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MARCH/APRIL 2013

The official publication of Women in Aviation, International[®]

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MARCH/APRIL 2013

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We are headed to the Gaylord Opryland Resort in Nashville for the 24th Annual International Women in Aviation Conference, March 14-16. Find all the details of the Conference on **PAGES 25-64** of this magazine.

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COVER PHOTO

Jill Long flies an S-2 Pitts aerobatic biplane for her self-owned Ragged Edge Aviation. But that's just her weekend vocation. Get your questions for her ready—she's speaking at the upcoming International Women in Aviation Conference. Photo by John Slemp

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PRESIDENT'S MESSAGE



DR. PEGGY BATY
CHABRIAN

Dear WAI Members:

Last year we combined the March/April issue of *Aviation for Women* magazine with the 2012 Conference Program book. There are several reasons why we considered this a good idea and you agreed.

First, for those members unable to attend the Conference this year, and particularly for those who have never had an opportunity to attend an exciting WAI annual Conference, it will allow you to “see” what the Conference is like. There are speaker biographies, topics, the exhibit hall, special events, all here. Also, if you are not coming to Nashville this year you can follow along with some of the activities by reading the latest postings on our WAI Connect blog.

For those members who are coming to Nashville this year, you will have an opportunity to plan out ahead of time your schedule. Select the speakers you want to be sure not to miss, or highlight a particular topic you believe will help you in your career or just a new subject you’d like to know more about.

Are you bringing your daughter, niece, granddaughter, or even your best friend’s daughter with you to explore the WAI Conference on her own? The two of you should sign up for Daughter Day, March 16, and we’ll introduce her to aviation with fun, age-appropriate activities and exciting, inspiring

speakers we’ve rounded up just for the occasion. The event comes with a box lunch and lots and lots of smiles. Find out more about it on page 56.

In this, our Conference showcase issue, there are plenty of inspiring articles, including an interview with Conference keynote speaker, Jill Long. Take your time as you go through WAI News, as well, as we’ve got a lot of activities planned for 2013! There’s our annual Sun ‘n Fun Fly-In breakfast, and we are warming up for our 25 year Conference celebration, beginning with a regional conference and air show, hosted by ERAU, on their Prescott, Arizona campus, the location of the first Women in Aviation Conference. Learn more on page 4.

There is one more detail I’d like to point out. Did you know that in conjunction with the job fair that we hold in our WAI Exhibit Hall our partner Aeroindustryjobs.com holds a WAI Virtual Career Fair? It lasts all the month of March and WAI members who are job seekers or employers can use the site free of charge. Take advantage of all of your member benefits to look for that next job or promotion. And for our exhibitors at the Conference we have negotiated a special benefit: they can post jobs on the site for free as well. Simply go to www.aeroindustryjobs.com and click the “Career Events” button for full details.

I hope to see you in Nashville!

Dr. Peggy Baty Chabrian
President

INSIDE THIS ISSUE



JOHN SLEMP

Winsome Lenfert (WAI #1215) and her daughter Asella enjoyed the Atlanta Chapter’s anniversary celebration. **Page 4**



COURTESY OF THE NASHVILLE CVB

There is still time to sign up for the General Jackson Showboat Cruise on Friday at the Conference. **Page 60**



COURTESY OF MEDAIRE

What would you do if you were aloft and suddenly confronted with a medical emergency. Learn what to do on **Page 70**

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WAI ON THE ROAD

WAI President Dr. Peggy Chabrian was invited to give the Commencement address at the Embry-Riddle Aeronautical University graduation on the ERAU Prescott, Arizona campus. The graduation included students receiving their baccalaureate and masters degrees from the Prescott campus and several students from



ERAU's Worldwide Campus program. Dr. Chabrian attended other graduation related events that weekend and also met with the planning committee for the upcoming 2013 WAI Regional Conference to be held in Prescott, October 4-5.

Meet Us for Breakfast and Connect at Sun 'n Fun

Are you going to the Sun 'n Fun Fly-In in Florida? Don't miss your chance to meet with Dr. Chabrian and connect over a hearty breakfast with Women in Aviation members.

Friday, April 12, 2013

8:00-9:00 a.m.

For more info or to register:

<http://wai.org/events/index.cfm>

Prescott was the site of the first Women in Aviation Conference in 1990 and will be the kick-off location for a year-long celebration of the 25th annual Conference. ERAU is planning an air show that weekend as well, with performers including Patty Wagstaff, Julie Clark and Matt Chapman. Tours of the ERAU campus will be one of the conference highlights as well as hearing from well-known aviation personalities, speaking at the event. Special recognition for those who attended that first Conference in 1990 and an opportunity to participate in an aviation career fair and other ERAU homecoming events will make this a regional conference you don't want to miss! ✈



PHOTOS COURTESY OF ERAU PRESCOTT

10 Year Chapter Anniversary Celebrated in Atlanta

WAI's "Gone with the Wind" chapter, located in Atlanta, Georgia, celebrated its 10-year anniversary with a special event held at the 97th AeroSquadron restaurant at the Peachtree-DeKalb Airport. The Chapter invited WAI President Chabrian to be its keynote speaker for the event. The chapter shared a history of many of their activities in a slideshow presentation prepared by Chapter President **Keena Pope**. The first Chapter President **Sharon Robinson**



JOHN SLEMP

was also present at an activity the evening before for Chapter officers and board members. WAI board member **Brian Bolt**, Manager, Fleet Common Programs and New Hire Pilot Indoctrination for Delta Air Lines in Atlanta was a special treat to have at the celebration. Chabrian shared her story of the early founding of WAI and the organization's mission, and talked about the future of WAI. A lot of ideas and suggestions were exchanged by chapter members, regarding the organization and the Conference, during an open session of the meeting. Congratulations Gone with the Wind Chapter on your 10 years of success! ✈

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Atlanta "Gone With the Wind" chapter celebrates 10 years.



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(Donors List as of January 25, 2013)

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Help Women in Aviation, International **Plant a Seed**

The best legacy we can leave girls and young women is a thriving aviation community with job opportunities at every level and in every aspect of aviation— jobs for pilots, engineers, historians, controllers, manufacturers, technicians, inventors and entrepreneurs of all kinds.

In the coming year, WAI will focus on youth programs and join forces with other organizations, such as:

- WAI Scholarships
- Local Chapter Activities
- Girl Scouts
- WAI's Second Take Your Daughter to the Conference Day
- Aviation Exploring

Help us plant some seeds, the fruit of which will be evident in the years to come. Your donation is seed money to provide opportunities and experiences for thousands of girls and young women who might otherwise never have a chance to know how exciting a career in aviation can be.



The WAI Wings Society is a program that recognizes donors to WAI. With a minimum donation of \$500 you can join the prestigious list of Wings Society members committed to helping young people, women and men achieve their aviation dreams. All WAI Wings Society members are acknowledged with a special pin representing their member status.

Honorariums

The Wings Society provides a unique way for you or your family to recognize those who are dedicated to the contributions of women in aviation. What better way to honor that exceptional individual?

Levels

Contribution	Status
\$500-\$1,000	Pearl
\$1,001-\$2,500	Bronze
\$2,501-\$5,000	Silver
\$5,001-\$10,000	Gold
\$10,001-\$20,000	Platinum
above \$20,000	Diamond

2013 CONVENTION women in aviation



Setting the Stage for Your Success

Join us at the **Gaylord Opryland Hotel & Convention Center** in Nashville on the following dates for two career and leadership sessions:

FedEx Leadership Institute

Friday, March 15

Time: 1:45 – 2:45 p.m.

Where: Lincoln E Room

Saturday, March 16

Time: 3 – 4 p.m.

Where: Jackson B Room

Amy Allen
Crew Member

Pilot and Air Ops Careers at FedEx

Where: Ryman Studio JK

Thursday, March 14, 2 – 5 p.m.

