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JANUARY/FEBRUARY 2013

The official publication of Women in Aviation, International®

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BEECHCRAFT HERITAGE MUSEUM

WAI is offering three different tour options during the Conference for the Beechcraft Heritage Museum. See page 19 for more details.

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COVER PHOTO

Chief Warrant 4 Anne Wiley (left), and Capt. Carmel Cammack, both OH-58D Kiowa pilots, conduct pre-flight inspections on their aircraft at Kandahar Airfield, Afghanistan.

Photo by Sgt. 1st Class Stephanie L. Carl

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PRESIDENT'S MESSAGE



DR. PEGGY BATY CHABRIAN

Peggy Chabrian at the NBAA Women in Corporate Aviation Luncheon, where she was an invited speaker.

At headquarters we are responding to the many suggestions you have offered for improvements for the annual Conference. This year in Nashville we have incorporated several things including:

- Hotel options that include an alternative, The Inn at Opryland, (recent name change, formerly Radisson) at a lower rate and with complimentary shuttle service to the Conference at the main Gaylord Opryland Resort
- Information on places to eat or socialize near the hotel with various price options
- A shopping mall with complimentary shuttle service (within walking distance)
- More tour options—we have four this year
- Special event options for Friday evening—including the General Jackson Showboat Dinner Cruise and a Hangar Dance at the resort with WAI's own Jazz Band.
- Education Sessions are now 60 minutes instead of 50, providing more time for speakers as well as Q&A time
- 15 minute breaks between Sessions to give you more time
- More Thursday professional development seminar options



There is one other cost saving element you may not have considered: as a member of WAI, your Conference registration fee actually pays your membership dues for the year, with the cost difference for non-members.



In this issue of the magazine you will find several of our columnists have also provided helpful tips for maximizing your time at the Conference. Check out columnist Patricia Luebke (page 42) and columnist Jacque Boyd (page 38) for tips on how to prepare for and what to expect at this year's WAI Conference. We know several of the companies in the exhibit hall are sending their HR representatives, as they are hiring again now. You'll want to be prepared.

If you have a daughter, niece, granddaughter or god-daughter between the ages of 10 to 17, consider bringing her to our Daughter Day outreach on Saturday, March 16, and help us to pass our aviation expertise on to the next generation. The event is full of age-appropriate activities designed to enrich young girls' knowledge of aviation and aerospace possibilities in their future. After all, isn't education, enrichment and enlightenment what Women in Aviation, International is all about?

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian, President

INSIDE THIS ISSUE



BETTY HUCK

Jun Xie helped Chapter Relations Manager Betty Huck find her way during an outreach trip to China. **Page 5**



COURTESY OF NATALIE SPENCER

Your world expands *after* you've won a WAI Scholarship. Come meet winners at the Conference. Find out more on **Page 16**.



The faces of Middle Eastern pilots are changing. Yes, women are making inroads into aviation here, too. **Page 32**

I work hard to convince our business aviation passengers that I'm one in a million.

Truth is, I'm one in 1.2 million.

**Dorette Kerr
Manager, Flight Administration
John Deere**



John Deere competes in the global marketplace from its headquarters in Moline, Illinois. To stay nimble and connected, the company relies on business airplanes and people such as Dorette Kerr — one of more than 1.2 million people employed in the business aviation industry. What she and the rest of John Deere's flight staff enable their company to do is just one more way that business aviation works for America. Noplanenogain.org

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AROUND THE
WORLD

WAI member Kit Warfield

Candidates for WAI Board of Directors

Vote via proxy or at the annual Membership Meeting during the WAI Annual Conference at the Gaylord Opryland Resort on Thursday, March 14th at 11:00 am in Nashville, Tennessee.

CDR. PATRICIA L. BECKMAN

Commander Trish Beckman, U.S. Navy (retired), currently flies for Boeing Test & Evaluation, Seattle, Washington. She holds FAA licenses as an Aircraft Dispatcher and a Flight Navigator. She flies as a System Operator for production and engineering test flights of the Boeing 737, and as a Flight Navigator for ferry flights and engineering test flights (737, 767, 777). She has more than 4100 flight hours in 71 aircraft types.



Beckman spent more than 28 years on active duty in the U.S. Navy (eight years enlisted and 20 years as an officer). Besides being a graduate of the U.S. Naval Test Pilot School, she also instructed there. She holds a BS in Aerospace Engineering, an MS in Aeronautical Engineering, and a Masters in Business Administration.

Beckman is a Past President of Women Military Aviators, Inc. (WMA), and is a founding board member of Women in Aviation, International. (One year term)

LT. COL. KATHLEEN CREVELING

Lt. Col. Kathleen Creveling got her start in aviation in the U.S. Air Force. She spent 10 years on active duty as a T-38 instructor and C141 air refueling and aircraft commander.

WAI ACTIVE AT AOPA SUMMIT

Sunny skies, temperatures in the 90s and a sense of optimism greeted participants of the 2012 AOPA Summit held in Palm Springs, California, on October 11-13. The event began with the traditional parade of planes from the Palm Springs Airport down city streets to the Convention Center.

More than 400 exhibitors, ranging from aircraft manufacturers to the makers of pilot supplies and aviation advocacy groups filled the exhibit hall. The event was rife with hands-on learning experiences and interactive experiences geared toward helping pilots take their flying to the next level.

by Meg Godlewski

Women in Aviation, International was represented by Chapter Relations Manager **Betty Huck** and several member volunteers, including **Deb McFarland**, **Meg Godlewski**, **Brittney Miculka** and others from the local California WAI Chapters. All participated at the WAI Breakfast, as well as the AOPA Aviator Breakfast the next day. Huck and Miculka presented a scholarship seminar, as well as participated in the WAI Meet-ups each day.



Redbird Flight Simulations provided two full-motion simulators, one in the configuration of a Piper Cub, the other a two-place design used by the Society of Aviation and Flight Educators (SAFE) for the pilot proficiency project. Pilots were invited to fly one of 12 scenarios that focused on honing their airmanship, decision making and flight planning skills.

During the show speakers such as aviation educator and humorist **Rod Machado** kept the crowd entertained and provided one-on-one discussions at the Aviation Book Company booth in-between seminars. Betty Huck spent the better part of three days talking with and signing up new members. AOPA Summit is also a time of recognition for many pilots. It wasn't uncommon to see participants with badges expressing their aviation accomplishments, their role at the Summit or years of membership. **Kit Warfield** (WAI #4734), a seaplane pilot and flight instructor from Seattle, sported more ribbons than a southern cotillion.



Next year's AOPA Summit is slated for October 10-12 in Fort Worth, Texas. Find out more at www.aopa.org/summit.

After leaving active duty in 1989 she continued her career in the USAFR as a C141 air refueling instructor, operational plans officer and community outreach. Creveling retired in 2006 as a Lt. Colonel.



Creveling is currently a United Airlines Airbus 320 Captain. Creveling was a 737-300 Captain and Line Check Airman and has flown the B777, DC 10, B767/757, B732-200 and B727. She is currently serving as WAI's Secretary. *(Three year term)*

AMY L. CORBETT

Amy L. Corbett is the FAA Regional Administrator for the New England Region. Corbett began her FAA career as a General Attorney, Office of the Regional Counsel, New England Region. In 1989 she was named Regional Counsel.



Corbett is a 1970 graduate of Regis College, and a former educator. She holds a private pilot certificate. She received her law degree from Suffolk University Law School. She holds a masters degree from the University of Maine. She has received numerous performance awards and professional honors. *(Three year term)*

NELDA LEE

Nelda Lee is responsible for flight and ground test engineering for the F-15 Eagle, AV-8 Harrier, T-45 Goshawk, and



F/A-18 Hornet for The Boeing Company. She is the Level 2 Manager for Test & Evaluation personnel in St. Louis, Missouri, and at test sites at China Lake, California, Patuxent River, Maryland, and Eglin AFB, Florida. Lee has been with McDonnell Douglas Corp. and now The Boeing Company for 35 years. She has a BS degree in Aerospace Engineering from Auburn University, and a MA degree in Management

and HR Development from Webster University.

In addition to her career with The Boeing Company, Lee also enjoys aviation as a pastime and hobby. She is a licensed commercial pilot with instrument, multiengine, and helicopter ratings. She has flown in several Transcontinental Air Races. She is Whirly-Girl #247. She previously served as International President and was recipient of the Annual Doris Mullen Whirly-Girls scholarship in 1977. Lee is charter member #15 of Women in Aviation, International and was inducted into the International Women in Aviation Pioneer Hall of Fame in 2004. *(One year term)*

RUTH MAESTRE

In 1984, the Federal Aviation Administration hired Maestre as an Air Traffic Controller. She spent four years as a Flight Service Station specialist.



She has since worked as a Certified Professional Controller at the Cincinnati Lunken VFR Tower, Dayton, Cleveland and Indianapolis Radar Approach Facilities.

She currently serves as an Air Traffic Safety Inspector.

Maestre served the National Air Traffic Controllers Association (NATCA) as NATCA facility representative at Dayton and the Great Lakes Regional Representative to the National Constitution Committee.

Maestre is a charter member of Women in Aviation, International. In 1996 she was honored as Volunteer of the Year at the annual International Women in Aviation Conference. *(Three year term)*

MAJOR KARA L. SANDIFUR

Major Kara L. Sandifur is an 18-year

WAI IN CHINA

Thanks to a grant from the Wolf Aviation Fund, Chapter Relations Manager Betty Huck was able to attend the



China Airshow in Zhuhai, November 13-16. There she met women working in several different aviation areas who expressed interest in learning more about WAI and perhaps starting chapters where they live and work. She also spent a significant amount of time with some of the members of the provisional Zhuhai China Chapter, sharing meals, learning about the Chinese tea ceremony, and learning about aviation in China. "It was most beneficial to be able to talk directly with them about their chapter and developing some ideas and plans for future outreach in mainland China," said Huck.

Chapter member **Jun Xie (Allison)** drove Huck to and from meetings and the 2012 China Airshow, as well as coordinated a local newspaper interview and was the interpreter for Huck during a video interview with *China Aviation News*. "I could not have been this productive without Allison's help. But then, that's what our chapters at WAI are all about," said Huck. ➔

veteran of Women in Aviation, International, attending her first Conference in 1992. She attributes her career progression, at least in part, to the mentorship she received through WAI. In 1994, she graduated from SIUC with a bachelor's degree in Aviation Management as well as her CFI and Commercial certificates.



She joined the United States Air Force Reserve in 1995, earning her commission in 1996. Sandifur is an Air Reserve Technician for the 459th Air Refueling Wing, working as a Combat Readiness Officer and Exercise Coordinator. She is active in community outreach, speaking to high school and college students about flight careers and life in the Air Force. She is a team member of Andrews AFB Pilot for a Day program, which sponsors terminally-ill children as guests of the base.

For the past five years, she has served as a liaison between WAI and the Air Force Reserve. *(Three year term)* ➔

VALLEY OF THE SUN CHAPTER

The Valley of the Sun Chapter recently joined the Arizona Business Aviation Association at an outreach event on the Embry-Riddle Aeronautical University campus in Prescott, Arizona. Attendees were given a tour of the campus, including a tour of the UAV Lab Static Display, the Robertson Safety Center Crash Lab, and the flight line. Members of the ERAU Prescott Chapter and the Phi Beta Lambda business club attended a luncheon and were welcomed by **Dr. Frank Ayers** (WAI #30198), Executive Vice President and Chief Academic Officer.

NW ARKANSAS CHAPTER

The NW Arkansas Chapter hosted a “Sky’s the Limit!” Aviation Career Day for teen girls. Twenty girls from 13 to 18 years of age attended the free event held at Beaver Lake Aviation at the Rogers, Arkansas Airport (KROG). Outreach Chair **Jen Nelson** (WAI #14599) coordinated a fun day filled with hands-on activities and great career information. The group was split into four subgroups for concurrent sessions: air traffic control careers, aviation maintenance careers, pilot careers, aviation support careers. Each subgroup was named after a famous aviatrix, and each girl had a short biography about her group’s aviatrix on the back of her nametag.

The day’s sessions were led by many volunteers. **Debbie Monger** (WAI #53760) arranged for the girls to tour the inside of the Rogers air traffic control tower. Monger also shared information about how she became an air traffic controller and about careers in air traffic control. **Sabina Koukourinkova** (WAI #49413) and **Kelly Tuszynski** (WAI #5013) brought posters and visual aids and introduced the girls to aviation maintenance careers by explaining what aviation maintenance technicians do and how the girls can pursue careers in aviation maintenance. Sabina and Kelly also led a candy airplane building activity. Summit Aviation supported the event by sending flight instructors **Brian Grizzle** and **Michael Graves** in a Cessna and Ercoupe to the event to allow the girls a chance to sit in the

ERAU PRESCOTT CHAPTER

ERAU Prescott Chapter has been working hard on fundraising this semester to attend the WAI Conference in March! They also volunteered at Embry-Riddle’s “Girls Rock-It” event. Every year the school hosts the event with local high school juniors and seniors to spike their interest in the aerospace industry. The chapter teamed up with the school’s Women’s & Diversity Center to put on the event where girls worked together in teams to build rockets and set them off. The girls were encouraged to ask questions about the aviation industry and what it is like to be a woman in that field. ➔

training aircraft and learn about flight training. **Cris Barkowski** and **Jodie Johnson** (WAI #49280) led a tour of a Learjet and shared a photo collage about piloting. Cris told the girls about pilot careers and what it is like to be a professional pilot. As a new private pilot, Jodie shared her experiences training to become a pilot. **Linda Jennings** (WAI #44741), **Carol Vaughan** (WAI #52305), and **Julie Hall** (WAI #8518) presented a PowerPoint presentation about FBO careers, scheduling and support careers, and research and development careers. The girls also learned how to marshal aircraft with fluorescent batons and practiced guiding a human “aircraft” to its parking spot. The day ended with a pizza lunch supplied by the chapter for the girls and volunteers. Thanks to many generous sponsors, the girls each left the event with a backpack filled with information about a variety of aviation careers as well as fun things like T-shirts that will remind them of the day. ➔



NW ARKANSAS CHAPTER

NW Arkansas Chapter hosted a “Sky’s the Limit!” Aviation Career Day at Beaver Lake Aviation



San Diego's Jaime Paris, Cynthia Laddon Kaase, Angela Patrick and Kathy Felker

SAN DIEGO CHAPTER

Adventurous San Diego Chapter members got down and dirty at the 3rd Annual Del Mar Mud Run. Team WAI-SD included **Angela Patrick** (WAI #46504), **Kathy Felker** (WAI #7415), **Jaime Paris** (WAI #40588) and **Cynthia Laddon Kaase** (WAI #38028). After copious amounts of caffeine the teammates were ready to don their uniforms: Cobalt blue micro fiber tank tops lovingly customized by Kathy Felker. The words "Women in Aviation" were hand-painted across the front and "We love to Fly" across the back. In keeping with the aviation theme, blue fairy wings were added along with aviator-type scarves. This team was ready for a true team building experience and some serious fun!

