, located in Lexington, Massachusetts, occupies 75 acres on the eastern perimeter of Hanscom Air Force Base. The Laboratory is one of nine federally funded research and development centers (FFRDCs) sponsored by the Department of Defense. As a Department of Defense Research and

Development Laboratory, MIT Lincoln Laboratory conducts research and development aimed at solutions to problems critical to national security.

The areas that constitute the core of the work performed at Lincoln Laboratory are sensors, information extraction (signal processing and embedded computing), communications, and integrated sensing and decision support, all supported by a broad research base in advanced electronics.



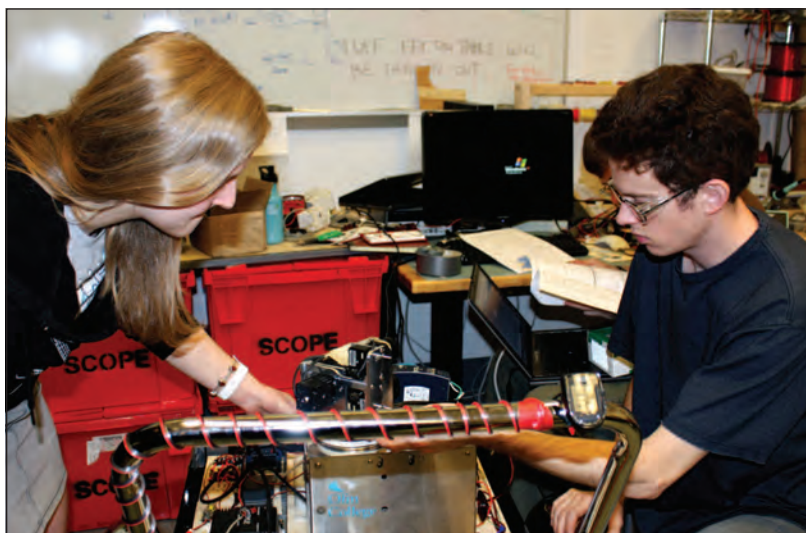
Research at the Laboratory includes projects in air and missile defense, space surveillance technology, tactical systems, biological-chemical defense, homeland protection, and communications and information technology. The Laboratory takes projects from the initial concept stage, through simulation and analysis, to design and prototyping, and finally to field demonstration.

Two of the Laboratory's principal technical objectives are the development of components and systems for experiments, engineering measurements, and tests under field operating conditions and the dissemination of information to the government, academia, and industry.

Lincoln Laboratory also undertakes government-sponsored, non-defense projects in areas such as the development of systems the Federal Aviation Administration relies on to improve air traffic control and air safety, systems that the National Oceanic and Atmospheric Administration uses in weather surveillance, and systems the National Aeronautics and Space Administration employs in its space science mis-

sions. The Laboratory has been a Supersonic Corporate Member of Women in Aviation, International since 2004.

The Laboratory is organized into seven technical divisions. While each division has specific focus areas, the Laboratory's mission-oriented work supports cross-divisional, multidisci-



**Lindsay Kaye and Nicholas Payton of Olin College of Engineering work on an affordable relative positioning sensor at the MIT Lincoln Laboratory.**

COURTESY OF MIT LINCOLN LABORATORY

plinary collaborations. MIT Lincoln Laboratory participates in a variety of programs through which students gain research experience or investigate career paths in engineering, technology, science, or math. Under some programs, students fulfill an academic requirement, while other programs support thesis work at specific universities or offer paid internships at the Laboratory. Many times, a student's experience at the Laboratory can evolve into post-graduation employment. To find out more about these programs, please contact [RecruitingDept@ll.mit.edu](mailto:RecruitingDept@ll.mit.edu).

At press time the lab was hiring human factors engineers, biologists, biochemists, process engineers, computational linguists, environmental test engineers and image processing engineers. More information on hiring is at: [www.LL.apply2jobs.com](http://www.LL.apply2jobs.com). ✈

**Women in Aviation, International Welcomes Corporate Member**

University of Wisconsin Oshkosh





DENISE WATERS

***I've taken the courses, passed the requirements and obtained my certificates, but how do I become a more skilled mechanic?***

The same way you get to Carnegie Hall: "Practice." You will learn from peers and mentors as you progress along a career path. Practice skills outside your job. The

2013 International Women in Aviation Conference (March 14-16, 2013) will have "hands-on" projects provided by AWAM (Association for Women in Aviation Maintenance) during Thursday's Maintenance Recurrent Training and in selected WAI Educational sessions. Sun 'n Fun Workshops (April 9-14, 2013), in Lakeland, Florida, provide practice opportunities that range from rib stitching to electrical installation techniques; propeller carving to welding.

A fun way to increase your skills and expertise is to train for and enter a maintenance competition. Similar to flight competitions, such as NIFA (National Intercollegiate Flying Association) and air racing events, aviation maintenance has its own competitions based on skill, timing and knowing the regulations. Two recognized events are SkillsUSA Championships, and the Maintenance Skills Competition.

SkillsUSA ([www.skillsusa.org](http://www.skillsusa.org)) is a partnership network of

students, teachers and industry working together to ensure a skilled workforce. Students preparing for careers in trade, technical and skilled service occupations compete individually. Aviation Maintenance Technology contestants perform 12 tasks, from the FAA curriculum, that represent maintenance field situations.

The Maintenance Skills Competition ([www.amt-society.org/maintenance\\_skills\\_competition.jsp](http://www.amt-society.org/maintenance_skills_competition.jsp)) is for certificated mechanics. Five-person teams compete in 12 planned events. They have 20 minutes to complete each event. Teams, representing military, commercial, GA, school, and MRO/OEM, balance the skill of each teammate, time, and quality of work to achieve the desired result in the shortest time period safely. Events represent the wide work spectrum that a shop handles daily.

Step outside your normal work area to practice, learn as a spectator, or start an event in your own area. Competition develops skills and can be contagious. ✈

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



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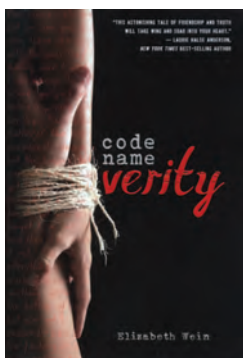
## CLEARWATER: Accessible Backcountry Idaho



The Clearwater and Lolo National Forests, located in the narrow swath of northern Idaho that separates Montana from Washington state is some of the most rugged and scenic terrain in all of the lower 48 United States. Best of all, it is accessible by airplane or even automobile. U.S. Highway 12 is a scenic byway that runs from Missoula, Montana, through Lewiston, Idaho (and Clarkston, Washington), offering stunning vistas at Lolo Pass, and alongside the rushing Clearwater, designated a wild and scenic river by the National Parks Service.



Numerous campgrounds are available for those willing to rough it, however, hotel rooms can be few and far between in this rustic area. Lyle and Kathy Hendricks, proprietors of Hendricks Manufacturing, which builds CNC cut parts for aircraft, have been living on 54 acres of their own Idaho paradise in Orofino for more than eight years, and have recently decided to share a bit of it, opening up **Clearwatercabinrental.com**. The secluded cabin has views of the river, but sits up high in the trees, with plenty of solitude. It sleeps six in luxury and comes fully equipped for hunters, fishermen, and even cooks. Rental days start at \$159, with weekly rates available. ➔



### BOOK REVIEW

**Code Name Verity**  
by Elizabeth Wein

**W**arning: if you read this book you will become involved in the heartbreaking relationship described within it. There will be moments when your eyes freeze on the page and your brain screams “NO!” You will probably cry. This novel (and it is a novel, no matter how close to fact it might come) will grip you, maybe even change you, just a little bit, once you’ve read it.

Shall I tell you what it is about? Heck, no, I wouldn’t do that. It would spoil it. Okay, I will tell you that the novel honors unsung heroes, women we all knew were a part of the Allied war effort—yet we are only now learning how heroic some of them really were. WAI Member Elizabeth Wein’s excellent research and tight storyline makes the narrative ring so true you’d think you were there. So true, you’ll find you are asking yourself, what would you have done?—A.L.

ISBN # 978-142315219-4

Published by Hyperion Books, New York, NY; 2012.

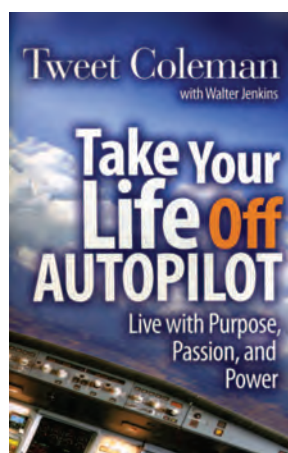
Hardcover; 343 pages; \$16.99

[www.un-requiredreading.com](http://www.un-requiredreading.com)

### BOOK REVIEW

**Take Your Life Off Autopilot**  
by Tweet Coleman with Walter Jenkins

Review by Kelsey Lynch



**T**here are two kinds of people in the world, those that muddle through each day and feel they can’t change their path, and those that embrace each day. *Take Your Life Off Autopilot* by WAI Member Tweet Coleman with Walter Jenkins is an inspirational guide to becoming enthusiastic and in control of life. This book will help you realize that going through the motions isn’t enough, that you need to take control. Using the 21-day-checklist, the book will help you

file a flight plan of where you want to go and help you find the path to get you there. ➔

ISBN # 978-0-9847086-5-9

Published by High Flying Press, 2011.

Softcover; 179 pages; \$17.95.

[www.waistore.org](http://www.waistore.org)





## DeLorme Introduces inReach Tracker

When you are in need of emergency aid, you want to know that your message got through. The inReach™ portable satellite communicator comes with two-way personal text

messaging, message delivery confirmation, SOS alerting and remote GPS real-time Flight Following/Ping-Me Locating. The inReach device also wirelessly connects with Android and Apple smartphones. The box is compact, (about the size of a portable two-way aviation radio). It's lightweight, waterproof, floats, and is impact-resistant. It can maintain satellite signal lock even in canyons or under trees.