Friday, March 15, 2 – 5 p.m.

Saturday, March 16, 12 – 3 p.m.

SAN DIEGO CHAPTER

The San Diego Chapter was at San Diego Miramar College to celebrate the modernization and expansion of the Aviation Center. The \$10.8 million project encompassed the broad renovation of previous classrooms and lab space, which was built in the fall of 1971, to the current state-of-the-art classrooms. Many of the members in the San Diego Chapter are students of the San Diego Miramar College Aviation Department, and are overjoyed to be a part of such a phenomenal upgrade to the program.

San Diego Miramar College offers two degrees in Aviation Operations: Associates Degree in Aviation Operations-Management or the Associates Degree in Aviation Operations-Professional Pilot. The Aviation Operations Program integrates simulator flight training with rigorous academic study, providing a strong foundation for leadership positions within the aviation industry. The program emphasizes the study of a unique combination of group dynamics, human factors, and safety awareness along with the technical fundamentals of flight in order to enhance students' development of situational awareness, critical thinking and problem solving skills. Miramar College's Aviation Operations Program meets all requirements of the Federal Aviation Administration's Part 141 Pilot Ground School.

The San Diego Chapter has taken their chapter logo and made two-inch and three-inch embroidered patches. They plan to give the two-inch patches to their Girl Scout Camp participants and to sell the three-inch patches to members for flight jackets and bags. The patches have an iron-on backing so they can be applied to just about any material that can withstand the heat. ➔



Paris Clement and Agata Rucz with the chapter's new pop up banner purchased through WAI HQ.

SAN DIEGO CHAPTER

PURDUE UNIVERSITY CHAPTER

The Purdue University Chapter attended the Elkhart Warbird Fly-in as pin-up models to gather photographs for a fund-raising calendar for the chapter. The members braved brisk winds and low temperatures in order to achieve the picture perfect look. They also received free rides in WWII T-6 Texans from Warbirds of America President Rick Siegfried and several other pilots. They were able to participate in the formation flight and flour bombing competitions. This event was also an excellent educational opportunity for several pilot members, as they were able to learn directly from many of the highly experienced pilots in attendance. Ultimately, the money raised from the calendar sales will be donated to the Wounded Warrior Project. ➔

WAI Member/Models Ava Liang, Ashleigh Broyles, Ashley Ringer, Brittany Roehm, Anna Dell, Will Swedenberg, Anna Bobrowski, Jessica Van Wieren, Reilly Meehan, and Rachel Lamb.



PURDUE UNIVERSITY CHAPTER



Janice Platten

SQUARE D CHAPTER

Every year the Red Cross solicits volunteers from Mildenhall Air Force base organizations to gift wrap for donations at the local base shopping center. All proceeds are split between the Red Cross and the organization. Eight members of the Square D Chapter volunteered for a full day coverage. It is a great way to publicize the chapter, recruit new members, plus raise funds for the chapter! The chapter plans to use the funds towards a local scholarship. ➔



Erika Palmer

ST. LOUIS WOMEN WITH WINGS CHAPTER

The Women With Wings Chapter held a “Dinner with Air Traffic Controllers” at the home of **Melody** (WAI #30485) and **Tom King** (WAI #30528). **Diane Earhart**, a controller at KCPS and **Anna Mitchell**, a controller at St Louis TRACON were the featured speakers. They each gave a presentation—then opened the floor for questions. It was an interesting and informative evening that gave everyone some insight into what controllers think and do—and perhaps gave the controller friends insight into what pilots are thinking as well.

The chapter’s Christmas party was at the home of **Gloria Bahn** (WAI #1434). Their annual “White Elephant Gift Game” added laughter and closeness to the group. The party was a wonderful opener to the holiday season. ➔



WOMEN WITH WINGS CHAPTER

UNO MAVERICK CHAPTER

The UNO Maverick Chapter members are doing several T-shirt and hooded sweatshirt fundraising events to prepare for the upcoming 2013 WAI Conference. The members used the fundraising opportunity to market both the university’s aviation program, as well as Women in Aviation, among friends, family, alumni members and new aviation students. In fact, this proved

to be a good recruiting opportunity since some new students showed interest in the organization after they saw other students wearing the new aviation apparel. ➔



Melissa Wragge and Michael Helgersen show off hoodie

UNO MAVERICK CHAPTER

TSU MAROON TAILS CHAPTER

Four members of the newly formed TSU Maroon Tails Provisional Chapter at Texas Southern University volunteered with setting-up for the annual “Wings Over Houston Airshow” in October at Ellington Airport. This is one of the most anticipated events for the students in the Department of Aviation. Each year the students look forward to this event because it gives them the opportunity to meet fellow pilots, military members and other students with similar interests in the aviation field. The students volunteered their time working at different venues during the airshow; working at a concession, assisting with displays, or setting



TSU MAROON TAILS CHAPTER

up and breaking down 5,000 chairs. The students took great pride in the efforts that were provided. As they further their quest of becoming an official chapter, the TSU Maroon Tails are prepared to soar. Chapter members are very proud that board members of the organization took lead roles in ensuring the success of the airshow. Kudos. ➔

NIGERIA CHAPTER

The 2012 Women in Aviation, Nigeria Chapter's Annual Conference took place at the Nigerian Airforce Officers Mess,



Ikeja, Lagos. The theme of the conference was "Woman: A Tool of Change for Aviation Transformation." Part of the activities line up was an awareness campaign, showcasing a female nov-

**SAN FRANCISCO BAY AREA CHAPTER**

The Aero Club of Northern California honored **Julie Clark** as the 2012 Crystal Eagle Award recipient. San Francisco Bay Area Chapter Director **Sandra Clifford** is the current President of the Aero Club of Northern California. Many of the SFBA chapter members were present at the event helping and enjoying Julie's stories.

elty football match at the football field by the Murtala Mohammed Airport. The match attracted a lot of people, and more members were added to the chapter. The novelty match was dedicated in honor of one of the members, **Hajia Salamatu Umar-Eluma**, who was recently promoted to the office of Director of Human Resources and Admin, Federal Airports Authority of Nigeria.

