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# AviationforWomen®

**Peggy Chabrian, Ed.D.**  
Publisher

**Amy Laboda**  
Editor in Chief

**Nancy Bink**  
Art Director

#### Columnists

**Jacque Boyd, Ph.D.**

**Dr. Paula Corrigan**

**Jo Damato**

**Meg Godlewski**

**Patricia Luebke**

**Sherry Parshley, Ph.D.**

**Denise Waters**

#### Contributors

**Agubata Felicia Nnenna**

**Barbara Garwood**

**Ralph Hood**

**Kelsey Lynch**

**Staff Sgt. Larry E. Reid Jr.**

**Patricia Tomich**

#### Advertising Account Executive

**Annette Calicoat**

(937) 669-4741

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

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**Captain Barbara Garwood with her friend and mentor, WASP Sara Payne Hayden**

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### COVER PHOTO

U.S. Air Force Staff Sgt.  
Tacota LeMuel and Staff Sgt.  
John Mantanona, marshall  
Thunderbird 3 at Nellis AFB.  
Photo by Staff Sgt Larry E. Reid, Jr.

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## PRESIDENT'S MESSAGE



DR. PEGGY BATY  
CHABRIAN

*Peggy Chabrian with Cynthia Badiey, XOJET Senior Director of Marketing, at last year's Conference—XOJET is one of the many exhibitors that have already committed to being at the 2013 Conference in Nashville, Tennessee.*

rates and included complimentary shuttle service for the half mile distance to the Conference main hotel; discounts from airlines and rental car companies; a micro-site connected to the Nashville CVB web site featuring restaurants and shopping areas within walking distance of the hotel and more.

And for the overwhelming majority of you who asked for more tours and fun things to do in the evenings we have several options. On Wednesday, the day before the Conference officially begins, there are four tours to choose from and on Friday evening, we've coordinated a special price with the General Jackson Showboat for a dinner cruise for our attend-

Dear WAI Members:

What a busy Fall season it has been for myself and the staff here at WAI. Preparations for the Conference in Nashville in March are in full swing. We've added several new activities and options this year based on the responses we received to the online Conference survey conducted in April.

In addressing concerns regarding expenses related to the Conference we have done a number of things: added an additional hotel with less expensive nightly

ees. Be sure to check out more information about these features in this issue on pages 17-23 or on our web site.

Are you worried about financing your trip to Nashville? We understand. Columnist Pat Luebke researched ways to save and also how to possibly obtain funding, even if only partial funding, from your employer to help pay for your trip to the International WAI Conference (see page 40). We've even uploaded a sample letter you can use to present to your boss with your request, which you can find on the WAI Conference web page. In other words, we are working hard to make this a more affordable Conference, as well as one of the best in terms of speakers, exhibitors, activities and opportunities.

This is our holiday issue, and I encourage you to browse the extra pages we've added showcasing interesting gift ideas for your friends and family (pages 12-15). Remember, too, that there is little that is more enjoyable and useful than the gift of WAI membership. Your gift does double duty this year, as you'll receive credit through our Passport to Adventure membership campaign, entering you in a drawing for some fabulous prizes (see page 34 for more information).

As I look outside at the gray winter skies and cooler temperatures I am looking forward to seeing many of you in the Spring in Nashville. Meantime, happy holidays!

Warm Regards,

Dr. Peggy Baty Chabrian, President

## INSIDE THIS ISSUE



COURTESY OF PATRICIA TOMICH

Patti Tomich may have needed to educate her family about girls and aviation, but once she did, they supported her. **Page 28.**



The deadline is fast approaching. Get your scholarship applications in, postmarked by November 12.



COURTESY OF GULFSTREAM

Does this photo remind you of a southern city chock with mystery and charm? It should. Find out more on **Page 15.**



I am always looking for ways to “reach out” and find opportunities for our students. I was so excited to see Denise Waters’ response in Tech Tips (September/October 2012 *Aviation for Women*), which mentioned the Post Secondary SkillsUSA competition. She explained that competitions are a fun way to increase skills and expertise. Well, my students participated in the SkillsUSA Secondary (high school) competition for Aviation Maintenance. I would like to add that at the high school level, this competition is a great way to motivate students not only by exposing them to the training necessary to compete, but it also exposes them to real world places and experiences they would never get in a classroom or lab.

The 2012 SkillsUSA Competition took our regional winners to the State Competition in Pensacola, Florida. The Aviation Maintenance competition was held at the Naval Air Station. Talk about “igniting” students! We were able to hook up with one of our high school alumni, who is now a mechanic for the Blue Angels. We watched the Blues practice and then we had our picture taken with him and the team. We also visited the fabulous National Naval Aviation Museum. This is a must see for everybody! Oh, did I mention that we won the silver and gold medals in the competition? Our gold medalist then went on to the SkillsUSA National Championships in Kansas City, Missouri, and won the bronze medal. Winning these competitions usually includes prizes such as tools and scholarships. In addition to “hands-on” competitions at SkillsUSA, students can also compete in leadership skills.



Errata: **Aileen Watkins** (WAI #1919), seen above with her two daughters, is a First Officer for a major international cargo and charter company. An editorial mistake by AFW staff inadvertently promoted her to Captain. We regret the error, which is corrected in our online version, found at [www.afwdigital.com](http://www.afwdigital.com).

The “Adopt A Pilot” article in the same issue also hit home. We take our seniors to Southwest Florida International Airport, too. (Juniors visit Page Field and sophomores visit Punta Gorda Airport.) The management at KRSW invites us back every year and makes sure that any Embry-Riddle graduate employed there comes and speaks to us along our tour. For our students, this makes the journey from high school to college to employment something they can see happening for themselves.

Thanks for a great issue!

**Karen Candiani** (WAI #14072)

Assistant Professor;  
Director, Charlotte Aerospace Institute  
Embry-Riddle Aeronautical University  
Department of Aeronautical Science  
Punta Gorda, Florida

Thank you for publishing Jacques Boyd’s thoughtful article “Mean Girls” in the September/October issue of *Aviation for Women*. It brought back some memories.

My mom was Marion Jayne, who was honored with WAI Pioneer Hall of Fame Induction and 100 Most Influential Women of 1st Century of Flight. She was also named a 100 Aviation Hero for the 1st Century of Flight along with Wright Brothers, Lindbergh, Glenn,

Ride, and Earhart. The transformation of many of Mom’s competitors at her death was nothing short of amazing. Since I raced with her for decades and personally knew the people and the issues, I was astonished at those who suddenly praised her. The pilots we mentored were friends with us forever—as were many others. Still there were others who were not kind. At the time of the multitude of actions designed to inflict hurt, tear down the successes and even once, prevent us from entering a race, we did our best to ignore them and move on. I had forgotten all about this until I read your article.

Apparently I also wear rose-colored glasses because the overriding memory was the comment sent to me that became the highlighted quote in *The Ninety-Nines News* obituary for Mom from Ohio 99 Jeanne Wolcott. Jeanne always respected others. She said, “Whenever I read about Marion’s victories I felt they were the accomplishments of every women pilot”—perhaps not an exact quote but you get the idea. It is so close to what author Boyd said in the last lines of her column, and so true.

Thanks for the happy thoughts, as they far outweigh the Mean Girls.

**Patricia Jayne (Pat) Keefe** (WAI #6315)

President, RTW (Round the World),  
A Motivational Company  
Round the World Air Race  
Gold Medalist

**Errata:** We blew it. We forgot to let you know that our dedicated and generous photographer, **John Slempe**, took the pictures at Oshkosh that ran on pages 4-5 of the September/October 2012 issue.

.....  
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). ✈



WHAT'S UP?



## Member Campaign Makes Strides

WAI's "Passport to Adventure" membership campaign is making progress. At press time more than 177 members have recruited more than 320 new members, and in the process put themselves in the running for some terrific prizes (as well as this organization's heartfelt gratitude). The winter holiday season is coming up fast; do you know someone who would benefit from a membership in Women in Aviation, International? Give them a membership as a gift and put yourself in the running for our terrific passport prizes. Find out more on page 34.

### OCTOBER 2013 REGIONAL CONFERENCE

WAI is in the midst of planning a regional conference during October 2013 in Prescott, Arizona, at Embry-Riddle's Prescott Campus, site of the very first Women in Aviation Conference more than 23 years ago. It will be ERAU's alumni homecoming weekend, too. So, consider joining us and mark your calendar.

our WAI Connect Breakfast was well-attended. WAI also hosted a table during AOPA's Aviator's Breakfast on Saturday morning, October 13.

Late October saw WAI at the 65th Annual Meeting and Convention of the National Business Aviation Association in Orlando, Florida, where WAI staff members met with WAI Corporate members and members at large. We also attended Women in Corporate Aviation events during the show. ✈

### WAI ON THE ROAD

Dr. Peggy Chabrian visited the University Aviation Association's fall education conference in Murfreesboro, Tennessee, in late September. She interfaced with several WAI Corporate members there.

Women in Aviation, International was busy during AOPA's Summit in Palm Springs, California, this past October, as well. We participated in the CFI Roundtable, and a separate Women in Aviation Meet Up, where women attending the Summit learned more about aviation careers, learning to fly and the benefits of WAI membership. WAI staff co-presented a seminar on scholarships available in aviation with Brittney Miculka of AOPA, and

## Scholarship Deadline Looms: Have You Applied?

**D**id you know you've got just two weeks before WAI's scholarship opportunities for 2013 close? What are you waiting for?

Scholarship awards are a major benefit of membership in Women in Aviation, International. In the past 23 years WAI has disbursed millions of dollars to its members to help them get ahead and advance into the aviation and aerospace careers they have always dreamed about.



There is an award for nearly everyone here, from the college student to the woman or man returning to the workforce, from managers and dispatchers to pilots, engineers, technicians and mechanics. We could not bring these scholarships to you without the assistance of our generous sponsors and corporate members, so please remember as you fill out your applications that they are the reasons why we can offer these incredible opportunities.

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

Don't sit around a moment longer if you want to have the chance to be one of our more than 70 scholarship recipients during the 24th Annual International Women in Aviation Conference in Nashville, Tennessee. Everything you need to know to apply (and a couple of good articles on how to win) can be found at [www.wai.org/education/scholarships.cfm](http://www.wai.org/education/scholarships.cfm).

Applications must be signed and postmarked by no later than November 12, 2012. So, get to work! ✈





# 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 Wiesenhahn** at 513.735.9100, ext. 338

## WASHINGTON STATE CHAPTER

The Washington State Chapter has been meeting at the Arlington Fly-In since 2001. The members spend the day at forums, exhibitor booths, shopping, and watching the air show. A couple of the members fly in from the Fall City airport and camp for the week. A great time is had by all.

Washington State Chapter members **Trish Beckman** (WAI #17), **Yukiko Howell** (WAI #10141), **Rochelle Oslick** (WAI #12281), **Crystal Polen** (WAI #45396), and **Linda Russell** (WAI #52), shared information about Women in Aviation, International scholarship

opportunities, and the local chapter activities with visitors at the Bremerton (KPWT) Blackberry Festival Fly-in. They were fundraising for the Janet Clark Memorial Scholarship, selling aviation-themed jewelry, wine charms, and soaps made by chapter members. WAI members stopped by the booth throughout the day, including **Stefani Morin** (WAI #47248) and a surprise visitor, **Tami Ryley** (WAI #44612), from Washington, DC.

*Pictured on the right (left to right) **Courtney Riecan** (WAI #30275) and son, **Stefani Morin** (WAI #47248) and daughter, **Donna Driver**, **Laina Reeves** (WAI #1832), **Crystal Polen** (WAI #45396), **Linda Russell** (WAI #52) and **Josh Klossner**. ➔*



WASHINGTON STATE CHAPTER

## EDELWEISS CHAPTER

Chapter President **Sandrine Rohrer** (WAI #40912) took Jessica, 11 years old, for her first flight in Sandrine's pink plane to let her discover the passion of flying, and to reward her for her good school year results. A pink plane with only



EDELWEISS CHAPTER

female passengers and crew! Jessica's mother got to ride along in the back seat. Jessica was enthusiastic, and thinks she would like to fly again as soon as possible. Sandrine took the time to prepare for the flight with Jessica (weather briefing, airport contacts, checks before flight) as well as the final administration (filling log book, closing flight plan). Jessica received a diploma as a participant of the YES program.

In August, the aeroclub of Lausanne had its yearly opened doors day. The opportunity was offered to the Edelweiss Chapter to have a stand to present Women in Aviation, International. The public and visitors showed interest, and some new memberships are awaited. ➔

## LIBERTY UNIVERSITY CHAPTER

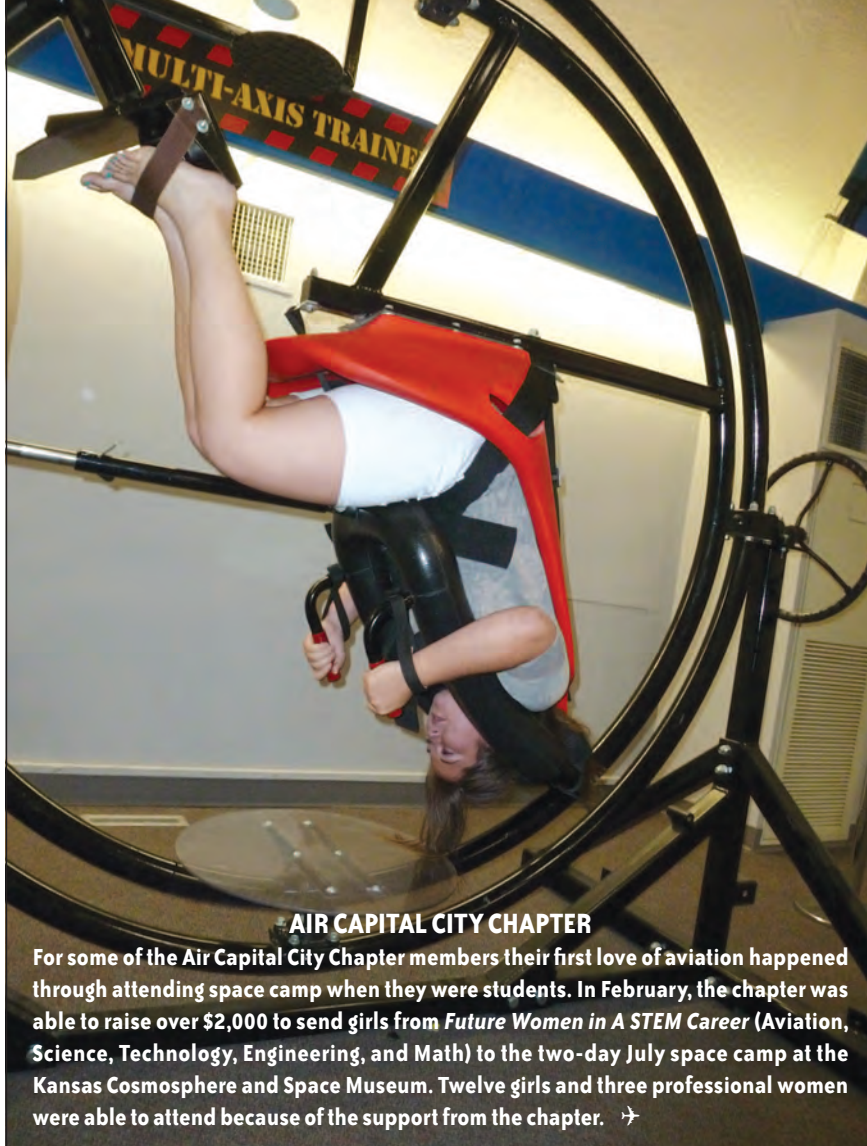
In June, **Lindsey Gray**, **Naomi Satterfield**, **Esther Dii** (WAI #44279), and **Mollie Melton** (WAI #44023) competed in the annual women's Air Race Classic. The girls ran a great race as they flew from Lake Havasu, Arizona, to Batavia, Ohio. Veteran of the air race, **Sarah Morris** supported and coached the girls while Liberty University Graduate **Aly Boardman** (WAI #40197) helped to raise support and awareness of the Liberty Belles in the Lynchburg community. This was the first year that any students from the chapter have participated in the race, but they are excited to send more girls next year! ➔



LIBERTY UNIVERSITY CHAPTER

Liberty Air Racers (left to right) **Aly Boardman**, **Naomi Satterfield**, **Lindsey Gray**, **Esther Dii**, **Sarah Morris**, and **Mollie Melton**.