**Aircraft pilots stay connected via text messages and email while flying routes beyond cell phone range.**

How does it work? The inReach box operates over the Iridium satellite network, providing high network reliability and low-latency data links anywhere on Earth, (less than 60 second delivery of messages end-to-end). It doesn't need cell towers to work.

The two-way communication features of inReach allow aircraft pilots to stay connected via text messages while flying routes beyond cell phone range. It can be used in stand-alone mode to send pre-loaded text messages, trigger SOS alerts, receive delivery confirmation, and tracking, all from the unit, or wirelessly from DeLorme's Earthmate app on your smartphone or tablet.

The Flight Tracking feature of inReach provides GPS position updates allowing pre-authorized parties to follow the user's trip via a secure online portal. Users can purchase plans that provide 10-minute tracking or two-minute tracking (recommended for aviation). The built-in SOS button can be activated to trigger a distress alert with delivery confirmation and it automatically activates the remote GPS tracking feature. Search-and-rescue personnel who receive the SOS will send a confirmation text—asking if there is an emergency, and the nature of the emergency. This eliminates false SAR activations.

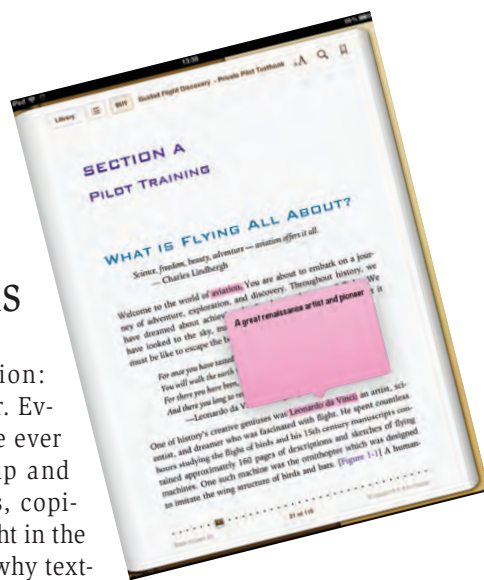
The aviation-grade inReach costs \$350. Tracking and texting plans for aviation starts at \$17.95 per month. Lower cost plans do exist. DeLorme inReach devices will be available for purchase through select aviation retailers worldwide. ➔



## Jeppesen Private Pilot Texts Now iBooks

I have a confession: I'm a highlighter. Every textbook I've ever known is marked up and yes, I do take notes, copious notes, in fact, right in the margins. (Isn't that why textbook publishers make those margins so wide?) I'm an iPad owner, and Jeppesen's recent announcement that it is releasing its Guided Flight Discovery series of textbooks in iBook format is a treat for people who learn as I do. The iBook platform is easy to mark up—just touch the words you want to highlight. You can get instant definitions, search directly from words or text fragments, and even take notes and leave bookmarks for later study.

The series, which begins with the Private Pilot course and runs straight through ATP, is being released this fall, with the Private Pilot course already available to iBook customers. Check the iBook store or [www.jeppesen.com](http://www.jeppesen.com) for more information.—A.L.



## Sennheiser Introduces S-1 Passive Pilot's Headset

Everyone talks about active noise canceling (ANR) in aviation headsets, but what I've learned over

34 years of flying is that not every airplane demands a \$500 (or more) headset to protect your hearing and enhance communications while the engine is running. My Kitfox 4 really doesn't make the same noise as the RV10.

I've been using an ancient David Clark with a carbon mic, but Sennheiser's newest product, the S-1 Passive headset, offers 22 decibels of noise reduction without power. It weighs less than 14 ounces, is shaped more like a human ear than other headsets, and has reduced compression areas for the ear lobe, as well as an "eyeglass zone" to relieve pressure caused by eyeglass temples pressed into the skull. The S-1 has a unique adjustable clamping mechanism, too. The headset offers a battery powered component that offers volume control, auto-shutoff and auto-muting for external devices (muting music, for example, when ATC calls). It also provides peak hearing protection, dulling the volume if the decibel level in the speakers reaches 110 decibels.

You can find the passive S-1 for \$369 at vendors all over or online at [www.sennheiser.com](http://www.sennheiser.com). —A.L.





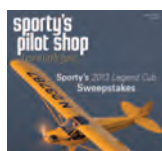
# WIN YOUR PASSPORT TO ADVENTURE



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!

For each new WAI member you sign up, you receive one chance to win the Passport to Adventure. Sign up two new members, you get two chances. Three new members, you get three full chances and on it goes.

WAI's members are such a diverse lot that we all have different dreams, different desires, and different adventures that thrill us. So WAI has created a selection of adventures. If your name is drawn, you'll get your choice of one adventure. Check out these choices:



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



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



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



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

## Many Other Prizes!

In addition to one chance to win an Adventure for each new member, you earn these prizes, too. Sign up members and these prizes are GUARANTEED.

**1 new member:** A WAI lapel pin

**3 new members:** Free breakfast for one at a WAI Connect Breakfast at either Sun 'n Fun, EAA AirVenture or AOPA Summit, OR get a WAI toiletry kit

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

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

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

**Wow! 109 WAI members have now qualified for their Passport to Adventure.**

Kikelomo Abel	Gail LaPook
Anthonette Adekola	Valerie Larson
Ngozi Agu	Kristen Lawler
Marykate Akaakar	Stephanie Leenhouts
Sandra Anderson	Cassie Liberatore
Jerry Ashley	Jessica Lingenfelter
Funmilayo Atandare	Michaela Lucas
Erika Barcenes	Ruth Maestre
Michelle Bassanesi	Madonna Malone
Jacqueline Battipaglia	Cheryl Marek
Patricia Bening	Kelly McCoy
Susan Binger	Jessica McDonald
Contessa Bishop	Dava McNutt
Rosella Bjornson	Vivian Menyaga
Samantha Bonnell	Brittney Miculka
Elizabeth Booker	Kimberlie Miller
Tiffany Borgerding	Thomas Minturn
Rachel Bowlin	Claire Myers
Wendy Boyes	Ugochi Rejoice Ndudinachi
Cindy Bruner	Ayiwe Nwachukwu
Susan Burget	Jane Nwaokorie
Wendi Carpenter	Julie Obumselu
Luz Carrero	Fiona Omondi
Lisa Cole	John Omondi
Joey Colleran	Sherry Parshley
Ann Cooper	Amanda Penna
Meghan Davis	Karlene Pettitt
Shari Davis	Dorothy Pooley
Diane Dean	Skyler Pusch
Dr. Diane Dempster	Heather Quinn
Chantal Dienstbier	Charles Riggie
Philip Donahue	Linda Rogus
Rose Dorcey	Elizabeth Rush
Emily Egbers	Ana Sanchez
Maggie Eickhoff	Audrey Scully
Annette Elliott	Brandi Shamie
Tyra Everett	Issra'a Sheikh
Megan Finke	Carol Skiber
Gladys Folayan	Kristin Sowash
Corkey Fornof	Dawn Steim
Marcia Gitelman	Sevda Tantan
Lauretta Godbey	Dawn Tapley
Heidi-Anna Gordon	Lauren Taylor
Meradeth Guthrie	Sandra Terkelsen
Shane Hamilton	Nancy Tran-Horne
MaLinda Hammond	Lisa Tucker
Deborah Hecker	Meagan Vacheresse
Sharon Hudson	Bridgette Valencia
Tammie Irwin	Dawn Vinson
Heather Johnson	Candice Votava
Morgan Jones	Lewie Wiese
Dianna Klein	Samantha Willenbacher
Caroline Kolasa	Matthew Wise
Brian Krueger	Mariola Ziolkowski
Lindsey Lang	

**DRIVE ENDS ON MARCH 1, 2013. ADVENTURES WILL BE AWARDED IN 2013-2014.**

# Join Women in Aviation, International Today...

## Karen Candiani joined for the outreach.



As a teacher, Karen knows that Women in Aviation, International offers her students far more than scholarship opportunities. WAI excites her pupils by giving them direct access to pioneers, champions of industry, and role models. Why guess what a WASP might say about her experience flying a B-25 when you can ask her yourself at a WAI Conference?

*Get Ready for Next Year!*

**The 24th Annual International  
Women in Aviation Conference  
March 14-16, 2013  
Nashville, Tennessee**

**Karen Candiani**  
Director, Embry-Riddle  
Collegiate High School,  
Port Charlotte, FL  
Member Since: 2010



Discover more at [www.wai.org](http://www.wai.org)

Point your smartphone's QR tag scanner here to find out more about WAI and join us online now.

**Women in Aviation<sup>®</sup>**  
INTERNATIONAL





CAMILA ROY

## ONE WORD: GRATITUDE

**W**here should I begin? One word: Gratitude. I don't know if there is anyone out there who could truly know how appreciative I am for an opportunity of a lifetime. I come from a family with a lot of history, however everyone in my family has had to work for every bit of that history and generally that meant climbing lots of mountains to

reach their goals, this being no different for me. I have received two scholarships from Women in Aviation, the AOPA Student Pilot scholarship in 2010 and the WAI Initial Helicopter Scholarship in 2011. The scholarships are enabling me to make a dream become reality.

At that moment in my life I had many challenges. I had to use every dime I got from working to pay bills and put food on the table. I was also helping my mom battle cancer and unfortunately the cost associated with that was enormous. The WAI scholarships allowed me to pay for flight school. Working for the Alaska Fire Service keeps me busy as a Helicopter

**Roy won the WAI Initial Helicopter Scholarship, presented for the first time in 2011.**

Manager/Wildland Firefighter during the summers, and whenever the government decides I have to go somewhere.

I am lucky that I work in the field I do. I get to work with a wide variety of individuals in every aspect of aviation. I gain aviation knowledge through the experience of other aviators both men and women. Flying in helicopters takes me to places of

beauty and peace across our land. I utilize the end of fire season to work on flight training. I was able to start helicopter flight school in Caldwell, Idaho, in October 2010. During the fall of 2010 I successfully transferred all my transcripts to the University of Alaska, Fairbanks. I am pursuing a degree in professional piloting. I should have my associate's degree at the end of the 2012 fall semester.