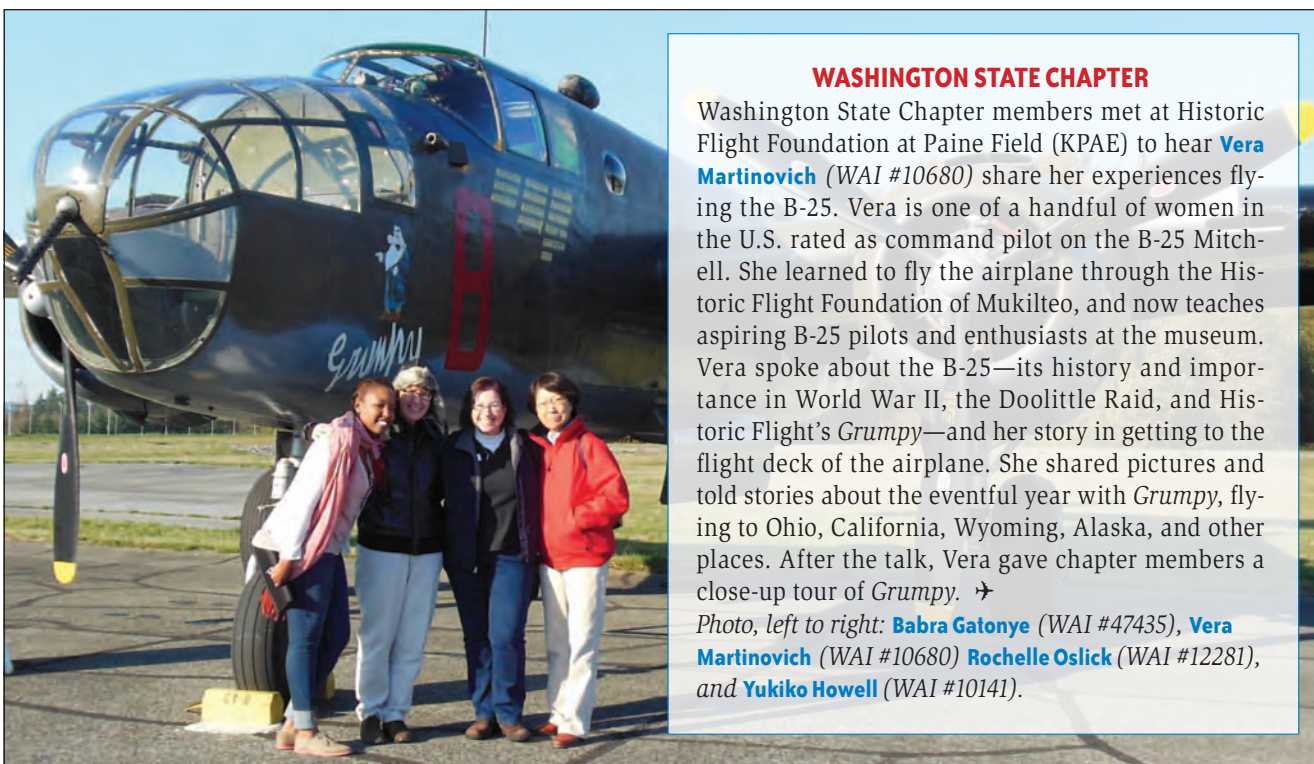
Two secondary schools played during

the occasion, Ewutun Tun Grammar School Mafoluku Oshodi and Murtala Mohammed Airport School. The Grammar School won the match and received a trophy donated by Women in Aviation, Nigeria Chapter. The two teams from Women in Aviation, Nigeria Chapter, were Team 747 and Team Airplanes. Team 747 won the match. A trophy was presented by Hajia Salamatu Umar-Eluma to Team 747. ➔

WASHINGTON STATE CHAPTER

Washington State Chapter members met at Historic Flight Foundation at Paine Field (KPAE) to hear **Vera Martinovich** (WAI #10680) share her experiences flying the B-25. Vera is one of a handful of women in the U.S. rated as command pilot on the B-25 Mitchell. She learned to fly the airplane through the Historic Flight Foundation of Mukilteo, and now teaches aspiring B-25 pilots and enthusiasts at the museum. Vera spoke about the B-25—its history and importance in World War II, the Doolittle Raid, and Historic Flight's *Grumpy*—and her story in getting to the flight deck of the airplane. She shared pictures and told stories about the eventful year with *Grumpy*, flying to Ohio, California, Wyoming, Alaska, and other places. After the talk, Vera gave chapter members a close-up tour of *Grumpy*. ➔

Photo, left to right: **Babra Gatonye** (WAI #47435), **Vera Martinovich** (WAI #10680) **Rochelle Oslick** (WAI #12281), and **Yukiko Howell** (WAI #10141).



New Provisional Chapters

Southeastern Aviators Chapter #119P

Southeastern Oklahoma State University
Durant, Oklahoma

Amanda Steele, President
Bailie Martin, Vice President
Elizabeth Cummins, Secretary
Brianne Duke, Treasurer
Libbey Higginbotham, Membership Chair
Logan Sanders, Outreach Chair
Kyle Thomas, Advisor

TSU "Maroon Tails" Chapter #120P

Texas Southern University
Houston, Texas

Dolly Spencer, President
Amyaa Brown, Vice President
Angela Anderson, Secretary
Larry Frost, Treasurer
Christopher Arceneaux, Membership Chair
Marco Gonzalez, Outreach Chair
Vernon Baker, Advisor

Independence Chapter #121P

Philadelphia, Pennsylvania

Jill Meyers, President
Alicia Sikes, Vice President
Kristin Eaton, Secretary
Kimberly Lamond-Burkhart, Treasurer
Juliet Lindrooth, Membership Chair
Stacy Sheard, Outreach Chair

Start a Women in Aviation Chapter

A Women in Aviation, International chapter is so much more than an aviation club. With a WAI Chapter, you and your fellow members will get involved in your community and encourage women and girls to be their best in aviation and aerospace. Chapter members network with and mentor other WAI members at chapter meetings and chapter outreach events. Members get to see the changes their chapters make and have a fantastic time.

For more information, contact Betty Huck, the Chapter Relations Manager, at bhuck@wai.org. She can provide you with direction, materials, and contacts.

New Official Chapters

Women in Aviation, Greater Los Angeles Chapter #88

Los Angeles, California

Liz Booker, President
Hulya Botas, Vice President
Helena Burke, Secretary
Jane Valliere, Treasurer
Bianca Mettley, Membership Chair

Women in Aviation, Glowing Wings Chapter #89

Lagos, Nigeria

Ifeyinwa Megwa, President
Njoku Evelyn Chisom, Vice President
Folashade Akande, Secretary
Usman Asabe Aisha, Treasurer
Miriam Ifeyinwa Anosike, Outreach Chair
Modupe Joana Sessi, Membership Chair

Women in Aviation, Edelweiss Chapter #90

Lausanne, Switzerland

Sandrine Rohrer, President
Sylviane Demierre, Vice President
Pierre Sutter, Secretary
Gilles Demierre, Treasurer
Anne Knabe, Membership Chair
Jose Moreno, Outreach Chair

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CAREERS

Captain **Julie Clark** (WAI #2428) was presented the Aero Club of Northern California's Crystal Eagle Award at the Hiller Air Museum at the San Carlos Airport. The Aero Club Crystal Eagle is presented annually by the Aero Club of Northern California to recognize an individual whose accomplishments have significantly contributed to the advancement of aviation or space technology. Clark now shares this prestigious honor with luminaries such as **General James "Jimmy" Doolittle** (the first year recipient in 1983), **Brigadier General Chuck Yeager**, **Wayne Handley**, **Eileen Collins**, and **"Bud" Anderson** (2011 recipient). Clark has recently teamed up with Juice Plus+®, the whole food based nutritional brand, which will sponsor Clark's air show routine in 2013.



Julie Clark receives her Crystal Eagle from Aero Club president Sandra Clifford



Stacy Sheard (WAI #39936), Women in Aviation, Independence Chapter charter member and Outreach Committee Chair, was featured in a two-page spread interview in the December issue of *Rotorcraft Pro* magazine.

American Airlines Captain **Kathi Durst** (WAI #46785) who was the captain for AA's all-female Boeing 737 delivery flight (*read the story in Aviation for Women March/April 2012*), has been promoted. Durst, a longtime Check Airman for American, was recently selected to be the company's 737 Fleet Manager.

Kailey Dwyer (WAI #13271), of Congra Foods, Inc. and **Erica Hogetvedt** (WAI #50209) of Thunderbird Aviation were two of 14 recipients of the 2013 National Business Aviation Association's Schedul-

ers & Dispatchers Training Scholarships. These industry-sponsored awards promote the career development of current and aspiring aviation schedulers and dispatchers.



Kathi Durst

Natalie Garner (WAI #53550) received a scholarship from NBAA for training for a dispatch license.

Sara Goodwin Mauer (WAI #47899) earned her instrument rating.

Kenny Moger (WAI #53760) earned his private pilot certificate.