The 5k (3.1 mile) Mud Run course was jam-packed with 15 challenging obstacles and 7,000 like-minded, and soon to be very muddy, participants. Team WAI-SD slithered its way underneath 24-inch barricades through bottomless pits of mud. Teammates lunged over hurdles and barrels floating in mud. They balanced their way across high wire tension lines and launched down a hillside slide of cold, slippery ooze. For the final challenge of the day, this stalwart quartet flew through the air with the greatest of ease on monkey bars and a swinging rope that propelled them across the finish line. Victorious, TEAM WAI-SD survived to Run Dirty another day! ➔



At Jacksonville University, (left to right) Daniel Pruitt (WAI #51007), Will Aultman, Maria Figuerado (WAI #49748), Mike Korona (WAI #50829), Katja Jourdan (WAI #49794), Steve Paduchak (WAI #52323), Jenna Spangler (WAI #50001), Professor Chad Kendall, Dr. Juan Merkt (WAI #47346)

SEA TO SKY CHAPTER

The Sea to Sky Chapter participated in the Tourism Career Prep session held at the Canadian Tourism College. It was held for grade 11 and 12 students who are considering careers in tourism and hospitality. **Chelsea Reed** (WAI #47456) organized the Chapter's participation and led the project volunteers **Kelly Jamieson** and **David Black**, who did a great job sharing their career stories with the youth. Thank you to **Caroline Kolasa** (WAI #14048) for all the photos she sent of her various jobs in aviation. After the presentation, many of the students said our presenters were the best presenters of the three-day program. ➔

JACKSONVILLE UNIVERSITY CHAPTER

The Jacksonville University Chapter has been deliberately working on scholarships. They were excited to hold their first ever scholarship workshop where professors and past winners previewed applications prior to submission. Seven chapter members and two professors (one a former WAI scholarship recipient) reviewed résumés and personal statements. The members were able to take away a lot of valuable information. The Chapter was also excited to have former Chapter President Leah Hetzel (WAI #39362) talk as part of their Speaker Series in November. ➔

MSU NORTHERN LIGHTS CHAPTER

Minnesota State University-Mankato hosted the Region V SAFECON, and the MSU Northern Lights Chapter set up a fundraiser there. They had a stand in the old Mayo hangar where all the groups waited in between competing. The chapter sold candy, chips, soda, coffee, hot chocolate, and Subway sandwiches. They got a chance to get to know their members better and they also got a chance to meet other students from the other schools. Mankato did great in the competition; second school ranking, and the top rated pilot **Austin Jacobsen** (WAI #50946) is from the chapter.

The chapter took a field trip to see the Minneapolis-St. Paul Airport (KMSP) tower. Everyone was so nice and seemed to really enjoy what they do; it was a very inspiring thing to witness.

The MSU Northern Lights Chapter participated in Rake the Town again this year. VINE Faith in Action hosted the annual yard cleanup day. The chapter met on Mankato State Campus early in

the morning to take a group photo, and then they all headed out to the trailer park to rake. Those leaves really are quite heavy so it took lots of muscle and team work. After they were finished they drove over to St. Joseph the Worker Catholic Church where they were given chili and other goodies. This was a fun way to help out in the community and also a great way to get to know members in the chapter better. ➔

Photo, left to right: Ethan Loftus (WAI #49773), Kate Raxon (WAI #44153), Raechel Geary (WAI #46149), Aaron Barthol, Trent Fridono (WAI #53549), Coby Enochson, Nicholas Keller, Nathan Klocke, Tim Larson, Lane Dulon (WAI #51269) on the ground, and photographer Laura Goblirsch (WAI #50628).



MSU NORTHERN LIGHTS CHAPTER

UNO MAVERICK CHAPTER

The UNO Maverick Chapter collected and donated nonperishable food, stationary and other household items to the Ronald McDonald House. The House caters to family members of sick children and ensures they have food and other necessities while they are caring for the ailing children.

The chapter members also did fundraising for the upcoming Conference, by helping out at the concessions during various university games. The Maverick Chapter toured Duncan Aviation in Lincoln, Nebraska, which provides comprehensive aviation services like aircraft and engine repair and leasing-financing. **Larry Bartlett**, CFII and longtime employee of the company, gave the tour and provided in-depth information to the students and discussed the many prospects of available employment. ➔

GREATER LOS ANGELES CHAPTER

Retired Los Angeles Police Department (LAPD) officer **Terri Lincoln** (WAI #49276) hosted the Greater Los Angeles Area and Mt. San Antonio College Chapters for a tour of the world's largest rooftop helipad, Hooper Helipad. Hooper is home to the LAPD Air Support Division (ASD), the world's largest municipal airborne law enforcement operation. Lincoln was LAPD's first female helicopter pilot and remains an active participant in ASD support and fundraising as a reserve officer. She explained LAPD operations and training, toured the unit's spaces including the hangar and control tower, and arranged a bird's eye view for the afternoon change of shift, with aircraft landing and departing for their daily patrols. WAI Chapter Relations Manager **Betty Huck** was thrilled to be able to join the chapters for this event since she was in the area after the AOPA Summit in Palm Springs. ➔

GREATER LOS ANGELES CHAPTER





GREAT SALT LAKE CHAPTER

Several members of the Great Salt Lake Chapter attended the Wendover Air Show and used the opportunity to recruit new WAI members. The chapter set up a booth at the airshow next to the school's Seminole. As people wandered around the airshow the members took the opportunity to tell them about WAI.

Great Salt Lake Chapter members visited Miss Julie's classroom at Hawthorne Elementary School to present an aviation information session. Chapter members taught the sixth graders some basic aerodynamic lessons to supplement their science curriculum and then helped them build model airplanes. ➔

SAN FRANCISCO BAY AREA CHAPTER

The San Francisco Bay Area Chapter members had a booth at the Palo Alto Airport Day. They were approached by an eighth grader, **Dakota**, who had just taken her first flight. She is looking forward to becoming a Commercial pilot one day and spent the rest of her day volunteering at their booth. Dakota is spending this year gearing up for a large presentation in May about her research on aviation and how she plans to accomplish this dream. ➔



FORT LAUDERDALE CHAPTER

The Fort Lauderdale Chapter met at the Emil Buehler Air Traffic Control (ATC) Simulation Laboratory for a tour of this impressive facility. The massive building is part of the Broward College's Aviation Institute located in Miramar, Florida. Professor **Sheila English**, a retired Air Traffic Controller with 30 years of experience, led the exciting tour. English was an controller at Fort Lauderdale's Executive Airport (FXE) for eight years before transferring on to Fort Lauderdale International Airport, where she worked for 22 years. Now, she is instrumental in instructing a two-year program that prepares ATC students for careers as an Air Traffic Controllers with the FAA. ➔

ERAU DAYTONA BEACH CHAPTER

The Embry-Riddle Chapter has been busy this past semester. They attended the Wings N' Waves Air show at Daytona Beach, Florida. The chapter spent a Saturday at Fantasy of Flight in Polk City, Florida. They used the various simulators and learned about the history of many planes and engines during the Tram-Tour. They even had a chance to try to land a simulated air balloon.

The chapter participated at a local church for Trunk-or-Treat. They helped kids play games and monitored the bounce houses. The Chapter also started fundraising efforts to the Hurricane Sandy Relief Fund for Staten Island, New York. The Chapter was contacted by their previous president **Gilda Tirro** (WAI #46417) who graduated and currently lives in Staten Island. The Chapter has also begun to fundraise so they can send members to the International Women in Aviation Conference in March. ➔



ERAU DAYTONA BEACH CHAPTER

WOMEN WITH WINGS CHAPTER

Women with Wings went a bit "wild" with a dinner at Momos, a local Greek restaurant. What could be wild about a Greek restaurant? Well, it was the belly dancing! WWW members helped chapter member **Nelda Lee** (WAI #15) celebrate her birthday in style with a tiara, and then there was the dancing.

On a more serious note, the chapter participated in a fantastic celebration of 100 years for the Girl Scouts. The event was held outdoors in downtown St. Louis. It included a parade, a time capsule, over 100 hands-on booths, a band, food, and a carnival. WWW members set up a paper airplane display and helped thousands of girl scouts and their families make paper airplanes. Airplane makers had the opportunity to land their creations on Boeing's portable aircraft carrier, which the chapter borrowed. WWW also gave away literature and fun giveaways to help inspire young ladies to consider an aviation future.

Chapter President **Eve Cascella** (WAI #29490) and Secretary **LaVonne Deck** (WAI #44385) participated in a Pilots N Paws mission to rescue "Rascal," a delightful Boxer mix. All in one day, that lucky dog went on a four-leg trip from Texas to Chicago that included rides in a business jet, two single-engine airplanes and a car. Eve and LaVonne flew Rascal in Eve's 172 from St. Louis to Rantoul, Illinois, and managed to get themselves marooned there overnight due to a battery failure. However,

the lucky dog made it to his destination in good time.

Several members participated in the 4th annual Pumpkin Drop contest at St. Charles Flying Service (KSET). Approximately 40 participants flew around the pattern in an attempt to drop pumpkin "bombs" on a target. Pilot Eve Cascella and her bombardier son, **David**, were the proud winners. ➔

CAREERS

Congratulations to **Jackie Alvarez** (WAI #49161) who received her Flight Instructor Rating. She is now looking forward to commencing a career in aviation.

Vice President of the Saluki Aviators Chapter, **Courtney Copping** (WAI #41389),



Courtney Copping

was recognized for being top pilot at the National Intercollegiate Flying Association (NIFA) Region VIII Flight Team Competition. This is the first time in history a female earned that honor and she took the title significantly ahead of the pack. Copping was also top female pilot in the NIFA National Competition this year.

Congratulations to **Allison Couch** (WAI #44181) who graduated with a degree in Aviation Management from Georgian College and has obtained fulltime employment with Ornge Air. Couch is working as an Aerodrome Conformance Specialist and is currently working towards her PPL at Durham Flight Centre.



Celeste Hadley awarded \$4,000

Celeste Hadley (WAI #46663) was awarded a \$4,000 scholarship from the AZ Business Aviation Association. Hadley is a student at the ERAU Prescott campus and in training to receive her helicopter rating. She was notified of the scholarship at a meeting of the AZ Business Association hosted by ERAU on the Prescott campus.

San Francisco Bay Chapter Co-President **Kelly Hoffman** (WAI #41529) was awarded the Tyler Orsow "Flying for Fun" scholarship for her tailwheel endorsement. This was generously donated by the EAA Mother Lode Chapter in Calaveras, California, in remembrance of **Tyler Orsow**, an impressive, well-known and respected pilot in the Bay Area who is greatly missed.

On November 2, **Matt Hunt** (WAI #52246) was present at the historic moment when NASA's Space Shuttle *Atlantis* was taken to the Spaceport Visitor Complex from the Kennedy Space Center.

John (WAI #2450) and **Martha** (WAI #642) **King** were honored with the prestigious Frank G. Brewer Trophy for Aviation Education for 2012.

Mike Korona (WAI #50829) and **Katja Jourdan** (WAI #49794) of the Jacksonville University Chapter received their Commercial and Multiengine certificates.

Jane Middleton (WAI #1506) was elected to the position of Chairman of the prestigious Aviation Club of the UK for a period of three years. The Aviation Club was founded at the beginning of 1990, with the express aim of providing "... a forum for discussions on, and to promote the interests of, all aspects of civil aviation." With eight events a year, speakers are drawn from senior management positions across the industry. To date Middleton has hosted **Keith Williams**, CEO of British Airways and **Akbar**

Al-Baker, who heads Qatar Airways. Aviation Club membership currently stands at approximately 600 people, with members drawn from all sectors of the civil aviation community, including airlines, manufacturers, finance houses, the legal profession, infrastructure providers, the press, regulators, government departments and consultancies.

Angela Patrick (WAI #46504) passed her private pilot check ride.

Jane Peyton (WAI #31078) and her husband **Bill** have completed a two-year project—the building of their very own RV-10. It had its first flight recently.

This year's \$2,000 AVTRIP scholarship was awarded to **Taylor Ratliff**, (WAI #50609) an Aerospace Administrations



Kelly Hoffman (center) wins

and Operations, Professional Pilot major at Oklahoma State University. "I originally came to Oklahoma State University as a pre-vet student," said Ratliff, whose father is a pilot. "I took a private pilot ground school course as an elective. After my first class, I knew this was the path for me." Ratliff, who is involved in aviation-related extracurricular activities such as serving as the Vice President of Oklahoma State's Women in Aviation chapter and a member of the Flying Aggies, plans to use her funds to soften the overall financial burdens of flight training.

Ethan Schaecher (WAI #50830) was hired by Delta Air Lines and is being trained for his position as Customer Sales Representative. Schaecher uses his spare time talking about the benefits of being involved with WAI, and he cannot emphasize enough the impact that this involvement has on potential employment in the aviation sector.

Joseph Schmidt (WAI #49749) just received his Commercial-Single certificate. Schmidt, **Mike Korona**, **Steve Paduchak** (WAI #52323), **Maria Figueroa** (WAI #49748), **Katja Jourdan**, **Nathan Whittenton** (WAI #52289), and **Daniel Pruitt** (WAI #51007) participated in Region IX NIFA SAFECON competition in Daytona Beach, Florida.

Arlene Steier (WAI #29363) received her Instrument Rating in October 2012. As a second generation woman pilot and Chapter Outreach Chair, Steier is very enthusiastic and passionate about promoting aviation and the UNO Maverick Chapter on campus as well as in the community.