Attending the Women in Aviation Conference—which was made possible due to the travel award provided by ASTAR Air Cargo—actually has been a big influence to keep my frame of mind on the path of reaching my goal. I was totally in awe, meeting and listening to so many different women from all

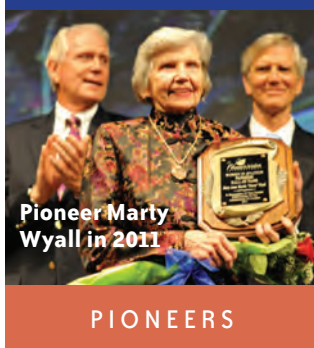


PHOTOS COURTESY OF CAMILA ROY

over the world. My heart grew and I realized that I am not alone out there.

Receiving initial flight training scholarships is a rarity in aviation. Beyond that there are not many training scholarships out there to assist women pursuing their initial certification for helicopters. I want to thank Women in Aviation, International for making this possible. This is a truly amazing organization, and I am so very fortunate to be a part of it. ➔

.....  
Camila Roy (WAI #16320) works for the U.S. government in Fairbanks, Alaska, with the Alaska Fire Service.



## 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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# Kristen Nicolarsen

Ruling Neptune Aviation with Skill and Common Sense

As Kristen Nicolarsen tells it, she got hooked on aviation the moment she took her first flight on a commercial airliner at age seven. “It was mind-boggling and fascinating, and from that day, I knew I wanted an aviation career.”

In fact, Nicolarsen said that for more than 20 years she has tracked in a successful aviation career with humble beginnings. In 1991 she was a receptionist for Northstar Jet, FBO at Missoula (Montana) International Airport. Today she is CEO of Neptune Aviation Services, Inc., (Northstar Jet’s sister company) and the operator of nine modified, former Navy P2V Neptune patrol aircraft—and a single, tanker-configured BAe146 regional jet—the largest US fleet of heavy, fixed wing airtankers deployed in wildland firefighting.

It’s not likely that the Hamilton, Montana, native could have

Neptune Aviation Services. It would mean becoming educated in a business that was considerably different from the FBO.

“I learned about aerial firefighting by going to the tanker bases, getting to know the pilots and mechanics, and seeing the fire line operations first hand,” Nicolarsen explained. “It was the tanker captains, especially, who took me under their wing and taught me the business. The job also required a focus on government contracts, which meant working closely with the US Forest Service (USFS), our exclusive contract customer.”

She added that at the time, women were virtually unheard of in the aerial firefighting industry. “Shortly after we bought Black Hills Aviation, I attended an airtanker trade association

**by Paul Seidenman**

**My bosses at Northstar Jet knew that I was considering law school, but convinced me to stay. After two years with the company, it didn’t take a lot of convincing. I realized I was living a dream job.**

envisioned rising to CEO in the business of aerial firefighting when she started with Northstar Jet upon graduation from the University of New Mexico with a Bachelor of Arts and Science degree in English and political science. Her plan, at the time, was to pursue a law degree.

“I wanted to learn to fly, and I thought that a law degree would bring in a revenue stream to pay for flying lessons, as well as be a stepping stone toward an aviation career,” she explained. “My bosses at Northstar Jet knew that I was considering law school, but convinced me to stay. After two years with the company, it didn’t take a lot of convincing. I realized I was living a dream job.”

It was during that period that Northstar Jet grew from 10 to nearly 40 employees, as it diversified into charter and commercial airline fueling, and saw its transient general aviation traffic expand. Nicolarsen’s responsibilities also increased with a promotion to office manager.

“As office manager in what was still a small company, I helped out wherever I could, working in accounting, and even in the shops and out on the line,” she said. “That experience taught me how important it is to try to put myself in other people’s shoes, in order to have a better understanding of what they do. I learned that the more knowledge I had of what our employees do, the better I would be at making decisions, even at top corporate levels.”

In 1993, Northstar Jet’s owner, Marta Timmons, expanded the business into aerial firefighting by purchasing the assets of Black Hills Aviation, an airtanker operator based in Alamogordo, New Mexico. That operation was renamed Neptune Aviation Services, Inc., reflecting the aircraft it operated, and its headquarters was moved to Missoula. With the purchase, Nicolarsen was named Vice President, Operations of

meeting. I was the only woman there, and one of the men walked up to me and asked, ‘are you here to take notes?’”

By early 2004, Nicolarsen had risen to President of Neptune Aviation Services, but within four months of her appointment, she and the company would face its greatest challenge to date. In May of that year, the US Government suspended the contracts of the five US operators of large airtankers, following a series of high-profile, fatal accidents.

“At the stroke of a pen, our airplanes were suddenly worthless,” Nicolarsen said. “In order to get back in the air, we had to meet new government airworthiness standards which took a lot of hard work. But, we proved that we could work together at every level within the company to do the engineering analysis needed to convince the government that our airplanes were safe, even though we always ran a safe operation and none of our planes were involved in the accidents.”

Within a year of the industry shut down, Neptune Aviation Services regained its USFS contract, upon USFS approval of its continued airworthiness program, based upon recommendations from an outside engineering firm retained by the USFS. The company, in fact, was the first of three operators of large airtankers at the time to be cleared for resumption of service.

“During that period, Kristen’s objectives were to sustain the business, work closely with the USFS to assure the agency that she had a safe operation, and to get the airplanes back into the air in support of the firefighting efforts,” said Ron Hooper, Neptune Aviation Services’ Vice-President, Planning, Reporting and Accountability, but at the time, a USFS Associate Deputy Chief. “Compared to the other operators, Neptune was very diligent about working with the USFS, and aggressive about putting the continued airworthiness program in place.”

KRISTINE PAULSEN PHOTOGRAPHY





Nicolarsen reported that within this decade, Neptune Aviation Services will replace all of its P2Vs, which currently average more than 50 years of age, and are seeing as many as 250-325 yearly cycles, as fire seasons get longer with global warming. She confirmed that the BAe146 regional airliner has been selected as the P2V replacement, with the one that is currently in the fleet operating under the USFS's Airtanker Board interim approval since last year. She added that the company has two more BAe146s undergoing tanker modification and expects to deploy them as early as this year's fire season."

"This is the culmination of an effort that began when we acquired Black Hills Aviation, because we knew even then that we would not be able to depend on the legacy tankers forever. The BAe146 satisfies the USFS' requirements for a turbine driven aircraft, with a 3,000 gallon (fire retardant) tank capacity. "It is also supported by its original manufacturer—BAe Systems—so parts are readily available; and there are people who can offer assistance," Nicolarsen says.

An added benefit of the new tankers is that it could expand Neptune Aviation Services' market globally. "As we look internationally, we will be going to countries where the fire season is starting as ours winds down. The BAe 146 will give us the opportunity to get into those markets, which makes it a

year-round asset. "It's a very exciting time for our company."

The tanker replacement project is yet another example of how, in her 20-plus years with the company, Nicolarsen has grown Neptune Aviation Services—and Northstar Jet—into a 170-employee operation. "It's all about trying something innovative and creative, and to bring about positive change."

Along that line, given the demands on her time, she relinquished the presidency of the company last year to Dan Snyder—who came from the corporate aviation world—but retains the CEO position, to which she was appointed in 2008.

"As president, Dan runs the company day to day, while I'm now more focused on working with the USFS, and our representatives in Washington, as well as our strategic planning going forward," Nicolarsen explained. In that regard, she shuttles between Missoula and the USFS offices in Boise, Idaho, at least once per month, and averages some four trips annually to Washington, often on the company's Falcon 50 business jet.

Nicolarsen attributes her success—and Neptune Aviation Services—to a number of factors, not the least of which is molding a cohesive team on which all the members know what they will do and where they are going. But along with that, is a willingness to learn—from her em-



**I listen and learn. That means maintaining an open line of communication, and a trust-based system where you look out for one another. You have to have a heart, not an ego.**

employees. "I'm still fascinated by what I don't know, which is why I never claim to be the only one who knows what needs to be done," she said. "I have always welcomed feedback about how I can do my job better. I listen and learn. That means maintaining an open line of communication, and a trust-based system where you look out for one another. You have to have a heart, not an ego."

That also means keeping communications open with the company's customers at all times and reacting quickly to their commands. "It's a matter of understanding my customers' needs and following through on them. I don't take anything for granted."

**I**n that regard, Neptune Aviation Services Chairwoman Marta Timmons praised Nicolarsen's ability to look at an issue, and break it down to its simplest element in order to deal with it better. "She looks at how to solve the problem, and how the solution works for everyone. Without that skill, you cannot be successful working with the government, which is what we do. That ability is her real strength," Timmons said.

Neptune Aviation President, Dan Snyder, shared his view of Nicolarsen's management style. "She has two attributes that definitely lead the list: the care she shows for people—employ-

ees, customers; even competitors; and her drive, which is second to none."

Snyder cited the relationship that Neptune Aviation Services has forged with the USFS as one of her major achievements, which he said has had a significant impact on the company's performance.

"Kristen has made it her business to engage that customer, more so than other companies have done, and she has kept the relationship open to make sure that we are performing to their requirements and expectations. It is more from the standpoint of a professional, rather than just a contractual relationship, because we are trying to go beyond what the contract says the USFS can expect."

Snyder added that while Nicolarsen has an open door policy, she will not get in the way of the chain of command when it comes to dealing with issues and problem solving. "She has a hands-on management style, yet she is not afraid to delegate a task when it is prudent to do so. She is the heart of Neptune Aviation Services, and our family culture can definitely be attributed to her." ➔

.....  
*Paul Seidenman is an aviation journalist writing for numerous aerospace publications, and is on contract to aerospace and defense related companies. He is based in San Francisco, California.*

## **Employment Opportunities**

Neptune Aviation is always looking for qualified candidates to fill positions in maintenance and flight. Résumés should be filed via the company's web site, by going directly

to [Neptune@neptuneaviation.com](mailto:Neptune@neptuneaviation.com). Using the subject line, pilot applicants should indicate that the attached résumé should go to Loren Crea, and for maintenance applicants to Gerry Nielsen.