Tracy Toth (WAI #50764) is working on her rating to fly the B-29 Superfortress with the Commemorative Air Force. Toth, who currently flies the B-24 Liberator with the CAF, was the cover girl of the September 2012 *World Airshow News* magazine. ✈

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STACEY KOTRLA

THE PATH TO YOUR DREAM JOB IS RARELY A STRAIGHT LINE

I attended my first Women in Aviation Conference in 2000, when I received the Corporate Career Scholarship from Women in Corporate Aviation. That Conference really opened my eyes to the aviation industry, and helped to get me hooked on flying as a career. The scholarship from WCA allowed me to complete my CFI and multiengine ratings, and get hired as a flight

instructor in Dallas right out of college. I was rather ambitious in regards to my career goals at that time, and almost immediately applied for a scholarship for the next year—a Citation 500 type rating offered through WAI by CAE/SimuFlite. SimuFlite did not award me a scholarship that year, but they did write me a nice letter which I still have, and offered the opportunity of SIC training on the CE500. In exchange, I would ride in the right seat for clients during their sim training sessions. This was a valuable experience, teaching me many different styles of cockpit resource management (CRM) used by different companies and crews, and also led to a handful of contract flights. I completed my CE500 type rating in the summer of 2002 with another scholarship from WCA. Flight instructing was fun and challenging, but I wasn't logging much of that valuable multiengine time.

During the 2002 Conference, I had dropped off résumés at most of the regional airlines thinking that could be one option to build turbine time. I was told I needed more twin time though, so that winter I moved east to Virginia, and started flying Part 135 freight in a Seneca II. It doesn't take long to build time flying freight, and in just under 10 months I had flown 900 hours, almost all of which was multiengine time.

As I updated my résumés with recruiters I had met at the Conference, I was offered a couple of interviews, and offered a job with Horizon Air in the fall of 2003, based in Denver, Colorado. I flew for Horizon for more than four years. I enjoyed my time there and loved the set schedule of having three days off per week, but continued to stay in contact with my corporate friends. I intended to get a corporate job when the right opportunity presented itself, which it did late 2007. By the spring of 2008, I was typed on the Falcon 2000 and had my first corporate job for a Fortune 20 company out of Columbus, Ohio.

This industry we choose to immerse ourselves in is dynamic and always changing; you learn quickly the need to be flexible in order to succeed. Only a year and a half later my company was downsizing through a corporate spin-off. I was faced with being laid off as one airplane was going to be sent to the new "spin-co," but later in the process I was offered the chance to interview with the spin-off company. In

the summer of 2009, I made a long cross-country move to southern California with the new company and upgraded to Captain. It was an eye-opening experience as our new flight department developed policies and procedures to get the department running. I led the department through a long process of getting our IS-BAO certification, which we successfully passed in the summer of 2011.

During this two year period in California, I continued to work on my MBA, and attended several courses pursuing the Aviation Safety & Security Certificate. I received two scholarships to help me with the classes at USC, one through WAI from Desert Jet in 2010, and a second from USC in 2011. I also kept my ear to the ground after my experience in 2009. Though not actively seeking a job, I wanted to stay on top of the hiring activity in the industry. Through my grapevine of contacts, I heard about a job opening on a G550 in Louisville, Kentucky. The combination of the international flying and moving back to the Midwest convinced me to consider leaving my awesome job in California. After multiple interviews and a sim ride, I think I got to meet most of the people in the flight department. They seemed like a great bunch of people, which made the decision to move even easier when I got a job offer.

I made another long cross-country move in the summer of 2011, and completed my G550 type rating last October. I recently upgraded to captain on the G550. This is a very fast paced job compared to my Falcon days, and much more challenging to me personally and professionally. My company devotes a great deal of time and money to developing their employees, which means I spend a lot of time attending classes outside of the flight department. These range from learning about the company culture to learning about how our business units make money. A couple of the personal development classes have involved understanding body language and self defense. I enjoy the variety of training events and broadening my education. I have also, in less than a year, almost filled my passport with visas and stamps, and had to fill out an application for additional passport pages! ➔

.....
Stacey Kotrla (WAI #6329) is happy to be flying Captain on a corporately owned Gulfstream 550 out of Louisville, Kentucky.



Let the celebrations begin!

In anticipation of our 25th year of Conferences, WAI is starting to celebrate early!

WAI Regional Conference to be held on the Embry-Riddle Aeronautical University campus in Prescott, Arizona.

Hotel: Hassayampa Inn

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

Friday Events:

Morning: Tours of ERAU Campus

Luncheon Speakers:

Dr. Peggy Chabrian, Dr. Frank Ayers (ERAU Exec VP)

Afternoon Speakers:

Airshow Performers panel: Patty Wagstaff,

Julie Clark and Matt Chapman

Betty Blake, WWII Women Airforce Service Pilots

Barbara Barrett

Reception

Saturday Events:

ERAU Fly-In and Breakfast

ERAU Flight line and simulator tours

Speakers: Anna Dietrich, Terrafugia

Air Show



PITTSBURGH INSTITUTE OF AERONAUTICS

Pittsburgh Institute of Aeronautics (PIA) is celebrating its 84th anniversary this year. The school was founded as the Curtiss-Wright Flying Service in 1927, and became PIA in 1929.

From 1929 until 1944, PIA trained airframe and engine mechanics for the aviation industry.

In 1944, William J. Graham purchased the school and incorporated Graham Aviation as a

division of PIA. An aviation electronics (avionics) course was added to the curriculum in 1979, giving students a choice of training for certification as Aviation Maintenance Technicians (AMT) or Aviation Electronics Technicians (AET). PIA and the Graham Aviation Division have graduated more than 70,000 students, placing them in careers throughout every segment of the aviation industry, including commercial air carriers, aircraft manufacturers and general aviation companies. The PIA Main Campus, located on the Allegheny County Airport since 1946, is situated eight miles southeast of downtown Pittsburgh.

PIA's Myrtle Beach Campus is located at the International Technology and Aerospace Park, near Myrtle Beach International Airport. The 26,000 sq. ft. facility houses classrooms, a student resource center with a computer lab and publications library, and shop areas for aircraft propulsion systems, electricity, sheet metal, hydraulics, instruments and controls, composite materials, non-destructive testing, welding, and painting.

The Myrtle Beach campus partners with Horry Georgetown Technical College (HGTC) so students of PIA can earn an Associates Degree there.

Graduates of PIA-Myrtle Beach find work at aviation-related businesses in the Myrtle Beach area, the Boeing plant in North Charleston or beyond.

PIA's focus on hands-on learning experiences is evident in

the school's shops and labs, which include specialized areas for propulsion systems, electronics (basic and advanced), radio communication and navigation, sheet metal, hydraulics, instruments and controls, composites, non-destructive testing, welding, and painting. Aviation students benefit from a variety

of onsite equipment, which are used specifically for training purposes.

PIA aviation electronics technicians must be able to isolate malfunctions and make necessary equipment changes to radios, navigation systems, radar, flight computers, and many more sophisticated electronics. The AET program leads to the FCC General Radiotelephone Operator's License (GROL) and is also accredited by the National Center for Aerospace & Transportation Training (NCATT).

Pittsburgh Institute of Aeronautics' financial aid office is

available to assist students and families with the process of applying for financial aid. The school web site will answer your questions and guide you through the process of applying.

PIA's Placement Department works diligently to maintain an extensive, nationwide network of employers in the areas of manufacturing, electronics, maintenance and transportation. The school regularly hosts company representatives on campus for recruiting presentations and job interviews that are open to PIA students and graduates only. Prospective students interested in learning more about the specific opportunities open to PIA graduates can contact PIA's Admissions Department at (800) 444-1440 or (412) 346-2100.

PIA is a Supersonic Corporate member of Women in Aviation, International. Visit them in the Exhibit Hall at booth 525 during the 24th Annual International Women in Aviation Conference, March 14-16, at the Gaylord Opryland Resort in Nashville, Tennessee. ➔



PHOTOS COURTESY OF PIA



Women in Aviation, International Welcomes New Corporate Members

Dayton/Montgomery County Convention &
Visitors Bureau

The Savvy Non-Rev



DENISE WATERS

I am at a crossroads in my career. I want to stay in the same field but want some different experiences. Your thoughts?