Maverick Chapter member **Melissa Wragge** (WAI #15619) received the University of Nebraska at Omaha "Oh" award for November. This award is given to the Best Employee of the Month, and the recipient is selected from the entire University of several thousand staff members. Melissa always provides creative ideas for activities and fundraising. Despite her full workload, she can be counted on for helping fellow Maverick members; be it by writing a letter of recommendation, discussing projects or assisting with any events.

PASSAGES

Women in Aviation, International was deeply saddened by the loss of **Monte R. Mitchell**, former president of the Aircraft Electronics Association (AEA). Mitchell served nearly 40 years in the general aviation industry. Born February 6, 1929, in Quincy, Missouri, he passed away October 16, 2012, in Lee's Summit, Missouri, at the age of 83, following a brief illness. Mitchell served first as the AEA executive director, then as president of the association from 1977 to 1996. He received the 2007 AEA Lifetime Achievement Award during a ceremony at the 50th annual AEA International Convention & Trade Show in 2007, at the Grand Sierra Resort in Reno, Nevada. The AEA Lifetime Achievement Award is presented for exemplary service to the general aviation industry and is the highest honor bestowed upon an individual by the AEA board of directors. ✈

Eighth Annual Aviation and Women in Europe Conference

One hand does not clap, two hands do. That Turkish proverb captures the theme of the 8th annual AWE—Aviation and Women in Europe conference, "Taking the Next Step: Fearless, Graceful and Together." From conference tours through the final dinner during the October 19-21 conference in Istanbul, the unique camaraderie, support and inspiration prevailed that always seems to

by **Gerri Schultz**

happen when aviation enthusiasts get together.

Turkish Airlines Flight Dispatcher **Sevda Tantan** hosted the conference and, along with AWE founder and conference organizer **Michelle Bassanessi** and conference sponsors, graciously welcomed attendees and introduced them to the wonders of Istanbul. Tours included visits to historic sites, the beautiful Bosphorus Strait, the Turkish Air Force-managed Istanbul Aviation Museum and the Turkish Airlines' flight training facility. Then, overlooking the twinkling lights of Istanbul, we enjoyed the opening reception sponsored by TAI—Turkish Aerospace Industries. In addition to TAI, conference sponsors included Turkish Airlines, Centro Pilota Event Services, TOSHID—Turkish Private Aviation Enterprises Association, TAV—Istanbul Terminal Operations Company, and ATU Duty Free.



Turkish aviatrix **Sabiha Gökçen** (1913-2001), the world's first female fighter pilot and the first Turkish female combat pilot, was honored during the conference. Gökçen flew 22 military and aerobatic aircraft. Istanbul's second international airport is named after her, and she was the only female pilot for the poster of "The 20 Greatest Aviators in History," published by the U.S. Air Force in 1996. (For a story on Gökçen, see *Aviation for Women January/February 2005*.)

A diverse group of conference speakers included **Burcu Sahinkaya**, Turkish Air Force F16 pilot and squadron leader; **Safiye Ademoglu** who finished fourth in the U.S. Air Race Classic in 2011 and is currently in Turkish Airlines First Officer pilot training; **Commander Trish Beckman**, U.S. Navy (retired), currently a Boeing aircraft dispatcher and flight navigator; **Munever Celik**, Network Manager at Eurocontrol Network Management Operations Centre in Brussels, which is responsible for air traffic capacity optimization; **Ozge Deniz Ozker**, documentary film director and aerial photographer; and **Feride Armangil Gokalp**, civil engineer, who is Tendering Manager at TAV Construction, a corporation responsible for airport projects around the world.

How could we not be inspired to take "Next Steps—fearlessly, gracefully and together"—after sharing time with dynamic speakers and enthusiastic fellow attendees!

"This conference is dedicated to networking, learning and therefore succeeding," said Michelle Bassanessi when making closing remarks. "Believe in your goals and your success. Our future is in the skies!" ✈



PROFILE

HIGHER POWER AVIATION

Higher Power Aviation (HPA), a supersonic corporate member of Women in Aviation, International, is a full service aviation training center based in the Dallas, Texas metropolitan area.

The company's full flight simulator training programs have approvals under FAR Part 142, and it has been authorized to conduct training for FAR Part 61, 91, 125, 135

operators and Part 121 air carriers in the U.S. and abroad.

Higher Power Aviation has roots in two FAA training centers where HPA co-founder Mark Sterns served as President and CEO. In 1982, Airline Crew Training (ACT) was formed as the first training center approved by the FAA to offer Boeing 737 type ratings and later provided DC-9, B-727 and B-747 training. ACT's seven senior examiners went on to serve as instructors and evaluators for the company. Jet Crew, another FAA training center began in 1977 as Jet Exam, was acquired and with it, the ability to offer B-737, DC-9/MD-80, and B-727 type and flight engineer ratings. Sterns served as President of Jet Crew before purchasing all substantial assets of the company and merging operations into HPA.

The company initially provided type-rating certification for individual pilots seeking to further their aviation career, however, it has grown from that to provide training and flight crew services on most jet transport aircraft, including Boeing 707, 727, 737, 747, 757, 767, 777, Boeing DC-9, MD-80, Airbus A320 along with Eclipse EA-500 aircraft.

Higher Power Aviation offers training programs for pilot, dispatcher, flight attendant and maintenance personnel in an integrated environment, where each can understand the other's part in the total orchestra that is a functioning airline or flight department. Higher Power also offers line training in country for type-rated examiners/type-rated instructors (TRE/TRI).

The company's Part 125 training to corporate flight departments can also include consultation services to operators and

to their internal regulatory agencies to enhance safe, compliant operations.

HPA provides contract training to the U.S. Air Force, U.S. Navy, FAA, corporate flight departments, heads of state, VIPs, government agencies and thousands of aviation professionals worldwide.

The school is approved by the U.S. Department of Veterans Administration through the Texas Veterans Commission and has also been approved for Workforce Investment Act funding through numerous agencies of the U.S. Department of Labor. It has also gained recognition from the FAA and numerous aviation regulatory authorities in Africa, Asia, Australia, Europe, Middle East and the Western Hemisphere.

Higher Power Aviation's philosophy is straightforward and simple: in life, we are continually learning, it says. The company

believes that training is a requirement for maintaining and for establishing higher standards of performance. The company's web site states, "Training does not have to be like going to the dentist, something you have to do. It can be a most enjoyable and relational experience, as it has for thousands of our graduates serving all around the world."

Higher Power Aviation is known for its values and culture, which is sometimes said to mirror the Southwest Airlines corporate culture (more than 2,400 Higher Power graduates have been offered jobs at Southwest). Increasingly, the school's graduates are going on to serve at JetBlue, Virgin America, and airlines and corporations known for valuing people in their corporate culture.

The company's values are clear: it is the mission of Higher Power Aviation to train leaders in aviation. Want to know more? Come to the 24th Annual International Women in Aviation Conference in Nashville, Tennessee, March 14-16, where you can meet representatives from Higher Power Aviation at their booth in the exhibit hall. In the meantime, go to www.higherpoweraviation.com to get all the facts on HPA courses and opportunities or call (817) 445-7000. ➔



Women in Aviation, International Welcomes Corporate Members

University of Arkansas Community College
at Batesville (UACCB)
San Carlos Flight Center
Aerospace Machinists District Lodge 751
California Baptist University



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 sitting down with them and doing ground (which I don't get paid for) or just throwing them into the airplane and letting them fall behind. What should I do?

Let me give you a simple piece of advice: don't work for free. It is bad for you, and it is bad for the business of flight instruction in general. Explain to the student that when they show up unprepared they are wasting time and money. If the student doesn'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. Have him/her sit and study (unassisted by you) during the block of time you were scheduled to fly, instead. If you are smart you will cover yourself by having another student on stand-by who can take the slot when you cancel on your unprepared client.

I am a student pilot with aspirations to have a career in aviation. Last month I was pulled over for a DUI but the court knocked it down to a Reckless

Driving charge. I'm embarrassed and angry with myself for doing something so stupid, and worried that I have ruined my chances to be a professional pilot. Do I have to report this to the FAA? Will it cost me my medical certificate?

You do have to report the driving while under the influence incident to the FAA on your medical form. Don't even be tempted to lie about it, as the FAA does cross-reference Department of Motor Vehicles data from the states and if they catch you in the lie, you will be prosecuted. Even with the new Pilot's Bill of Rights, you will not like the way justice is meted out by the FAA. The system doesn't work as the courts in the USA typically work (innocent until proven guilty).

That said, people who have had issues with alcohol do, once they are in recovery, get FAA medical certificates reinstated. It is not, nor will it ever be, a simple process to do that, however, and for good reason. Your aviation medical examiner (AME) will likely have you write a narrative explaining what happened and what you learned from it, and how you will make sure it doesn't happen again. It is critical that you get that point across in a compelling way. You may want to consult an aviation attorney before you go for your next medical, so that you know how to make a case for yourself that will be convincing. ✈

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

AIRLINE MAINTENANCE OPPORTUNITIES

Are you looking for employment with a stable and growing company in the field of aircraft maintenance?

Due to the expansion of our fleet as well as our exciting growth serving several new communities, CAPE AIR is often hiring. Typical maintenance employment opportunities may include:

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Here you will find information on available employment opportunities as well as a link to our online employment application!



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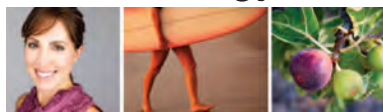
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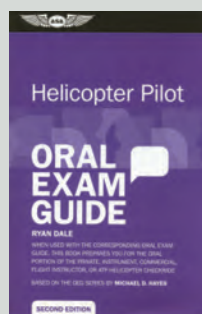


If you are looking for some simple, healthy energy on the road you might want to consider Jet Fuel and Gear Up bars by nutrition and healthy lifestyle guru Danielle Wesse. The bars with the nifty names contain anywhere from 170 to 230 calories, and are packed full of good fats such as EPA, DHA, GLA and anti-oxidants such as coconut oil. Tuned for the Paleo diet crowd, the bars are designed to quell the typical flight crew mid-flight hunger with their combination of fast, medium, and slow-release carbohydrates and protein. The bars are fructose- and sucrose-free. For more information browse to www.daniellewesse.com. ➔



BOOK REVIEW

Helicopter Pilot Oral Exam Guide, by Ryan Dale



Updated to reflect the latest regulations and procedures, this resource written by Ryan Dale prepares students for the oral portion of their private, instrument, commercial, flight instructor, or ATP helicopter check ride. Arranged in question and answer format, this guide takes the questions most likely to be asked by examiners and provides succinct, easy to follow responses. Subject areas include Certificates and Documents, Cross-Country Flight Planning, Performance and Limitations, Helicopter Systems, Emergency Operations, Principles of Flight, Helicopter Flight Controls, and more. There's also an Appendix containing maneuvers tables that can be used as a quick reference guide for the Practical Test Standards (PTS) for private, instrument, and commercial helicopter ratings. Look for it at your local pilot shop or visit www.MyPilotStore.com.



ISBN: 978-1-61954-010-1 Softcover, 192 pages; published November 2012. On sale now for \$11.65. ➔

Fly to French Lick, Indiana, for Golf, Glamour & Gaming



Located in scenic Southern Indiana, French Lick and West Baden Springs have been welcoming guests for over 100 years. Originally founded as a French trading post built near a salt lick and spring, nowadays the two world-class historic hotels are noted for affordable luxury and a variety of resort activities appealing to all ages. (They are also pet-friendly).

by Karin Leperi

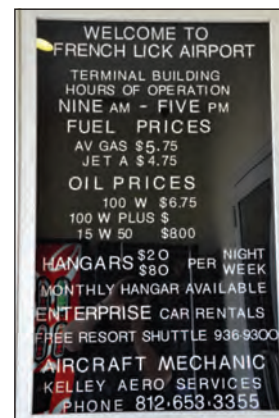
From golfing at Pete Dye, Donald Ross, or Valley Links courses to signature spa treatments such as the Sprudel Bath, the experience is one-of-a-kind.



Other activities include tennis, swimming, horseback riding, biking, walking and shopping. There is even a bowling alley and arcade plus the French Lick Casino for gaming. Dining options abound, including my favorite, 1875: The Steakhouse.

The French Lick Resort, which consists of French Lick Hotel and West Baden Springs Hotel, is most easily accessed by flying to French Lick Municipal Airport (FRH), only three miles from town. Winner of "2011 Airport of the Year Award" from the Aviation Association of Indiana, the airport provides

transportation and fueling services to private, charter, corporate and small commercial flights. Rental cars and a courtesy vehicle are available as is courtesy shuttle service to French Lick Resort and Casino. Terminal hours are from 9:00 am – 5:00 pm. Go to www.FrenchLickAirport.com. ➔





THE GATHERING STORY, IN PICTURES

It was an aviation event like no other; people came from all over the world to experience the magic that happened at Rickenbacker International Airport. Aviation photographers and videographers at the Gathering captured the scene and these photos are now in a book, *The Gathering of Mustangs and Legends; The Final Round-up*. Photo Editor Paul Bowen selected more than 450 unique photos on 260 pages. The DVD is a 90-minute documentary. Lee Lauderback, Director of the Gathering's Flight Operations and President of Stallion 51 Corporation, will autograph the book when purchased as part of the Book/DVD gift set. Order at www.gatheringfoundation.org or by calling (407) 846-7251.