Neptune Aviation Services, Inc.  
2 Corporate Way, Missoula, MT 59808  
Phone: (406) 542-0606  
[www.neptuneaviation.com](http://www.neptuneaviation.com)







**I**t's one of those chicken or egg questions. Do exceptional companies attract exceptional employees, or do exceptional employees create an exceptional company? Or, is it a combination of these two factors? No matter which, when a company's employees consistently talk about how impressive their fellow employees are, you've found a great company.

XOJET is such a company, and it's on a meteoric rise. Starting with four service aircraft in 2006, the company has grown to a fleet of 44 aircraft in early 2012 and projects it'll own more than 55 aircraft by the end of 2013. With women holding 46 percent of its senior management positions, they play a big part in this company's success.

MOANALANI JEFFREY PHOTOGRAPHY

WAI members working at  
XOJET (from left to right)  
Audrey Scully, pilot,  
Amanda Penna, pilot,  
and Kelly Rinehart, pilot,  
pose in front of a  
Challenger 300.







### What's XOJET?

In 2003, when Paul Touw, one of the founders of the Ariba software company, left that company, he took some of the wealth he acquired from that venture to purchase a Citation X jet, and he quickly became enamored with the world of aviation.

Recognizing the need for a more efficient way for business executive officers (XOs) to manage their travel needs, he developed the idea for a new kind of "private airline," and XOJET was launched in 2006. In 2009, the company was purchased by the portfolio company TPG, which fueled its growth, making XOJET one of the fastest growing private aviation companies in history, with more than 4,000 customers worldwide.

"We're an aviation company for business people, for the chief officers who need to get around quickly and efficiently," said Stephen Lambright, senior vice president for marketing and development. "In 2010, we became the first private aviation carrier to enable our entire fleet with in-flight WiFi connectivity." The company's super-to-midsize jet fleet currently includes 25 Citation Xs, 12 Challenger 300s, and seven Hawker Beechcraft 800XPs. Its business model is a unique combination of private jet membership, flexible programs, and fixed-price charters with a singular focus on providing the highest level of customer service at every point in the client's experience.

To that end, Lambright said, "We hire only the best and the brightest." And one of the places where XOJET has started recruiting is the annual Women in Aviation Conference each spring. "We've been an exhibitor at WAI for the past three years, and we've been very pleased with the people we've met through that opportunity, both women and men. We've been successful at finding quality people at WAI," he added.

Audrey Scully, one of XOJET's 16 female pilots and a first officer on the Challenger 300, is one of those hired by the company after attending a WAI conference. "I was flying left seat for a Part 121 regional carrier but wanted to move on. A friend said I needed to go to the WAI Conference to network. I did, and that's where I met the XOJET team, including the chief pilot. I applied for a position with the company even before I left the Conference.

"Networking is so important; it sounds so simple, but it's so important, and the WAI Conference is a great place to network. I got to this point in my career because of the path I took and the connections I made along the way. For example, I joined the flight team at my college and went to flying competitions twice a year, and then after I graduated I coached the flight team...all those were great opportunities to meet people and create a network of acquaintances."

Kelly Rinehart, another XOJET pilot, will attest to the fact that the company is fussy about whom it hires. "I went through six one-hour panel interviews to get into the right seat of the Challenger 300 I fly," she said. "Frankly, it was a grueling experience, but definitely worth it. XOJET really does its homework about the people it hires, and I'm continuously impressed with the professionalism of everyone in the company."

Rinehart also stresses the importance of networking. "Aviation is such a small community; everyone knows everybody; every contact you make is important...and it's important to not burn bridges. I think it's especially important for women to help other women along the way. Groups like WAI and The Ninety-Nines are great places to make connections and find mentors. The first time you get a jet job, it's probably somebody giving you a chance, and that's all about working your network."

Rinehart comes from a long line of pilots, including her grandmother who was a WASP and her parents who are both retired airline captains now flying corporately. "I grew up in the backseat of my family's Cherokee Six. That was our family station wagon," she said. After earning her pilot's certificate while in college, she went on to earn CFI, CFII and MEI ratings. While she didn't teach primary training as a profession, she did teach friends to fly and did biennials for them as well.

Along the way, Rinehart landed a job as a customer service representative at Signature Flight Services at Santa Barbara Municipal Airport. Working there she met many pilots. "I knew which jobs were the good jobs, which pilots were happy and which ones weren't, and who was looking for a pilot. Eventually, one of the crews needed a pilot, and I got the job


Our flights are all about the *experience* for the passengers,

flying in the right seat of a Citation Jet (CJ2) for a family. That was for six years. About two years ago I learned about XOJET and applied for a pilot position after meeting a pilot who spoke very highly of the company, and I was hired in July 2011."

Scully confirms the company's customer-centered focus. "Our flights are all about the experience for the passengers, which actually makes for a less stressful situation for pilots. Unlike the airlines, which are tied to a demanding schedule, we leave when the passenger(s) arrives. We greet them, load their baggage, make sure the catering is what they've ordered, and then begin our flight."

### But the Planes Gotta Fly!

While customer service is job one at XOJET, part of the process of keeping customers happy is making sure the right airplanes are available at the right times in the right places. "When you commit to a program like this, keeping airplanes in the air is critical to meeting our goals," Lambright said. That's where Rebeca Sanchez, chief inspector, and Sue Frost, Director, Fleet



Kelly Rinehart, one of  
XOJET's 16 female pilots,  
preflights a Challenger  
300 as part of her first  
officer duties.

which actually makes for a *less stressful* situation for pilots.







Availability, come into the picture. Their jobs revolve around keeping as many aircraft available to the scheduling team as possible. "Typically, 90 percent of our fleet flies on a daily basis, averaging a total of 110-175 flight hours per day," Frost said.

"The airplanes generally have a flow to their schedule of flying from day to day to minimize deadheading and downtime so when an airplane has a maintenance issue, obviously we have to get it fixed as quickly as possible." Frost described her job as "like 52-card pick up every day, except it's 44 airplanes." Her biggest challenges come, she said, when airplanes break in a remote location. So far, sending a mechanic and parts to the Ascension Islands holds the record as the most challenging.

Sanchez says her day starts with checking on the maintenance status of all 44 currently active aircraft and then putting out fires as problems develop throughout the fleet. "And it's all regulatory. That's the biggest component of my job. I have to be aware of all the changes in regulations and make sure the integrity of our manuals and documentation is exact. We're experiencing phenomenal growth, so there is a lot of documentation to make sure is up to all regulatory standards."

XOJET's maintenance work is performed at a variety of facilities around the United States. Managing the flow of work across the country is another major component of Frost and Sanchez's workload. Together with the 24 other members of the maintenance team, they make sure all maintenance personnel are properly qualified, are using the proper parts and equipment, have the proper training, and are recording all maintenance properly in each aircraft's logbooks.

Sanchez and Frost are the two professional women on that maintenance team, and both grew up with an interest in mechanical things. Sanchez says she was into racing motorbikes as a kid. "When I was eight years old, my parents came home one night to find me taking apart a carburetor on the dining room table. They weren't happy, but my dad said, 'Well, at least she's not into airplanes,'" she laughingly added.

Sanchez didn't follow an aviation path in her education. Instead she earned a Bachelor's degree in kinesiology and a Masters in biomechanics, but when she met a private pilot and started flying with him, her attention was diverted toward aviation. While she didn't earn a pilot's certificate, she was intrigued with the aviation community. She checked out an aircraft dispatcher program, but wasn't impressed. However the same school did have an aircraft mechanics curriculum. She decided to get her airframe and powerplant mechanic and inspection authorization ratings. "I knew right out of school that I wanted to work on big airplanes."

Her path led her through a variety of maintenance positions, including time at BFGoodrich, Boeing, Hawaiian Airlines, some time in Alaska working on 747s, and Delta Air Lines.

"Then I got a call from XO's Chief Technical Officer asking me to come to work here."

And, like in the pilot community, networking has helped Sanchez along the way. "In my opinion, networking probably has 95 percent to do with anyone's success. Networking provided me with my very first job, and I still consult with some of those folks regularly; we troubleshoot problems with one another. We give each other recommendations on people to hire...or not hire. Networking is essential; I ran into a gentleman the other day who knew me from British Airways."

Frost's career choice can probably be traced to the evenings she spent as a child working on cars with her dad. "My mom worked nights, so my dad would take me out to the garage when he had to work on the cars, and I learned what tools were and how they worked." After high school,

## When you *commit* to a program like this,

she trained as a machinist and worked in a variety of jobs but wanted to get out of her home state of Michigan's cold climate, so she joined the Air Force. Not having any machinist positions open, the Air Force offered her a choice of becoming either an aircraft controller or an aircraft mechanic. She chose the mechanics route, and the rest is history. Frost did three tours of duty during Operation Desert Storm as an engine mechanic, and then earned a bachelor's degree, and an airframe and powerplant mechanic's rating, from Embry-Riddle University.


A job at Harrah's aviation department in Reno, Nevada, set her on a path of working in corporate aviation, including stints with General Dynamics in a variety of locations around the country. A chance encounter with David Colbert, vice president of Technical Operations for XOJET, whom she'd met earlier in her career, led her to applying for the maintenance control officer position she now holds.

Frost attributes the company's success to teamwork within the company. "The synergy from all the departments and outside the box thinking is what helps XOJET see the year-over-year growth it has enjoyed. Everyone aspires to help take the company to the next level," she said.

Sanchez said her lifestyle and job satisfaction is "the best I've ever had. I'm at the pinnacle of my career. It's incredible in its level of responsibility. Every single day, people's lives are in our hands and that terrifies me but also gives me great satisfaction. XOJET has the most amazing collection of women from top to bottom. In all the disciplines, this is a complete team of exceptional people."

It is said that exceptional people can produce exceptional results within a company: XOJET seems to represent those terms well. ➔

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Mary Jones (WAI #3560) is executive editor of *Homebuilder e-magazine*. She also does free-lance editing and writing through her private company, EditEtc. LLC, [www.EditEtc.com](http://www.EditEtc.com).



Sue Frost,  
XOJET Director, Fleet  
Availability, in the nerve  
center of the XOJET  
offices. Ninety percent  
of the XOJET fleet  
flies on a daily basis.

keeping airplanes in the air is *critical* to meeting our goals.