Attending the WAI Conference is one of the best for surrounding you with opportunities. Attend "Today's Maintenance Alpha-

bet: A&P, Repairman & Beyond," a WAI Educational Session. Understand the range of certificates and experiences that are available to those with an aviation maintenance interest. Mechanics, inspectors and engineers for today's aircraft can work on light sport aircraft to spacecraft. Learn about the various FAA maintenance and engineering certificates including A&P, IA, Repairman (for LSA, Amateur-Built and Repair Stations), DMEs, DARS and DERs. Further education and training in these areas can set your stage for success.

I recently obtained my certificates from a reputable school and entered the work force. In going to work I feel like I have landed in a foreign world! What happened? What did I miss?

It's known as "Reconciling Academia with the Real World." Check out the Educational Sessions in the upcoming

WAI Conference. Find it there. You will see differences that you mentioned. Schools give you the basics needed to enter the working world. Employers provide additional training for getting the work accomplished. But, there are still gaps to reconcile. The Association for Women in Aviation Maintenance (AWAM) will lead the WAI session highlighting these differences and provide tips and advice on how to deal with everything from what's being done on the floor to navigating the political "minefield." See you there.

I am always reading about how opportunities in aviation maintenance abound for everyone. Yet, that does not seem to be my experience. How do I find these opportunities that everyone is so excited about?

Perhaps your problem is that you aren't recognizing what is out there. Or maybe your networking is taking you to different places than the ones that would support your career goals? Or maybe you are missing the opportunities and only realizing them after the fact? Attend the WAI Educational Session "Recognizing your Opportunities" during the WAI Conference to understand answers to these questions and learn more about what you can do to take advantage of maintenance opportunities we know about today. ✈

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

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There's no doubt that flight lines can be very demanding environments for tools and equipment. That's why Snap-on Industrial designed its Flight Line Roll Cabinets specifically to handle the rigors of a flight line.

The Flight Line Roll Cabinets are available in both five-drawer or six-drawer configurations, and with both 8" and 10" deep bottom drawers. Its kingpinless wheel design eliminates foreign object damage (FOD) concerns; solid rubber wheel absorbs shock, can easily be rolled long distances and over hangar tracks.

For added durability, a stainless steel cap wraps around all four sides of the box, making it an ideal work space for technicians. Additionally, the stainless steel cap protects the box's four sides by keeping the elements such as rain, snow and dirt from entering.

For more information about Flight Line Roll Cabinets from Snap-on Industrial, call toll free (877) 740-1900, or visit <http://www1.snapon.com/industrial>



King Schools CFI Refresher

Sometimes flight instructors need to change it up a bit. The principals at King Schools know this. The company's new Flight Instructor Refresher Course (FIRC) moves away from reviewing the same topics that flight instructors learned as Private Pilots, and instead focuses on giving you tools to help pilots to be more ready to be pilot-in-command. The Kings focus on identifying at-risk behaviors (and what you should do about them), coaching pilots to avoid deviations, and refresh you about conducting a meaningful flight review—things flight instructors need.

Best of all, you are in control of the topics you choose to learn first, as well as how often you log in to this online course, and from which equipment, and where you log in. Being a browser-based program makes that possible. The King FIRC is flexible, informative, refreshing, even. And finally, it is entirely paper-work free. Once you've completed your course and submitted your information via the FAA's IACRA system your renewal is processed and a new certificate is issued. Simple as that.

For more information on the FIRC, go to www.kingschools.com. ➔

BOOK REVIEW

Fire Up Your Life! by Donna Hartley

In the book *Fire Up Your Life!* author Donna Hartley recounts her near-death experience in a DC-10 plane crash at Los Angeles International Airport, which occurred directly after she expressed her desire to change her life or die. Trapped in the flaming inferno she received a mysterious message questioning her actions on earth. She willed herself to survive and was the last passenger out of her section of the aircraft. With the help of her teacher, Donna began a journey of transformation. Her first assignment was to fight for improved airline safety regulations. Next she conquered her destructive relationships. Finally, to become a successful entrepreneur she mastered her fears. Her book can be a learning experience for you, too.

ISBN: 978-0883910528; Published by Frederick Fell Publishers; 240 pages; \$14.99. More information at www.donnahartley.com. ➔



TRAVEL TICKER

Missoula, Montana



Dubbed the Garden City for its mild winters (relative to the rest of Montana), Missoula is a premier spot for hiking, skiing, fishing, river rafting and mountain biking, depending on the season. It's also a literate town; John Updike

by Amy Laboda

dubbed Missoula the "Paris of the 90s," a flattering, but exaggerated compliment. The University of Montana does, however, give the town the appropriate left-bank/granola/avant-garde feel that one doesn't expect to find in a little town tucked so deep into the western U.S.

Located in an old, glacial lakebed, which is now cut by Clark Fork River, the airport is not hard to get to, once you navigate through the mountains surrounding it on all sides. The Bitterroot River feeds



into the Clark Fork on the southwest edge of town, and the famed Big Blackfoot River meets the Clark Fork just east of town. Best to follow river valleys into town unless you have pressurization or oxygen onboard your aircraft.

The town is surrounded by national forests and wilderness areas. The airport, KMSO, is home to Neptune Aviation's firefighting fleet, which can make it busy in the dry season. The rest of the year you may still luck out and see the tankers and firefighters training. Northstar Jet, owned by the same people who own Neptune Aviation, is located at the end of Runway 25, making taxis short. The airport also has an ILS for low-visibility approaches. ✈



WOMEN IN AVIATION VIRTUAL CAREER FAIR, MARCH 1ST - 31ST 2013

Hosted Online by
AEROINDUSTRYJOBS

in conjunction with the 24th annual International
WOMEN IN AVIATION CONFERENCE

- Online for Job Seekers March 1st - 31st, 2013.
- WAI Exhibitors must submit job postings by no later than February 28th. Please note instructions on "Career Events" page on Aeroindustryjobs.com website.
- This event is free of charge for Job Seekers and WAI Exhibitors.

VISIT WWW.AEROINDUSTRYJOBS.COM
and click the "Career Events" button for full details.

WAI Brings You Job Opportunities at the Click of Your Mouse

If you are unable to attend the International WAI Conference in Nashville, you are not out of luck! You can still take advantage of the expanded job opportunities. Check out our virtual career fair for all our members during the month of March.

Ragged

Jill Long Lt. Col. USAF: Life on the Ragged Edge of Aviation

PHOTOGRAPHY BY JOHN SLEMP

Lt. Col. Jill Long's day job is attending the Army War College in Pennsylvania. But on the weekends she's the principal airshow performer for Ragged Edge Aviation, in her S-1 Pitts. Long is speaking at the General Session of the 24th Annual International Women in Aviation Conference, coming March 14-16, at the Gaylord Opryland Resort in Nashville, Tennessee.

Aviation for Women had the opportunity to talk with Long before the Conference.

What made you want to be an aviator?

The first time I thought of flight that I can remember is wanting to be up in the stars. I'm not sure what it was, but as a little kid I climbed up a tree in the back yard as high as I could get. My mom came out and yelled at me to get down. She asked me what I was doing up there, and I told her I was trying to get up there (pointing to the sky), with the stars.

The first time I thought about going into the military and flying was when I was six and had just seen the Thunderbirds fly. I told my mom I was going to do that and she said, "yes, dear." Well, I took that seriously. In retrospect, I think she really meant "whatever," but that didn't matter to me.

You know, every time I saw airplanes it made my heart skip. That kept feeding the fire.

I had my first flying lesson when I was 15 in a 1940s Taylorcraft. No radios, on a dirt strip. It was fabulous. It's kind of funny now to think about it, I was riding my bike out to the airport because I couldn't drive yet. It was fun but also scary. The movement of the airplane makes you grab the stick that much harder—but it also leaves you with the feeling "OMG I've got to do that again." Amazing.

It wasn't until college that I seriously considered the military. My flight instructor told me, "you keep paying me to fly.