ISBN: 978-0615537320

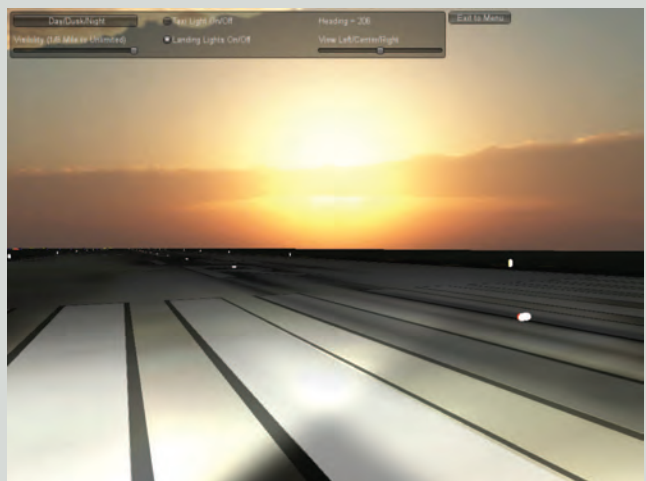
Hardcover, 268 pages; DVD and Book Set \$76.50 ➔



Ground Simulator Designed to Avoid Runway Incursions



Getting Around on the Ground with Airport Simulator™ is something new and quite different from Avtutorials. This computer simulator, which works on both Windows and Apple platforms, helps pilots recognize and abide by airport markings and signage, and gives them the chance to practice with three hours of training split into 16 modules with 40 different taxi scenarios. Its graphics and interactivity keep the student engaged, and FAA Wings Credit is a nice carrot after completing the quiz questions and final exam. For more information about the product go to www.avtutorials.com. ➔





NATALIE SPENCER

ASTRONAUT DREAMS

The story probably sounds familiar—for as long as I can remember, I've wanted to be an astronaut. But even though the goal may be common, the journey has been extraordinary. When I graduated high school, I never imagined all the generous support I'd receive from organizations such as Women in Aviation, International. Yes, I grew up volunteering with flight

museums and soaring above my hometown in a tailwheel equipped airplane, but I still never expected WAI to be so supportive of an engineer-in-training. Thankfully I was wrong, and with funding and encouragement, a young Seattle-area dreamer from a graduating class of 23 was able to attend Embry-Riddle Aeronautical University in Daytona Beach, Florida.

Not many years later, on my 22nd birthday, I had worked for both Boeing and NASA and floated in microgravity on top of completing almost three years of an engineering degree. WAI scholarships changed my life.

My first WAI scholarship, the 2010 Janet Clark Memorial Scholarship, came at an exciting time. I had just completed my first NASA experience as a Materials and Processes intern at Johnson Space Center (JSC) in Houston, Texas, and was also on my school's microgravity team looking forward to a June flight. I was fascinated by the spirit of each and every individual I came across in that convention hall in Orlando.

Soon after, I was chosen as a Boeing Mechanical Plant Engineering Intern in Everett, Washington. It was a place rich with history, product pride, and innovation. I stared in awe at all the systems I investigated.

After Boeing, I was accepted into NASA's co-op program. My next semester at JSC was with Mission Control. I became certified to send commands to the International Space Station and learned some Russian. I also went on Saturday "day trips" around the world because my sweetheart (a fellow Embry-Riddle student who hoped to be an airline pilot) had an internship with an airline. During that semester, The Boeing Company chose me for their 2011 Career Enhancement WAI scholarship and I was again incredibly thankful.

At Ellington Field on my last co-op tour, I flew with the last shuttle pilot in the Shuttle Training Aircraft and made 3D models of components in several of NASA's unique aircraft including the Super Guppy and T-38.

From hearing my story, you may think everything was easy for me. Nothing could be further from the truth. A busy

high school life and endless essays got me in. Tutoring, hard work, and applying for any internship I could helped me triumph. Know that nothing is impossible with a little creativity, faith, determination, and support from others.



In the Boeing Boiler Room

With such a wonderful undergraduate experience I can hardly wait to begin my career. I send a heartfelt and lifelong thank you to WAI for making such fantastic adventures possible and eagerly await both giving back and continuing my own pursuit of aerospace exploration. Keep achieving the impossible, my fellow aviators! ➔

.....
Natalie Spencer (WAI #29353) had an awesome summer after graduation at the ADCO ISS group at Johnson Space Center in Houston, Texas.

Register Early and SAVE!

Setting the Stage for Your Success

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

24TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE



Through scholarships, mentoring and networking, Women in Aviation, International makes a positive impact on the lives and livelihoods of girls, women and men in aviation and aerospace. We come from all walks of aviation and aerospace to connect and share our collective wisdom and celebrate our history. You won't find a better conference for price versus value. Our Conference sponsors help keep registration fees low, and there are terrific savings for registering early!

March 14-16, 2013

**GAYLORD OPRYLAND RESORT & CONVENTION CENTER
NASHVILLE, TENNESSEE**

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 (2-day program) (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 (2-day program) (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 Day (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



Keynote Speakers (invited)

Women Airforce Service Pilots Panel (Bee Haydu, Marty Wyal and Nell Bright)

Jill Long

Ragged Edge Aviation and USAF Commander

Deborah Hersman

National Transportation Safety Board Chair

Ariel Talen-Keller

The Sky's No Limit—Girls Fly Too (Mrs. Alaska 2011)

General Aviation Panel

Women Leaders in GA

Neil Planzer

The Boeing Company

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

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.



New Name for Secondary Hotel!

The Inn at Opryland

2401 Music Valley Drive
Nashville, TN 37214

Reservations can be made by calling

1 (800) 901-4211; 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 Inn at Opryland 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

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

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

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

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 Toréa Rodríguez, Coradine Aviation Systems

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

New for 2013

Activities for older teens include:

College Fair

Careers in Aviation Panel



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 future careers panel, aviation college 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
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:

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



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
- Discounts on car rentals and products from sponsoring companies

Questions? Call (937) 839-4647 or email 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

COMBAT?

WOMEN ARMY AVIATORS ARE THERE



When Chief Warrant Officer 4 Trudy Truax arrived at her first unit as an OH-58A pilot in 1996, her commander refused her orders.

"I've had my own battalion commanders not speak to me," Truax said.

Truax was one of the first females to join the community of Cobra, Apache and Kiowa pilots after then-President Bill Clinton lifted the restrictions that kept women from flying the traditionally combat-focused rotary-wing birds. She was one of only six women in her class—three from West Point and three warrant officers.

Today, she's the only one of the six still serving in the Army, and she serves as the standardization instructor pilot for Company C (Dustoff), 1st Battalion, 52nd Aviation Regiment, which was deployed to Afghanistan with Task Force Thunder, the 159th Combat Aviation Brigade.

According to a study released by the Military Leadership

But today, when one of my peers comes up and bumps me on the shoulder and asks how it's going, I know it was worth it, and that I've made it.



PHOTO COURTESY OF DEFENSE VIDEO AND IMAGERY SERVICE

Diversity Commission, women account for only 16 percent of leadership positions in the military—a seemingly staggering statistic. The numbers aren’t so shocking when compared to the overall statistic of women serving in the military, which is 16.4 percent, according to a report released by the U.S. Department of Defense.

To Truax and the other women who fill key positions within the aviation community, the numbers are just that—numbers. And they don’t take into account the positions that women are holding within the military or where they were 20 years ago.

by Sgt. 1st Class Stephanie L. Carl

Lt. Col. Neil Reilly, the squadron commander for 7th Squadron, 17th Cavalry Regiment, was assigned to 2nd Squadron, 17th Cavalry Regiment in 1998. With him was then-Warrant Officer Anne Wiley, who had recently graduated as an OH-58 Kiowa pilot. Today, Wiley is a chief warrant officer 4 and serves as the senior standardization instructor pilot for Reilly’s unit. She is the first female to hold that position at a squadron level. But she didn’t get there overnight.

“I went through relentless hazing,” Wiley said of her time as a new pilot and a female. “But today, when one of my peers comes up and bumps me on the shoulder and asks how it’s going, I know it was worth it, and that I’ve made it.”

The challenges Wiley and her counterparts faced in the beginning paved the way for many who have come since.

“Flying has been my recurring dream since I was little,” said Capt. Carmel Cammack, an assistant operations officer in Task Force Palehorse and an OH-58D Kiowa Warrior pilot. “I’ve never been treated any differently, and I appreciate the fact that (other women) were the ones to pioneer this for me. I know that they went through a lot of hazing and a rash of other stuff that I have not had to go through.”

For the women filling the leadership roles, the professionalism and experience are the important parts. “As you show your compe-

From left to right: Chief Warrant Officer 2 Elizabeth Kimbrough, Capt. Donna J. Buono, Chief Warrant Officer 4 Anne Wiley, and Capt. Carmel Cammack, all leaders within Task Force Palehorse, join for a group shot in front of an AH-64 Apache at their landing pads on Kandahar Airfield, Afghanistan. All four of the women fly either Apaches or OH-58D Kiowas. Wiley serves as the unit’s senior standardization instructor pilot and is the first to hold that position at a squadron level.



PHOTO BY SGT. 1ST CLASS STEPHANIE L. CARL

tence and as you show that you can hang with the boys, you show that you're as good as the boys, your acceptance is there," Truax explained. "You must always maintain, as with any aviator, proficiency and excellence, and if you can show that's what you have, then you're fully accepted."

Truax and Wiley have witnessed a shift throughout their careers, and know that the younger women coming up behind them only experience evaluations based on the airman's capabilities.

Capt. Donna J. Buono, the company commander for Company B, 3rd Battalion, 101st Aviation Regiment, which is task-organized under Reilly's unit for the deployment, was commissioned in 2004 and joined her first unit as a platoon leader while the company was deployed to Iraq. She was the first female to serve with the company in more than 15 years.

"I was anticipating a little bit of push-back," she said. "And I think what I got for about a month was less female-male stuff, it was more new platoon leader, and after about that month of transition—getting used to them and getting to know 'em—I think I had a very positive experience."

"It's more about being a good leader and being competent, and much less these days about the male-female thing," she explained.

Chief Warrant Officer 2 Elizabeth Kimbrough is a pilot in command and safety officer with Company B, 3rd Battalion, 101st Aviation Regiment. She flies the AH-64D Apache, which often serves to intimidate on the battlefield. At nearly 32, Kimbrough said she loves what she does, but thinks her family is afraid she'll stay in forever.

"My time will be up after June of next year, and I'm still on the fence about how I should handle things," she said, reflecting. "I truly love my job, but I'd still like the opportunity to get married and have kids, and I don't know how I'd do it if I'd stay



From left to right: Capt. Carmel Cammack, Capt. Donna J. Buono, Chief Warrant Officer 4 Anne Wiley, and Chief Warrant Officer 2 Elizabeth Kimbrough, all leaders within Task Force Palehorse, join for a group shot outside the task force's operation center at Kandahar Airfield.

in military aviation. So that's something I think about nearly every single day."

Kimbrough isn't the only one facing that challenging decision. "I have kind of fended off most relationships that could have possibly started," said Cammack. "I personally think it would be extremely difficult for me to have a family in the military. Right now I have the opportunity to say that I don't want kids while serving in the military. How is that going to play into my future career? I don't know," she said, shaking her head. "I don't know. It's tough."

As pioneers for women in aviation, both Wiley and Truax stand as an example in this regard too. Wiley started her aviation career as a single mom. Truax has a different perspec-

You must always maintain, as with any aviator, proficiency and excellence, and if you can show that's what you have, then you're fully accepted.

tive. "Women can be in the Army, and can have 20-plus year careers and 20-plus years married to the same man, such as I have—I have four children," she said. "I want it all. I want the cake and the ice cream. You can have a solid marriage. You can have children and still do your time in combat." And doing your time in combat is essential if you want to advance to senior staff positions that career militarists covet, all of these women would agree. As more women do their time in combat battalions in the U.S. Army, more women will be promoted into these influential berths. It is the natural order of the system.

As with anything in life, it's about balance and maintaining that delicate harmony between professional and personal. But for those women who want to fill the leadership roles, the doors are far from closed.

Truax said, "I think the new men of the Army, the new commanders, they understand, and if I didn't cut the mustard [in combat] I wouldn't be in the positions I've been in. I had to open the doors by proving myself, and when that happened, [those commanders] unlocked them for me."

Now those opportunities are unlocked for other women who want to be right there on the front line, too. ➔

Sergeant 1st Class Stephanie L. Carl is a U.S. Army photographer whose photos have illustrated U.S. troop efforts on all fronts.

Capt. Marisa Catlin, 83rd Expeditionary Rescue Squadron HH-60 Pave Hawk pilot, does a pre-flight check at Bagram Airfield, Afghanistan, Feb. 27, 2011. Captain Catlin is deployed from the 48th Fighter Wing, Royal Air Force Lakenheath, England.

More than Just Frontline Duty



LT. COL. PAUL FANNING, NY ARMY NAT'L GUARD

Chief Warrant Officer 2 Michelle Roxby (right), a pilot-in-command, and 2nd Lt. Amy Bonilla, (left) a pilot, conduct pre-flight checks before taking off in a Blackhawk helicopter.

Spc. Amy Klemm, Chief Warrant Officer 2 Michelle Roxby, 2nd Lt. Amy Bonilla, Senior Master Sgt. Terri Santoro and 1st Lt. Amanda Coonradt are among the nearly 2,500 women in the New York Army and Air National

Guard, and they routinely take to the skies, logging flying time in Blackhawk helicopters and C-130 Hercules transport planes on missions taking them all the way to Antarctica.

Klemm, Roxby and Bonilla are soldiers in Company B, 142nd Aviation Assault Helicopter Battalion based in Ronkonkoma, New York; Santoro is a member of the Niagara Falls-based 107th Airlift Wing; and Coonradt is a member of the 109th Airlift Wing, which is based in Scotia, New York, at Stratton Air National Guard Base.

Klemm's father, who served in the infantry and received the Purple Heart, encouraged her to enlist. Roxby, a Blackhawk pilot-in-command, said she heard the call for Army aviation in 2003, while deployed to Iraq with the New York Army National Guard's 442 Military Police Company. She and other soldiers lived near a helicopter landing zone in Iraq, she recalled. "When we were living next to the (landing zone), it re-ignited my interest in aviation," said Roxby, of Staten Island, New York.

One of the pilots Roxby mentors is Bonilla, of Queens, New York. She initially joined an Army Reserve military police unit in 2007, Bonilla said. Bonilla earned her commission through the St. John's University ROTC program and her aircraft operations degree from Vaughn College of Aeronautics and Technology. Then came the opportunity to become a Blackhawk pilot, which she said was good timing.

Santoro, from Medina, New York, is an airman whose flying jobs have taken her worldwide. As a loadmaster, she's responsible for any cargo loaded on the C-130, including multiple tons of equipment and military personnel, like airborne troops, Santoro said. The unit has 20 loadmasters, seven of whom are female, she added. For her, flying is a stress-reliever, she said. "You could be having a bad day on the ground, but in the sky, you can clear your mind and relax," Santoro said.