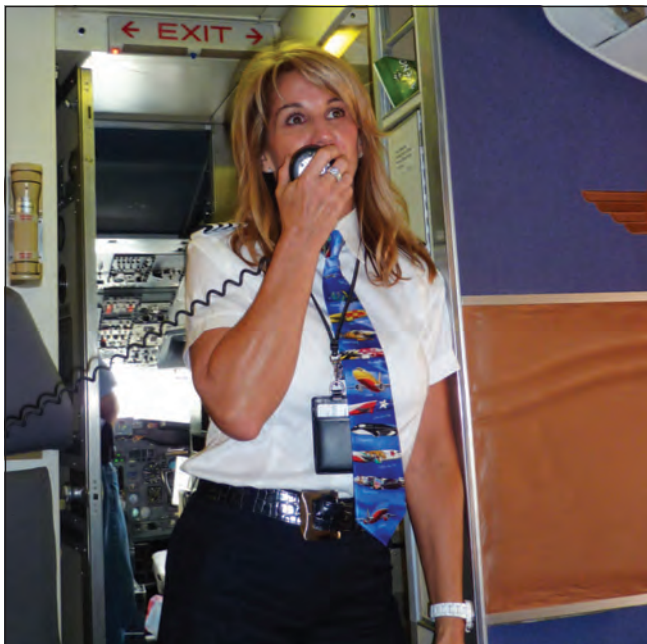




## Aviation making a difference in the classroom

Southwest Airlines' Captain Diane Meyers knows how to make a P.A., but this day she's not getting ready to takeoff. Instead her P.A., made over the cabin crew system, is to a planeload of fifth graders from Canterbury School and Leigh Elementary School who are occupying any seat they want on the parked Boeing 737. The 60 students have come to the Southwest Florida International airport at the invitation of Captain Meyers and her airline's Adopt-A-Pilot program.





**T**hey've met Capt. Meyers before, in their classrooms, where, over the course of four sessions in four weeks she explained how she did her job. That was the "tell" part of Adopt-A-Pilot. The Adopt-A-Pilot program was introduced in 1997 by Southwest Airlines. Each February through the end of May, fifth-grade students in more than 1200 classes across the country "adopt" Southwest Airlines pilots who lead students through science, geography, math, writing, and other core subjects with a custom-designed curriculum entirely based in aviation-related activities.

Now was the "show" part, and Capt. Meyers was determined to show the kids as much about life and careers at the airport as possible. First she led them right through baggage claim and into the bowels of the airport, where the bags are

**You can find pilots sporting an Adopt-A-Pilot tie anytime you travel with Southwest Airlines.**

processed and sorted, and moved to and from the aircraft. The kids had the chance to actually see the bags on the conveyors and watch as the computer sorted tags and routed them toward the proper gates. They saw ramp workers grabbing and heaving the duffels and suitcases into bag carts, and scoot away with tugs to load them onto waiting aircraft.

Next it was on to Southwest Airline's operations area, an intimate space at this outstation. There customer service agents and gate agents explained how they worked with pilots to dispatch, fuel and generally keep the flow of aircraft moving. Capt. Meyers introduced yet another Capt. Meyers (her ex), who just happened to be there (he, too, helps out with the Adopt-A-Pilot program). She talked a bit about her own career

path (civilian, working first in corporate aviation, and then with Carnival Cruise Lines, doing charters, before she was hired at Southwest), and encouraged the students to continue working hard in school. "Don't scrimp on the tough classes, like math and science! You'll need it," she implored.

Finally Capt. Meyers, looking a little like the Pied Piper, led the fifth graders to a safe spot in the shadow of the terminal where they could marshal in an arriving flight (while standing behind the actual marshaler). Hands waved (along with a lot of giggling and shouting) as the aircraft crept closer and closer—stopping right on the B737 mark on the pavement. The pilots pushed open a window, leaned out and waved back.

A few steps around the corner they climbed aboard an aircraft waiting for maintenance, where they were able to get a sense of what it felt like to be a passenger, listening to Capt. Meyer's P.A.'s (and yes, of course there was a visit to the cockpit).

According to Meyers, you can find pilots sporting the Adopt-A-Pilot tie anytime you travel with Southwest Airlines. The artwork on the tie is designed every year by a student in the Adopt-A-Pilot program. "It is just a great way for us to know that we are doing our part to bring in the next generation of pilots," said Meyers. Registration for the Adopt-A-Pilot program opens September 1 and closes October 31 at [www.southwest.com/adoptapilot](http://www.southwest.com/adoptapilot). Schools and pilots are geograph-



COURTESY OF SOUTHWEST AIRLINES

ically matched with each other throughout November. Participants are notified by email on the status of their request no later than December.

Participating in the program couldn't be easier, according to Meyers. Program materials for Adopt-A-Pilot are provided by Southwest Airlines and are delivered to pilots and schools in January each year. Beyond that the Adopt-A-Pilot crew is always standing by to provide more information or answer questions.

Does your company have an "Adopt-A-Pilot" program or similar program designed to introduce aviation to youth? If not, try to put one together. Check out the Adopt-A-Pilot program by emailing [adoptapilot@wnco.com](mailto:adoptapilot@wnco.com). They have materials and resources from many different sources that can help you to introduce aviation topics into any K-12 classroom. Southwest Airlines is also a corporate member of Women in Aviation, International, and participates in our scholarship program! You'll find that at [wai.org/scholarships.cfm](http://wai.org/scholarships.cfm). ➔



# 24th Annual International Women in Aviation Conference

MARCH 14-16, 2013 • NASHVILLE, TENNESSEE

*Join WAI  
for four packed  
days of tours,  
educational  
seminars,  
job fair,  
networking and  
mentoring!*



Meet up in

**Nashville**  
MUSIC CITY



## WEDNESDAY, MARCH 13, 2013

### Aviation-Themed Tours

- Arnold Engineering Development Center & Beech Staggerwing Museum
- Smyrna Airport

## THURSDAY, MARCH 14, 2013

### Professional Development Seminars

- **iPad Revolutionized Cockpit:** The Basics, Tips, Tricks & Gotchas – Presented by Torea Rodríguez & Jeffrey Moss  
9:00 a.m. - 12:00 p.m.
- **Defying Gravity:** Rising Above Limitations, Breaking Through Fear, Building Courage – Presented by Betty Shotton, Liffort Leadership  
1:00 - 2:30 p.m.
- **A Redneck Looks at Aviation:** Past & Future – Presented by Ralph Hood  
3:00 p.m. - 4:30 p.m.

### Exhibit Hall and Job Fair

Aviation Maintenance Recurrent  
Training course

Aircraft Dispatcher Recurrent  
Training course

Opening Reception  
Networking Event

## FRIDAY, MARCH 15, 2013

### General Sessions

#### Keynote Speakers *(invited)*

- Deborah Hersman, NTSB Chairman
- WASP Panel – Bee Haydu, Marty Wyall, Liz Strohfus
- Lt. Heather “Lucky” Penney, F-16 Pilot

### Educational Sessions

#### Exhibit Hall and Job Fair

#### Networking and Scholarship Awards Luncheon

#### General Jackson Showboat Dinner Cruise

## SATURDAY, MARCH 16, 2013

#### Bring Your Daughter to the Conference Day!

### General Sessions

#### Exhibit Hall and Job Fair

### Educational Sessions

#### Networking and Scholarship Awards

#### Gala Pioneer Hall of Fame and Scholarship Banquet

# Setting the Stage for Your Success



## Make your plans now!

### Hotels

#### **Gaylord Opryland Resort and Convention Center**

2800 Opryland Drive, Nashville, TN 37214

Hotel reservations can be made online by clicking

<http://tinyurl.com/WAIOpryland>

or by calling (615) 883-2211

WAI Group Code: A-WIA3

WAI Block Rate: \$145/night (King or Double)

Reserve by February 20, 2013

Additional Hotel:

#### **Radisson at Opryland Hotel**

2401 Music Valley Drive, Nashville, TN 37214

Hotel reservations can be made online at

[www.radisson.com/wia13](http://www.radisson.com/wia13) or by calling (866) 257-5990

WAI Group Code: A-WIA13

WAI Block Rate: \$110/night (Single or Double)

Reserve by February 20, 2013

*(Shuttle service to the Gaylord Opryland will be provided at no cost. The Radisson is located .47 miles down the driveway of the Gaylord.)*

### Airlines

**American Airlines Discount** – 5% off lowest published fair

Call (800) 433-1790 and use Promotion Code 2833DB,

or go online to [www.AA.com](http://www.AA.com)

The 5% discount is valid for travel March 11-19, 2013

*(International attendees should call their local American Airlines reservations number with the Promotion code.)*

### Airport Shuttles

Transportation service to/from the airport is available

**InShuttle Transportation Inc.**

Local Reservations: (615) 255-3519

[www.inshuttle.com](http://www.inshuttle.com)

#### **Gaylord Opryland Resort Shuttle Service**

Use code A-WIA3 and book online

<http://tinyurl.com/OprylandWAIShuttle>

### Car Rental

#### **Enterprise Car Rental**

Click on the following custom web link for WAI:

<http://goo.gl/hLAOL>

or call the National Reservation Center at (800) 593-0505

and mention the WAI customer number: 32F3422.

### Early bird discounts!

Register now at: <http://wai.org/13conference/index.cfm>

or call +1 (937) 839-4647. Use your smartphone to scan the QR code and go directly to WAI's conference page.



  
**Women in Aviation**<sup>®</sup>  
INTERNATIONAL



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

## NEW 2013

### Christine Reed Memorial Flight Scholarship

Women in Aviation, International, in partnership with J. Elliot Marketing (San José, California), is offering a \$2,500 flight training scholarship in memory of Christine Reed.

Christine loved airplanes and loved airports, and she attempted to become a private pilot. She passed away unexpectedly at the age of 31 and was never able to complete her flight training. Many pilots never forget their first "solo" because it's such a momentous occasion in the process of becoming a pilot. It gives an aspiring pilot a great deal of confidence for overcoming all of the hurdles

in the first stages of becoming a pilot. It sets the stage for an aspiring pilot to transition from student pilot to "solo" pilot to private pilot. And becoming a private pilot is the first major step towards a life in general aviation and/or becoming a professional pilot.