Why don't you join the Air Force? They will pay you to fly." I thought, why not. Getting paid to fly would be great!

I really didn't know all of the wickets I would have to go through. I joined ROTC and they handed me my cadet uniform and I realized there were no wings on it. I thought, whoa, what's up? And they said, "You have to earn the wings."

In those days if you were in ROTC you had to do field training and be ranked before you could get a pilot slot. After com-





pleting field training, I placed high enough to get a pilot slot, but they were downsizing and asked me to give it up. Um, NO. But it wasn't that easy, we actually had to re-compete. Luckily it all worked out and I was accepted in 1993.

You've worn a lot of hats in the military, haven't you?

Oh yeah, one of the best things about the USAF is that you start with whatever dream you have, pilot, communications

officer, whatever. You get the chance to do that, but there is so much else you'll get to do as well.

I've flown the KC-135 and A-10s, and was also an instructor pilot. But I also got to do things I didn't even know existed when I came in the Air Force. For example, I worked in a Commander's Action Group, doing research, writing speeches, and traveling with a general officer. It was like being a fly on the wall, watching what senior leaders do, getting an edu-

Bottom line is you gotta take the ego out of the equation. The more you fly the more you realize the wisdom of having patience with the situation—and having a margin of safety.



cation really, from an insider's perspective, on how leadership really works.

My last assignment I commanded an Air Support Operations Squadron, where we provided close air support to the Army. It was a great assignment, where we jumped out of airplanes and coordinated air strikes from on site, right next to where the bombs dropped and the rounds impacted the earth. Jumping out of airplanes with a 75-pound rucksack is a real treat. Ouch!

When did your aerobatic career start?

My flight instructor/mentor and I had always talked about doing competitive aerobatics and air shows. It seemed like something always got in the way. I purchased the Pitts Special and was all ready for my first competition when I received notice I was deploying to Afghanistan. It wasn't until I was on another deployment, this time in Qatar—I heard that he'd been diagnosed with early stage Parkinson's disease—I knew I had to do it then.

He told me that with my military discipline, my A-10 experience, and the aerobatic experience I already had, I was ready to do shows. So when I got back from Qatar we worked

together to develop an air show routine and I passed the competency tests. That was in 2005. I booked my first air show, in North Carolina, that summer.

I say booked because I didn't actually get to fly my first show. The winds were so bad—25-30 and gusting. Up and down. I made the decision not to fly because my demonstrated crosswind limit (personal) in the Pitts was just 15 knots. Conditions exceeded that, and I was always taught to stick to your limits. I did get a little grief from some of the other pilots. I even tried to give the show back their money, which they laughed at and said, "No, you met with the crowd, you were here, this is how it works." My mentor, who was there, told me the decision was mine. And I know it was the right decision for me. So I learned, or relearned, a valuable lesson.

Later, an instructor based at that airport sent me a note telling me thank you for not flying. He said, "Now I can tell my students that even professionals make these kinds of decisions every day."

Bottom line is you gotta take the ego out of the equation. The more you fly the more you realize the wisdom of having patience with the situation—and having a margin of safety. In the end air show flying is entertainment and inspiration—

and you've got to manage the risk against all that. No one is inspired by an accident. We know how safe aviation is, but if something happens because you are taking unnecessary risk it is easy to forget.

My demonstrated crosswind limit in the airplane is much higher now.

Hopefully, someday the air show performing will be my full-time gig. I recently did an interview for a class at the Army War College. Someone asked me about the air show flying, and why I did it. He obviously thought I was insane. I told him that my journey started when an air show pilot told me I could. That inspired me to be who I am today.

Air shows are the "give back" for me. When you get on the ground and talk to the kids and the parents, and share your enthusiasm—I understand it is my opportunity to do the same for someone else. Something about a stranger, a performer, telling a kid that he or she can do it, that sticks. They remember that moment when someone told them that they could, if they were willing to work hard at it.

The days are tiring days, 12-14 hours on your feet each day all weekend long. But it energizes me.

There was one boy in D.C., at the Andrews air show. He said, "I'm going to be a pilot." And his dad said to him, "You'll have to get better at math." And he quipped, "I hate math!"

I told him, "How do you know that? How old are you?" He said, "Seven." Well, I asked him how can you know you hate math, you're just getting started? I explained I didn't like math at first either, but worked hard at it, and it worked out okay for me.

A year later Chuck (my better half) pulled me over because he saw a kid waving a paper at us. It was my young friend from the year before with his report card, and he wanted me to see that he had a great grade in math.

I'm looking forward to being able to inspire people like that full-time when I retire from the military. I just really like feeling that in our own small way we are changing the world. It's fun.

Near term though, I am looking forward to sharing a few of my stories



COURTESY RAGGED EDGE AVIATION



Far left: Jill Long with two of her favorite aircraft: the A-10 Warthog and the S-2 Pitts.

Needless to say, the S-2 Pitts is the most fun to fly.

Long and her husband, Chuck, enjoyed their time in Germany. Below: Long with Iraqi military women during her deployment there. Long in full airshow mode, with a couple of the people she tries to impress the most: children.



about my first flight and becoming an Air Force pilot with the folks at the International Women in Aviation Conference this year.

Is there a synergy between your day-job and the weekend job?

Well, yeah. The Air Force, like the air show business, is not “just a job.” It amazes me, in retrospect, all the opportunities the USAF has afforded me. Yes, you have to move a lot. It’s been four moves in five years for us and that’s a pain, as far as family and lifestyle is concerned. But the opportunities and impact you can have on the world are worthwhile. As challenging as it is, I’ve enjoyed it, I have to say.

One of the discussions in my classes at Army War College is lessons in how to think and make decisions as a strategic leader—from a global perspective (not a personal view). Well, if you really think about it, it’s a little scary. First it is very challenging to do. And then, it can be overwhelming to try and see not just what is right for your job, your company, but also what’s right for your country, and other countries—the global environment. It takes a lot of time and energy to think that way. And when you’re in those types of positions where decisions are placed in front of you, you have to be prepared beforehand—if not, it’s too late, you’ve already failed. I’m glad for the opportunity to be learning how to do this before I’m tasked with that.

I understand how leaders have to think—try to think—now. Policy-making is tough work. So my goal is to be as well prepared as I can before I’m put into a situation where decisions must be made—where how I think through the possible options will make the difference in the outcome.

Can you give our readers any advice?

Some people have asked me, “Why are you always at all these women-focused type events?”

I think the reason I’m drawn to these events is that growing up I didn’t have a female role model doing what I wanted to do. Now, I had male role models and obviously, that worked fine for me.

But I have to say that I do think there is something about female mentorship that makes a special connection.

Women Soar, You Soar, and Women in Aviation, International absolutely enable those connections. I was lucky enough to have been introduced to Patty Wagstaff when I was a Lieutenant, and she has been a fabulous mentor and friend. Along the

way others have also stepped in to help, like Debby Rihn-Harvey, Crissy Tonsi, Elissa Lines, and of course the fabulous WASP, especially Jan Goodrum and Marion Hodgson. There are so many people I couldn’t possibly name them all. But each has helped me realize who I am and who I can become. Because of them, what they have given me, I feel strongly that I need to give back as part of who I am, and what I do.

Out there somewhere there are women who still think they are the only “girl” doing this—mechanic or pilot—and people are telling them “You are an only, an odd-ball.” Or they say, “You are so amazing and special.” Neither of those perspectives are particularly healthy. Women in Aviation, International makes you see that you are one of many, and that is a healthy thing to learn. It brings balance. It makes you feel like you are not alone and lets you know you belong. That’s a good thing. ➔





Setting the Stage for Your Success

24th Annual International
Women in Aviation Conference

MARCH 14-16, 2013 • NASHVILLE, TENNESSEE



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Welcome to Nashville, Music City

PATTAYLOR



Dear Conference Participants:

Welcome to the 24th Annual International Women in Aviation Conference at the restored Gaylord Opryland Resort in Nashville, Tennessee. Thank you for joining us this year. I trust you will return home inspired and motivated from having attended this three day marathon event.