### AIR CAPITAL CITY CHAPTER

For some of the Air Capital City Chapter members their first love of aviation happened through attending space camp when they were students. In February, the chapter was able to raise over \$2,000 to send girls from *Future Women in A STEM Career* (Aviation, Science, Technology, Engineering, and Math) to the two-day July space camp at the Kansas Cosmosphere and Space Museum. Twelve girls and three professional women were able to attend because of the support from the chapter. ➔



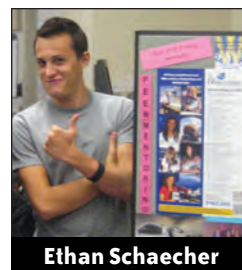
### ST. LOUIS WOMEN WITH WINGS CHAPTER

"Meet To Eat" is the event motto for the St. Louis Women With Wings Chapter. So they did that in July at the Jefferson City airport terminal restaurant. Seventeen members and guests enjoyed each other's company and shared aviation stories as they ate and watched airplanes take off and land.

In August, members and guests met at Rhineland Valley Lake for a wonderful experience of boating, floating and skiing. These types of events create and promote a greater understanding of what each of the members think and feel about flying. It allows them to evaluate the support needed for maintaining a strong, healthy environment for women in aviation. ➔

### UNO "MAVERICK" CHAPTER

In August, the Maverick Chapter members had a booth at the Annual UNO Aviation Institute EXPO held at the university. The booth attracted many new students currently studying aviation, mostly freshmen, and many of them have expressed interest to join and attend the chapter meeting the first week of September. The Maverick Chapter booth had a raffle drawing for Amelia Earhart pins, aviation sweatshirts and training DVDs. This event was a good recruitment opportunity as many of the prize winners showed a keen interest when the current members described their past WAI Conference experiences. The NASA Nebraska Space Grant, which supports the UNO Maverick



Ethan Schaefer

Chapter, previously funded the registration and travel costs the last couple of years. This has resulted in an increased number of UNO Aviation students being able to attend the Conference and to maximize their professional networking in the aviation industry. The chapter also created their new logo and is planning on a T-shirt and hooded sweatshirt sale for a fundraiser to cover accommodation costs for next year's Conference. ➔



WAI members Lulu-A-Ferdous (left) and Angela Burgett



## CAREERS

**Karen Candiani** (WAI #14072) has been appointed Committee Chair for the University Aviation Association K-12 Aviation Education committee.

**Theresa Farley** (WAI #50244), winner of the AOPA Student Pilot \$3,000 scholarship awarded at the 2012 Women in Aviation Conference in Dallas, has passed her check ride.



Theresa Farley

**Lulu-A-Ferdous** (WAI #30706) has started working full time as a Research Assistant at NASA Nebraska EPSCoR (Experimental Program to Stimulate Competitive Research) Program at UNO. She expressed her gratitude for her faculty mentor and professor, **Michaela Lucas** (WAI #950), Chapter Advisor, as her inspiration, role model, and the strongest proponent of her academic endeavors and professional success.

**Diana Higbee** (WAI #50695) was recently hired by Island Air as a first officer. She is in simulator training on the West Coast.

Fort Lauderdale Chapter Outreach

Chair **Virginia Knudsen** (WAI #46000) received not one but two awards! Besides being an extremely gifted teacher, she is a Major in the Civil Air Patrol.



Knudsen is Teacher of the Year

Knudsen received the coveted Florida State Air Force Association Teacher of the Year 2012 Award. Knudsen also received South Florida's Gold Coast Air Force Association Teacher of the Year Award. This award was made even more special when the Broward Soil & Water Conservation District honored her with a proclamation declaring July 23, 2012, as "Virginia Knudsen Teacher Extraordinaire Day in Broward County Florida" for dedicating her "life to the education of the youth in Broward

County, Florida" and preparing them "to meet the demands of our changing and fast-paced society."

The General Aviation Manufacturers Association (GAMA) announced that **Jena Longo** joined the association as its new Director of Communications. Longo comes to GAMA from the Senate Commerce, Science, and Transportation Committee where she has been the Deputy Communications Director since 2009. In this capacity, she was the primary day-to-day spokesperson for the committee on all matters including aviation and managed press operations for committee hearings and press events. Previous to joining the Senate Commerce Committee, she held the position of Communications Director for



Second Class Petty Officer Nauman



Suzi Swim and Valorie Reis getting current on seaplanes in Alaska



the Government Affairs Office of Clear Channel Communications where she implemented communications campaigns and coordinated grassroots activities on a variety of legislative issues. She also previously served in the offices of Senator Ben Nelson of Nebraska and Senator John Breaux of Louisiana.

**Meagan Nauman** (WAI #22985) is now sworn in as Second Class Petty Officer Nauman, USN. Nauman was at Officer Training Command in Newport, Rhode Island. After finishing she will be attending the Navy's pilot school with the goal of becoming a Fighter Pilot.

**Suzi Swim** (WAI #15257) had a fun time doing some mountain flying and getting seaplane current with **Valorie Reis** (WAI #21990) on a recent trip to Alaska.

**Cari Wimmer** (WAI #46636) has an internship with the Marketing Department at the Strategic Air & Space Museum in Ashland, Nebraska. Wimmer will be graduating this year with an Aviation Degree. She will be helping the department with the launching of their new web site. ✈



PHOTO COURTESY OF EMILY EGBERS

**Emily Egbers** (WAI #13391) and **Kyoko Kimura** (WAI #7532) met at the 2011 WAI Conference in Reno, Nevada. Kimura is currently a Captain at American Eagle Airlines and Egbers is a First Officer, on the Embraer 145. They both won the WAI Delta Air Lines Boeing 737-800 Type Rating Certificate Scholarships that year. Egbers completed the ATP and type rating in November 2011 and Kimura in May 2012. They didn't know each other before winning the scholarship, but are now friends and finally had the chance to fly together at American Eagle.



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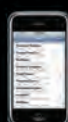
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PROFILE

## BRISTOW ACADEMY, INC.

**B**ristow Academy, Inc., a supersonic corporate member of Women in Aviation, International, is located at Space Coast Regional Airport in Titusville, approximately 45 minutes by car

from downtown Orlando, Florida. The Academy fleet of training helicopters is anchored by the Schweizer 300CB/CBi, with additional training available in the Robinson R-22 and Bell

206B JetRanger. Bristow Academy has voluntarily undergone a process of accreditation by the Accrediting Commission of Career Schools and Colleges (ACCSC), meeting a very high standard that only four other helicopter schools meet in the U.S. More information about accreditation can be found at the ACCSC web site ([www.accsc.org](http://www.accsc.org)).

The Academy is the major user of the Titusville airport, which is equipped with a full range of instrument approach facilities. Bristow Academy devotes all of its resources to flight instruction. Each program is tailored to the ability of the student to assimilate new skills and to the student's time schedule. No previous aviation experience is required of incoming students. Instructors offer quality training and take an earnest interest in the progress of every student.

The school, formerly Helicopter Adventures, Inc. (HAI), was established in 1987 in Concord, California, by Patrick Corr. An immigrant to the United States from Ireland, Corr trained as a helicopter pilot and subsequently worked as a flight instructor before setting up HAI. He hoped to create a charter company that specialized in adventure trips around Northern California and named the company with that goal in mind. The company's tours were only moderately successful but there was steady demand for training. In due course Corr realized that the flight training market had been neglected by the established helicopter companies and a great opportunity existed for a professionally organized and operated school. This emphasis on education led to FAA certification as an approved (Part 141) flight school. In

1994 the company went through accreditation by the ACCSC.

In the mid 1990s the European nations began a process of harmonizing their aviation regulations, including the creation of a standard licensing system for pilots. HAI responded by applying for and receiving JAA certification.



COURTESY OF BRISTOW ACADEMY

By the end of the 1990s HAI had grown dramatically. After careful analysis a decision was made to relocate to Space Coast Regional Airport in Titusville, Florida. This location offered everything the school needed—a tower controlled airport, a good buffer between the airport and housing, no airline traffic, a moderate

cost of living, available student housing at reasonable cost, proximity to recreational attractions, and a nearby international airport. In late 2000 the school sent a small advance party to Titusville to prepare for the move and in 2001 the school began full operation at the new location.

In 2007 Bristow Group Inc. purchased HAI and Bristow Academy, Inc. was created. In November of the same year the Academy purchased Vortex Helicopters in New Iberia, Louisiana, to create the New Iberia campus. Then in 2008 the Academy purchased Severn Aviation at Gloucester, England, and this became the Gloucester campus.

Bristow Academy employs approximately 200 people across four campuses and regularly flies over 4,000 hours every month. The Academy expects to continue to play a major role in providing safe and professional helicopter pilots to the rotorcraft industry across the globe.

You'll find Bristow Academy, Inc. exhibiting at this year's International Women in Aviation Conference, to be held March 14-16 at the Gaylord Opryland Resort in Nashville, Tennessee. For more information about Bristow Academy, Inc. navigate to [www.heli.com](http://www.heli.com). Want to know more about the WAI Conference? Look on pages 17-23 of this issue. ➔

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

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MEG GODLEWSKI

***I work at a flight school where I don't get paid if the propeller isn't turning. When the students show up unprepared, I'm torn between doing ground school (which I don't get paid for) or just flying with them and letting them fall behind.***

Explain to the student that when they show up unprepared they are wasting time and money. If the students don't show up prepared, and you don't get paid for ground time, you won't be losing out if you simply refuse to fly with Captain Unprepared. Use that time to book a student who is prepared, or have one on stand-by who can take the slot.

***I have just started private pilot ground school using the Jeppesen syllabus. I am concerned because the class is just 10 weeks. How can I keep up?***

Having been on both sides of the ground school equation, I suggest reading ahead a chapter at a time. Jeppesen emphasizes the teaching points by putting the information in red in the chapters and using brown call-out boxes. You'll probably see those items on a test. In addition, there are review questions at the end of each chapter that you should be doing.

***I'm a fairly high-time CFI and I just inherited a student who hadn't quite soloed yet. When we come in for a landing, he insists on putting in full flaps and jerking the nose up during the flare because "that's what his other CFI told him to do." I explained that once the airplane is stabilized on speed and glide slope, you don't need to add more flaps, but he keeps doing it. How do I fix him?***

The Law of Primacy states that the first thing taught is best remembered. It sounds like the student is at the rote level of learning, but doesn't understand why we add flaps. Spend some time going over basic aerodynamics before the next lesson. You may throw some no-flap landings in there to show him that it can be done.

***I have a 14-year-old daughter who is obsessed with aviation. I'd like to nurture this interest, but I am not so keen on spending thousands of dollars on flight training if she isn't old enough to get a license yet. What do you suggest?***

Have you taken your daughter to the airport for a tour or an intro flight? Given her a membership to Women in Aviation? Brought her to a convention? Visited an aviation museum? All these things go a long way to nurturing the interest. ➔

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



DENISE WATERS

***I would like to further my education experience, but I work full time and have a family. There's no way that I can get away for a week's worth of training. Any suggestions?***

eLearning. Learn from home, often on your own schedule. One of the more popular eLearning courses used by a number of major airlines is FlightSafety International's "Principles of Troubleshooting." Learn and practice a logical approach to solving aircraft problems. Hands-on practice utilizing simulated aircraft system malfunctions is incorporated. Check out that and more maintenance scholarships at [www.awam.org/scholarships](http://www.awam.org/scholarships).

***I would really like to take advantage of scholarships offered, especially to train for a better paying job. I cannot afford the expense of the transportation across the country and the hotel involved with taking the course. Can you provide suggestions?***

Sometimes you must cull through the requirements, but for many scholarships being offered this year it is there: "Round-

trip airline tickets and hotel accommodations for the duration of the class are included." UPS supports this AWAM scholarship philosophy by including it as part of their scholarship package for their "Maintenance Familiarization" on A300, 757, 767 and MD11's and "Avionics Fundamentals" offered at their Louisville, Kentucky, training center. Scholarship application deadlines are fast approaching for both WAI and AWAM. Find one that meets your travel and accommodation needs. Apply.

***Advancing in aviation by adding to my existing résumé is my goal. I am long out of school, currently in the work force, with appropriate degrees and certificates. What scholarships or programs are available to me?***

Over the past years, the number and variety of maintenance scholarships have been growing to meet the needs of industry and the individuals employed in this field. This year almost 30 different scholarships will be awarded during the WAI Conference through WAI and AWAM. They range from beginning student, career changers to personal development and advanced training awards. More than 70 lucky and deserving individuals will win awards. You do not have to be a student graduating from high school to take advantage. Scholarship application season is near closing, though. Act now! ➔

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



BOOK REVIEW

***For the Duration*  
by Felicity Ashbee  
edited by Cleota Reed**

**review by Kelsey Lynch**

**F**elicity Ashbee was one of the dedicated members of the Women's Auxiliary Air Force (WAAF) during World War II. In her memoir *For the Duration*, she describes her own and others' experiences that she witnessed. The book tells of Ashbee's work as a writer and producer when she was off duty. The book also narrates the impact the war had on the people and families that surrounded her. This story of war and women is described through Ashbee's eyes and in her words, dotted with photographs. The book paints a picture of the war from a woman's perspective as she moves through the military positions and the war.—K.L.

ISBN 780815609711

Published by Syracuse University  
Press, Syracuse, NY, 2012.

Hardcover; 216 pages.

SyracuseUniversityPress.syr.edu ➔



## Tribute to Navy Women Pilots Stamp

Make each letter a special delivery! Put a personal touch on your mail, or share this useful gift with friends and family. Zazzle's medium custom stamps fit especially well on greeting card or RSVP envelopes. These come in numerous denominations and are 20 stamps per sheet. Bulk discounts apply. For more information go to [http://www.zazzle.com/tribute\\_navy\\_women\\_pilots\\_v\\_1\\_postage-172597911097114539](http://www.zazzle.com/tribute_navy_women_pilots_v_1_postage-172597911097114539) ➔

**f**ace it, travel is hard on your organs, particularly your skin. If you travel extensively for work or for pleasure, you owe it to yourself to nourish your skin. One little company, Nourish, with stores in Savannah and Hilton Head, Georgia, and Melbourne, Florida, and a thriving internet commerce site, promises that its homemade, natural products can help weary travelers with dried, itchy and scaly skin.

"Soap for my family was a craft—one that required inspiration and dedication," explains Shoshanna Walker, co-owner. "In 2000, my mother and I expanded her home business into a small retail store, where she continued to make each bar by hand and where I learned how to run our growing business. In a year's time, we had outgrown our little shop and decided to move to our current location in downtown Melbourne, Florida," she says.