Coonradt, of Troy, joined the 109th Airlift Wing in 2000. Her enlisted job, however, didn't challenge her or give her sense of accomplishment, Coonradt said. She was inspired to become an aircrew member by unit members and the Antarctica mission. ➔

Sidebar story by Sgt 1st Class Raymond Drumsta of the New York Army National Guard.

U.S. AIR FORCE PHOTO BY SENIOR AIRMAN SHEILA DEVERA



WOMEN IN THE BUSINESS OF AVIATION

Looking at Air Taxi through Rose Colored Glasses



Jane Roosevelt, an energetic woman well past the age to file for social security benefits, is the chief pilot at Rose Air; in fact, she's the only pilot. Roosevelt started Rose Air; her one-airplane on-demand air taxi flight service because she was seeking a way to pay for what she's jokingly refers to as, "her evil habit of flying airplanes."

Roosevelt's almost instantaneous realization that she needed to make flying a part of her life came years after her first flight.

Many years ago Roosevelt met a pilot during a hostelling bicycle tour. When Roosevelt mentioned that she was planning to move west the pilot told her that he was too, and that she was welcome to travel with him in his airplane. Roosevelt said yes to what she hoped would be an exciting adventure. In

preparation she packed and shipped her belongings to California. After traveling to Illinois by train she was startled to find the pilot's airplane was *fabric* covered.

"At that point I didn't have any choice," said Roosevelt. She agreed to go along but it wasn't the adventure she had hoped for.

by Steven Ells

"It took us almost a week," said

Roosevelt. "I can't say it was my favorite experience. Half the time I fell asleep and the other half I was hanging on," she continued.

The Ground Bound Years

After her tense and slow trip westward Roosevelt settled in to work as a nurse practitioner for a large hospital in California's San Fernando Valley. Alas, by the end of the second decade since she had climbed out of that little fabric-covered airplane in Oxnard, Roosevelt felt as if California was no longer her "Promised Land."

One day, as she was again inching home on yet another traffic-clogged freeway Roosevelt glanced skyward as a light airplane flew freely above. In 1989 her partner bought Roosevelt an introductory flight.

"After that flight I couldn't stop thinking about flying," said Roosevelt. After a move to Portland, Oregon, Roosevelt got a private pilot license at Hillsboro Aviation at the Hillsboro airport (KHIO) in September 1990. Over the course of the next two years Roosevelt obtained a commercial rating, a certified flight instructor (CFI) rating and a certified flight instructor instrument (CFII) rating.

About this time a small inheritance helped Roosevelt buy her first airplane—a 1982 TR-182 Cessna. The Cessna was turbocharged and had retractable landing gear.

Roosevelt knew she needed to keep flying to keep her ratings up and stay current but soon realized that she needed to find a way to pay for her flying. She tried flight instructing but soon understood that her TR 182 was not suited for training students. "Flight instructing was for the birds," says Roosevelt.

The Do It Yourself Air Taxi Article

As Roosevelt pondered the economic realities of airplane ownership, she came across an article titled, *Do-It-Yourself Air Carrier; Starting your own Part 135 operation*, by Wayne Phillips in the June 1995 issue of *Flight Training* magazine. According to the article all that was required to apply for a Part 135 single pilot air taxi operator (SPATO) certificate was a commercial certificate and 500 hours total flight time.

"That article started me thinking about it," said Roosevelt. It didn't take her long to make up her mind.

"From the day I read the article and got all excited and called the FAA, it took me nine months to get my certificate," said Roosevelt. She was 53 years old when she submitted the applications to the FAA. Roosevelt called her company Rose Air. It's been operating continuously out of the Hillsboro airport since 1996.

Roosevelt does all the flying, flight scheduling, and works with Hillsboro Aviation to see that the maintenance is kept





Want to Start Your Own SPATO? Tips from Jane Roosevelt

1) You need money to start

Investments made during her 25 years as a nurse practitioner provided Roosevelt with a dependable revenue stream during the start-up years of Rose Air. Rose Air would have floundered if it had to depend solely on revenue generated by its air taxi operations during the first two years in business.

2) Make sure your airplane impresses your customers

Roosevelt keeps a close watch on airframe, interior and powerplant upkeep. You may think your 1965 Cessna 180 is the coolest airplane Cessna ever built but unless you're flying customers to back country strips, most of your clientele will expect to fly in a clean, visually-reassuring airplane that has a nose wheel.

3) Hire experts to help

Roosevelt hired a consultant who guided her through the air taxi operator application processes which involves manual submissions and corrections, drug testing programs, and other details. In almost every case the experts can do things better and quicker than you can. Your time is better spent earning the money to pay the experts.

4) Be Patient

Patience was essential during the start-up phase of Rose Air. Early on, manual submissions seemed to be constantly kicked back for nit-picky revisions. Roosevelt had to learn and comply with FAA regulations. She had to establish and maintain good relations with FAA personnel at the local FAA Flight Standards District Office (FSDO).



5) Be Flexible

Roosevelt experimented with a series of different marketing plans, before learning that the dollars spent to optimize her web site during searches is money well spent.

6) Be realistic

Roosevelt's business plan works because Rose Air draws from a large customer base near a large metropolitan area, because small airplane travel to small rural airports saves time for both business and recreational travelers, because Rose Air delivers what its customers need at a very competitive price, and because the business overhead is low.

7) Be Strong

Roosevelt was more than 40 years old when she realized that flying was in her blood. She found a way to make her dream a reality. It's never too late to start striving to fulfill dreams.



up. Roosevelt says that she never expected to fully support herself with her air taxi business. She has other investments for that—all she wanted was a flying business that could support her flying obsession.

"Rose Air is not tremendously financially rewarding, but it's very personally rewarding," said Roosevelt in a 2009 interview by Elliot Borin that appeared in *AirTaxiFlights*. Rose Air generates enough revenue to pay for the costs of maintaining Rose Air—the yearly insurance, hangar, maintenance and proficiency flights—and still pay for Roosevelt's personal flying, which accounts for about one-third of the hours logged during an average year.

She has logged more than 5,000 PIC hours. Roosevelt traded her TR-182 in on a 2001 Cessna T182T Turbo Skylane to cut down on the costs of maintenance. The T182T has proven to be well-received by passengers, is dependable and has sufficient useful load to legally carry three passengers and baggage on a typical Rose Air trip. In addition, "Window Seats Are Always Guaranteed" according to the Rose Air web site.

Since Hillsboro is only a few miles west of the Portland International airport and downtown Portland and is centrally located between popular business and recreation destinations such as Bend in eastern Oregon, Vancouver, B.C., the San Juan Islands and Seattle to the north, and Bandon, Eugene, and

Ashland in southern Oregon, most Rose Air flights are aloft less than two hours.

Roosevelt's Keep-It-Simple VFR Plan

In spite of the popular misconception that the Northwest weather is always soggy, raining and damp, in reality the flying weather is manageable for Rose Air, which flies passengers under a VFR certificate.

"I can fly freight IFR but I decided not to install all the backup systems on the airplane required to fly passengers in IFR conditions," said Roosevelt.

She also decided not to upgrade any of the original Bendix-King avionics that came in the airplane and is quite comfortable with the KLN 94 GPS, a KMD 540 MFD, dual KX 155 nav-coms, and the KAP 140 two-axis autopilot.

"I'm happy with it and don't have any aspirations for a glass cockpit," said Roosevelt.

Growing the Business

Roosevelt had an air taxi certificate and an airplane but it took time to grow the business. Newspaper advertisements weren't very effective, nor were mailers. Phone solicitations didn't generate business. When she started Roosevelt wasn't comfortable pitching her business in front of civic and business groups.

But she saw the importance of forming personal connections with clients so she attended Toastmasters to learn how to calm her public-speaking butterflies. The turning point came in 1998 when Roosevelt called a business reporter at the *Portland Oregonian* after the reporter wrote a headline about a business that was “taking off.” Roosevelt invited the reporter to write about Rose Air—a business that was *really* taking off. The result was a front page article in the newspaper’s business section.

A Toastmasters acquaintance wrote about a Rose Air flight in the *Freshwater News*, a local boating magazine.

Before long Roosevelt came to understand that selling airplane flights was different than selling other commodities. Because so few people in the Northwest knew that small piston-engine air taxi services such as Rose Air were a viable travel alternative, it took time before area businesses and individuals began to consider the Rose Air flying travel option.

The biggest business growth tools have been word of mouth and the internet. “Once I started flying people they told their friends and other business people,” said Roosevelt. “I also invested some money in enhancing my web site,” said Roosevelt. “If someone types in air taxi northwest, my site comes out on top,” she continued.

Rose Air has grown steadily. Before the economic downturn

slowed the economy Roosevelt was logging nearly 300 hours per year. Business dropped off in 2009 and 2010. 2011 started slow but business, although still inconsistent, has come on strong in June and August this year.

Asked if she has ever had any customers who have reconsidered their decision to fly, especially when they realize a grandmother-aged woman with grey hair will be manning the controls, Roosevelt replied, “I’ve never had anybody say anything. If they call me they generally know what they’re getting.”

Asked how long she will continue, Roosevelt replied, “I think if this year goes well and the next is good, then I’ll retire and go

to Oshkosh (EAA AirVenture). I’ve always wanted to go.”

When you attend AirVenture 2013 keep scanning the horizon for Jane Roosevelt. She’ll be there because she found the way to pay for her love of flying that worked best for her. If you’re looking for a way to pay for your flying, call your local FSDO to check out the SPATO option—it may be just what you’re looking for. ✈

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Steven Ells is a free-lance writer, editor, photographer and aviation mechanic at Ells Aviation, LLC, based in San Luis Obispo, California.

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Women And Middle Eastern Aviation: OPPORTUNITIES EXPAND

What do you envision when you think of the Middle East? Wide swaths of shifting sand dunes and cornflower blue, cloudless skies? Men in flowing white robes and keffiyeh held on with an agal (black doubled rope) riding camels? Women in extremely modest dress?

Think again. This time, think airline pilot. Yes, women are making inroads in middle eastern commercial aviation, and they are not just working the back of the airplane these days (once upon a time even that area was off-limits to them).

It hasn't been an easy road for middle eastern women who wanted to fly. Even in what might be considered one of the most westernized nations in the Middle East, Israel, women were only let into the ranks of pilots in the Israeli Air Force (once the only route to the airlines) some 20 years ago.

We spoke with 44-year-old Merav Schwartz, first officer, El Al Airlines, Israel, who was the first woman to work as a pilot at El Al.

How did you get interested in aviation?

I don't know, really! I was probably born with it. It was during wartime and we had the Mirage flying for our air force, and a friend of my father who didn't speak Hebrew well, he called me Mirage. Maybe that stuck?

What did you study in school?

There was nothing you could do that would help you, deliberately, in those days. I studied math and physics, but it was because I liked those subjects.

Israel has a pretty regimented public school system. Students go through lots of testing to get to university. I studied physics at Tel Aviv University.

How is it that you learned to fly?

When I was 18 I learned to fly. At that time I could not join the air force to learn to fly. They were not taking women then. I



wrote letters to the head General of the air force. No, no, no, I was told.

So I joined the army. (Every Israeli citizen has an obligation to public duty after high school.) After the army I went to university. But there was a local school at the Haifa airport and I did learn to fly. It was a half civilian half military airport. It was tough and expensive then—these days it is even tougher and more expensive, compared to the U.S.

When I started I got support from my family. For the commercial license I got the Amelia Earhart scholarship from The Ninety-Nines. It took me a lot of time because I had to work, study and fly. Three times I even thought, I'll never be able to get enough flying time to start working.... especially when they changed the rules so that a commercial pilot had to have 500 hours before they can work (this was eventually changed back to 250 hours).

Did you do all of your flight training in Israel?

I came to the States for a year to fly. It was so reasonable, and you could fly everywhere. Even multiengine aircraft. I flew on the west coast and the east coast.

Around 1999-2000 I applied for the third or fourth time to El Al and finally they called me for the interview, exams, and in September 2000 I was hired as the first female to fly for El Al, but really, I owe my job to Olit Katzil. Let me explain. El Al used to say that it didn't take pilots who didn't fly in the Israeli air force. When she sued, they acquiesced. They accepted her, but she took a job with

More Western Influences Will Help

As of last spring, Jeppesen, a unit of Boeing Flight Services, has teamed with Dubai-based Emirates Aviation College, the academic wing of Emirates, to offer the first Joint Aviation Authorities (JAA)-licensed pilot training program in the UAE. The first class of ab initio cadets



began the 16-month program with ground school and theory training in March 2012, as the first step toward earning an airline transport pilot license (ATPL) or a commercial pilot license with single-engine and multi-engine instrument ratings.

According to a Boeing study, the commercial aviation industry is facing a tremendous demand for new personnel over the next 20 years. The Boeing Pilot & Technician Outlook forecasts a

need for more than a million commercial airline pilots and maintenance technicians. In the Middle East alone, the 20 year projection calls for 36,600 pilots and 53,000 technicians.

American Airlines instead. She was the first to be accepted to El Al but she didn't go. I met her in New York once, and I thanked her. I told her my success was because of her.

What airplanes have you flown with the airline?

I flew the Boeing B737 in the beginning, and now I fly first officer on the Boeing B747-400, which I am in love with. As far as the work environment is concerned, it matters who you are, but, as long as you do your job captains don't mind.

Are there other women working in the cockpit today?

There is another woman pilot. But I haven't seen a woman technician or engineer yet.

Where are El Al's newest women pilots coming from?

So, now the Israeli air force does train women pilots. They also train women in all other fields....but it doesn't show yet at the airline. It is still probably new.

What do you love most about the job?

Well, I love the equipment, the places I go, the view I see. I love that it is not an office. You have some 400+ passengers you are taking care of. I wish, but I don't have a straight answer. It is special. It is exciting every time—sunrises, moonrises....

I remember once at university, I was calculating some kind of integrals or something, and I found myself thinking about flying. Funny, I never found myself thinking about integrals in the air.

What advice can you give to other women interested in aviation?

In Israel, definitely go to the air force. It is the easiest way to become a pilot. You could keep flying for the reserves if you don't want to become an airline pilot.

I think, unfortunately, women in the middle east need to use the resources that the west gives them. It is just so much more reasonable for accumulating the flying time and the experience.