The Christine Reed Memorial Flight Scholarship is open to women ages 16-30 that have soloed within the last six months preceding applying for this scholarship and are working towards their recreational, sport pilot, or private pilot certificate. Provide a copy of solo endorsement with application. Preference will be given to New Jersey, Illinois, and Arizona residents but all applicants will be considered. Fund will be paid directly to the flight school of your choice.

In addition to WAI requirements submit a 1-2 page essay that explains "Why I Love to Fly."  
**(Scholarship value \$2,500)**

### Vicki Cruse Memorial Scholarship

In memory of US Aerobatic Team Pilot and IAC President Vicki Cruse, the Aero-News Network (ANN) respectfully dedicates two \$1,000 scholarships for the purposes of allowing a Private Pilot to undertake basic aerobatic or unusual attitude flight training (or further training for skills already undertaken in that flight training regimen). Vicki's first aerobatic experiences opened up a whole new

world of aviation to her and allowed her to seek extraordinary adventures and achievements that culminated in her becoming one of the most respected and accomplished pilots in the sport aviation community.

Selected candidates must hold a Private Pilot certificate and valid third class medical certificate and be a U.S. citizen. Interested applicants are requested to submit a résumé covering their educational, employment and flight history as well as a short written statement (500 words or less) outlining how they would employ aerobatic or unusual attitude training to further their goals in aviation and the role this training may play in their lives. The recipient will be chosen based on their background, dedication to aviation, and the goals they espouse for this training. Final candidates may be interviewed (by phone) by a selection committee comprised of several well-known veterans of the Aerobatic and WAI community.

Funds will be paid directly to the candidate's flight school and must be used within one year of the award. ANN will be happy to assist recipient with the selection of a flight school and training program, at their request.

**(Scholarship value \$1,000 each –  
Total value \$2,000)**

**Find 75 More Scholarships  
at [wai.org](http://wai.org)!**

## 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
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JACQUE BOYD PhD

## MEAN GIRLS

I had a professional “ah-ha” moment last spring. As a high school principal one might think the most difficult situations are produced by teenagers. Not always. I figured out that the behaviors that were causing me the most concern were being exhibited by the adults in my work-life. The “ah-ha” came when I figured out they were actually the same behaviors exhibited by

teenagers, but honed to a fine edge by years of “experience.” In other words, young mean girls can grow into adult mean girls—same behaviors as on the elementary school playground, just packaged differently. A bully is a bully is a bully, no matter what age or gender.

Let’s define “bully.” According to Mr. Webster a bully is: a person who hurts, frightens or tyrannizes over those who are smaller or weaker. I wonder about the “smaller or weaker” part.

Bullying has been at the forefront of the educational scene for many years. Every year I must produce a specific formal policy on how my school will cope with bullying behaviors. Every action has a consequence and the consequences for bullying or harassing behaviors must be put into a formal policy for the state. My students know that I absolutely hate to make rules for everything. Ask them and they’ll tell you my credo: If you think it will get you into trouble—DON’T DO IT. If it sounds silly: DON’T DO IT. What rules my life—and ultimately theirs: Common Sense. A public school is a government entity and unfortunately, I can’t write “USE COMMON SENSE” for my student discipline policies. I also found out that I can’t use that credo in my Employee Manual.

Every summer I have my reading list. Sometimes it’s ruled by that stack beside my bed—or now by the “not downloaded” pieces on my iPad. Several high profile stories this summer and my scar tissue from the last year have prompted me to read and re-read several pieces on bullying, specifically on adult behaviors and women’s behaviors toward other women in the workplace.

One of my teachers has used *Queen Bees and Wannabes* by Rosalind Wiseman with incoming classes. Some years it’s more necessary than others. Some groups of girls are more assertive than others. As a school we’ve had our difficulties with FaceBook postings and the drama that ensues. However,

it’s blocked at school and I monitor when postings occur. The students have been involved in the discussions about how these things “follow” a person years later. Even though there are occasional incidents, we’ve not had a full-blown bullying situation develop. During registration of new students this summer one of the incoming ninth graders specifically asked how bullying was handled. Since we’re a Paideia-based school, we use seminar to work out and openly discuss difficulties. Bullying is no different.

In my search for reading material I came across a new book by Rosalind Wiseman entitled: *Queen Bee Moms and Kingpin Dads: Dealing with the Parents, Teachers, Coaches and Counselors Who Can Make—or Break—Your Child’s Future*. A couple of statements she makes early in the book truly got my attention. The first being, “We don’t leave cliques and peer pressure behind when we grow up or when we become parents; we just graduate to a new level

with adults playing the roles.”

I tried to look at my faculty to evaluate the “clique” component and what it meant for the current disruptions. There were “groups” but we’re such a small collection that it’s really difficult to completely pull away without notice. We simply HAD to work together—or so I thought until I truly examined the situation without my rose-colored-glasses. Even as adults we tend to live in groups. How would you define the dynamics of the group or the culture you live or work with?

Wiseman’s second attention-getting statement was: “Every Queen Bee girl or Dominator boy is hatched from a hive. The first lessons our children learn in creating their own social hierarchies are the ones they glean from us and the culture at large. The first step toward helping our kids cope with bullying in any form is recognizing the degree to which we’re still immersed in those same battles for power.”

Stepping back from the “battle,” I began to examine the

**The first step  
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hierarchy and culture of my own workplace. I was hired as the Director of the school five years ago. Before that I had been a teacher there for three years. During the interview process, one of the members of the Governing Council asked me about how I'd handle the first "challenge" to my authority from within the ranks. It was a fascinating question and of course, I could discuss it in a theoretical manner. I've written about the challenges of the practice of "hiring from within" but now the situation was up-close-and-personal. I had helped create the culture, now I needed to develop a plan on what would be necessary to change that environment. The school is small. The village is small. My working environment contains many of the same elements as my social environment. I know I'm facing a challenge. I am knee-deep in reading, with no easy answers in sight. I am convinced that some of the same concerns and challenges that face adolescent girls are the same concerns and challenges that face adult women. The reaction to those concerns and challenges can be managed.

A few years ago a good friend of mine gave me a book by Gail Evans entitled *She Wins, You Win: The Most Impor-*

***Every time a woman succeeds in business, every other woman's chance of succeeding in business increases.***

***Every time a woman fails in business, every other woman's chance of failure increases.***

*tant Rule Every Businesswoman Needs to Know.* I went to this book for some refresher info. After having re-read the book I came away with the same feeling that I had when it was given to me nearly ten years ago. Women need to support each other. Women need to work together, not in opposition of each other. Evans says the path to success begins with a single important rule: "Every time a woman succeeds in business, every other woman's chance of succeeding in business increases. Every time a woman fails in business, every other woman's chance of failure increases." Why don't we just take the word "business" out of the equation, then we can simply say "every time a woman/girl succeeds, every other woman/girl's chance of

succeeding increases. Every time a woman fails, every other woman's chance of failure increases." No matter what the situation, I believe the fostering of that success should be our prime focus. ✈

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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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PAULA CORRIGAN  
MD, MPH

## FAA THYROID POLICY

**Q:** My doctor prescribed Synthroid for me—he said it’s no big deal and should not affect my FAA medical status. Is this true? **A:** The thyroid is a butterfly-shaped gland located

in the middle of the neck which produces two hormones which regulate the body’s metabolism. Synthroid is a form of synthetic thyroid hormone used to treat hypothyroidism.

Hypothyroidism is a condition in which the thyroid gland does not produce enough thyroid hormone. This is primarily due to disease of the thyroid which can occur due to autoimmune disease, treatment for hyperthyroidism (Grave’s disease), side effects from radiation therapy or medications, certain diseases (such as amyloidosis) or iodine deficiency (rare in our country due to iodized salt). Women can also get postpartum thyroid inflammation which can result in transient hypothyroidism. The symptoms of hypothyroidism vary widely with many people having no noticeable symptoms. Typical symptoms include fatigue, cold intolerance, weight gain, menstrual changes, hair/skin changes, constipation and depression. These symptoms, however, are common and can occur with normal thyroid function. Thyroid function tests are sometimes performed as part of an annual physical in older women. Many physicians will treat subclinical hypothyroidism to prevent progression to overt or symptomatic hypothyroidism, but treatment of patients with thyroid stimulating hormone (TSH) values between 4.5 and 10 remains controversial. Therefore, it is not uncommon to go in for a physical feeling completely well, but have your doctor prescribe Synthroid or another thyroid replacement in order to prevent symptoms from occurring in the future. It is important to know, however, that the FAA considers the treatment of hypothyroidism, whether symptoms have occurred or not, as a disqualifying condition that requires clearance by the FAA prior to returning to flying or controlling.

The FAA will approve the use of thyroid hormone replacement medications once the condition is stable and the pilot or controller provides documentation indicating that their thyroid function has returned to normal (TSH < 5.0). The treat-

ing doctor should document the name and dosage of medications and that the pilot or controller is having no symptoms related to the thyroid (clinically euthyroid) and is tolerating the medication without significant side effects. Once this documentation is obtained, the Aeromedical Examiner (AME) is able to call to get verbal clearance for the pilot to continue to fly. Controllers can submit this documentation directly to the Regional Flight Surgeon’s office for clearance. Typically, an AME-Assisted Special Issuance is given to the pilot to allow their AME to continue to issue the medical certificate provided an annual update and TSH is given to the AME and the pilot is clinically stable. Controllers will be given a Special Consideration for this condition, also requiring an annual update and TSH level. If you are being treated with thyroid hormone replacement because of another condition such as thyroid cancer with thyroid removal, a separate waiver for such a condition would be needed in addition to the waiver for medication.