The theme this year is “Setting the Stage for Your Success” an appropriate description for this Conference. Speakers will inspire and enthuse you to achieve your own success story, exhibits and presentations will introduce you to the latest innovations in the aviation industry and you will be touched by the scholarship presentations and other events throughout this week.

Be sure to visit the exhibitors in our trade show/career fair where all are waiting to show you their products, talk about their services and some will even have job opportunities for you to consider.

After last year’s Conference we solicited input from attendees about what they liked about the WAI Conferences and new things they would like to see. You will find many of these changes in place here in Nashville. The education sessions are now a full 60 minutes long with a longer time between sessions to give you more time to find your seat in the next session. We’ve also provided information on nearby restaurants and shopping options in your Registration materials (with a myriad of pricing options)—several in walking distance and others available through a complimentary shuttle provided by the Gaylord Opryland Resort. And, as was suggested, we are offering more tours on Wednesday and events to attend on Friday evening.

Enjoy your time at the 24th Annual International Women in Aviation Conference! If you are not already a WAI member, I invite you to become a part of this dynamic and growing organization so that you can enjoy the benefits of WAI membership year round.

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian
President/Founder

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Conference Schedule

SPEAKERS

Friday, March 15

GENERAL SESSION

Neil Planzer

Vice President
Air Traffic Management
The Boeing Company

GA PANEL:

Caroline Daniels
Chairman and CEO
ATP

Sheryl Barden

President and CEO
Aviation Personnel
International

LUNCHEON

Deborah Hersman
Chairman, NTSB

Saturday, March 16

GENERAL SESSION

Ariel Talen-Keller

Founder, Aero Femme
Mrs. Alaska United America

Lt. Col. Jill Long

USAF, Air Show Performer

WASP PANEL:

Nell Bright

Bee Haydu

Florence Mascott

Marty Wyal

Wednesday, March 13

7:30 am – 4:00 pm	AEDC/Beechcraft Heritage Museum (Group A) Tour
8:30 am – 5:00 pm	AEDC/Beechcraft Heritage Museum (Group B) Tour
9:30 pm – 4:00 pm	Beechcraft Heritage Museum only (Group C) Tour
8:00 am – 5:00 pm	Aircraft Dispatcher Recurrent Training
1:00 pm – 4:30 pm	Smyrna Airport Tour
3:00 pm – 6:00 pm	Registration Open
6:30 pm – 7:30 pm	WAI Chapter Reception <i>(Ticket required)</i>

Presidential Portico
Presidential Portico
Presidential Portico
Ryman Studio F
Presidential Portico
Presidential Lobby
Ryman Ballroom A

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
9:00 am – 12:00 pm	Aerospace Educators Workshop <i>(Pre-register)</i> <i>Presented by FAA</i>
9:00 am – 11:30 am	Seminar: iPad Cockpit/Torea Rodriguez <i>(Pre-register; \$25)</i> <i>Sponsored by ConocoPhillips</i>
10:00 am – 10:45 am	New Members Social <i>Sponsored by AOPA</i>
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	Seminar: Defying Gravity/Betty Shotton <i>(Pre-register; \$25)</i>
3:00 pm – 4:00 pm	WAI University Chapter Members Meeting
3:30 pm – 5:00 pm	Seminar: Looking at Aviation/Ralph Hood <i>(Pre-register; \$25)</i>
4:30 pm – 6:00 pm	College/University Student Meeting and Social
6:00 pm – 7:30 pm	Opening Night Reception <i>(Ticket required)</i> <i>Sponsored by Gulfstream</i>

Presidential Lobby
Washington B
Ryman Ballroom A
Ryman Studio F
Lincoln E
Tennessee Ballroom C
Tennessee Ballroom D
Tennessee Ballroom A
Ryman Exhibit Hall Foyer
Ryman Exhibit Hall B3
Tennessee Ballroom C
Ryman Ballroom C
Tennessee Ballroom C
Tennessee Ballroom D
Presidential Ballroom

Friday, March 15

8:00 am – 4:30 pm.	Registration Open <i>(Closed during luncheon)</i>
9:00 am – 10:30 am	General Session <i>Sponsored by The Boeing Company/Jeppesen/Aviall</i>
10:30 am – 5:00 pm	Exhibit Hall Open <i>(Closed during luncheon)</i>
12:00 pm – 1:30 pm	Luncheon <i>(Ticket required)</i> <i>Sponsored by Airbus/Alaska Airlines/Horizon Air/Delta Air Lines</i>
1:45 pm – 5:15 pm	Education Sessions <i>Sponsored by Embry-Riddle Aeronautical University</i>
6:00 pm – 10:45 pm	General Jackson Showboat Dinner Cruise <i>(Ticket required)</i>
8:30 pm – 11:00 pm	Hangar Dance with WAI Jazz With Wings <i>Sponsored by Wings Financial</i>

Presidential Lobby
Presidential Ballroom B&C
Ryman Exhibit Hall B3
Presidential Ballroom B&C

See pages 32-34
Cascades Canopy and Magnolia Canopy

Tennessee Ballroom C

Saturday, March 16

8:00 am – 1:00 pm	Registration Open
9:00 am – 10:30 am	General Session <i>Sponsored by GAMA/Signature Flight Support/EAA/NBAA</i>
9:00 am – 3:00 pm	Bring Your Daughter to the Conference Program Lunch included <i>(Pre-registration necessary; \$10)</i> <i>Sponsored by UPS/ConocoPhillips/The Sporty's Foundation</i>
10:30 am – 3:00 pm	Exhibit Hall Open
10:30 am – 11:15 am	Coffee Break with Exhibitors <i>Sponsored by JetBlue</i>
12:15 pm – 1:15 pm	How to Start a WAI Chapter Seminar
1:45 pm – 5:15 pm	Education Sessions <i>Sponsored by AAR Corp/Aviation International News/ExxonMobil</i>
6:00 pm – 7:00 pm	Pre-banquet Reception <i>Sponsored by Gaylord Opryland Resort</i>
7:00 pm – 10:00 pm	Awards Banquet and Pioneer Hall of Fame Ceremony <i>(Ticket required)</i> <i>Sponsored by American Airlines/American Airlines FCU/American Eagle/United Airlines</i>

Presidential Lobby
Presidential Ballroom D
Presidential Ballroom B
Ryman Exhibit Hall B3
Ryman Exhibit Hall
Washington B
See pages 36-38

Presidential Lobby

Presidential Ballroom A&B

Times and events are subject to change

AVIATION JOB FAIR

AeroIndustryJobs.com is providing Women in Aviation, International members and Corporate Members with an online Job Fair in conjunction with the 24th Annual International Women in Aviation Conference. **The Women in Aviation Virtual Career Fair** is an online event that runs for the entire month of March.

You can post your résumé or look at the job offerings during the Conference. (Career fair and résumé posting are free.)

Job applicants should log on and post their résumés to Aeroindustryjobs.com using the link below. To participate go to: www.aeroindustryjobs.com

Check it out at the

INTERNET CAFÉ

Sponsored by DTC DUAT.

This year the café is located in the **Ryman Exhibit Hall**

While you're there, get more information on WAI career initiatives, go to the Members Only section of the WAI web site, www.wai.org.

Aircraft Dispatcher Part 121 Recurrent Training

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

RYMAN STUDIO F

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, and International Operations.

FAA Maintenance Recurrent Training

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

RYMAN BALLROOM A

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

LINCOLN E

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.