The products Nourish creates and sells smell, look and feel delicious, and are all soothing to the skin. There are no parabens, sodium laurel sulphate or sodium laureate sulfate, no animal products, no petroleum, no mineral oil or harsh detergents allowed. They make great gifts for friends, and even pets. Find out more at [nourishsavannah.com](http://nourishsavannah.com). ➔







## On The Wings of Dreams DVD

*On The Wings of Dreams* is the inspirational story of Detlef Huen and Liliana Tagliamonte and their flight around the world. The 100-minute documentary is a story of love and adventure set to music composed by James Dunlop and Lee Madison. Follow along as the couple attempt to circle the globe in their RV-7 homebuilt aircraft and meet many new friends along the way. Feel their heartbreak at setbacks, and herald their courage as they work around the obstacles and challenges placed in their path. You'll learn a lot about what it takes to fly a homebuilt, U.S.-registered aircraft in other countries. You can purchase the DVD at [www.flight-around-the-world.org](http://www.flight-around-the-world.org) —Kelsey Lynch ➔



If you can't have a Cub in your hangar, Sporty's can at least provide one for your Christmas tree. Sporty's commemorates the 75th anniversary of the Piper Cub, and Sporty's 2013 Legend Cub Sweepstakes, with this year's crystal Christmas ornament. The limited edition collector's item features an elegantly etched Cub in flight.



"You'd have to look far and wide to find a pilot who doesn't like the Cub," said Sporty's Vice President John Zimmerman. Nearly 20,000 Cubs were built in the United States with dozens of civilian and military variants. Thousands of Cubs are still flying today.

Sporty's Cub ornament comes with a bright red ribbon for hanging and is boxed for gift giving with some historical notes about the airplane.

The 2012 Sporty's Crystal Christmas Ornament is available for \$24.95 and may be ordered at [sportys.com](http://sportys.com) or by calling 1-800-SPORTYS. ➔

Here's a great little stocking stuffer for the peewee in your life. It's a stretch beaded airplane bracelet with multi colored airplane, plastic colored beads and pink butterflies. Product Code: 31027. Only \$6 at [waistore.org](http://waistore.org).

## BOOK REVIEW

### *The Spirit of Lindy* by Kermit Weeks

Kermit Weeks, founder and owner of The World's Greatest Aircraft Collection™ Fantasy of Flight, has just released his second children's book entitled *The Spirit of Lindy*. Weeks' first book, *All of Life is a School*, which was published in 2008, won a bronze IPPY Award in the 13th Annual Independent Publisher Book Awards. *The Spirit of Lindy* introduces two new airplane-based characters, Geoffrey D. H., an enthusiastic DeHavilland 4 mail plane with a grand idea, and Lindy, based on Lindbergh's plane, *Spirit of St. Louis*. The story takes place at Fantasy of Flight, where familiar characters from *All of Life is a School*—Gee Bee Zee, Puff, and all their friends—work together to help Geoffrey pursue his dream and learn a valuable life lesson in the process.



ISBN 9780979026713

Published by KWIP Publishing, LLC  
Hardcover; 68 pages; \$19.95.  
[www.fantasyofflight.com](http://www.fantasyofflight.com) ➔



## SOURCES AND RESOURCES

WAISTORE.ORG



### V-neck T-shirt

WAI T-Shirt in Black, Grape and White. Contemporary cut and details set this logo tee apart.  
Code: 30112; Price: \$18 (\$20 for 2x)



**WASP Tote Bag** with red handle and shoulder handles. This eco-friendly reusable tote bag features the famous WWII photograph "Pistol Packing Mama, 1944" of the WASP (Women Airforce Service Pilots). Code: 82000; Price: \$6  
Size: 17" L x 10.25" W x 16.25" H



### WAI Lunch Cooler

Cleverly designed tote with upper and lower compartments to store hot and cold items separately.  
Code: 50024; Price: \$10



### Mini-airplane Coloring Kit for Kids

Five-inch Mini Airplane Coloring Kit with six non-toxic felt markers. The airplane is machine washable in warm water to remove the majority of the color. Air dry and color again! Code: 21013; Price: \$6.95

**Lady Pilot Tote Bag** with orange shoulder handles. This eco-friendly reusable tote bag features the iconic 1917 illustration of the "Lady Aviator" by Neysa McMein from *The Saturday Evening Post*. Code: 82001; Price: \$4  
Size: 12" L x 7" W x 15.5" H

**The perfect gift for any aviation enthusiast is a membership in WAI...**  
a gift that they can use all year long.

**Individual—\$39**

**Student—\$29**

**International—\$49**

(\$39 with digital only magazine)

**International Student—\$39**

(\$29 with digital only magazine)

**Family—\$20**

(individuals in same household, additional magazine not included)

We make it easy for you. Just go to **www.wai.org**, or call (937) 839-4647.



### Benefits of Membership

- Annual Conference • Scholarships
- AFW magazine • Education programs
- Chapters • Networking
- Industry representation • Discounts





# Southern Grace and Beauty

## Savannah—discounted for WAI



**W**omen in Aviation, International members who work in aviation probably know Savannah, Georgia, for two reasons: Gulfstream Aerospace and FlightSafety International. Both WAI corporate members occupy large swathes of real estate at the KSAV, alongside a large Air National Guard presence. Gulf-

stream Aerospace has its manufacturing and final assembly plant at the airport, while FlightSafety International Savannah trains Gulfstream pilots, mechanics and cabin crew.

The airport is graced with two nationally known FBOs, Sheltair and Signature, both with excellent ground facilities, including crew cars and great crew rates for nearby hotels. That's fine for training, but you'd be missing a lot if you didn't take the time while you are in the area to stay a night or two in historic downtown Savannah.

One of the oldest planned cities in the U.S., historic Savannah is an easy walking town, with drop-dead gorgeous streets such as Jones Street, and shopping districts enhanced by the heavy influence of the Savannah College of Art and Design (SCAD). And history? It's got that too, with museum homes of Juliet Gordon Lowe, founder of the Girl Scouts, and quirky author Flannery O'Connor, among others.

Eat lunch just once, if you can, at Mrs. Wilkes' dining room, located on one of the most elegant streets in Savannah. Jones Street runs through the center of the Historic District lined with moss laden trees and paved with cobblestone. The restaurant is just the ground floor of one of the fine brick houses that line the block. It wasn't until 1987 that Mrs. Wilkes consented to a sign out front. The line of people waiting to eat



Mrs. Wilkes

lunch (and it is only lunch) is always long but it's worth the wait, if you ask the local in front of you. Bowls of collard greens, succotash, black-eyed peas, and butter beans are served with plates piled high with fried chicken, mac & cheese and biscuits, with classic banana pudding for

dessert. It's a one-price, cash-only banquet. Eat until you are full up, and then clear your place and bring your own plate to the kitchen! For more information visit [mrswilkes.com](http://mrswilkes.com).

When you weary of the many shops on Broughton Street, saunter over to Leopold's Ice Cream, a family business that had been rooted in Savannah since 1919. Try tutti-frutti, which Leopold is sure was invented by his uncles. The soda fountain offers homemade soups and deli sandwiches, as well. Want to know the flavor of the day? Visit [www.leopoldsiccream.com](http://www.leopoldsiccream.com). Lactose intolerant? Try the Tea Room, instead, for a full English tea or classic American lunch in a setting that will calm your soul. But save room to dine at sunset along the river at Vic's or The Pirate House.



To get the complete Savannah experience you should stay downtown for at least a night or two in one of the historic homes that have been turned into a bed and breakfast. The Azalea Inn & Gardens dates back to 1885. Its eight rooms have decadent period decor. And yes, there's a garden, and a pool.



Dresser Palmer House sports the longest front veranda in the Historic District, plus a precocious little ghost named Madeline, known for her pranks on the housekeeping staff. The Ziegler House Inn, on gorgeous Jones Street is made up of seven suites and serves you breakfast in your room. Tiny Green Palm Inn (tiny only by comparison with the others, because it has just four spacious rooms) is located in the Colonial Fort District, nearby. The Green Palm Inn does have a full house, with two bedrooms, adjacent to the property, which is available to families. All four Inns are marketing a December special Pajama shop-til-you-drop for WAI members. The inns offer 10% off your stay, plus a passport redeemable for discounts at more than 50 different Savannah retailers. You must show proof of WAI membership for the discount. Want to go? Visit [SavannahInns.com](http://SavannahInns.com) for more information and booking. ➔



Dresser Palmer House Proprietress





FELICIA AGUBATA

## DOUBLE SCHOLARSHIP WINNER

**M**y names are Engr. (Mrs.) Agubata Felicia Nnenna (MNSE). I am an Engineer with the Directorate of Safety Electronics and Engineering Services (DSEES) of the Nigerian Airspace Management Agency (NAMA), an Air Navigation Service Provider (ANSP). We are charged with the responsibility of installation and maintenance of all Communication, Navigation and

Surveillance (CNS) as well as power system in Nigeria for efficient air navigation.

I was privileged to receive two Women in Aviation scholarships—for training at Pratt & Whitney in the USA on Engine Fleet Management in 2007 and for an internship at the Air Navigation Bureau (ANB) of International Civil Aviation Organization (ICAO) in Montreal, Canada, in July 2010. To underscore the importance of both opportunities and perhaps to create a sense of perspective, you should know that five ICAO scholarships were awarded in 2010 and I was the only African ICAO recipient that year.

Expectedly, the two scholarships offered dissimilar experiences, yet focus remained on service excellence, best practices and exposure to best-in-class facilities.

At a professional level, the ICAO scholarship focused on aviation policies, Standard and Recommended Practices (SARPs), requisite processes and protocols to ensure global aviation safety.

On a personal level, the ICAO learning experience provided me a platform to work and interact with top-notch technocrats at the apex regulatory body under a multi-cultural environment. Interestingly, problem solving enjoyed a multi-disciplinary approach and cerebral discussions.

The training at Pratt & Whitney was specifically tailored to equip awardees with technical skills in such areas as work planning, service scheduling, pre-tripping and post-tripping of equipment, and safety protocols.

On returning to Nigeria I resolved to adjust my personal values and work ethics in the light of what I had learned. You see, it is really impossible to pass through these experiences and remain the same person.

Suffice it to say that both experiences helped me to deepen my professional knowledge and to hone my interpersonal skills. Prior to these trainings, I was just an ordinary Engineer (like most others around me) whose limited exposure shaped her outlook and relationships. Post training, my flair and passion for getting things right the first time and team skills started flourishing, and have continued to do so. Encouragements and motivational feedbacks from my principals

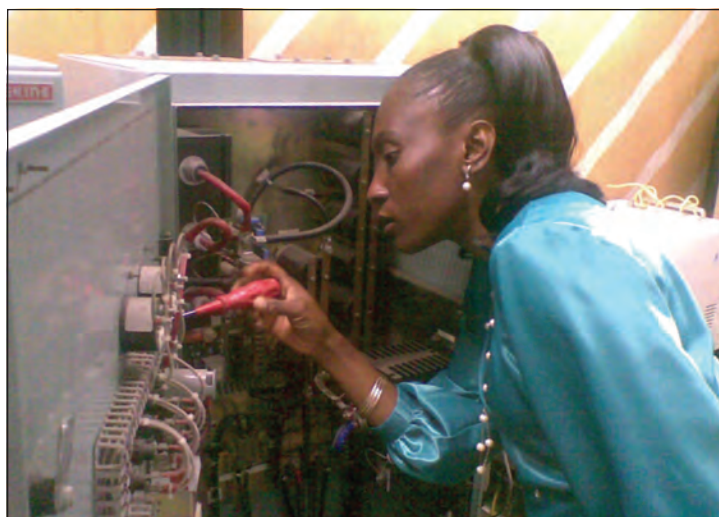


PHOTO COURTESY OF FELICIA AGUBATA

in the office and peers attest to my continuing improvement.

One of the key things that I did while undergoing these trainings was to take note of key professional practices and traits of some of the inspirational figures. When I returned to Nigeria I ensured that what I learned was percolated among my peers during work group discussions and informal encounters or team assignments. I am convinced that I have done this with an appreciable degree of success.

As of writing this, I am a principal engineer with NAMA. The training opportunities provided by WAI were game changers for me at both professional and personal levels. These experiences, at ICAO and at Pratt & Whitney, opened my eyes to the limitless opportunities that exist in the aviation industry, and in the world today. The training gave me knowledge I needed. Most importantly, though, the courses increased my confidence in the fact that with hard work, continuous training and self-improvement, there is no limit to what a determined individual can achieve both professionally and otherwise. ➔

.....  
*Engr. (Mrs.) Agubata Felicia N. (MNSE), R.Eng, (WAI #17861) is currently a Principal Engineer at the Nigerian Airspace Management Agency (NAMA).*

# Setting the Stage for Your Success

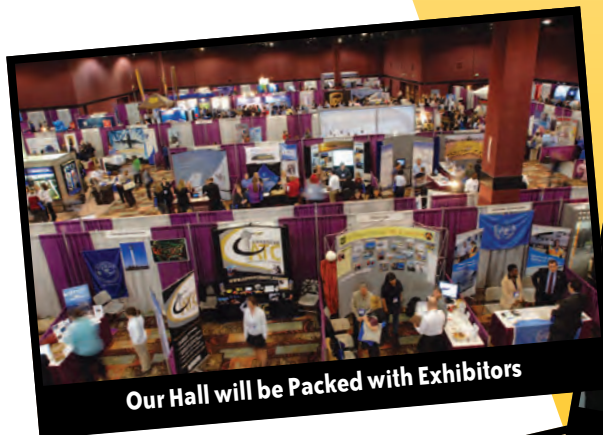
**Join WAI for  
four packed days of tours,  
educational seminars, job fair,  
networking and mentoring!  
*March 14-16, 2013***



**Exciting Nashville Location**



**More Helicopters than Ever Before**



**Our Hall will be Packed with Exhibitors**



**Scholarships Galore!**



**Networking Opportunities Abound**



**Second Annual Daughter Day**

**24th Annual International  
Women in Aviation Conference**  
N A S H V I L L E , T E N N E S S E E

**Register Early and SAVE!**



# Setting the Stage for Your Success

## Schedule Overview

Scan here with your smartphone for details online! ➔



### Wednesday, March 13

7:30 am – 4:00 pm	AEDC/Beechcraft Heritage Museum (Group A) Tour (Pre-register by February 15; Ticket required; \$55)
8:30 am – 5:00 pm	AEDC/Beechcraft Heritage Museum (Group B) Tour (Pre-register by February 15; Ticket required; \$55)
9:30 am – 4:00 pm	Beechcraft Heritage Museum only (Group C) Tour (Pre-register by February 28; Ticket required; \$55)
8:00 am – 5:00 pm	Aircraft Dispatcher Recurrent Training (Pre-register \$495 member/\$595 non-member)
1:00 pm – 4:30 pm	Smyrna Airport Tour (Pre-register by February 28; Ticket required; \$25)
3:00 pm – 6:00 pm	Registration Open
6:30 pm – 7:30 pm	WAI Chapter Reception (Ticket required)