Thyroid disease is very common and there are many pilots and controllers who are currently being treated with thyroid hormone medication. Although

the process for getting a waiver for these medications is fairly straightforward and simple once you are stable on medication, FAA clearance is needed before return to flying or safety-sensitive duties. For further information on thyroid disorders, check out the American Thyroid Association web site at [www.thyroid.org/index.html](http://www.thyroid.org/index.html). ➔

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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

## SWEATING THE SMALL STUFF: SHOULD YOU?

**T**oday I was close to tears over a television cable box that suddenly decided not to work. Fiddled with it on my own, then called the cable company and fiddled some more. Phone trees bug me, especially when the disembodied voice artificially chuckles and says she has located my records. After a wait, where I am repeatedly assured how important I am, the human

technician arrives on the line and prods me, trying to be helpful, “Are you aiming the remote control device at the cable box?” No, I think, I’m aiming it up my nose. Come on. Didn’t say it, but I fully admit to thinking it!

Today I received an order from a company where one item appeared on both my credit card slip and on the packing slip, but not in the box. It was my luck to sit through another phone tree, yet another opportunity to enter my 17-digit account number and wait. More frustration.

Now, I know it’s not just me. Today my best friend called to say that when the handyman arrived to install her new garbage disposal (the one ordered up to replace the one that suddenly broke), he told her this new one was broken, too. Back to the store she went. Schedule the handyman to return. The second one was broken, too. And so it goes.

I know it’s stylish to sit back and advise, “Don’t sweat the small stuff in life.” I get how lucky I am. I really do. I get that these persnickety little problems in my life pale in comparison to real problems. I have weathered some of the big problems, too, so I get that a broken cable box or a broken garbage disposal is but a drop of annoyance in the broad river of life. And yet, as a friend of mine often says, “Just because your leg isn’t broken doesn’t mean your sprained ankle doesn’t hurt.” Or, in my case, your paper cut.

And then there is the adage that “the small stuff will bite you,” which many aviators swear by. My friends who are pilots know that every detail of a flight has an effect, and that they need to pay attention to be sure that something as small as a circuit breaker malfunction, gauge reading off, or weath-

er that seems to be changing won’t be the link in a chain of consequences that could bring down the whole flight.

***I know it’s stylish to sit back and advise, “Don’t sweat the small stuff.” I get how lucky I am. I really do.***

***I get that these problems pale in comparison to real problems.***

***I have weathered some of the big problems, too, so I get that a broken cable box or a broken garbage disposal is nothing.***

Over the years, I have devised some coping mechanisms to deal with the small stuff that could bite, beginning with developing systems to check myself. For example, one day, leaving for work, I couldn’t find my keys. As the minutes ticked by, I ransacked my apartment looking for them. I looked inside the already made bed. Emptied my purse. Patted every pocket. Lifted sofa cushions. Looked under furniture. I got to the point where I started looking in stupid places like the kitchen trash can and inside the refrigerator. (Admit it: You’ve looked for missing items in the refrigerator too.) I had to get to my office and I resigned myself to the fact that I’d have to hire a locksmith to get back in.

Then I opened my front door, and there in the lock were my keys where they’d been for the last 14 hours. (Hey, who says New York City is dangerous?)

I never expected to get that lucky again. So what was my system to avoid the same angst? I bought myself a key rack and trained myself to hang up my keys the second my foot stepped in the door. I see people all the time who wear their keys around their necks. I can relate, but at least with my system, I have yet to misplace my keys again.

Speaking of looking for things, I learned another good lesson the easy way—passed on to me from a friend’s accountant. She had expressed frustration over searching for a particular document her accountant needed. She finally found it and he soothed her by saying, “Just accept the fact that you will spend 20 minutes every day looking for something.”

I don’t spend 20 minutes every day on the hunt, but I think

of this when I'm doing a search. And then I laugh at myself when I find what I'm looking for in the most logical place, such as in a file, in a file drawer, neatly labeled. I forget how organized I can be and find it easier to believe that the document somehow fell into the paper recycling box and at this very moment is being made into paper towels or something. Sometimes it pays to slow down, breathe deep, and remember that you probably did put it in a logical place. Now, where was that?

I wish I could credit the person who first named this, but a few years back, I read about a concept called the GOOB tax, and, I've paid my GOOB tax a few times. GOOB stands for "get out of bed" and it's the money you are forced to spend in a day (usually unexpectedly) that leaves you no better off or no worse off than when you got out of bed.

In my case, my GOOB tax came due one morning when I was standing in my bathroom applying a stick of deodorant. I bobbled and the deodorant flew out of my hands, landing in the toilet. When I reached in to retrieve it, I made it worse, somehow wedging the deodorant in the bottom of the bowl, where it got stuck in the place where the water drains with each flush. No deodorant. No functioning flush toilet. No good.

***I've paid my GOOB tax. GOOB stands for "get out of bed," and it's the money you are forced to spend in a day that leaves you no better or no worse off than when you got out of bed.***

I finally called a plumber who worked for nearly two hours, until he said he would have to "break the bowl" which meant buying a whole new toilet. Just by luck, at the last second, something shifted (perhaps I was aided by blasting in the underground tunnels being built nearby?). He was able to remove the deodorant and charge me \$200. I thought of the new outfit, the books, the credit card bill, the spa treatments I could have had for that money, but my GOOB tax came due that day and true to its name, it had to be paid right then and there.

So I say, go ahead and sweat the small stuff—for a few minutes at least. Give it your full attention and see where it gets you. Stamp your foot. Get close to tears. Swear at the disembodied voice in your head telling you that you should know better. Dutifully pay your GOOB tax.

Then take a deep breath and remind yourself that whatever you're battling, from bad weather to bad plumbing, will either be a funny vignette, a fisherman's

tale ("there I was..."), or at least a story you can tell a sympathetic friend as you're sipping a great glass of good wine. ➔

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



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JO DAMATO

## BACK TO SCHOOL: IT'S NOT JUST FOR KIDS

I look forward to Summer as soon as Fall arrives. I love hot weather and doing anything outdoors that allows me to bask in the heat and sunshine. Sunscreen replaces makeup and wavy braids save me from fooling with the flat iron. Even more so is how easy it is with the kids in the summer. I believe an afternoon of them playing in the chlorinated

community pool until bedtime is a great substitute for showers every now and then! So I write this column slightly distracted, as I will be for the next three seasons, waiting for my favorite time of year to arrive once again. However, since there are nine months to go until Mister Soft-ee starts cruising our neighborhood, I want to focus on the season at hand and the main autumn milestone for our kids—back to school time. As my boys head out to the school bus, brand new uniforms pressed and stain free, I'll head into my office and consider what new things I can learn this year too. If you are considering the same then let's make a plan together. I know someone who can help.

In 2009, I first met Betty Shotton, CEO of LiftOFF Leadership, when she presented a dynamic session at an NBAA event that I co-manage. The session was advertised to help “develop a plan to give purpose and meaning to your work as a leader, as well as direction to your career and life.” It also included an assessment to encourage attendees to pursue any new directions. I had gone in for only a few minutes to take a head-count and to see how her session was going but I was instantly interested in the material. I stayed to take the assessment, some of which I have adapted in this column to fit our back to school goal. I must say of the two stretch goals I set for myself back in 2009 during Betty's session, I was able to make one happen and have made great progress on the other. In 2012, I still find myself reflecting on Betty's session and using her tools to help me set and reach for my goals.

***Describe a project, passion, or personal career goal you would like to move from “idea” to reality.***

What is it you want to learn or what skills do you want to enhance? There must be something. If you feel confident

about your aviation knowledge then consider developing leadership or managerial skills to prep for a promotion you have just earned or are hoping to get. Pick up a brochure from your local community college and see what courses appeal to you.

***Never stop creating  
your life and striving  
to reach your potential.***

***You always have  
choice and possibility,  
change is inherent and  
unavoidable, muster  
your courage, gather  
your resources, make  
public commitments,  
and get in action!***

— Betty Shotton, CEO, LiftOFF Leadership

Are your computer skills weak? Would you like to strengthen your accounting skills? Maybe you feel behind with the latest technology and a course in databases or maybe even in web design sounds interesting to you?

And what if you do need to work on your aviation skills? Well, give it some thought. Do you wish you were more knowledgeable on weather? Take a meteorology course. Do you need an instrument refresher course, a flight review, or maybe it's time to renew that CFI? List it all out and don't forget your personal development interests as well. It's never too late to enroll in the culinary academy or become a black belt. The trick is setting the goal, eliminating road blocks and creating the time. You're a parent but that does not mean that you don't get to work on yourself just because you're guiding your children through their own learning experiences.

***List the reasons that you tell yourself***

***why this can't be accomplished. What needs to change?***

I know. We're all busy. Forget the fact that aviation professionals and/or our aviation spouses spend a lot of time on the road and our schedules are unpredictable from day to day and week to week making it hard to take a traditional class. Second, as parents, let's forget about how hard it is making time for ourselves. Our weeknights are full of helping with homework, carpooling to soccer, preparing cold weather meals, being stricter on the bedtimes, packing lunches, and washing school clothes. I fall onto the couch exhausted at 9:00 p.m. every night.

Think of the seasons as three semesters. Perhaps you have decided that you need to renew your CFI, take an accounting course, and you also just decided it would be great to learn Spanish. Good for you. But you know there has to be a “but.” You can’t do it all—work and travel, maintain your relationships with your spouse and kids, volunteer at their school, and earn your doctorate—so set some small goals. What’s achievable? It might take six months to do Spanish 101 but only a weekend to renew your CFI. Take a look at the inventory you created and your wish list of achievements and start to map them out logically. What do they cost? Do you need to budget for them? Will your company pay for them? Are they tax-deductible? What’s your availability and who will watch the kids?

***State your achievable goal and assign yourself a launch date for the goal to which you are committing.***

Once you know what you want to learn, get out your family calendar, fill in everything you know about and then see what you realistically have time to achieve. You can’t plan for the unpredictable, but being prepared will go a long way in helping you set and plan for an achievable goal.

Are you always free on Monday? If yes, then maybe a community college course is right for you. Does your travel schedule fluctuate but you can count on a few hours of downtime each week? Then perhaps you should look into online learning. Do you actually have an open weekend all to yourself? Schedule that Flight Review, Instrument Proficiency Check or CFI renewal. If it’s on your calendar in advance then you can plan for it both financially and regarding childcare.