The scholarship really did help, and I am not alone. I have another friend who got her instrument rating with a scholarship. And I gave her a membership in WAI. She's a flight attendant for El Al.

Women usually help other women. Especially with financial support. My first flying school had a woman running it.

You need some money, and time. And a good order for things. Get the money, get the certificates, then do other things. If I had to say my mistake was trying to do everything at the same time. And it doesn't hurt to do it young. You want to be a pilot as young as you can. ➔

Women Flying for Royal Jordanian Airlines, Ethiad and more.



Israel is not alone in the Middle East when it comes to women flying for its airline. Rola Hoteit is the first and only female pilot in the history of Middle East Airlines, in Lebanon. She's a captain, flying for 16 years now. There's also Samar Oran, who joined Royal Jordanian Airlines in 1978, along with

Captain Mavis Uzzaizia of Jordan, who started flying in 1993, and Captain Carol Rabadi started with Royal Jordanian Airlines in 1999. According to expert Liz Moscrop, co-author of *100 Greatest Women in Aviation*, there is a regional branch of the International Aviation Women's Association (IAWA) in Dubai that boasts more than 100 local members.

In the United Arab Emirates 24-year-old Salma Al Beloushi is the first female Emirati first officer for an airline. Al Beloushi said she has been fascinated by two things during her growing years—airports and hospitals. After a year-and-a-half at nursing school, she decided to pursue her dream of flying. At that time, she had never been on an aircraft before.

"My mother has been very supportive and so has the rest of my family," said Al Beloushi. "Sometimes I had to tolerate teasing by the boys. They would joke about how I am going to make a great coffee and juice server. But once I put my uniform on, it changed everything." Al Beloushi said she decided to apply for the pilot training program after seeing Etihad's advertisement in a local paper. She joined Etihad in 2007 as part of the airline's second group of cadet pilots and received her wings in 2009 as a second officer.

The cadets must complete 750 hours of classroom tuition and 205 hours flight training to gain the frozen Airline Transport Pilots License (ATPL).

Shareefa Al Bloushi, from Abu Dhabi, is a member of Etihad's tenth group of cadets, which recently started the 18 month training programme at the Horizon Flight Academy in Al Ain. She is also the sixth female Emirati cadet pilot, and eighth female overall to join the program. Etihad's expanding female pilot community includes 15 female first officers and cadet pilots within its ranks. ➔



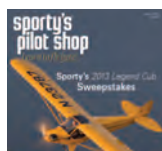
Etihad's growing female pilot community
(left to right) Rebecca Hillyard, Shereen Al Mazroui, Shareefa Al Bloushi, Rose Omari, Salma Al Baloushi, Hamda Al Qubaisi.

WIN YOUR PASSPORT TO ADVENTURE



It's easy and fun—and you decide which adventure suits you best. Everyone knows at least one other person they can recruit to share the fun, fellowship, networking, scholarships and activities available through WAI. Convince that one person to join WAI, and you'll be rewarded for your effort! For each new WAI member you sign up, you receive one chance to win the Passport to Adventure. Sign up two new members, you get two chances. Three new members, you get three full chances and on it goes.

WAI has created a selection of adventures. If your name is drawn, you'll get your choice of one adventure. Check out these choices:



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



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



EAA AirVenture VIP Adventure: Be an Oshkosh VIP. Admission for two, weeklong flightline passes for two, a helicopter flight for two, and insider passes to the world's greatest air show. Meet Oshkosh VIPs and take your place of honor in the front row of our annual women pilots group photo.



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

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

1 new member: A WAI lapel pin

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

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

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

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

Reminder: Membership Drive ends on March 1, 2013.

The winner will be announced in Nashville during the Conference (you do NOT have to be present to win). Adventure will be awarded in 2013-2014.

Here is the list of WAI members who have recruited a new member (as of 11/30/12) and are now in the running for the Passport to Adventure:

Kikelomo Abel
Susan Abun
Anthonette Adekola
Helen Adekola
Ngozi Agu
Felicia Agubata
Marykate Akaakar
Katherine Allen Weber
Christina Ally
Sandra Anderson
Joyce Andrews
Jolanda Arnone
Jerry Ashley
Funmilayo Atandare
Frank Ayers
Kerri Ballard
Erika Barcenes
Michelle Bassanesi
Jacqueline Battipaglia
Lori Bell-Montgomery
Patricia Benning
Sarah Jean Berry
Susan Binger
Contessa Bishop
Rosella Bjornson
Anna Bobrowski
Michelle Bohn
Brian Bolt
Samantha Bonnell
Elizabeth Booker
Tiffany Borgerding
Rachel Bowlin
Wendy Boyes
Lisa Brackmann
Elizabeth Brock
Rose Brown
Cindy Bruner
Susan Burget
Jennifer Byrne
Cynthia Campbell
Karen Candiani
Angeline Capriotti
Wendi Carpenter
Luz Carrero
Mona Cates
Peggy Chan
Donna Clark
Emily Coaker
Emily Cole
Lisa Cole
Gail Coleman
Joey Colleran
Ann Cooper
Meghan Davis
Shari Davis
Diane Dean
Anna Dell
Dr. Diane Dempster
Rosalind Derrick
Chantal Dienstbier
Philip Donahue
Rose Dorcey
Ronda Doyle
Dan Dyer
Charissa Dyer-Kendler
Dina Earl
Maggie Eickhoff
Rebecca Elkins
Annette Elliott
Tyra Everett

Megan Finke
Lindsey Floyd
Gladys Folyan
Corkey Fornof
Ana Fuentes
Anna Gaidis
Cody Gillins
Henry Giron
Marcia Gitelman
Rhonda Glennon
Lauretta Godbey
Meg Godlewski
Joanna Gollin
Heidi-Anna Gordon
Laura Goudge
Melissa Grabiec
Elizabeth Graf
Jennifer Graham
Lisa Graham
Meradeth Guthrie
Celeste Hadley
Julie Hall
Shane Hamilton
MaLinda Hammond
Cassioia Hardesty
Jennifer Hayes
Deborah Hecker
Kimberly Heitmeyer
Megan Henderson
Aimee Hudson
Sharon Hudson
Tammie Irwin
Alan Jacobsen
Bryan Jandorf
Heather Johnson
Jodie Johnson
Morgan Jones
Tamara Joseph
Katja Jourdan
Elaine Jumes
Patricia Jayne Keefer
Dianna Klein
Caroline Kolasa
Miyukiko Kostelny
Brian Krueger
Megan Laco
Wendi Landers
Lindsey Lang
Gail LaPook
Valerie Larson
Modupe Lasisi
Kristen Lawler
Stephanie Leenhouts
Cassie Liberator
Jessica Lingenfelter
Antonio Lopez
Michaela Lucas
Agnes Macdonald
Ruth Maestre
Madonna Malone
Cheryl Marek
Kelly McCoy
Jessica McDonald
Kristin Mckenzie
Kathleen McNamee
Cindy McNeight
Dava McNutt
Vivian Menyaga
Dawn Meyer
Brittney Miculka
Thomas Miles
Jessica Miller
Kimberlie Miller
Thomas Minturn
Wendy Moretz
Claire Myers
Ugochi Rejoice Ndudachi
Margaret Nobei

Ayiwe Nwachukwu
Chinwe Nwaobasi
Jane Nwaokorie
Chinelo Nwosu
Julie Obumelu
Uju Okeke
Raquel Oliva
Barbara Olsen-Gwin
Olubunmi Olugbasi
Fiona Omondi
John Omondi
Adijat Onipede
Julie Paasch
Sherry Parshley
Amanda Penna
Ciara Peterson
Karlene Petitt
Diane Piedrahita
Sanaz Pilehvarian
Jennifer Pinkowski
Dorothy Pooley
Keena Pope
Skyler Pusck
Heather Quinn
Laina Reeves
Shane Richardson
Charles Riggle
Ashley Ringer
Melanie Rivera
Beth Robinson
Katie Emerick Robinson
Candi Roby
Linda Rogus
Sandrine Rohrer
Elizabeth Rush
Tami Ryley
Ana Sanchez
Natarsha Savaria
Audrey Scully
Modupe Sessi
Brandi Shamie
Susan Sharp
Natasha Shcheglova
Issra'a Sheikh
Mary Jane Shelton
Sandy Shevers
Katerina Silbaugh
Carol Skiber
Maria Solares
Modinat Sowemimo
Amanda Steele
Dawn Steim
Mark Sterns
Nick Strub
Sevda Tantan
Dawn Tapley
Alison Taylor
Lauren Taylor
Sandra Terkelsen
Kim Torres
Nancy Tran-Horne
Lisa Tucker
Robin Turner
Meagan Vacheresse
Bridgette Valencia
Dawn Vinson
Margaret Viola
June Viviano
Candice Votava
Christina Walser
Jacqueline Warda
Lewie Wiese
Samantha Willenbacher
Suzanne Williamson
Fallon Winslow
Matthew Wise
Catherine Young
Mariola Ziolkowski



Join Women in Aviation, International Today... We joined because there's strength in numbers!

When you join Women in Aviation, International, you become part of a powerful group of women and men who will impact your life and career. Through teamwork. Through camaraderie. We have a sense that by standing together, in one place, at one time, is one way to start the conversation on how to grow aviation. Want to be a part of it? Join Women in Aviation, International today.



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www.wai.org

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





WAI CHAPTERS WORK!

In February of 2010, I had to make the bittersweet decision, yet again, to not attend the International Conference and was not looking forward to sharing this news with Chapter Relations Manager Betty Huck. As I shared with Betty that I would not be able to be-
cause of my acceptance of a position with FlightSafety International as a Pilot Instructor

on the Dash-7 program she beamed an explosion of excitement back at me asking when she can look forward to an article outlining my success for the magazine. Honored, I replied that I am looking forward to more successes that I would prefer to share when that time comes. Yet anticipating more and still holding off on my own story I felt it appropriate to share in my success with WAI with all the passion and encouragement some know me for.

A piece of my passion for the aviation industry is its diversity and possibilities. This being said, variety is the spice to my life and I look forward to a very exciting cornucopia for my career. Although, I still aspire for more in my career and have some winter high-pressure clear goals to include for my life, I have reflected on that conversation with Betty Huck for two years. In acquiring the tools required to paint the vision I have for my career, I realize that, although FlightSafety International was never meant as my end goal, I was quite successful at achieving that to add in to my big picture. I wished to include the skills, and talent of being one of the world's best pilot instructors in my bigger vision. Check! Now, onto the next piece.

I digress, my intent here is not my career but another aspect I fell into that is developing as the best contributing piece I could have ever imagined, my membership with Women in Aviation, International. My time with this organization has proven to provide me with more assets than any paycheck or other \$50 annual membership could have ever offered.

In 2002 I recall attending my first meeting, car-pooling with Erica Schmidt Weller late at night, an hour away from home, to an Air Canada simulator facility classroom. Here I attended a career workshop with pointers regarding how I can expedite my rise to the top airline in my country. I recall Dawn Wells laughing with loving enjoyment at my choice of words "WHEN I get there.....". Since then, I have attended meetings periodically and have kept this organization in my back pocket, so to speak.

In 2007, life events provided me opportunity to check in

with my values again and room to make choices around those values. I began frequenting more meetings. One of those meetings changed the next five years of my life. I showed up. When the time came, yes, I put my hand up. I was at the Annual General Meeting, where we elect our Chapter's Board of Directors for the next year. I knew I wanted to be more involved, but I was uncertain of any rules, culture, or connections.

I offered to be on the board. I was elected as vice president. The next year I returned I was elected president, and repeated this then for two more years.

So really what is the true benefit? This is difficult to place into black and white for appropriate expression. Allow me to try. I would include professional training, opportunity, recognition, career insights,

support network, comraderie, coaching and a belief in me that is priceless.

The Chapter has opened the door for me to sculpt myself into a professional leader. It is a practice ground, so to speak, where I can learn what to say and not say in public to the right or wrong people, how to open and invite a group of people to work towards a common goal that we can all look back at with pride. Not only did I have the opportunity to do so, I had some of the best professionals in the industry working with me along the way. Lisa Graham and Denise Eggelstone were pioneers in bringing the Chapter to Canada and have been there as a sounding board for me all along the way. Lisa and I have these funny conversations now. I will go off on a tangent with my ideas and she gives me this kind of look with a deep breath and puffed chest reflecting on my loftiness with a beautiful quiet motherly voice saying "that's really ambitious." Then we both bust out laughing and entertaining those who happen to be in the vicinity.

Just the fact that I accepted these positions with the Chapter is an opportunity unto itself. This led to the requirement for me to ascertain that particular tasks be completed and find a way to get it done with those around. Monthly meetings, coordination with the entire Board and membership,

***The Chapter has
opened the door for
me to sculpt myself
into a professional
leader.***

sharing of information and success were all included. Blessed to have this gives me the opportunity to return it back to the Chapter when members develop new accomplishments. Assisting in the hosting of an evening with LCol M. Carmichael as she rose to the Commanding Officer of the Canadian Snowbirds, our Demonstration team, was a true honor, including the blessing of planning this with Darlene Sly McKechnie and working with Annette Koolsbergen, among the other fabulous ladies who created a delightful night.

This involvement gives me more opportunity to participate in our local aviation community in an enjoyable and memorable way. In 2004, when I was ready to leave aviation altogether, Nachelle White readily offered a referral on my behalf, keeping me in the game and I will forever thank her for that. All the above stories provide a snippet of the recognition, career insights, support network, camaraderie, and coaching—all things I am grateful to the WAI Upper Canada Chapter for.

I feel like I am just getting started. I would be wiser to name every person and friend affiliated with the Upper Canada Chapter specifically the Board of Directors. I could attempt to describe how Victoria Szewczyk, Claire Lemiski, Monica Leone, Darlene, Lisa and Denise have been outstanding to work with and learn from. Something tells me that this would not fit in a single magazine article.

***This is one of the
most exciting,
dynamic and diverse
industries to be
involved in.***

In writing this article, I list names in an attempt to share that this is truly a community of support. In such a competitive world where it is all too easy to smash our way up the ladder. I feel blessed to be surrounded by a group such as WAI, who work collectively to lift up the next in line in honor of the pioneer past who busted open doors for us. Think of it: I've achieved all this and I've yet to tap into a lot of the other great things WAI has to offer, such as Conferences, corporate benefits, the store and more. If you are reading this article and don't have a membership, or if you are a past member who is higher up in the industry now and has benefited from WAI in the past, I say re-up your membership and be one of those who helps the next person up the ladder.