### Thursday, March 14

8:00 am – 4:30 pm	Registration Open
8:00 am – 11:00 am	WAI Chapter Leadership Workshop
8:00 am – 5:00 pm	FAA Maintenance Recurrent Training
8:00 am – 5:00 pm	Aircraft Dispatcher Recurrent Training (Pre-register \$495 member/\$595 non-member)
9:00 am – 12:00 pm	Aerospace Educator Workshop (Pre-register)
9:00 am – 11:30 am	Professional Development Seminar (Pre-register; \$25)
10:00 am – 10:45 am	New Members Social
11:00 am – 12:00 pm	Annual WAI Membership Meeting
12:50 pm – 1:00 pm	Ribbon Cutting Ceremony
1:00 pm – 5:45 pm	Exhibit Hall Open
1:30 pm – 3:00 pm	Professional Development Seminar (Pre-register; \$25)
3:30 pm – 5:00 pm	Professional Development Seminar (Pre-register; \$25)
3:00 pm – 4:00 pm	WAI University Chapter Members Meeting
4:30 pm – 6:00 pm	College/University Student Meeting
6:00 pm – 7:15 pm	Opening Night Reception (Ticket required)

### Friday, March 15

8:00 am – 4:30 pm.	Registration Open (Closed during luncheon)
9:00 am – 10:30 am	General Session
10:30 am – 5:00 pm	Exhibit Hall Open (Closed during luncheon)
11:00 am – 11:50 am	Networking for FAA Employees
12:00 pm – 1:30 pm	Luncheon (Ticket required)
2:00 pm – 5:30 pm	Education Sessions
6:15 pm – 10:45 pm	General Jackson Showboat Dinner Cruise (Ticket required)

### Saturday, March 16

8:00 am – 1:00 pm	Registration Open
9:00 am – 10:30 am	General Session
9:00 am – 2:00 pm	Bring Your Daughter to the Conference Program (Pre-registration necessary; \$10) Lunch included
10:30 am – 3:00 pm	Exhibit Hall Open
12:30 pm – 1:30 pm	How to Start a WAI Chapter Seminar
2:00 pm – 5:30 pm	Education Sessions
6:00 pm – 7:00 pm	Pre-banquet Reception
7:00 pm – 10:00 pm	Awards Banquet/Pioneer Hall of Fame Ceremony (Ticket required)

Times and events are subject to change

## Special Events

**Wednesday Aviation Tours**

**FAA Aircraft Dispatcher Training**

**FAA Maintenance Recurrent Training**

**K-12 Teacher Workshop**

**Dinner Cruise on the Cumberland River**

**Inspiring General Session Speakers**

**Exhibit Hall and Job Fair**

**Seminars and Education Sessions**

**Bring Your Daughter Day**

**Pioneer Hall of Fame Induction**

**Gala Awards Banquet**



## Education

**Nearly 40 sessions cover topics such as:**

**Aviation Futures**

**Careers in Aviation**

**Aviation Dispatch Topics**

**Engineering**

**Aviation Finance**

**General Aviation**

**Helicopter Aviation**

**Aviation History**

**Medical and Health**

**Maintenance Issues**

**Management**

**Military Topics**

**Personal Development and Leadership**

**Aviation Safety**

# Trip Information

## Hotels

### **Gaylord Opryland Resort & Convention Center**

2800 Opryland Drive  
Nashville, TN 37214

Hotel reservations can be made

online by clicking [wai.org/13conference/hotel.cfm](http://wai.org/13conference/hotel.cfm)

or by calling +1 (615) 883-2211. WAI Group Code: A-WIA3;

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

**+ \$15/night Resort Fee\*** Reserve by February 20, 2013.



Additional Hotel:

### **Radisson at Opryland Hotel**

2401 Music Valley Drive  
Nashville, TN 37214

Reservations 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 Gaylord Opryland.)

## Airlines

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

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: +1 (615) 255-3519

\$14 one way, \$20 roundtrip

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

**Gaylord Opryland Resort Shuttle Service** (includes WAI discount)

Use code A-WIA3 and book online, \$25 one way, \$34 roundtrip (age discounts available) [wai.org/13conference/transportation.cfm](http://wai.org/13conference/transportation.cfm)

## Parking

Guests are permitted to park in **Parking Lot E** on the outskirts of the Gaylord Opryland at no charge. Otherwise, parking is \$20/day for overnight self-parking, \$26/day for overnight valet parking. (Guests with a handicapped placard or license plate may use valet parking at self-parking rate.)

## Car Rental

### **Enterprise Car Rental**

Navigate to [wai.org/13conference/transportation.cfm](http://wai.org/13conference/transportation.cfm)

or call the Enterprise National Reservation Center at (800) 593-0505 and mention the WAI customer number 32F3422.



## Wednesday Tours

### **Arnold Engineering and Beechcraft Heritage Museum**

**Tour:** The Beechcraft Heritage Museum is in the heart of Antique Airplane Country. It is a "living and working" aviation museum that traces the lineage of the Beechcraft family of airplanes adjacent to the Tullahoma, Tennessee Regional



Airport (THA). Arnold Engineering Development Complex, located at Arnold AFB, Tennessee, is the most advanced and largest complex of flight simulation test facilities in the world. Facilities

can simulate flight conditions from sea level to space and from subsonic velocities to Mach 20. Reserve by February 15, 2013.

**Cost: \$55** (includes AEDC, museum admission and lunch)

**Group A** (Limit 45) **Depart 7:30 am; Return to Hotel 4:00 pm**

**Group B** (Limit 44) **Depart 8:30 am; Return to Hotel 5:00 pm**

**Group C** (Museum and lunch only) **Depart 9:30 am; Return 4:00 pm**

**Smyrna Airport Tour:** On this tour, you will go on a walking tour of Corporate Flight Management, see the military helicopter static display, Lifeflight helicopters and charter jet aircraft. You will take a bus tour of the airport and see the blimp hangar, airport operations area and more. Reserve by February 28, 2013.

**Cost is \$25; Tour Departs 1:00 pm; Return to Gaylord Opryland at 4:30 pm**



## Friday Showboat Dinner Cruise

**The General Jackson Showboat** is an authentic 300-foot-long paddlewheel riverboat that floats along the Cumberland River in Nashville, Tennessee. The General Jackson sails year-round, has four massive decks that can accommodate up to 1,100 guests, and offers a variety of dining and entertainment options. Special WAI pricing for Friday night, March 15. **Cost**

**is \$87** (includes dinner, tax and processing fee)

**Complimentary shuttle departs Gaylord Opryland every 15 minutes beginning at 5:30 pm; Board ship at 6:15–7:00 pm; Ship departs dock**



**at 7:00 pm; Ship returns to dock at 10:20 pm; Complimentary shuttle returns to Gaylord Opryland Resort.**

\* The Gaylord Opryland™ Resort & Convention Center has a daily resort fee, confirmed and not to exceed \$15.00 per night, plus applicable taxes currently at 9.25% (subject to change) that will be added to the guest room rate. This fee will cover several in-room amenities which at the time of check-in will include complimentary local and 1-800 telephone calls (first 20 minutes), high-speed and wireless internet access, daily online newspaper, designated complimentary in-room beverages, as well as local shuttle service and Fitness Center access. Please note: Gaylord Opryland is a non-smoking facility.



# Workshops • Training • Seminars

## Aircraft Dispatcher Part 121 Recurrent Training

*Presented by Danny Mortensen & Paul Fiorino,  
Airline Ground Schools*

**Wednesday, March 13 and Thursday, March 14**  
**7:00–8:00 am Registration; 8:00 am–5:00 pm Training Seminar**

**Registration fee: WAI Member: \$495; Non-member: \$595**

This two-day, 16 hour Part 121 program on Wednesday and Thursday is for certified dispatchers wishing to maintain currency or refresh their skills. The course is also available to schedulers and pilots who wish to expand their knowledge base on airline operations. Subjects include: Flight Planning, Boeing 737 Systems, Part 121 Regs, Ops Specs, Emergencies, Dispatch Resource Management, Weather Theory, Weather Products & Services, Navigation, Practical Dispatch Applications, ATC, MEL/CDL, Aircraft Performance, Instrument Procedures, & Intl Operations.

## FAA Maintenance Recurrent Training

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

**Thursday, March 14**  
**7:00–8:00 am Registration; 8:00 am–5:00 pm Seminar**

This education maintenance seminar meets IA Renewal requirements and provides career development advice. Attend it to achieve your required eight hours training. Participants receive a certificate of completion to present to their local Flight Standards District Office. This seminar is also open to those interested in pursuing or upgrading a maintenance career. *Attend all or a portion of this program.*

## Aerospace Educators Workshop

**Flight Plan For Success!** *presented by FAA AVSED Team*

**Thursday, March 14 9:00 am–12:00 pm**

Teachers, fasten your seatbelts for this flight to success. Learn how to motivate your students with exciting aerospace STEM activities. Gain a plane-load of knowledge through hands-on activities reinforcing science and math. Enjoy VIP guest speakers from the aviation community.

## Professional Development Seminars

**Thursday, March 14, 2013**

### iPad Revolutionized Cockpit: The Basics, Tips, Tricks & Gotchas

**Presented by Torea Rodriguez & Jeffrey Moss**

**9:00–11:30 am • Cost: \$25.00**



The iPad is revolutionizing the cockpit! Learn the tips, tricks, and gotchas on the EFB of choice for General Aviation and Commercial Aviation alike. This class will cover iPad hardware, limitations, software, updates, and third-party external devices such as external GPS receivers. From pre-flight planning and weather briefings to using the iPad safely while airborne, this course will cover in detail how to use the iPad in both pre-flight and in-flight scenarios. We'll cover some of the popular applications used on the iPad in aviation today and include live demonstrations of how to use them. We also cover the best tips, tricks and gotchas that you need to know for your flying as well as VFR and IFR usage of the iPad.

### Defying Gravity – Rising Above Limitations, Breaking Through Fear, Building Courage

**Presented by Betty Shotton, Liftoff Leadership**

**1:30–3:00 pm • Cost: \$25.00**



How do you rise above the weight of formidable challenges and break the chains that hold you back? In the face of persistent setbacks & seemingly unsolvable problems, how to you find the strength to move beyond fear and rise above the specter of failure? In this interactive presentation, Shotton reminds us of what it takes to defy our own unique forces of gravity. She gives practical guidance as she explores how we can develop the requisite courage to take tackle life's opposing forces. She stresses the benefits of difficulty, adversity, and failure as means towards reaching higher altitudes and reaching our potential as leaders and professionals.

### Looking at Aviation's Past & Future

**Presented by Ralph Hood, Pilot, Humorist**

**3:30–5:00 pm • Cost: \$25.00**



Ralph Hood has been a part of aviation since 1969. He has written a regular column in every single issue of *Airport Business* magazine and has appeared in *AOPA Pilot* and *AOPA Flight Training*. He has spoken for aviation groups from Alaska to Miami and from California to Spain. Over the decades, he has seen many people rise to success in aviation and many others fall by the wayside in both good and bad times. Listen carefully as Hood, with his characteristic tongue in cheek charm, explains his view of aviation winners and losers over his 40-year career. You'll definitely take away tips on how to succeed in today's aviation industry.

## Registration Options

**Full Registration** includes all meetings, meals, exhibits and social events.

**One Day Registration** includes all meetings, meals (luncheon or banquet) and exhibits for that day.

**Student Registration** includes all meetings, meals, exhibits and social events, except the Saturday night banquet.

**Miscellaneous Tickets** are available for the opening reception, luncheon and banquet for registrants requiring additional tickets.

**Military Rate** available for active duty, reserve and guard members.

**Child Rate** for children of attendees age 6-12 (3-day rate, excludes all food and social events) *This is Conference fee, not Daughter event.*

**Bring Your Daughter to the Conference** Ages 10-17. Register online for this exciting Saturday event. All children must be chaperoned.

## Invest in a Student

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

**Conference attire:** Business or business casual attire is appropriate for most of the events at the WAI Conference. The closing banquet is semi-formal, business attire or military dress, and the tours are casual.

**Photos** taken by WAI representatives may feature Conference or activity participants. Through participation in WAI activities, all participants grant permission for their photos to appear in any publication or display of the organization.

# Exhibit Hall Trade Show and Job Fair

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

## Last year's exhibitors included:

AAR Corp.  
The Abingdon Co  
ACES / Dynamic Instruments  
AeroTurbine, Inc  
Air Evac Lifeteam  
Air Force Reserve  
Air Line Pilots Association International  
Air National Guard  
Air Race Classic, Inc.  
Air Wisconsin Airlines Corp.  
Airbus  
Aircraft Electronics Association  
Aircraft Owners and Pilots Association (AOPA)  
Airline Ground Schools  
Alaska Airlines  
American Airlines  
American Airlines Federal Credit Union  
American Eagle  
American Eurocopter  
American Flyers  
Ansel Brown Productions  
Assoc. for Women in Aviation Maintenance (AWAM)  
Atlas Air, Inc.  
Aviall Services, Inc.  
AviaNation.com  
Aviation Exploring, BSA  
Aviation International News  
Aviation Jewelry.com  
Aviation Week  
B/E Aerospace  
Bell Helicopter Textron, Inc.  
The Boeing Company  
Bose Corporation  
CAE Inc  
CAMI, Civil Aerospace Medical Institute  
Cape Air / Nantucket Airlines  
Central Washington University  
Cessna Aircraft Company  
Cochise Community College  
Comair Inc  
Coradine Aviation Systems  
Crocs Work  
CSC DUATS  
David Clark Company Inc.  
Delta Air Lines, Inc.  
Delta Community Credit Union  
Delta State University—Commercial Aviation  
Department of Defense  
Department of Interior, Aviation Management  
DTC DUAT Service  
Eagle Jet International  
Embry-Riddle Aeronautical University  
Emirates Airlines  
Experimental Aircraft Association  
ExpressJet Airlines  
EZPzip  
FAA—Air Traffic Organization  
FAA / Airmen DUI / DWI Program  
FAA Aircraft Certification Service  
FAA Runway Safety Program  
FAA Wildlife Mitigation Database and Website  
Federal Air Marshals  
Federal Aviation Administration  
FedEx Express  
Flexjet by Bombardier  
Flights of Fancy  
FlightSafety International  
FLYING Magazine  
GE Aviation



General Aviation News  
Girls With Wings  
Gulfstream, A General Dynamics Company  
Helicopter Association International  
Higher Power Aviation  
Horizon Air  
International Society of Women Airline Pilots  
International Womens Air & Space Museum  
Jeppesen  
Jet Professionals, LLC  
JetBlue Airways  
Kansas State U. at Salina Aviation  
LeTourneau University  
Lockheed Martin Corporation  
Med-Trans Corporation  
Michigan Institute of Aviation and Technology  
Middle Tennessee State University  
myflighttrain.com  
Nashville Convention and Visitors Bureau  
National Air Traffic Controllers Association  
National Gay Pilots Association  
National Geospatial-Intelligence Agency  
National Oceanic & Atmospheric Administration  
National WASP WWII Museum  
The Ninety-Nines, Inc.  
OBAP / Bessie Coleman Aerospace Legacy  
Pinnacle Airlines  
Pittsburgh Institute of Aeronautics  
PlaneSense Inc.  
Pratt & Whitney  
Professional Women Controllers, Inc.  
Ryan International Airlines  
Saint Louis University Aviation  
Savoya  
Sebring US Sport Aviation EXPO  
Signature Flight Support Corporation  
SkyOne FCU  
SkyWest Airlines  
Southern Illinois University Carbondale  
Southwest Airlines  
Spartan College of Aeronautics and Technology  
Tarrant County College NW  
Telex Communications  
Texas Woman's University  
Trade-A-Plane  
Tuskegee Airmen Inc  
U.S. Coast Guard  
U.S. Marine Corps Officer Program  
U.S. Navy  
UND Aerospace  
United Airlines  
United Nations—Department of Field Support  
University Aviation Association  
University of Dubuque  
UPS  
US Airways  
USAA  
USDA Forest Service  
Utah State University Aviation  
Utah Valley University Aviation Science  
Vaughn College of Aeronautics  
Virgin America  
Walmart Aviation  
Western Michigan University College of Aviation  
Westminster College  
Wings Financial  
Women in Corporate Aviation  
Women Military Aviators  
XOJET Inc.