### ***Share your goals***

Betty’s final piece of advice during that session was to write your goal and launch date “with careful and deliberate consideration. Leave it on your desk or tape it to your computer; make it visible and be accountable to your committed action plan.”

When I start anything new I usually let the world know because I need the encouragement of my support network. In 2011 I went from never having run outside of high school gym class to completing my first 5K. I let everyone know my goal to do so in a three-month window and I received so much encouragement and helpful advice that I never worried about completing the race. In 2012 I am preparing to take the Certified Aviation Manager exam and, once again, my business aviation networks as well as my family are aware of my goal and helpful in keeping me accountable.

Thanks, Betty, for the inspiration and gentle but swift kick I needed to remember that I am not defined by my kids. I am a person with her own interests and pursuits in addition to my being a parent and having a career. The best example we can set as parents is to show our kids that we all always have something new to learn.

Want to meet Betty? She is CEO of Liftoff Leadership ([www.liftoffleadership.com](http://www.liftoffleadership.com)) and will present a Professional Development Seminar at the WAI Conference on March 14, 2013. ➔

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



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SHERRY  
PARSHLEY PhD

## IS A COLLEGE DEGREE WORTH THE PRICE?

**W**ith Fall upon us, many are beginning college or returning to their studies. There has been much discussion lately about whether the cost of a college degree is worth the price. According to the College Board's *Trends in College Pricing*, the 2011-2012 average total costs (including tuitions, fees, room and board) were \$17,431 for students attending four-year public

colleges and universities in-state and \$29,657 out-of-state, and \$38,589 for students at four-year private colleges. The days of being able to work during the summer and pay for a college degree are long behind us. Meanwhile, average student load debt for graduating seniors is \$23,186 according to [FinAid.org](http://FinAid.org).

Many are questioning the value of a college education, such as the Thiel Foundation whose 20 Under 20 Thiel Fellowship provides funding to students with innovative ideas, with one caveat—they have to quit college.

So are the costs worth the benefits? Let's examine some facts. The Bureau of Labor Statistics reports that the rate of unemployment is highest for those without a high school diploma and decreases for each level of education attained. Studies have also shown that over a lifetime of earnings, college graduates earn significantly more than non-college graduates. A recent study by the Census Bureau revealed that education level had more impact on earnings over a 40-year period in the workforce than any other demographic factor. Two professors at the University of Pennsylvania's Wharton School have also determined that women are more likely to stay married if they are college educated.

These facts all point in favor of a college education. What is also true is that the cost of a college education has risen dramatically since I attended college in the early 1980s. I earned my undergraduate degree at a state university and paid for my own tuition. My parents did start a college fund for my twin sister and me, but we used it to pay for flying lessons, so I entered college with no college savings, but I did have my private pilot's certificate! However, through grants, scholarships and by working two jobs (one that paid for college, one that paid for flying) I was able to pay for my tuition

and books without taking on student loans. It is almost impossible for a student to do this today.

**Richard Vedder,  
Director of the Center  
for College Affordabil-  
ity and Productivity  
has coined the term  
“credential inflation”  
to show how many  
jobs are requiring a  
college degree that  
was not necessary  
in the past.**

The high costs and debt burden does not mean that college is not worth the cost, however. Even more than when I graduated, a college degree is a bare minimum requirement for many jobs today, even those jobs that would seem to not require this type of education. Richard Vedder, Director of the Center for College Affordability and Productivity has coined the term “credential inflation” to show how many jobs are requiring a college degree that was not required for the same position in the past.

Most airlines, particularly the major airlines, require at least a bachelor's degree. Certainly, the technical professions, such as engineering, require a college degree. Mechanics as well as air traffic controllers all require additional training beyond high school.

What are some ways to reduce the cost and thereby increase the rate of return on this investment? First, do your homework. Research the variety of programs available in your chosen career field. As the statistics have shown, private colleges are often more expensive than public universities. You do need to consider, however, the amount of financial aid available that may be higher with a private college. Second, really consider if the area you are studying is something you enjoy and will increase your employment potential. For those of us in aviation, we are fortunate to have found our passion so that part is easy! But will a degree in aeronautical science provide the most employment opportunities for you? Or should you consider studying a different subject, maybe even outside of aviation? For those considering a career as a pilot or air traffic controller, which have medical standards, it may be very wise to earn a degree in a field that is unrelated to aviation. This approach would

provide you with a back-up plan in case a furlough or medical issue prevents you from flying. I know of several pilots who are Certified Public Accountants and lawyers and have built successful practices while concurrently flying for the airlines.

Third, get creative. There are ways to get more bang for the buck out of your education, such as pursuing two educational tracks and securing a double major. For instance, when I was earning my bachelor's degree, I discovered that I could take up to 20 credit hours of classes for a flat fee per semester (each course was worth four credit hours). This meant I could take up to five courses per semester for the same price as the normal four-course load, so I earned a double major in Business Administration and Economics. An aspiring pilot might find it helpful to pursue a dual major in aeronautical science and computer science, since computers are becoming an important part of the flight deck. This approach would also provide training in a non-aviation field as part of your back-up plan.

Keep in mind that an education is not just about earning a degree in a particular subject matter. It is about learning

**Keep in mind that an education is about learning how to interact with people, develop social, communication and time management skills, all-important for personal and professional growth.**

how to interact with people, develop social, communication and time management skills, all-important for personal and professional growth.

From my own experience, I can attest to the fact that every penny I spent on my college education had a great payoff for me, but the payback was not immediate. My first job out of college did not require a college degree, but got my foot in the door of the corporate world. I was fortunate that employers paid for my graduate education. It was not until many years after graduation that my education, combined with my experience, advanced my career.

All that being said, my greatest education and by far the highest payoff was the money I took from my college fund and paid for flying lessons! ✈

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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, certificated 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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## WAI at AOPA Summit

**October 11-13, 2012**  
**Palm Springs, California**

Join Women in Aviation, International  
at AOPA Summit this October.

### CFI Roundtable

**October 11, 12, 13 • 10:30 - 11:30 a.m.**  
AOPA is hosting a CFI Roundtable and  
WAI will participate each day.

### Women in Aviation Meet Up

**October 12, 13 • 3:00 - 4:00 p.m.**

The Women in Aviation Meet Up is a  
great opportunity for women attending  
Summit to not only meet and greet  
but also to learn more about aviation  
careers, learning to fly and the benefits  
of WAI membership.

### Scholarships Seminar

**October 12 • 2:00 - 2:30 p.m.**

Join Dr. Peggy Chabrian and Brittney  
Miculka of AOPA for a seminar on  
scholarships available in aviation.

### WAI Connect Breakfast

**October 12 • 8:00 - 9:00 a.m.**

The WAI Connect Breakfast is a great  
way to connect with other WAI mem-  
bers in a smaller, more personal setting.

### AOPA's Aviator's Breakfast

**October 13 • 8:00 - 9:00 a.m.**

Have breakfast with aviators you've  
always wanted to meet. Details can be  
found on the Summit web site at  
[http://www.aopa.org/summit/  
social-events.html](http://www.aopa.org/summit/social-events.html).

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only. **PLAN #2** – WAI Connect Newslet-  
ter and Web Site, \$1.60 for first 50 words,  
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ation, International web site for 30 days.  
**PLAN #3** – Web Site Only, \$1.50 for first 50  
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AUTUMN ACTION

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. ✈

## 2012

**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  
[www.wai.org](http://www.wai.org)

**October 19-21**  
AWE Aviation and Women  
in Europe Conference  
Istanbul, Turkey  
[www.aweu.org](http://www.aweu.org)

**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

**March 25-28**  
Aircraft Electronics Assoc.  
Annual Meeting  
Las Vegas, Nevada  
[www.aea.net](http://www.aea.net)

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AILEEN WATKINS

## A DEPARTURE TO REMEMBER

I'm an air freight and charter captain for a large international company. Recently Alice, my sister from Florida, visited me. On the day for her return home, she and her family were able to stop by my "work" and see for themselves what exactly it is I do for a living. It was fun to share with my family the passion I feel for my career, and to let them see firsthand

how I manage my time flying, working, and raising two beautiful daughters.

As I prepared for my flight from Houston Intercontinental (IAH) to Luanda, Angola (LAD), my husband, an Airport Operations Supervisor at IAH, gave them an airport tour. Then, as we pushed back, we could see the kids and adults in the ops vehicle accompanying us to Runway 15L. It was the first time my daughters ever actually saw their mom take off in a Boeing 747-400.

Today in the mail I received a beautiful card from Alice, accompanied by photographs of my girls watching their mom doing her "job." Wow. I felt a combination of pride, and at the same time, a bittersweet tinge of sadness suddenly seeing their

perspective—my daughters waving "bye-bye to Mommy flying the big plane." They were excited to see me up there in the cockpit, however, after my departure, it was back to "business as usual" while Mommy is at work. Don't get me wrong. They have a wonderful time with their daddy, and it is not like they are angry at me for being gone. When I come home, they always run to the door with excited screeches and "Mommy, Mommy, I love



**Seeing other women making it happen is just an affirmation that my decision to fly and be a working mother is an excellent way to inspire my daughters to work hard and dream big.**

you!" It's a normal thing for me to go, and then come back.

That same day I received the pictures that made me so pensive, I also got my latest issue of *Aviation for Women* magazine. As I read through the great articles, two brought my thoughts around. The first was "Growing up with a WASP" as told to Terry Ryan. Sumner Wyall's recollection of growing

Kids?" Her personal take on the classic struggle between career and family forced me to reflect. I know I've embraced the challenges of maintaining a true balance between home and work.

I picked up the photos my sister had sent to me. Here was the proof. For me, it is my husband, a proud father and integral part of my safety net that allows me to focus on my professional development even while enjoying the amazing rewards of motherhood. Seeing other women making it happen (such as Jo) is just an affirmation that my decision to fly and be a working mother is an excellent way to inspire my daughters to work hard and dream big. I am proud of my career, and most of all, proud to be a great wife and Mom. ➔

.....  
Aileen Watkins (WAI# 1919) is a Boeing 747 captain for a major international cargo and charter company.

> **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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