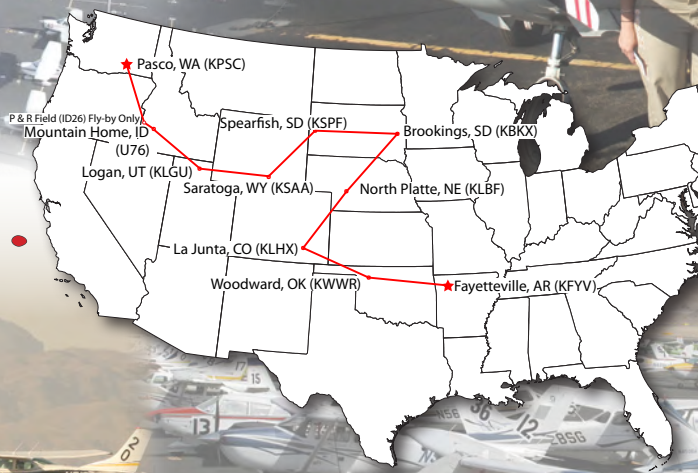
I want to share with you a little something I pass on to some of my students at various stages of their accomplishments in aviation. They will likely hear my voice as they read this. There is no question in my mind that aviation is one of the most exciting, dynamic and diverse industries one can be involved in. There are so many different facets and opportunities in Aviation that the possibilities are endless. So dream; what do you want your career to look like? ✈

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Contessa Bishop (WAI # 13464) works at the FlightSafety International Toronto Learning Centre, in Ontario, Canada, as a dispatcher/pilot.

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JACQUE BOYD PhD

A CONFERENCE STATE OF MIND

I've spent the past two weekends at conferences. One weekend was with a writing group that I belong to: *Women Writing the West*. The other I just returned home from, a New Mexico Charter Schools conference. Both conferences related to work and both conferences related to activities that I truly enjoy. They were a great combination, yet I had a totally different mind set for each.

Come to think of it the Annual Women in Aviation Conference is right around the corner: March 14-16, at the Gaylord Opryland Resort & Convention Center in Nashville, Tennessee. If you haven't registered yet—do it! If you haven't made reservations—do it! It's one of the best tradeshow and networking conferences you'll ever attend. That being said, you really do need to be prepared for the experience and get into the proper mind set.

So, ask yourself, what is it you want and what's your plan for getting it? When I attended my writer's conference—one that I hadn't been to in several years—I knew that reconnecting with old friends and writing buddies was going to be a priority. Because I'm at the stage where I'm mainly doing magazine articles, I didn't have to take time to make appointments with publishers. My agent and I stay in regular contact regardless of the type of writing I'm doing. I am already employed in the writing field, doing what I want and when I want to do it.

That wasn't always the case, so in previous years I also had a plan outlined to find the kind of work that I wanted to do. I'd checked out the session schedule before I left so I had a pretty broad idea of which workshops I really wanted to attend to brush up on my writing needs. I purposely left plenty of time for networking and downtime during the day to just visit.

During the past weekend at the Charter School Conference I had a totally different mindset. Although this conference is also a place to network, I go every year so I see many of these people at the conference. I'm also on several task force work groups with many of the same attendees and we probably see each other at least once a month. Pure socializing wasn't really on my agenda, although I did leave myself a little open time.

At the school conference I had to be prepared to answer spe-

cific questions concerning my school, the curriculum, my budget and educational philosophy. I did quite a bit of work before I ever left home and brought a load of material with me.

The same thing can be said about preparing for the Women in Aviation Conference. Are you actively looking for a job? Do you have a job you like but want one you really love? Are you in need of furthering your education or just want to stay connected and network? All of these are important questions and you really need to examine your wants and needs.

If you are actively looking you need to be prepared. Do you have a business card? If you don't have them, take the next couple of months to get some made. If you don't have a present position make up a generic card with the important information: Name, Address, Phone contact and Email. Please, just a regular white or almond colored card (no flowers). I know that some people say you should make an impression with a business card, but you want it to be professionally impressive. If you don't have an email address that uses just your first initial and last name, get one. One of the most memorable emails I've ever seen was flyinghootchiemama

@something-or-other.com and I'm not talking memorable in a good way. Leave the cutsie stuff for personal emails if you absolutely have to. And, while you're at it, clean up your Facebook page!

You've got to consider baggage—literally—when planning for a conference, particularly if you're going to be trying to put your best foot forward. I was able to drive to both my conferences, so for my writing conference I could bring some really great turquoise jewelry. I mean, really, it was a *Women Writing the West* group and there have been silver jewelry contests through the years. My second conference was a suit type of atmosphere and I could bring a few suits and hang

If you don't have an email address that uses just your first initial and last name, get one. Leave the cutsie stuff for personal emails if you absolutely have to. And, while you're at it, clean up your Facebook page!

them in the car instead of packing them in a suitcase. Think about what you'll wear and how best to present yourself. A navy blazer would be a great investment piece. Wear it with nice, clean jeans and you're good to go. Most hotels have irons, and if you don't know how to use one—well, practice.

While we're on the topic of personal presentation, for heaven's sake practice your handshake and direct eye-contact. Don't make your handshake into a vice grip, but leave the wimpy woman limp stuff at home too. Just a good, firm grip and a direct look into the eyes will go a long way.

When I went to my first International Women in Aviation Conference I was in a totally different spot in life and I needed to introduce myself into the aviation world in a different venue. I was just beginning a business and I needed to network. I'm in a different place nearly 25 years later and the Women in Aviation Conference is pure enjoyment for me. I approach it differently and use it as downtime from my educational profession. That being said, the Exhibit Hall is my first hit.

After walking-and-talking and familiarizing myself with the lay of the land I begin the serious stuff—looking for books. Whether its aviation or education, as Thomas Jefferson said, "I cannot live without books."

The Women in Aviation store always has some great new

Practice your handshake and direct eye-contact. A good, firm grip and a direct look into the eyes will go a long way.

finds. Check out the WASP booth, the International Women's Air and Space Museum booth, Whirly-Girls booth and see what's been newly published. The military members of the organization have some great books out there. And, my favorite spot: The Authors' Table. Visit it, meet the author in person and get the book signed. It's a win-win all the way around.

When I was teaching I always brought goodies back for my students. A word-to-the-wise here: ask first if you need

more than one of something. Many companies would send me things after the Conference because I needed 25 or 30 things to take back. If you can, pack a collapsible bag—it can really come in handy. Again, think baggage fees.

Most importantly: smile. Enjoy yourself and take advantage of every moment. The WAI Conference is one of few where you can walk right up to speakers after they finish and shake their hand or ask for advice and be consistently met with kindness and openness. Participate in all the social events and you'll meet some special people and make friends who will stay in your life for years. Maybe you'll even meet me one day! ✈

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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.

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JON RICCITELLO
MD, MPH

BLOOD PRESSURE CONTROL IN WOMEN

The holidays are a fun time to get together with family and friends, so a few detours from a baseline course of healthy eating are perfectly fine and likely even beneficial with regard to one's mental health. However, now that the New Year has begun, it is time to get back on track and put those resolutions in order. When it comes to diet, calories are not the only thing to watch.

Salt is another key factor because reducing one's sodium intake is one of the best ways to prevent hypertension. Controlling blood pressure is important for individuals of both sexes, but it is especially important for women who can prevent 36% of serious cardiovascular events (heart attacks and strokes) by doing so. In men this figure is only 24%.

A recent study in *Hypertension: Journal of the American Heart Association* reinforced the importance of blood pressure control in women. It showed that a 15 point decrease in systolic blood pressure (the top number) reduced the risk of cardiovascular disease by 56% in females. Men with the same intervention had only a 32% reduction in their risk. Before age 50, fewer women are diagnosed with hypertension than men, but after age 55 this is reversed. After age 70, the prevalence of hypertension in women is around 80-90%. Many of these cases are undiagnosed.

Blood pressure simply refers to the force that blood in your circulatory system exerts on the walls of your arteries. The bottom number of the reading is called the diastolic pressure and the top is systolic pressure. The systolic pressure is the "wave" that goes through the arteries with each heartbeat. The diastolic pressure is the constant pressure the arteries are exposed to between waves. If this strain is too high, the arteries are damaged leading to coronary artery disease, strokes, kidney damage and vision problems. The units are millimeters of mercury. The table below describes how blood pressure readings are categorized.

Blood Pressure Classification	Systolic Blood Pressure	Diastolic Blood Pressure
Normal	<120	<80
Prehypertension	120-139	80-89
Stage 1 Hypertension	140-159	90-99
Stage 2 Hypertension	160+	100+

Having either number fall within a higher category puts

one within that category, but controlling the systolic pressure seems to be more important for disease prevention. Blood pressure normally varies throughout the course of the day in response to things like exercise, stress, salt intake and more.

A single reading is never considered significant. Application of the table should be based upon the average of several readings taken after sitting quietly and relaxed for a few minutes.

Most cases of high blood pressure are what we call primary hypertension. This means there is not a separate underlying medical problem (such as kidney or hormone dysfunction) causing it. In the absence of diabetes or kidney problems, prehypertension can typically be managed with lifestyle changes—maintaining a healthy weight, staying active and avoiding salt. Processed foods are typically very high in sodium and careful label reading is sometimes necessary. If diagnosed with hypertension, medical management is generally indicated. Stage two hypertension will initially be treated more aggressively than stage one. There are many different types of medication used to treat high blood pressure, and any that are used for the initial management of hypertension are allowable by the FAA. The only disallowed medications, a class called alpha-blockers, are only currently prescribed in severe cases that do not respond to multiple other types of medication.

It is important to work with your physician to monitor blood pressure and, if found to be high, discuss necessary interven-

Blood pressure normally varies throughout the course of the day in response to things like exercise, stress, salt intake and more. A single reading is never considered significant.

tions. He or she can advise you of appropriate individual lifestyle modifications and the risks and benefits of any medications deemed appropriate. An FAA medical certificate cannot be issued if blood pressure is above 155/95, but clearly this safety limit is not the goal for management. If medication is begun, the FAA requires a pilot to ground themselves until they have verified the new regimen is working well without adverse side effects or overshooting and sending the blood pressure too low, which could lead to lightheadedness and fainting. Once it is verified that things are going well, the pilot can clear back to flying on their own.

However, at the time of their next certificate application, the pilot will need to report the medication and bring along some supplementary information. This includes a clinical summary from the prescribing doctor detailing the medical history, medications used, response to them with actual blood pressure readings and comment on any side effects. The FAA will also require blood labs including a cholesterol panel and fasting blood sugar, and an ECG. A stress test is not necessary (unless recommended by your doctor). If this documentation is complete, the Aviation Medical Examiner can issue the medical certificate without delay. Air traffic controllers will need to provide similar information to their Regional Flight

An FAA medical certificate cannot be issued if blood pressure is above 155/95.

Surgeon's office in order to clear back to safety sensitive duties. The FAA will typically require a brief update from the treating physician on an annual basis thereafter.

While these procedures can add a bit of administrative burden, there is no sense in neglecting the issue in a misguided effort to try and smooth the certification process. Many pilots and controllers take blood pressure medications and the FAA appreciates that treating blood pressure proactively is key to preventing more complicated problems down the line.

By effectively managing blood pressure, there is a better chance of avoiding coronary artery disease, stroke, renal failure and retinal damage—conditions that can indeed threaten a pilot's medical. With proper attention to diet, exercise and sodium restriction, augmented with medications as necessary, there is no reason for high blood pressure to interfere with a long aviation career and an active healthy life. ✈

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Guest medical columnist Jon M. Riccitello, MD, MPH, has given presentations on several topics and clinical cases at national aerospace medicine meetings. He is an associate clinical faculty member at the University of Texas Medical Branch in Galveston, Texas. Dr. Riccitello is a member of the Aerospace Medical Association and the American Medical Association. He joined the Aviation Medicine Advisory Service and Virtual Flight Surgeons in August 2009. Additional information regarding these topics and others can be found at www.AviationMedicine.com.



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PATRICIA LUEBKE

DAUGHTER DAY REPRISED

Last year, at the Dallas Conference, WAI launched an all-new program called “Bring Your Daughter to the Conference Day.” What was planned was a full-day of activities for girls ages 10 to 17. Of course, the first target for who should take part was the actual daughters of WAI members, but we didn’t stop there. We made an outreach to local area AOPA and its members and

EAA and its members to bring their daughters, granddaughters, nieces, neighbor children and friends. To further grow the event, WAI reached out to the Dallas Girl Scout Council for local participation.

Bring Your Daughter Day was planned by WAI’s Education Committee whose members worked hard to create a meaningful experience to introduce girls to the career potential in aviation. Age-appropriate activities included arts and crafts projects, but the day was so much more than that. The girls learned how to read a sectional chart, flew an airplane simulator and went on a scavenger hunt. A group lunch had speakers to inspire the girls, most of whom then toured the exhibit hall in the afternoon.

WAI was anxious to produce Bring Your Daughter to the Conference Day since, like other aviation groups and organizations, WAI wants to do its share to ensure a future generation of aviation-minded citizens, whether as pilots, technicians, engineers or simply people who want to work in and around airplanes in any capacity. Daughter Day gave WAI the opportunity to reach girls at a very young age and hope that the day’s activities might spark a lifetime interest for some.

I had been involved in the planning of this event, and I remember sitting in the Press Room where I was working during the Conference, and seeing girls arriving for the day as they passed by in the hall. It was such a pleasure to see the excitement and anticipation on their faces as their parents escorted them for the day. “Daughter Day is real,” I thought. “The girls are here.” An unexpected consequence of Daughter Day was how happy WAI members were to see their organization attracting and interacting with such young girls and potentially influencing the next generation.

During the pre-Conference planning, we did not know if this would be a one-time event, but the success of the day made it clear we would have another Daughter Day in Nash-

ville. The planning began this past October. The Education Committee is meeting regularly to fine tune the day. WAI received early support from The Sporty’s Foundation (the chari-



BONNIE KRATZ

table arm of Sporty’s Pilot Shop) to donate training supplies for the event, including a sectional chart, logbook, cockpit poster and more for each participant. Computers and equipment purchased with a grant from the UPS Foundation will be used again for flight simulation. Just like last year, each girl will receive a Conference bag full of material and goodies along with their official Conference name tags.