# Invest in Yourself

Attending a WAI Conference is an investment you make in your own education and your own career. At the Conference, you will meet countless new contacts who just may be the one who facilitates the next step in your career. You get out of the Conference what you put in to it. Sure, it's an outlay of money, but there are ways to minimize what you spend.



## Ways to Save

First off, take note of the Early Bird rates both for Conference registration and for hotel reservations. By registering before January 11, 2013, you get a discount. Register early and your hotel costs less, too. Attendees on a budget might choose the secondary hotel rather than the Opryland. You'll save money and free transportation will be provided between the hotels each day of the Conference.

Travel in a group to share expenses, sharing a room with one or two other attendees. Check out the airfare discount supplied by American Airlines and other available travel discounts. If driving is cheaper, make a road trip out of it. And when you register, make sure you take note of the different registration categories. You may benefit using a student or military registration.

Most importantly, think of attending the Conference as an investment in yourself, in your education and in your career. The experience will benefit you for years to come.

- Early Bird Rates**
- Secondary Hotel**
- Free Transportation Between Hotels**
- Share a Room**
- Parking Options**
- Airfare Discount**
- Reduced Rental Car Rates**



## Bring Your Daughter to the Conference Day



**Saturday, March 16 • 9:00 am–2:00 pm  
For girls ages 10-17**

Saturday is designated “Bring Your Daughter to the Conference Day,” with a day-long program for girls 10 to 17 years old. Designed to introduce girls to the excitement and career opportunities available in aviation, a full day of events is planned, with age appropriate activities organized for the girls. The activities include learning to read a sectional chart, a junior job fair, simulator flying, a scavenger hunt, safety wiring, aviation-related arts and crafts projects, as well as meeting and interviewing female pilots and other aviation industry executives. The girls and their parents/chaperones will participate in these activities in the morning, have a group lunch, and then tour the Exhibit Hall in the afternoon. What a great way to provide your daughter (or niece, granddaughter, or friend) a meaningful experience that might impact their lives for years to come.

Go to [https://www.wai.org/eventreg/event\\_start.cfm?did4=14](https://www.wai.org/eventreg/event_start.cfm?did4=14)  
or use the QR code at right, or call  
(937) 839-4647 to register yourself  
and your child. \$10 per child, no charge  
for chaperone. Lunch is included.



**Even if you can't come to the  
Conference in Nashville you can  
join or renew your membership in  
Women in Aviation, International today!**

### Select Your Membership Category:

<b>Individual</b> Aviation professionals and enthusiasts	<b>\$39</b>
<b>Student</b> Full-time high school or college students interested in pursuing an aviation career	<b>\$29</b>
<b>International</b> Aviation professionals and enthusiasts who live outside the United States	<b>\$49</b>
<b>International</b> with digital magazine only	<b>\$39</b>
<b>International Student</b> Full-time high school or college students interested in pursuing an aviation career who live outside the United States	<b>\$39</b>
<b>International Student</b> with digital magazine only	<b>\$29</b>
<b>Family</b> Individual family members residing in the same household as Individual, Student or International Member ( <i>digital magazine only</i> )	<b>\$20</b>
<b>Corporate</b> Organizations and/or Companies that support the goals of WAI, includes individual member benefits for one employee	<b>\$400</b>
<b>Supersonic Corporate</b> Same as a corporate membership, but includes individual member benefits for four employees.	<b>\$500</b>



### WAI Member Benefits and Services

- Annual International Conference and Conference registration discount
- Scholarship opportunities
- *Aviation For Women* bimonthly magazine
- Educational outreach programs
- Chapters
- Networking base for career and personal development
- Government and Industry representation
- Resources through our web site: [www.wai.org](http://www.wai.org)
- Discounts on car rentals and products from sponsoring companies

**Questions? Call (937) 839-4647 or  
email [waiHQ@wai.org](mailto:waiHQ@wai.org)**





# 2013 Conference Registration and WAI Membership Form



Are you currently a WAI Member? ☐ Y ☐ N WAI # \_\_\_\_\_

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

☐ RENEWAL, I would like to renew with WAI!

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

**NOTE: you actually SAVE when you join WAI and then register for the Conference as a member**

☐ **YES, I WOULD LIKE TO JOIN WAI WITH THIS FORM**

Select Appropriate Category

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

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

HS/College/Univ \_\_\_\_\_

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

☐ Corporate \$400 ☐ Supersonic Corporate \$500

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

GIVEN NAME/FIRST NAME \_\_\_\_\_

LAST NAME/SURNAME \_\_\_\_\_

PREFERRED FIRST NAME FOR BADGE: (I.E.: SUE) \_\_\_\_\_

COMPANY/SCHOOL \_\_\_\_\_

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

POSITION/TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE/PROV \_\_\_\_\_ ZIP/POSTAL CODE \_\_\_\_\_

COUNTRY \_\_\_\_\_

PREFERRED TELEPHONE \_\_\_\_\_

☐ HOME ☐ WORK ☐ MOBILE

E-MAIL \_\_\_\_\_

AVIATION AFFILIATION/OCCUPATION \_\_\_\_\_

EMERGENCY CONTACT \_\_\_\_\_ PHONE \_\_\_\_\_

**Payment Policy:** Registration fees will be applied at rates in effect at the time payment is made online, by fax, by phone or postmarked. If discrepancies occur in check payments, the check amount will be applied to Conference fees, and the registrant will be billed for remaining fees. If payment is made by credit card, the full effective rate will be charged to the credit card. **Refund Policy:** Full refunds for cancellations will be given until January 21, 2013 midnight EST. From January 22, 2013 through March 1, 2013 midnight EST, the registration fee less \$75 will be refunded. After March 1, 2013 midnight EST, no refunds will be given. If you cannot attend, you may donate your Conference fees to WAI as a charitable donation or transfer your registration to another person in the same registration category.

**FORM OF PAYMENT** (must be payable to Women in Aviation, International in U.S. funds)

☐ MasterCard ☐ VISA ☐ AMEX ☐ Check (payable to WAI)

ACCT. # \_\_\_\_\_ EXP. DATE \_\_\_\_\_ / \_\_\_\_\_

BILLING ZIP \_\_\_\_\_ CID \_\_\_\_\_

CARDHOLDER'S NAME (PRINT) \_\_\_\_\_

AUTHORIZED SIGNATURE \_\_\_\_\_  
(sign as name appears on credit card)

SCAN HERE WITH SMARTPHONE TO SIGN UP AND PAY ONLINE! ➔

**EARLY REGISTRATION** (by January 11, 2013 midnight EST)

☐ Full Registration ☐ \$340 Member ☐ \$390 Non-Member/Guest

☐ Student-Full Time (age 13 and up) ☐ \$175 Member ☐ \$205 Non-Member/Guest

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

**GENERAL CONFERENCE REGISTRATION PRICES** (January 12-March 1)

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

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

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

(valid thru Mar 1, 2013) (branch of military) \_\_\_\_\_

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

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

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

☐ Thursday, March 14th ☐ Friday, March 15th ☐ Saturday, March 16th

**NOTE:** • **Full Registration:** Includes an exhibit hall pass for all three days, opening reception, luncheon & banquet. • **Student Registration:** Includes an exhibit hall pass for all three days, opening reception, and luncheon. It does NOT include a banquet ticket (ages 13 and up). • **One-Day Registration:** Includes an exhibit hall pass for one day. Opening reception or that day's Meal is included.

**On-site registration fee will be \$50 additional-effective March 2, 2013 at 12:01 am EST**

## EXTRA EVENT TICKETS

# \_\_\_\_\_ Extra Thursday opening reception—\$35 each \_\_\_\_\_

# \_\_\_\_\_ Extra Friday luncheon—\$50 each (# \_\_\_\_\_ Child lunch \$25 each) \_\_\_\_\_

# \_\_\_\_\_ Extra Saturday banquet—\$80 each (# \_\_\_\_\_ Child banquet \$40 each) \_\_\_\_\_

## TOURS – WEDNESDAY, MARCH 13

☐ AEDC/Beechcraft Museum (Group A, 7:30 am–4:00 pm)—\$55 per person \_\_\_\_\_

☐ AEDC/Beechcraft Museum (Group B, 8:30 am–5:00 pm)—\$55 per person \_\_\_\_\_

☐ Beechcraft Museum Only (Group C, 9:30 am–4:00 pm)—\$55 per person \_\_\_\_\_

☐ Smyrna Airport (1:00–4:30 pm)—\$25 per person \_\_\_\_\_

## SHOWBOAT DINNER CRUISE – FRIDAY, MARCH 15

☐ General Jackson Showboat (6:15–10:45 pm)—\$87 per person \_\_\_\_\_

## SEMINARS AND WORKSHOPS

☐ Aircraft Dispatchers Part 121 Recurrent Training—Members \$495, NonMembers \$595  
Two days—Wed, March 13 and Thurs, March 14 (8:00 am–5:00 pm) \_\_\_\_\_

☐ FAA Maintenance Recurrent Training, Thurs, March 14 (8:00 am–5:00 pm) \_\_\_\_\_

☐ Educators Workshop, Thurs, March 14 (9:00 am–12:00 pm) \_\_\_\_\_

☐ Prof. Seminar "iPad Cockpit" Thurs, March 14 (9:00–11:30 am)—\$25 \_\_\_\_\_

☐ Prof. Seminar "Liftoff Leadership" Thurs, March 14 (1:30–3:00 pm)—\$25 \_\_\_\_\_

☐ Prof. Seminar "Ralph Hood" Thurs, March 14 (3:30–5:00 pm)—\$25 \_\_\_\_\_

## I WOULD LIKE TO SPONSOR A WAI STUDENT MEMBER:

# \_\_\_\_\_ Students—\$175 each \_\_\_\_\_

# \_\_\_\_\_ Student Banquet Tickets—\$80 each \_\_\_\_\_

## DAUGHTER DAY Sat, March 16, 9:00am–2:00 pm, REGISTER SEPARATELY ONLINE

Extra Event Tickets Subtotal \_\_\_\_\_

Conference Registration Fee Subtotal \_\_\_\_\_

WAI Membership Fees \_\_\_\_\_

**Auto-Renewal** — If paying by credit card, you are eligible for our auto-renewal program which saves you \$5 on your current membership and a discount on next year.

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

**TOTAL** \_\_\_\_\_

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

**1. Mail** 3647 S.R. 503 South, West Alexandria, OH 45381 **2. Fax** +1 (937) 839-4645 **3. Web site** wai.org/13conference





ON THE GROUND  
AND IN THE AIR  
**WOMEN**  
HELP MAKE A GREAT  
DEMONSTRATION TEAM  
CLICK



**A**viation has come a long way since the days of the Wright Brothers and Amelia Earhart. In today's Air Force, women are a common presence in the cockpits of the service's premier aircraft, serving alongside their male counterparts in combat and at home station. And there's another key role where women are making their mark by flying and maintaining jets: performing demonstrations for the U.S. Air Force Thunderbirds.

As one of the new pilots on the team—officially known as the U.S. Air Force Air Demonstration Squadron—Maj. Caroline Jensen is fully aware that, everywhere she goes, she is not only representing women past and present, but also the pride, precision and professionalism of nearly 700,000 Airmen around the world.

"The Thunderbirds motivated me to set the goal of becoming an Air Force officer and pilot when I saw them as a young girl in Wisconsin," Jensen recalls. "Later, when I graduated from the Air Force Academy, they flew over as I threw my hat in the air. The Thunderbirds were always an inspiration to me and I am honored to be part of a team which inspires the next generation of Air Force airmen," she said.

Jensen, an active reservist, is currently serving as the team's right wing pilot—more commonly known as Thunderbird 3. For two years, her job is to fly inches off the right wing of the flight leader in the famed Diamond and Delta formations.

It sounds supremely chal-

lenging, and it's designed to appear that way for the hundreds of thousands of spectators who attend Thunderbirds air shows each year. But Jensen, like all the pilots on the team, is extremely experienced. She has flown in the T-37, T-38 and F-16, accumulating more than 2,500 flying hours during her 14-year career.

That level of experience isn't unusual for a pilot of

**Story and photography by  
Staff Sgt. Larry E. Reid Jr.**

Jensen's rank and tenure, but she is just the third female demonstration pilot. The team has had a total of four female pilots since its inception in 1953.

The last time a female aviator flew in the right wing position, which was during the 2006-2007 show seasons, it was Maj. Nicole Malachowski. She was the team's first female demonstration pilot. Jensen, on the other hand, is the first female reservist demonstration pilot in team history.

"Most people will never realize that I am a reservist," Jensen says. "Reserve airmen are seamlessly executing the mission alongside their active-duty Air Force counterparts every day.

And as Jensen is working alongside her active-duty counterparts, there's one airman in particular she gets to see every time she steps out to fly: Staff Sgt. Tacota LeMuel, the dedicated crew chief of the Thunderbirds No. 3 jet.

LeMuel is one of only two female crew chiefs assigned to the Thunderbirds and the only one selected to perform on this past year's show line. The maintainers are the airmen who are trained to perform choreographed launch and recovery routines in front of air show crowds.

***"Most people  
will never  
realize that I am  
a reservist."***



**Staff Sgt. Tacota LeMuel, Thunderbird 3 dedicated crew chief, signals one-minute, in preparation for Maj. Caroline Jensen, Thunderbird 3, Right Wing pilot, to gear up for a training sortie.**





**Top:** Maj. Jensen, Thunderbird 3, greeted by Staff Sgt. Tacota LeMuel, on the flightline at Nellis. **Middle:** Tech. Sgt. Amber Alumpe, an aircrew flight equipment specialist, wipes down a Thunderbird helmet during post-flight inspections. **Staff Sgt. Alicia Aguilera, commander's support staff specialist, chains down a maintenance trailer on a C-17 Globemaster. Bottom:** Staff Sgt. Jennifer Emerson, a client support administrator, installs cables to the music production equipment.



"I have known a few other female crew chiefs, but Sgt. LeMuel is the first one to be my dedicated crew chief," Jensen says. "I look up to her as an experienced show-line crew chief, and she has taught me a lot about Thunderbirds procedures in my first few months on the team."

A six-year Air Force veteran with deployment experience, LeMuel is in the middle of a career she imagined as a young girl. "Aircraft have always been intriguing to me," she says. "I looked at venturing into aircraft maintenance as an opportunity to satisfy my curiosity and give myself a challenge."

She knew, however, that the maintenance community, much like the fighter pilot world, has been male-centric for years. But now, women are becoming an everyday sight on the flight line, enforcing technical orders and turning wrenches alongside their male counterparts.

"Often times, the maintenance environment is perceived to be unfit for women," LeMuel says. "And one of the most common misconceptions is that we have to work twice as hard as men do (to be successful). I have not personally witnessed or experienced that, but I've found the maintenance environment to be very tight-knit and fun."

That teamwork and camaraderie also extends to the professional bond forged between a pilot and crew chief. A demonstration of airmanship at its finest, both Jensen and LeMuel rely on one another to accomplish the Thunderbirds mission.

"The relationship between a fighter pilot and a crew chief is a strong one, regardless of gender," LeMuel says. "Being in a male-dominant career field, it is very exciting and empowering to have a female pilot and I'm extremely proud to work with her."

Jensen feels the same way about the pilot-crew chief connection, noting that it's even stronger in unique job circumstances. "The bond between crew chiefs and pilots within the Thunderbirds organization is similar to what I experienced during my combat deployment," Jensen says. "We spend a lot of time together and get to work with the same crew chief for launch and recovery. There is a strong bond and a lot of trust when you work this close."

For at least the next year as Thunderbirds, Jensen and LeMuel will have the opportunity to use that bond to inspire people of all ages, genders and professional interests. Both women agree that being female doesn't define them—it's just a part of their life story. But when the chance arises, they will use that life story to remind young people to ignore false obstacles.

"I am proud of my heritage as a female pilot, but women have been involved in aviation for a long time," says Jensen. "I hope that I can show both young men and women that there are no limits to what you can do if you dream big and work hard to achieve your dreams."

LeMuel also likes to emphasize that success has a lot more to do with determination than other people's perceptions.

"Anyone who has a desire and an opportunity to pursue what they love wholeheartedly, should do it and set high standards for yourself," she says. "Don't be afraid to dream!" ✈

.....  
Staff Sgt Larry E. Reid Jr., USAF photographer, is from Tampa, Florida.

***"I've found the maintenance environment to be very tight-knit and fun."***









# How to Grow a Pilot

**T**his is the story of how a little immigrant girl reached her goal of becoming an Airline Pilot. My journey in aviation began in Lima, Peru in 1969. I was three years old, enjoying a picnic with my father. He loved taking his baby girl to the airport on Sundays. We would sit in the sun, munch on tasty Peruvian food and watch the small airplanes practice their touch and goes. That is when my dream of

becoming an Airline Pilot started to develop. The more I enjoyed watching airplanes, the more he wanted to take me back to the airport. I don't think he had any idea of the seed he was planting. He just liked to take pictures of his three-year-old sitting on the wings, or leaning against the landing gear of airplanes.

In two years my life would change, as we would sell everything, pack up and immigrate to the U.S. I carried two things with me: my stuffed monkey under my arm, and my dream of flying.

I had a traditional Spanish upbringing, even though we lived in the U.S. There were things girls could and couldn't do. For example I loved every-

## by Patricia Tomich

thing about soccer, but was never allowed to play. I heard "...no you can't do that because you are a girl..." too many times to count. Still I told them I was going to be a pilot, but they just thought I was being cute. It's true when they say ignorance is bliss, because I never internalized any of it.

We didn't grow up with a lot, only what we needed. I was told there wasn't any money put aside to send me to college, so I worked everyday from the age of 16 and saved up. I studied hard and received academic scholarships and loans.

Upon graduating high school in 1985 I mentioned to my parents that they had to drive me to Florida. I had been accepted into Flight School at Embry-Riddle Aeronautical University (ERAU). I was on my way to pursue my dream of flying! In four years I earned a B.S. of Aeronautical Science and started flight instructing at ERAU. After three years of instructing, I had built enough total time to get a job as a Corporate Pilot. It took another three years to build enough jet time and hours as pilot-in-command to be hired by Alaska Airlines.

Altogether it took me 10 years to go from flying Cessnas at ERAU to flying 737s at Alaska Airlines. During my fifth year at Alaska I upgraded to Captain and got married. After the birth of our daughter Rosalinda in 2004, returning to work as a reserve Captain was difficult. I decided to voluntarily downgrade to First Officer so I could fully participate in the upbringing of our daughter. As a senior F/O based in Seattle I am able to fly day turns, along with my husband who is also a pilot for Alaska. I am able to be home ev-



***The more I enjoyed watching airplanes, the more Dad wanted to take me back to the airport. I don't think he had any idea of the seed he was planting, or the ambition I would have.***

ery night. In the near future as Alaska plans to hire more pilots, I plan to upgrade back to Captain.

During my time as a Corporate Pilot in the early 1990s I learned there would be a conference for a new organization called Women in Aviation held in Orlando, Florida. I was thrilled to find out that Dr. Peggy Baty (now Chabrian) was organizing the event. She had been my instructor and mentor on the ERAU Precision Flight Demonstration Team.

I believed in the organization so much that in 1996, once I was at Alaska, I asked the VP of Flight Ops Mike Swanigan if Alaska would sponsor me to attend. He said yes, gave me a stack of applications and told me to "go get us valuable pilots." So I went, representing my airline, bringing back résumés. The next year he sent me with a pilot recruiter and sponsored a booth. Now Alaska Airlines is a Silver Sponsor, attends regularly and has hired many impressive pilots from the Conferences.

At the Conference it was great to catch up and learn more about this group of women from all facets of aviation. I made many friends at the Conference; it was inspiring to be surrounded by so many women that loved aviation as much as I did. I remember sitting in the audience and listening to the Airline Panel speakers, recounting their stories of how they got to the majors. When I think about it, I realize that now I'm that airline pilot. Life, and this career, have come full circle for me.

The Conference in 2012 marked my personal 19th anniversary with Women in Aviation, International. I certainly didn't feel almost 20 years older. I have learned a lot at the Conferences and made many wonderful friends.

My journey in aviation started many years ago at that small airport in Lima, Peru. From that point on I never lost focus. I've always known where my pas-

sion was. I've learned that an aviation career takes a lot of dedication, hard work, and sacrifice—but there are rewards. The path you take will look different than mine, but the resources: from WAI, The Ninety-Nines, and ISA+21, they will help you as they did me. My advice to you is to believe in yourself—follow your dream. ➔

.....  
Patricia Tomich (WAI #288) flies for Alaska Airlines.



# Sara's *Gift*



WASP Sara Payne Hayden, holds a picture of herself as a 2nd Lieutenant in the US Air Force Reserves. Inset: Sara as a WASP. She was later an active duty member of the Women's Army Corps (WAC).



*There were gifts I've received throughout my life that I will always remember clearly. When I was a young girl, I rejoiced one Christmas when I received the two foot tall doll with the long dark hair in a red dress—Sally. Then there was the jewelry box with a dancing ballerina. It stayed on my dresser for years until it was joined by a delicate glass Mother deer and a little Bambi.*

*I had a traditional childhood and sometimes I marvel how I ended up first as a military pilot and now as an airline pilot. My career toughened me up and I consider myself a very strong person, yet I think I am still compassionate and sensitive. Last summer I was touched so deeply by a special gift from a woman I have known for 31 years, Sara Evelyn Payne Hayden, that I was left without words or actions. Let me tell you her story.*

**B**orn in Granite Falls, North Carolina, on August 29, 1919, Sara Payne was the youngest of three brothers and one sister. Aunts and uncles and cousins were plentiful so Sara was used to lots of family around. Graduating from high school at age 15, she worked in the high school office while taking a newly offered business course there. The following year she attended Kings Business College in Charlotte, North Carolina, and after finishing the business courses, she was hired as a bookkeeper and secretary for the Averett & Ledbetter Roofing, Heating and Sheet Metal Company.

In late 1942, Sara was at the movies and saw a newsreel showing women ferrying and flying airplanes. That newsreel could have been of the first 25 American women who were trained to fly for Britain in the Air Transport Auxiliary (ATA). General H. "Hap" Arnold, commander of the Army Air Corps, had given permission to Jacqueline "Jackie" Cochran, an accomplished pilot herself, to start a training program for these pilots. Or it could have been some footage of the first 28 women pilots of the Women's Auxiliary Ferrying Squadron (WAFS) formed by Nancy Harkness Love, another experienced pilot. WAFS had to have about 1,100 hours of flying time before acceptance into that program. Sara only remembered, "I knew *that* was what I wanted to do."

America had entered World War II after the attack on Pearl Harbor on December 7, 1941. With the entire country mobilizing for war, things were changing fast, and there was a shortage of male pilots. With approval again from General Arnold, Jackie Cochran formed the Women's Flying Training Detachment (WFTD). Two hundred hours of flying time and a commercial pilot certificate were necessary to apply. These women would be trained at Howard Hughes Airport in Houston, Texas, and their job would include ferrying planes, testing planes, delivering planes, towing targets and more.

In August 1943, the WFTD and WAFS were combined and renamed the Women Airforce Service Pilots (WASP) and their training facility became Avenger Field in Sweetwater, Texas. More than 25,000 women applied to enter WASP train-

ing and only 1,830 were accepted; only 1,074 women successfully completed training.

But back in Charlotte, Sara could find out very little information about the program. She said, "When I learned how much flight time was necessary to apply, I did not have the money to take lessons. My lady boss, Mrs. Gertrude Gunn, thought the company should loan me the money, so I borrowed the \$200 I would need. I was allowed to take whatever truck had returned to the yard when the day's work was done (these were flat bed trucks with smelly, empty tar barrels on them with multiple gears) to drive to the airport."

After logging 40 hours in a Piper Cub, Sara applied to the WASP program and was allowed to take the physical, preparing for class 44-

**by Barbara Garwood**

9. She was rejected for not meeting the height/weight requirement. "When I called Morris Field to find out what happened, I learned that I was three pounds light and the flight surgeon had knocked off one-half inch height to meet the height/weight ratio. He advised me to ask for a recheck, which I did and got. So I ate bananas, drank water, rode the bus to the air base and weighed in at 108 pounds in extreme discomfort. The whole process took longer than a year, but I made it into our class 44-10."

Sara remembered her training. "Day one on the flightline. Instructions as to where to put foot and hand to climb up on the mighty PT-17. First up, I got an un-asked for boost from Isabel Petersen. Then Instructor L. F. Roberts said, 'Now get down and get up by yourself.' It was embarrassing. At some point in primary, Mr. Roberts was gone and I got a long, tall drink of water named Jack Geer. Nothing pleased him. If I started a turn in the traffic pattern, it was too soon. If I didn't start, it was too late. When his time was up, he said he was glad to be leaving, he didn't like instructing women, and they had no business flying, anyhow."

Sara thought the AT-6 she soloed was a beautiful airplane. She used a seat cushion under the parachute and another seat cushion behind her back to reach the controls. Her instructor, now Carey Bowles, was more likable. "One day Instructor Bowles decided to demonstrate a proper landing, and could not get the stick all the way back because my back cushion slid down! To me, Carey is a pilot's pilot," she said. After instructing the WASP, Carey flew for China National Aviation Corporation, flying C-46s and DC-3s across the Himalayan "Hump" from 1945 to 1947. He also was a Flying Tiger Line pilot for 30 years and then a Chief Pilot there. Sara and he kept in touch for decades, until Carey passed away in July 2011 at age 90.

Sara graduated in Class 44-W-10 and was sent to Randolph Air Force Base, Texas, where she tested AT-6s that had undergone a major engine overhaul, usually flying an hour in slow flight. She also ferried BT-13s from one side of the field to the other, where they were stored.

**After logging 40 hours  
in a Piper Cub,  
Sara applied to the  
WASP program and  
was allowed to take the  
physical, preparing for Class  
44-9. She was rejected  
for not meeting the  
height/weight requirement.**



Then on December 20, 1944, the WASP program was disbanded. They were just told to go home, as male pilots were returning from the war and needed jobs. Sara rode in a C-47 to Pope Field, Fayetteville, North Carolina, took a bus to Granite Falls, and was home.

But flying was not yet over for Sara. Returning to Charlotte, she took the CAA (FAA) written test for her commercial pilot certificate, then the written test and two hour check ride for her Flight Instructor rating. She worked managing the flight school at Delta Airport in Charlotte and handled the Aeronca dealership there as well. She flew trips to the Aeronca factory in Middletown, Ohio. "I instructed, ferried, did some testing and flew whatever was needed. Airplanes included Taylorcraft, Aeronca, Stinson Voyager, PT-17s, J-3s, Cruisers, Swift, Sky-ranger and even a Pitts Special," she said.

Later she worked for Whitehead Aviation at Charlotte Municipal Airport, which had the Navion distributorship for the southeast region, affording her the opportunity for plenty

of cross country and demonstration flights. She also flew a newspaper photographer in a J-3. But when a job offer from Calvin Cotton Mills at a higher pay came along, flying became a weekend activity. She was back again doing secretarial work, keeping cotton records, ordering parts for the weave mill and pricing gauze production.

Commissioned as a 2nd Lieutenant in the US Air Force Reserves in 1949, Sara was called to active duty in 1951 as a Women's Army Corps (WAC) recruiting officer. Her recruiting territory was northern Louisiana, western North Carolina and Tennessee. Flying on weekends included student instructing and flying a Cub aircraft for parachute jumpers with the door off. "When the jumper climbed out on the strut, it made for a lot of drag," Sara remembered. "The Air Force took a dim view of this extra activity," she chuckled. Didn't stop her.

Sara met her husband-to-be, Dr. Frank Hayden, at a lunch meeting of all officers at the Armed Forces Examining Station in Nashville, while he was serving as an Army doctor. On July 8, 1953, Frank and Sara married at Sewart Air Force Base, Tennessee. After Frank and Sara both were discharged from the military, they returned to Frank's hometown. She arrived in Massachusetts to take up a much different life.

Frank had a son living with him and a daughter, age 10, joined up within six months. "We then had two boys, and his youngest daughter came to live with us when she was 16," said Sara. They were married 60 years when Frank passed on.

## Honor the WASP

The WASP have been honored in the Women in Aviation Pioneer Hall of Fame for both their collective and individual contributions to aviation.

Want to know more?  
Come to the WAI Conference in Nashville and meet the WASP in person.



**Sara, fifth from right, at the U.S. House of Representatives in 1977 when petitioning for full veterans rights for the WASP.**



**T**hat's the story of Sara, but it doesn't really tell you about the gift she gave to me. Among the many organizations and positions Sara managed to make time to work for outside of raising five children were first Vice President of the "Order of Fifinella," 1975-1978, which later became the WASP organization, The Ninety-Nines (member since 1947), the Methuen Women's Post 417 of the American Legion, and she served as her Class 44-10 secretary.

Sara has fulfilled numerous speaking engagements representing the WASP at many events, and worked for decades on getting DD-214s (proof of veteran status) for the WASP, some of whom are no longer living. WASP were finally granted veteran status in 1977.

How did Sara and I become friends? In 1981, I was a 28-year-old T-38 Instructor Pilot (IP) and frustrated that the only aircraft women pilots were allowed to fly were trainer, transport and tanker jobs (noncombat jobs). There were quotas on women pilots and navigators. Career progression for women pilots and navigators was affected by these restrictions and there were other issues too, such as proper fitting flight suits, equipment and the acceptance of women in predominately male squadrons.

In September 1981 my pilot friends T-38 IP Captain Karen Daneu and T-37 IP Captain Julie Tizard helped me send out 175 surveys to all Air Force women pilots and navigators, some still in training (that's all there were then, 175) to see if an organization of rated women was wanted or needed. Seventy women responded with a big "YES" and we started forming an organization of women aviators in the Air Force.

Sara wrote a letter to me dated November 3, 1981. I still have it. She and I started exchanging phone calls and letters. Her voice was strong, sharp and yet motherly. This woman, a pioneer woman military pilot from the 40s, was guiding me, telling me that the WASP pilots were ready for us (the new military pilots) and would help us organize. Eventually, the Women Military Aviators, Inc. (WMA) was formed by two groups of women pilots separated by 39 years of history, the WASP and we female pilots from the 1970s. WMA now includes all branches of service and women serving in all types of aviation jobs. Sara served with WMA for 25 years.

Things did change, although it came slowly, for all female military pilots and navigators of all services. In 1992 the Defense Authorization Act repealed the combat exclusion for women pilots and navigators which opened up many jobs for women in the military. In 1993 women aviators were allowed to serve on ships.