There are hundreds of details to sort out from registering the girls and their parents to selecting meaningful speakers, having supplies, making arrangements for the lunch right down to alerting WAI’s exhibitors to be prepared for 200 plus girls entering the Exhibit Hall on Saturday afternoon. All of the plans are made with an eye to keeping the costs as affordable as possible for all. We are confident that further sponsors will be secured for this important activity.

Speaking of sponsors, the ones which will ultimately support Bring Your Daughter to the Conference Day deserve some special praise. They are the companies and organizations

who are willing to pay to plant the seeds, knowing that “mature trees” in the form of full-fledged aviation-oriented adults are years into the future. Sponsoring Daughter Day is an investment in all of our futures. Hal Shevers, Founder and Chairman of Sporty’s, is frequently quoted as saying, “Without a freshman class, there can be no senior class.”

Looking back to my own life, I wonder how my 12-year-old self would have reacted had I been given the opportunity to participate in Daughter Day. Coming of age where the only professional role models I had were teachers and nurses—oh yes, maybe librarians as well, I don’t think I could imagine a woman in a military flight suit or a uniformed airline pilot, much less interact and talk to such amazing women. I never knew women could fix cars way back then, much less airplanes. I would have been in complete awe of a female airplane mechanic.

We all know someone whose interest in aviation began with a ride in a neighbor’s airplane or a trip to the airport with the Girl Scouts. Our hope is that the Women in Aviation Daughter Day will be such a spark for the lucky girls who will attend this year.

Daughter Day registration is well underway. We’ve added more activities at this year’s Daughter Day just for teens, including a college fair and career panel. Go to www.wai.org/13conference/daughterday.cfm to register your favorite girl and her chaperone.

One last note: the event can’t happen without volunteers and so if this activity interests you, know that we will be looking for folks to interact with the girls on Saturday, March 16, in Nashville.

Of course, we also look for people to volunteer for many other area of interest—one close to my heart is the WAI Daily news at the show. The point is that there are loads of interesting volunteer activities available at the Conference, from helping out in the coordination center to taking tickets at the banquet. Donating your time as a volunteer enhances your Conference experience in so many ways, the least of which is simply the fun you will have. Come to the Conference and be sure to volunteer. Bring your daughter, your niece, your friend’s daughter! See you in Nashville. ✈

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



JOHN SLEMP

The Women in Aviation Jazz Band, now called “WAI Jazz With Wings” will celebrate their 10th anniversary this year. We would like to invite the Conference attendees to our “Hangar Dance” on Friday, March 15, from 8:30 to 11:00 pm. The location in the hotel will be announced later. There will be no ticket required, no forms to fill out and no money needed except for the cash bar. Please consider stopping over to our Hangar Dance for a casual night with friends. Bring your dancing shoes. We are still in need of a keyboard player, rhythm guitar player and trombone players. Contact Barb Lauer if you want to play, blauer@shakopee.k12.mn.us WAI JAZZ WITH WINGS is sponsored by Wings Financial Credit Union.



SHERRY
PARSHLEY PhD

FINANCIAL CHECKLIST FOR 2013

Pilots know the importance of a checklist in ensuring a safe flight. A detailed financial checklist can help you avoid financial pitfalls in the New Year. Just like programming your GPS, financial skills, particularly around tax management and insurance strategies, are rapidly perishable (that means easily forgotten when not used). I have identified five key items on which to focus.

• **Set financial goals.** You have probably made some New Year's resolutions. Make sure that at least three of your resolutions relate to your personal finances. The key to setting goals is to make them actionable, measurable and achievable. You make them actionable by putting a verb in the sentence. They become measurable when you include a cost estimate and timeline for completion. The goals should be achievable so that you do not get discouraged if you cannot achieve them. An example of a well-written goal (and they should be written down) is the following: Contribute 10% of my income to my retirement savings with each paycheck. The objective is to write the goal in such a way that you can answer "Yes" or "No" as to whether you achieved the goal. Keep in mind that the goals are a working document and you can adjust the goals as needed. If you do not achieve the goal as intended, establish a new goal and work towards it, rather than giving up on the process entirely.

• **Keep track of your spending.** There is no better time to track your spending than when you can start with a clean slate at the beginning of the year. You can do it on paper, use software like QuickBooks or an Excel spreadsheet. What is most important is to track every penny. Even if you only keep track of spending for a month, it will be an eye-opening experience.

• **Build a budget.** The data you obtain from tracking your spending can be used to build the budget. Keep in mind that a budget does not have to be perceived as restricting your spending. The intent of the budget is to plan ahead so that you have the funds when you need them.

• **Review your insurance policies.** The beginning of the year is a great time to evaluate all of your insurance coverage to make sure you have sufficient coverage and that you plan ahead to obtain quotes for renewing coverage. For most of us, this would include health and auto insurance, at a minimum. If you own a home, you will also have property insurance. If you rent, then you need renter's insurance. If your health insurance is through an employer, you likely enrolled during the open enrollment period, which is typically in the fall. Your objective in the New Year is to keep track of medical expenses so that you know when you have reached any deductible limits. You should confirm that your health insurance provider has properly covered each medical expense. If you do not have health insurance, then you need to obtain quotes for coverage, even if you need high deductible limits to keep it affordable. Also, stay aware of developments regarding the Affordable Health Care for America Act. If it gets revised in Congress, it could have implications for those who obtained coverage under the Act's provisions, such as full-time college students who, under the Act, are allowed to stay on their parent's plan until age 26. If Obamacare stays intact, there are provisions of the Act that will be phased in over 2013 that may impact you.

Evaluate your need for other insurance coverage such as disability insurance or life insurance. Consider how you would pay your bills if you were unable to work for a period of time. If you do not have disability insurance, you should have a larger emergency fund to cover these needs. Life insurance is needed if you have others depending on you for your income or your care (children or elderly parents, for in-

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beginning of the year.
What is most
important is to track
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stance). If you do not have others depending on you, then life insurance should not be a priority.

Make a note of any policy renewal dates. Obtain at least three quotes for insurance coverage such as auto or property insurance as rates can vary significantly from year to year and between providers. It should only take a few phone calls to do this, or you could do it online, but you should plan to do it at least a week or two before the policy expires.

• **Prepare for filing your taxes—for 2012**

and 2013. If you did not keep your records organized for the 2012 tax year, start in early January to find those documents such as receipts for deductions (medical expenses, charitable contributions, etc.). Start a new filing process for 2013 so that you reduce your workload and stress level for next year's tax filing. I establish an expandable file with folders for major categories and drop the documents in the files throughout the year. In January, I transfer that information to an Excel spreadsheet before I start my tax return. As for 2013, it is anyone's guess as to what changes may occur with the tax laws. What is certain is that there will be changes. It is not necessary to be a tax expert to keep track of these developments—just watch the nightly news. Any major changes will

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be well communicated in the media.

Now is also the time to evaluate your withholding allowance filed on your W4 with your employer. If you are going to receive a large tax refund when you file your tax return, you may want to adjust your withholding allowances to a higher number, which reduces the amount withheld and increases the size of your paycheck. If you will owe taxes, you should adjust the withholding allowances down, assuming that there will be no changes in your income, deductions, tax credits or filing allowance in 2013. On their

web site, the IRS has a W4 withholding calculator that you can use to help you determine the right number of withholding allowances.

I hope using this financial checklist gets your year off to a flying start! ✈

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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.

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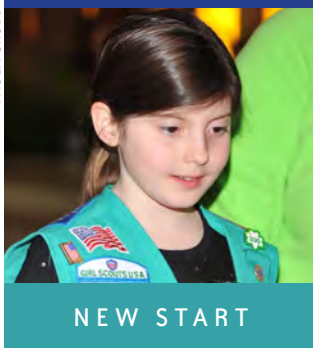
Save the Dates!

Celebrate our history with a
kick-off event hosted by
WAI and ERAU

**Friday, October 4 and
Saturday, October 5, 2013**

Embry-Riddle Aeronautical University
Prescott, Arizona campus

- Tours of ERAU Campus
- Luncheon
- Airshow Performers panel:
Patty Wagstaff, Julie Clark and
Matt Chapman
- WASP
- Dr. Shannon Lucid (invited)
- Reception
- Air Show at the Prescott Airport



NEW START

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

2013

March 4-7
HELI-EXPO
Las Vegas, Nevada
www.rotor.com

March 14-16
24th Annual
International Women
in Aviation
Conference
Gaylord Opryland
Nashville, Tennessee
www.wai.org

March 25-28
Aircraft Electronics Assoc.
Annual Meeting
Las Vegas, Nevada
www.aea.net

April 9-14
Sun 'n Fun Fly-In
Lakeland, Florida
www.sun-n-fun.org

April 12
WAI Connect Breakfast
8:00-9:00 am
Sun 'n Fun Fly-In
Lakeland, Florida
www.wai.org

April 24-27
Aero Friedrichshafen
Friedrichshafen,
Germany
www.aero-expo.com

May 21-23
European Business
Aviation Exposition
Geneva, Switzerland
www.EBACE.areo

June 19-22
Canadian Women in
Aviation Conference
Mississauga, Ontario
cwia.ca/conference.htm

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cal mom who mended my clothes and made my school lunch everyday. Now I see that what she gave me was no less special.

Feeling loved by my mother is undoubtedly part of my strength. But my mom did more than love me. She also inspired me. I saw that my mom, just one woman, was able to have an effect on women's rights. My mom ignored the peo-

getting a PhD in Math Education so that I can help make math classrooms less like torture chambers.

Ostensibly this story was inspired by a trip to the Tanzanian bush with my mother. And yes, the baby leopard who visited our car and mewed at us, the baby hippo who tried to climb in our boat and swimming with dolphins in Zanzibar were all unforgettable experiences. But it was the time together swimming and the conversations in between the animal sightings that I'll always treasure the most. Seeing my mom's hour-long smile as she sat in the cockpit again let me in on a part of my mom's world I'd never seen before. As I start to ponder how I might balance getting tenure in a university and having children, my mom opened up about the choices she made while raising me. And I was told in so many ways, now that I really have my ears open wide enough to hear it, how loved I am by one very brave woman.

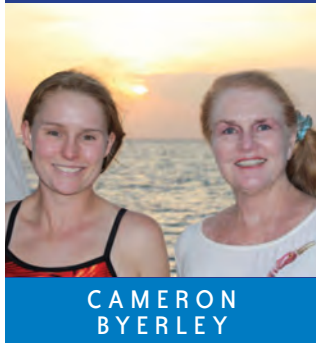
To my mom—I know you are not still upset, but here is my public, written apology for telling you how damaged I was as a result of your career choices. ➔

.....
Cameron Byerley loves working on her PhD in math education, writing about her identity growth as a teacher, and exploring little-known canyons in Arizona.



ple who told her she could never earn a living flying and made huge sacrifices for a career she deeply loved. I never felt shy about being the only woman in a graduate math class or on a rock-climbing trip.

Because of my mom, I know that unless I love my work I'm not in the right career. My mom loves to tell everyone that I'm



INSPIRATION: FAMILY STYLE

I wanted my daughter to have one grand adventure with me and I spent two years planning a trip to Tanzania. Our time in the Northern Lamai Serengeti camp, the Selous Game Reserve Sand Rivers Camp and on Zanzibar brought wonder, surprises and new insight into our relationship. Here are her impressions of growing up with a pilot mom.—Norah O'Neill, author of The Flying Tigress

"First Baby" Cameron—the first! I was the first baby under the maternity policy my mom helped write for Flying Tigers Airline and Cargo. I've always thought of my mom as the first woman to fly for her airline and the first woman to fly passengers on the 747, but I've never thought of myself as the first baby until my mom recently described me that way.

The first baby is a positive spin on a mommy-daughter drama that was at its best inspiring and at its worst heartbreaking. After our recent trip-of-a-lifetime to Africa together, it seems safe to say that my mom, our relationship, and I not only survived the challenges of being firsts but both took away lessons from growing wiser together that changed our lives. Because we have such a happy ending (and pictures to prove it) I can be honest about the struggles along the way.

For my entire life people have told me what an amazing mother I have and how much she has done for women in aviation. I never doubted that my mom's determination had made it easier for many women to realize their airplane dreams and women pilots were lucky to have her. However, I did wonder for a number of years if I was lucky to be born to such a mother. As a child, it seemed normal to me that my mom was gone half the month and I remember liking my nannies and gifts from around the world. I know that leaving me at home was harder for her than me. I didn't know that at the time that many people told her she was an awful mother.

Things got harder in middle school when my mom was forced to choose between her flying career and living in the same state as her children. What I understood at the time was that her base was moved to Alaska, a very long commute from the farm in Washington where I'd grown up. I was angry for a number of years that my mom picked flying over me. What I understand now is that moving away wasn't so much a choice

for my mother, but something she had to do to save herself from a toxic divorce in a small community. Her love of flying was one happy part of her own life she couldn't give up and have any chance of working through the trauma in her life.

In Africa, we flew in a small plane together for the first time since my self-absorbed middle school years. My mom hadn't been in a cockpit since losing her medi-



Bertha Moore O'Neill worked at Boeing during the war. She and Dad met on a blind date during World War II and married during the war. Dad is now 94, a retired Navy Captain who was a Pearl Harbor survivor (his ship, the West Virginia, was sunk), a D-Day survivor and a Korean and Vietnam vet.

cal certificate. I saw her smile as she sat in the cockpit and discuss strategies for landing on sloped airstrips with hippos and giraffes running on them. I noticed how much more breathtaking it was to fly through clouds when you could see them coming up at you through the front window. It would have been wrong for her to give up flying to be home for me every day—she would have lost a part of who she was, I realized.

Perhaps because she was gone so often, my mom made extra efforts to show me she loved me. She gave career talks at my school. She commuted out of a tiny airport so that I didn't have to change schools and lose my friends. She gave up being a captain so she could bid trips around my school events. After she moved away, she would travel for hours to watch my volleyball games. When I was younger, I thought I wanted a typi-

(Continued on page 47 ➤)

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

FLYING Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



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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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