The WASP received the Congressional Gold Medal on March 10, 2010. They were long overdue for recognition of their service to our country. Sara has her large Gold Medal in its case on the coffee table in her living room.

Last summer she sent me a smaller version of the Medal, minted by the US Treasury, on a silver chain. I never wear it; I did not earn it. So therefore, I was faced with a dilemma of what to do to thank her for this precious gift. And then I figured it out.

I carry the Medal protected in my kitbag on every flight. The Medal has already crossed the Pacific Ocean 87 times, 2,333 nm a crossing. The medal has flown 202,971 nm, or 233,574 statute miles—that's the equivalent of 9.38 times around the circumference of the earth at the Equator. Sara still flies in spirit, with me, symbolized by the Medal. I am honored to have her for my friend. ✈

.....  
*Barbara Garwood (WAI #15135) lives in southern California and has enjoyed a long career as a Senior Captain for American Airlines.*





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

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

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

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JACQUE BOYD PhD

## END-OF-THE-YEAR GIFTS: GADGETS FOR GIRLS AND MORE

**T**his month I'd like to change my column from *Tools for Schools* to *Gadgets for Girls*. At the time you read this issue you'll be thinking of holiday gifts—for others and maybe for yourself!

If you're a last minute shopper, I'll still be your best buddy because a number of things that I'll suggest are "quick buys" that you can send electronically the same day you find

them online because they're subscriptions, memberships or little electronic treasures.

Anyone who knows me well knows that I'm a bibliophile, i.e. a lover of books. The Merriam-Webster dictionary also adds: a lover of books especially for qualities of format; also: a book collector. Those who have seen my home can attest to the book collector part of the equation. I wonder what the "qualities of format" might mean. A few years ago a friend bought me an iPad and I swore that I would not go the route of online books or publications. Now, I look at the "library" that I've built on my tablet and I'm the first to admit that I was wrong. Granted, I love the feel of a book. Turning the pages, caressing a fine leather-bound tome, enjoying the touch of an old onion-skin paper and not having to turn off my paper book when it comes time to get ready for a landing are all pluses. That all being said, I also love the convenience of downloading a book because my nearest book store is over-the-river-and-through-the-woods—literally! I will never stop buying *real* books, but neither will I hand over my iPad easily.

Although the following lists of gifts can be applied to most of your needs, I'm thinking primarily of the middle and high school girls in my life. One of my students told me that she could tell a lot about me by just looking at my iPad library. She took a look and told me she was so happy I had embraced my geekiness in such a fine fashion. My magazine library contains *Popular Science*, *Popular Mechanics*, *Science Illustrated*, *Plane and Pilot*, *AOPA Pilot*, *BrainWorld*, *Broken Pencil*, *Discover* and more of the same genre. Okay, so it's girl-geek at its finest. I also have *O* magazine because I like the book recommendations and reviews and the writing is great. And I have *Whole Living* and *Women's Adventures*. I could not convince her of my hidden "coolness." We opened a couple of issues of *Popular Science* and *Popular Mechanics* and she figured out why I like them so much. In each, there are regular columns about the newest inventions and gadgets out there. I am a self admitted Gadget Girl and these columns feed my

gadgety side. Before long, we had a substantial group around us exploring the information and finding things they thought would be great additions to their lives. Ta-Da! Converts.

***I tend to take a  
back door approach  
to showing girls that  
technology and  
science really are neat.***

I tend to take a back door approach to showing girls that technology and science really are neat. Showing them why I love those two particular magazines gave them insight into who I am and why I am and we had fun doing it. By the time we were done these were not just publications for tool guys or car guys or science geeks.

The publication that got the most comment was one of my favorites and it might be new to you: the magazine *MentalFloss*. It's a really quirky little publication that answers many questions that you never knew you even wanted an answer for. These questions were answered in a recent issue: *Is Flipping a Coin Really a 50-50 bet?* And *Why Do Fake Phone Numbers Start with 555?* Or *What's an Oscar Worth?* Plus *If I Touch a Baby Bird Will Its Mother Abandon It?* I'm not telling you the answers—go find them. Instead of a Table of Contents the magazine has "The Index" touted as "a highly alphabetized, strategically annotated, generally magnificent, mildly excessive guide to the curious things within." That says it all about this publication and why most of the teenagers around me now want to read every one of them I have archived on my tablet and why they now want the publications on their own tablets.

Although I am the Electronic-Device-Enforcer at school, if the people in your life don't have a notebook or tablet consider giving them one. There are some fairly reasonably-priced options out there and you can help get someone into one without much outlay of cash. Some of the new phones on the market are phenomenal. That being said, I'm so happy my stepsons are 47 and 40 and are not teenagers with cell phones. Better-you-than-me when it comes to coping with phone plans and keeping track of used minutes.

What about books? Go online and do some searching. Look into back issues of *Aviation for Women* and read some of the reviews. There is a treasure trove of information out

there dealing with books on technology, math, science, aviation and the place that women have played within each of those subjects. Check out some of the more obscure titles and you might be in for a treat. *The Ice Balloon* by Alec Wilkinson is a great little read. *The Wave: In Pursuit of the Rogues, Freaks and Giants* by Susan Casey will produce some real questions on science and the environment. Read *Lost in Shangri-La: A True Story of Survival, Adventure, and the Most Incredible Rescue Mission of World War II* by Mitchell Zuckoff for a little different take on a WWII story. *Moonwalking With Einstein: The Art and Science of Remembering Everything* by Joshua Foer might strike the fancy of someone you know.

I've taken the stance with my own kids that if I can't eat it or drink it, please don't give it to me. Of course a book is always an exception, as are photos of the grandkids, but you get the picture. We all have so much "stuff" and don't need more. A few years ago I began using donations given in their names as Christmas and birthday gifts. I always donate to the C.R. Smith Aviation Museum in Fort Worth because it means so much to our family and our past American Airlines experience, plus

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it gives the family the ability to attend special events at the museum. For the past three years I've also donated to organizations like Heifer International and others like it. We've given a family gift of bicycles to young girls in other countries. All of my grandchildren had a very different take on what a bike can do for the independence of a girl when she finally has a means of getting to school on her own. Last Thanksgiving when we were all together, one of my grandsons asked how many soccer balls they were going to get to give for Christmas that year. That comment made the "donation giftie" approach worth its weight in gold.

Of course, also consider the gift of membership in organizations that might mean something to the people in your life. One of the best would be a

membership in WAI, which will give a great subscription to a great magazine: *Aviation For Women*. And yes, you can read it on your iPad!

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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

## THE HOLIDAY BLUES

**T**his is the time of year that many people look forward to—the hustle and bustle of the holiday season and celebrating the New Year with family and friends. However, for some, this time of year can be challenging. Busy schedules, financial pressures, change in daily routine, increased food and alcohol intake, family discord or unpleasant memories can all contribute

to the “holiday blues.” For many, the blues can be prevented or diminished by planning ahead, anticipating the challenges and formulating strategies to mitigate the problems that may occur. This can include keeping as much of a regular schedule as possible to include adequate sleep, balanced diet and regular exercise; limiting alcohol intake; making time to be alone to decompress from stress, and not striving for perfection. If the stress associated with the holidays becomes overwhelming, it might be time to get some professional counseling for stress management techniques or family conflict resolution. If you do go for counseling, this would not be considered disqualifying by the FAA unless in the process you are formally diagnosed with a psychiatric condition such as depression, anxiety or substance abuse/dependence or if you are started on a psychotropic medication. The use of over-the-counter nutritional supplements that are sometimes used to improve mood or sleep such as St. John’s wort, omega-3 fatty acids or valerian are allowable to use if you do not experience any significant side effects. Learning coping mechanisms to handle the sometimes stressful holiday situations can possibly prevent symptoms of depression or anxiety from occurring.

Sometimes, however, symptoms can progress and lead to full-blown depression. The following is a list of depressive symptoms, and if you are experiencing several of these symptoms for more than two weeks, it is recommended that you seek professional help.

- Persistent sad, empty or anxious mood
- Feelings of guilt or worthlessness
- Loss of interest or pleasure in most activities
- Decreased energy or fatigue
- Difficulty concentrating or remembering
- Insomnia, early-morning awakening or oversleeping
- Appetite changes and significant weight loss or gain
- Restlessness, irritability

If you are diagnosed with depression, anxiety or adjustment disorder, you will need clearance by the FAA prior to returning to flying or safety sensitive duties. If your symptoms can be treated without the use of medication, once you are better you can provide a note from your treating provider stating your symptoms have resolved to your aeromedical exam-


iner or the Regional Flight Surgeon to get clearance to return to fly or perform safety sensitive duties. If you are treated with medication, then you would need to be off the medication for 90 days without recurrence of your symptoms before you can get cleared by the FAA. In this case, the FAA may want to see all the treatment notes to confirm the dates you started and stopped medication as well as a summary note from your provider. If you require ongoing medication treatment, the FAA does have a waiver protocol for several anti-depressant medications once you have been doing well on a stable dose of a single medication for at least a year. The four medications which are potentially waiverable are *Prozac* (fluoxetine), *Lexapro* (escitalopram), *Celexa* (citalopram) and *Zoloft* (sertraline). The waiver process requires that you have an Independent Medical Sponsor (IMS) to oversee your case—this is an aeromedical examiner who has been specifically trained to assist with the anti-depressant Special Issuance (waiver) protocol. Neuropsychological cognitive testing on medication will also be required.

The waiver process is rigorous and can be expensive, but pilots can return to work if they are doing well on medication. Air Traffic Controllers are not eligible for Special Consideration (waiver) to use anti-depressant medications.

Most individuals experience periods of stress, grief or anxiety related to life’s circumstances. It’s especially common during the holidays. Depending on the severity of the symptoms, counseling or medical treatment may be required. Once your symptoms have resolved, clearance to return to work can be obtained with proper documentation and presentation to the FAA.

For more information about the holiday blues, the following articles may be helpful: “Managing the holiday blues” at [www.mayoclinic.com/health/holiday-blues/MY00492](http://www.mayoclinic.com/health/holiday-blues/MY00492) and “Beating the holiday blues” at <http://psychcentral.com/lib/2006/beating-the-holiday-blues/> ➔

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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).



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AMERICA







PATRICIA LUEBKE

## CONFERENCE DOLLARS AND CENTS

I've been self-employed for more than 20 years, and so I am quite familiar with paying my own way when it comes to business travel expenses. Even when I worked in the corporate world, I was a conscientious spender of corporate travel funds. I took it seriously and always tried to get the best buy for my employer. Having said that, I have to say that when the money is

coming out of my own pocket, I try just a little bit harder. When your company is paying, it may not matter that much if a hotel room is \$129 or \$149, but those extra \$20 mean slightly more when they are all yours.

I understand that many attendees have to pay their own way to the WAI Conference and can't simply file an expense report with all expenses covered. I also understand that there are some of us whose financial picture today makes it utterly impossible to even consider joining us in Nashville in March. Five hundred dollars might as well be five million dollars. Most of us have been there financially at one time or another. If you're on the fence about attending the Conference, not sure if you can afford it, here are some thoughts that may help you make a decision.

First, gather up the facts. Check your calendar. The next International Women in Aviation Conference takes place from March 14-16, 2013, in Nashville, Tennessee. If all is clear, make a realistic budget of what it would cost you to attend the Conference. Include everything—transportation, hotel, registration fees, meals—right down to tips and miscellaneous items. Don't worry if you come up with a big, scary number; the financial truth may be better than you think.

Note when you are making your budget that WAI has a range of registration categories—for students, for military—even one-day passes. If you live anywhere close to Nashville, attending for one day on a one-day registration may be an option.

Now consider some other options. Don't just assume that your employer will not pay your expenses. WAI has put together a presentation, complete with downloadable letter, at [www.wai.org/13conference/makeyourcase.cfm](http://www.wai.org/13conference/makeyourcase.cfm) that you can adapt for your needs. That said, you've got to approach your boss with your best pitch in a business-like way, pointing out to your boss why your attending the WAI Conference

makes you a better employee. Offer to give a briefing when you return. Offer to write an article for your company newsletter or company web site. Don't go in there, eyes downward, shuffling your feet, meekly asking, "Do you think you could pay my way to go to the Women in Aviation Conference?" It's too easy to say no to that question. One last thought on this:

Maybe you can convince your employer to give you some money—let's say \$300—toward your attendance. You never know until you ask.

It might work well to find a buddy to accompany you to share expenses. Sometimes two can travel as cheaply as one. We won't tell anyone if you carpool to an aviation conference. Heck, whatever gets you there works for us. You can share a hotel room to cut down on costs. And, speaking of hotel rooms, WAI has a room block at an overflow hotel, a Radisson close to the Opryland Resort, which costs a little less per night. Free transportation will be provided between the two hotels, so staying at the overflow hotel is another way to chisel down your expenses.

Don't forget that WAI secures discounts for attendees for some of the airlines that fly to Nashville. Check out [www.wai.org](http://www.wai.org) for the details, and note that you have to use the code number when you make the reservation. This is just another way to get that total cost down a bit that requires such little effort, and no sacrifice!

Unfortunately, you've already missed the earliest registration option. That expired at the end of August, but if you make it to the Conference this year, keep it in mind for next. You'll be given a discount by registering for the 2014 Conference right at the 2013 Conference. Your next chance to save is by registering for the "early bird" rate, which expires at midnight, January 11, 2013. Grab your hotel room then, too, and you'll save more than \$100 on the package over normal registration and hotel rates. Even if you miss the early bird rate,

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that you can adapt for  
your needs.***

you can save yourself the on-site fees by registering before March 1.

So is it all worth it? Is attending a WAI Conference worth the financial sacrifice and the time away from home, family and job? I have given that question a great deal of thought and will answer as an individual, not simply as an individual who works for WAI. The answer is yes. In addition to the tangible results that might occur as a result of your attending—job offers, new contacts, scholarship opportunities, continuing education—you will reap the rewards of the intangibles. When I came of age in the aviation industry, I was often the only woman in the room. Women colleagues and compatriots were scarce and so the first time I attended a WAI event, I was blown away by the spirit of all these women gathered in one place.

We've come a long way in this industry in the past de-



*Looking for ideas on how to present the WAI International Conference to your supervisor at work? Pull up the Conference web page and click on the circled link to get started.*

acades, but I still hear from women who feel as if they are the “only one,” always the odd-man-out (or rather odd-woman-out) who loves airplanes and want to work and simply be around them. At a WAI Conference you will be amongst friends. You will be amongst like-minded people. The exuberance and energy you experience at a WAI Conference will stay with you, long after that credit card is paid off.

I don't think it's an exaggeration to say that attending the WAI Conference will change your life. It will boost your spirits and charge your batteries for at least the next 12 months. So go ahead, open up that Excel spreadsheet and make a budget. Attending a WAI Conference is the best investment you can make in yourself. ✈

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

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## TEACHING OUR CHILDREN THE JOY OF GIVING

Welcome to the busiest time of the year. As we put away the Halloween costumes and sneak some candy from the kids for ourselves, we're also starting to think about the holidays that will now stretch before us until the New Year. Get ready for the onslaught of welcome (and unwelcome) visitors from far and near, for overindulgence in warm winter meals

and deep helpings of dessert, and for finding the perfect gift for all of the special people in our lives. It's a great time to reflect on the good things in our lives and it's an even better time to involve our children in feeling grateful for what they have and helping them to understand that not everyone is as fortunate. It's an even better time to work as a family to do something to help those in need. My husband and I want to raise grateful kids who give both thought and deed to helping others. Instead of hearing "I want, I want" from them, I want to see them giving to others and I know that has to be something that we, as their parents, need to lead by example.

Setting the example with consistency can be the difficult part. I struggle with this often. Because my husband and I both work we are fortunate enough to treat ourselves and the boys regularly to fun splurges like a new DVD, Lego sets, an impromptu night out with dinner and a movie without a second thought. I'm my own worst enemy. I remember rewarding potty-training first with stickers and later with Matchbox cars. Next I was buying gifts for the boys because it was the first day of school, and then it was the last day of school, and then it was rewards for good behavior and soon it was a regular Friday treat. It's caused me to reflect on what kind of message I am sending. Sometimes I think I want to buy them toys or ice cream to make up for my having to fulfill the role of both parents when the hubby is away on longer trips. I know I do this when I'm the one gone on longer trips and I come home with a bag of souvenirs. Just recently I put a stop to this overindulgent behavior and we established specific chores that must be completed to earn allowance that could then be saved or used for the latest item one of the kids really wanted. I had to laugh when I saw my oldest buy himself a Kit Kat for a \$1.75 at a tourist stop. I cautioned him he could probably get it much cheaper at the local convenience store but I figured also that this is how he will learn the value of money and he'll start being more conservative with it if he's actually earning it and has something in mind.

So, now it is the holiday season and giving is as natural as kids wanting as they make their Christmas lists. What to do? Well, I'm sure my boys will get much of what they ask for on their wish lists but I'm going to try to focus on their making other children's wishes come true too this year. My thought is that we will give the boys a certain amount of money that we would have otherwise spent on them this Christmas and then

have them add some of their own money to that. My husband and I will work with them to decide how they can spend their money after we give them some choices of worthy organizations such as the ones below.

I've provided three examples below if you are interested in doing the same. I like that our kids can see their ability to make a difference overseas, within our borders, and in our own backyard. The first two examples we have tried ourselves and the last one sounds promising and is an example of a local program that likely exists in your area. I

know where we live our county food bank has a great program where we can both volunteer our time and also donate money to fill backpacks with food for children to take home for the weekend. I plan to take my oldest son there to start volunteering beginning this holiday season.

### Give Internationally:

#### Operation Christmas Child

([www.samaritanspurse.org/index.php/occ/](http://www.samaritanspurse.org/index.php/occ/))

Last year, we gave each of our sons \$35 each to spend on creating a shoebox online to send to a child in need. They were able to pick the gender and age of the child they were sending the package to and then also were able to select from a variety of items to decide exactly what to send in the box. There is also an option to make your own box and ship it yourselves. Last year we didn't know about this program in time to do that but this year to make this an even more personal experience for the boys we are going to make the boxes ourselves. The really cool thing about this program is that you and the kids will receive an email after your box is delivered to tell you where it

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was sent. Our boxes went to East Africa. On the Samaritan's Purse web site I learned that shoe box gifts were first delivered to East Africa in 1996. Since then, 230,742 children in the region have received a gift. In the 2011-2012 season, more than 21,000 gifts were delivered to children in the region.

### Give Nationally:

**Toys for Tots** ([www.toysfortots.org](http://www.toysfortots.org))

**United Way** ([www.liveunited.org](http://www.liveunited.org))

The mission of the U. S. Marine Corps Reserve Toys for Tots Program is to collect new, unwrapped toys during October, November and December each year, and distribute those toys as Christmas gifts to less fortunate children in the community in which the campaign is conducted. The primary goal of Toys for Tots is to deliver, through a new toy at Christmas, a message of hope to less fortunate youngsters throughout the United States that will assist them in becoming responsible, productive, patriotic citizens.

United Way partners with dozens of agencies in local communities nationwide. The organization helps working people with hurricane relief, child care needs, alcohol and drug abuse problems; it contributes to programs for troubled teens, and aging parents, YMCAs and Scouting programs.

### Give Locally:

**Family Giving Tree** ([www.familygivingtree.org](http://www.familygivingtree.org))

Since 1990, Family Giving Tree has been fulfilling the holiday wishes of children in low-income neighborhoods and provid-

ing backpacks stuffed with school supplies so they're prepared to learn. It's more than just gifts or rulers or pencils. It's giving kids precious, happy memories. The Backpack drive is in the Fall and now the Holiday Wish Drive is in full swing.

On a final note, last year, as expected, my husband was flying over Christmas for the first time that our kids would remember. We had prepped the boys for the possibility but when we knew for sure I did not know how to tell them. I know in aviation we learn to say it's just a day and that we move our special days around to celebrate them when we can and that being together is the important part. I got a little creative last year and worked with some elves to see if Santa needed some pilot helpers to move the big presents to the major cities where he could pick them up and deliver them. It turns out he did and he sent my husband and the kids a set of Santa's Flight Crew wings and a special note to the boys telling them that their dad had been picked as an elite member of Santa's flying team and that he needed Daddy over Christmas Eve to help him get the presents to all of the good boys and girls. The boys were so proud and this was a heartening way to lessen the sting from that time apart. Santa's Flight Crew wings will be available again in 2012 and if you or someone you know wants to be considered for his special team then go to [www.skyhope.org](http://www.skyhope.org) to learn more. Happy Holidays! ✈

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



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## YEAR END TAX TIPS

**A**s 2012 comes to an end, there are still some steps you can take to optimize your tax planning strategy and reduce your taxable income. Before you go too far wondering why you should endeavor to pay less taxes, remember, the goal is not to avoid paying taxes, but rather to pay just your fair share of taxes according to the laws of the government where you reside.

**Get organized.** If you have not already organized your tax documents, gather those documents now. This will save you time and reduce your stress level when you file your tax return. These documents include, but are not limited to, receipts for charitable contributions, medical expenses, education expenses, union dues, professional licenses, uniforms and job seeking costs.

**Compare itemized deductions to the standard deduction.** To reduce taxable income, taxpayers have the option of claiming the higher of the standard deduction or itemized deductions. Estimate the amount of your itemized deductions this year and if they will not exceed the standard deduction, consider shifting deductions into next year, if possible.

**Utilize funds in flexible spending accounts.** These accounts pertain to medical expenses or dependent care. These accounts are “use it or lose it” so you need to spend those funds before year-end. For medical expenses, some ways you can use up those funds include buying new prescription glasses, contact lenses, hearing aids and medications. You can also schedule doctor’s appointments before the end of the year, which also means that those expenses will apply to your 2012 deductible for your insurance coverage.

**Maximize contributions to your retirement plans.** You have until December 31st to make contributions to 401(k) and 403(b) plans and you have until April 15th of 2013 to make contributions to IRAs. Keep in mind that if you did convert a traditional individual retirement account to a Roth IRA when the option first became available in 2010, you had the option to spread taxes over two years, which means your second tax installment is due in 2012.

**Contribute to your favorite charities.** Donations of cash, clothing and household goods must be made by December 31st to claim them on your 2012 tax return. While many of you may contribute throughout the year, others with variable income may elect to contribute at year-end, based on a percentage of their income.

***What is certain is that nothing will happen before the election. After the election, Congress could agree to extend the current tax rules for up to a year, buying more time to make more revisions to the tax code.***

**Sell off losing securities to offset capital gains.** Now is the time to evaluate your investment portfolio to determine if you should sell losing investments and offset capital losses against capital gains on other investments. Just remember that if you sell a stock to generate a loss, you cannot buy it back within 30 days or your loss will be negated.

**Accelerate or defer income.** Traditionally, tax planners will tell you to defer income into a future year. That advice makes sense if your tax rate will be the same, or lower, in the future. However, with the upcoming election, it is unclear what changes will be made in

future tax rates. If you think that your tax rate will be lower next year and you have the option to defer income, then do so. If you think your tax rate will increase next year, then accelerate the income into 2012, if able.

**Make an estimated tax payment.** According to Internal Revenue Service (IRS) rules, you must pay 100% of last year’s tax liability or 90% of this year’s tax or you will owe an underpayment penalty. You can estimate your tax liability before year-end and if you find that you underpaid taxes, you can make an estimated payment by January 15th for the last quarter of 2012. This will not eliminate any penalty for underpayment in prior quarters, but can eliminate any tax penalty for the fourth quarter.

**Adjust withholding allowances.** If you found that you have underpaid or overpaid taxes in 2012, you can adjust your withholding allowance through your employer using Form W-4, Employee's Withholding Allowance Certificate. If you have underpaid taxes, and are claiming more than zero, you will need to decrease your withholding allowance so that more taxes are withheld from each paycheck. This will help to avoid triggering a penalty for underpayment of taxes or the need to make a last-minute estimated payment. If you have overpaid taxes throughout the year by withholding more taxes than required, you can adjust your withholding allowance to a higher number, reducing the taxes withheld in each paycheck. If you want to optimize your tax strategy even further, use this extra money in your paycheck to increase your contributions to your tax-deferred retirement plan, such as a 401(k) or 403(b) plan.

**Hire a tax professional.** If your taxes are complicated, or you do not feel comfortable preparing your own tax return, then start investigating options for hiring a tax professional. In recent years, the IRS has begun regulating tax preparers. All tax preparers are now required to register and obtain a Preparer Tax Identification Number (PTIN). However, a preparer is not required to pass a competency exam until 2013. That means that a tax preparer may not presently have any specialized knowledge in preparing a tax return. Ideally, you want to hire a tax preparer that is either a Certified Public Accountant (CPA) who specializes in tax preparation or an

Enrolled Agent. An Enrolled Agent is required to pass a rigorous competency exam and complete continuing professional education in tax topics to maintain proficiency.

What can you expect for 2013? As for what will happen going forward after this upcoming election in November, it is anyone's guess. What we do know is that at the end of this year, the Bush tax cuts will expire unless the U.S. Congress acts, causing rates on ordinary income, interest, capital gains, dividends, gifts and estate taxes to increase. What is certain to all who are watching closely is that nothing will happen before the election. After the election it would not be unprecedented for Congress to agree to extend the current tax rules for up to a year, buying more time to make more revisions to the tax code.

The other outcome is that Congress could block a tax-rate extension, allowing the current rules to expire. This would result in higher taxes for the majority of Americans in 2013.

By becoming educated and proactive, you can minimize the taxes that you pay and maximize your earnings. ➔

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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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For more information, contact Annette Calicoat at (937) 669-4741 or toll-free at (866) 520-9424. Send material to *Aviation for Women* Magazine, 7395 S. County Road 25A, Tipp City, OH 45371; Email: acalicoat@wai.org.

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## AVIATION CALENDAR

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The Calendar of Events is a source of information about industry/organization events. *Italicized calendar items are events at which Women in Aviation, International will be an exhibitor.* As dates or locations can change and errors can occur, verify the information before making final plans to attend any of the events. Calendar items should be sent to: Aviation for Women Calendar, 18735 Baseleg Avenue, North Fort Myers, FL 33917; Fax: (239) 567-2271; Email: [alaboda@wai.org](mailto:alaboda@wai.org). Events will be considered on a space available basis. ➔

# 2012

### November 6-8

Dubai HeliShow  
Dubai, U.A.E.  
[dubaihelishow.com](http://dubaihelishow.com)

### November 13-18

All China Air Show  
Zhuhai, China  
[airshow.com.cn/en/](http://airshow.com.cn/en/)

# 2013

### March 4-7

HELI-EXPO  
Las Vegas, Nevada  
[www.rotor.com](http://www.rotor.com)

### March 14-16

24th Annual  
International Women  
in Aviation  
Conference  
Nashville, Tennessee  
[www.wai.org](http://www.wai.org)

### March 25-28

Aircraft Electronics  
Association  
Annual Meeting  
Las Vegas, Nevada  
[www.aea.net](http://www.aea.net)

### April 9-14

Sun 'n Fun Fly-In  
Lakeland, Florida  
[www.sun-n-fun.org](http://www.sun-n-fun.org)

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RALPH HOOD

## ERIKA THORNTON NO DISABILITIES HERE

This is the story of Erika Thornton, a woman in aviation. It is a success story, although Erika is only 25 and the story is just beginning. Erika grew up in East Tennessee, on the edge of the mountains, with two older brothers and a twin sister. Erika was captain of the cheerleader team in middle school, and played on the softball, soccer and basketball teams. She and her

twin both made straight 4.0 grades all the way through high school, even though Erika missed 60 days of school in her sophomore year. Erika was valedictorian of her class, just as one of her brothers was of his class. She also danced, taking tap, ballet, jazz, acrobatics and hip hop. She was a popular girl with, as she says, “plenty of friends.”

Then, in February of 2002, when she was 15, Erika’s life changed all at once. While at school she felt nauseated, her right side grew numb and she could hardly talk. Two hours later she was in surgery. Erika had arteriovenous malformation (AVM). On February 18, 2002, surgeons removed a blood clot from her brain. She went through three brain surgeries in one month.

We mentioned that Erika had plenty of friends. During her first night in the hospital so many of her friends showed up to pray for her that the hospital set aside the hospital cafeteria for a meeting place for all of them. When Erika told me that story I sat there grinning like an idiot, just to keep from crying.

Erika then went through five years of therapy. She graduated from high school on time, in spite of missing those 60 days in one year, and finished college (in only 3.5 years) at East Tennessee State University (ETSU) with a 3.4 average, and then went job hunting. It was tough.

Erika is handicapped. (*The politically-correct word is now “disabled” rather than handicapped, but I refuse to use that word. I have worked for two handicapped bosses and had several handicapped friends, but not a one of them was disabled and neither is Erika.*) I didn’t notice her handicap when I first met her, and neither would you. It involves minor problems with one leg and arm but who can notice it in the presence of her great heart and gigantic work ethic? Why employers

didn’t take note of her assets and put her straight to work I don’t know, but they didn’t.

In 2009 Erika’s twin sister told Lori, wife of Dan Cogan, about Erika’s problems. Dan is director of the Elizabethton Municipal Airport in Tennessee. Lori suggested to Dan that he interview Erika for a job and the rest is history. Dan tested her and hired her. She does a great job.

Erika told me that “I love my customers,” and I tell you that they love Erika. One gets the palpable feeling that if you ever mistreated Erika all of the customers and fellow employees would run you off of that airport and possibly do you bodily harm if you resisted.

In 2010 Erika was recognized as East Tennessee Disabled Employee of the Year by the Tennessee Rehabilitation Center.

Erika married Michael in 2009. They bought a house and work together on improvements. In addition, she now does the accounting for the airport.

Erika is a living tribute to the value of women in aviation and to that grand and true statement; “Hire the handicapped—they’re profitable.”

By the way, when Erika related to me her trials and tribulations, I asked if she had ever been bitter. Yes, she had. But then she thought about all of the little children she met in the hospital and therapy, and they were the ones for whom she “felt so sorry.” That was the only time in our interviews that she got tears in her eyes, and I kept her company.

Erika is quite a woman, and quite a person. If you ever get by the Elizabethton Airport, look her up. She will brighten your day. ➔

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Ralph Hood (WAI #8418) is an aviation humorist. Come hear his Professional Development seminar on Thursday, March 14, at the 24th Annual International Women in Aviation Conference.



> **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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**Embry-Riddle is the world's premier aerospace university.**

We offer students the #1 collegiate flight education program and the opportunity to showcase their skills in national competitions. For Embry-Riddle, 2012 has been a very good year – a clean sweep. Our female students took the top collegiate spot in this year's Air Race Classic after competing against more than 100 talented female pilots. But that's not all. Embry-Riddle also won this year's national intercollegiate flight competition against more than 50 other universities, our ninth national title – proving time and again that we set the standard for excellence in aviation and safety. Yes, at Embry-Riddle we aim for the stars. But we always keep home close to our hearts.

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