How to Start a WAI Chapter

Presented by Betty Huck

Saturday, March 16 12:15–1:15 PM

WASHINGTON B

A Women in Aviation Chapter is so much more than an aviation club. Come to this seminar and learn from Chapter Relations Manager Betty Huck how you can start a WAI Chapter in your hometown.

Professional Development Seminars

TENNESSEE BALLROOM C

Thursday, March 14, 2013

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

Presented by Torea Rodriguez, Coradine

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 and 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 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 during his 40-year career. You'll definitely take away tips on how to succeed in today's aviation industry.

Education Sessions • Friday, March 15

Friday, March 15

1:45 – 2:45 PM

TENNESSEE A
Woman Military Aviators
TENNESSEE B
Searching in the Digital Age
TENNESSEE C
What's in it for me
TENNESSEE D
Investing Basics
JACKSON B
Inspirational Women
JACKSON D
University Programs in HS
JACKSON F
Next Generation of Aviators
WASHINGTON B
Staging Your Career for Success
LINCOLN E
How Do You Show Up?

3:00 – 4:00 PM

TENNESSEE A
Aerospace Labrynth
TENNESSEE B
FAA Medical Certification
TENNESSEE C
Virtual Work Environment
TENNESSEE D
Investing Basics and Beyond
JACKSON B
Helicopter Pilot or Mechanic
JACKSON D
Aircraft Dispatcher Opportunities
JACKSON F
Aviation Explorer Post
WASHINGTON B
Great Aviation Careers
LINCOLN E
Safety Management

4:15 – 5:15 PM

TENNESSEE A
Aviation Means Business
TENNESSEE B
Effective Communication
TENNESSEE C
SR-71 Blackbird
TENNESSEE D
Airline Pilot Panel
JACKSON B
Maintenance Certificates
JACKSON D
Aviation Insurance Myths
JACKSON F
Airplane Interior Design
WASHINGTON B
Corporate Aviation
LINCOLN E
NASA's Space Launch System

FRIDAY, MARCH 15 • 1:45 – 2:45 PM

(Times, room assignments and sessions are subject to change—please read the *Show Daily* and watch for signage)

TENNESSEE A

Pathways and Challenges as a Woman Military Aviator
Capt. Barbara Garwood ~ Moderator; Panel

The panelists are retired, active duty, reserve or guard members in different stages of their careers, working in jobs related to military aviation. They will talk about the pathways they chose for their personal happiness, self-actualization and success. They will also detail how they handled major challenges throughout their careers.

TENNESSEE B

Savvy Searching in the Digital Age

Wendy Vigo

This presentation provides attendees with powerful tips and tricks for finding the information they need in today's digital age. Search topics and demos will be aviation-centric and will include instructions on finding pictures, documents, books, flights, and more. Handouts will be provided illustrating each search technique.

TENNESSEE C

What's In It For Me (WIFM) - What's In It For Them (WIFT)

Gail Coleman, Peggy Gotsch

When opportunity knocks are you ready for it? What is your response to change? In a diverse workforce of people understanding the principles of WIFM and WIFT will help accept change successfully. We'll teach you how it works.

TENNESSEE D

Investing Basics

Tiffany Kirk

Are you aware of what your investing options are? Learn from this seminar the basics about stocks, bonds, mutual funds, and how real estate and collectibles can serve as investment vehicles.

JACKSON B

Inspirational Women in Aviation and Aerospace History

Suzie Dills

Our presentation includes not only the inspirational stories of early and present day aviators but also the amazing accomplishments of women such as the Curtiss-Wright Cadets, FAA Master Mechanics, Aeronautic Engineers and Astronauts.

JACKSON D

Putting University Programs into High Schools

Karen Candiani, Gail H. Cullum

We address the national STEM crisis in education, focusing on how to draw more students into STEM/Aerospace studies and careers starting in high school. Come learn our system for exciting students to pursue STEM.

JACKSON F

Inspiring the Next Generation of Aviators

Elissa Lines

As an aviation community it is our duty to inspire the next generation of aviators. We'll talk about programs including mentoring, outreach, and the impact of special programming to help you reach out and find ways we can all inspire and engage young people.

WASHINGTON B

Staging Your Career for Success in the Aerospace World

Dawn Meyer ~ Moderator; Leanne Caret, Joy Bryant, Dr Fariba Alamdari

We focus our discussion around the myriad of careers available in the aerospace industry, the unique skills critical to success in these career fields, how to navigate successfully in both domestic and international markets and lessons learned from women who entered the aerospace industry. These panelists represent the commercial, military, space, and advanced technology sections of aerospace.

LINCOLN E

How Do You Show Up?

Pam Williams, Julie McAlpin

This session is an overview of social intelligence and personal branding. Learn tools and tips for showing up properly and leaving a positive lasting impression.

FRIDAY, MARCH 15 • 3:00 – 4:00 PM

TENNESSEE A

Navigating the Aerospace Labrynth

Dr Cynthia L Campbell ~ Moderator; Panel ~ Teresa Anderson, Aurelina Prado, Deborah Morales, Angela Taylor

Setting the stage for success is predicated on knowing the layout of the stage. Learn the labyrinth and how to navigate the paths for the successful career in aerospace.

TENNESSEE B

Hot Topics for FAA Medical Certification

Paula Corrigan

Dr. Corrigan covers current hot topics concerning aeromedical certification for aircrew/ATCs. Topics include updates on the proposal for third class medical exemption, MedXPress, Pilot Bill of Rights and Special Insurance Medicals. This open, interactive forum answers your questions and prepares you for future medicals.

TENNESSEE C

Managing in a Virtual Work Environment

Stephaney Martin ~ Moderator; Panel ~ Stephanie O'Malley, Leanne Caret, Patricia French

Virtual work is increasingly becoming the norm. Benefits include cost savings and increased productivity. But are managers keeping pace with and effectively leading their teams when most are working remotely? This session covers the results of a survey to be conducted on a random sampling of virtual and non-virtual managers to assess their perceptions on the impact of remotely working direct reporting employees on their ability to effectively manage work teams.

TENNESSEE D

Investing Basics and Beyond

Wendy Miletech

Are you aware of what your investing options are? Begin by exploring the basic descriptions of stocks, bonds, mutual funds, real estate and collectible investments. We'll reach further to examine where savers should turn when given the volatility in equity markets and low yields that are currently offered by many traditional income oriented investments like CDs and money market accounts.

(Friday Education Sessions continued on page 34)

FRIDAY SESSION SPONSOR: EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

Setting the Stage for Your Success

THE 24TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

Education Sessions • Friday, March 15

Friday, March 15

1:45 – 2:45 PM

TENNESSEE A
Woman Military Aviators
TENNESSEE B
Searching in the Digital Age
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Investing Basics
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How Do You Show Up?

3:00 – 4:00 PM

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Investing Basics and Beyond
JACKSON B
Helicopter Pilot or Mechanic
JACKSON D
Aircraft Dispatcher Opportunities
JACKSON F
Aviation Explorer Post
WASHINGTON B
Great Aviation Careers
LINCOLN E
Safety Management

4:15 – 5:15 PM

TENNESSEE A
Aviation Means Business
TENNESSEE B
Effective Communication
TENNESSEE C
SR-71 Blackbird
TENNESSEE D
Airline Pilot Panel
JACKSON B
Maintenance Certificates
JACKSON D
Aviation Insurance Myths
JACKSON F
Airplane Interior Design
WASHINGTON B
Corporate Aviation
LINCOLN E
NASA's Space Launch System

JACKSON B

Making the Transition to Helicopter Pilot or Mechanic From Fixed Wing, Military or Novice

Matt Zuccaro, Barbara "B.J." Lewis

Learn from an expert in this field who has had first-hand experience in all of these areas. With the demand for more helicopter pilots and mechanics on the rise, hear what it will take to enter this field and how to shift from fixed wing to rotor aircraft.

JACKSON D

Aircraft Dispatcher Opportunities

Danny Mortensen

We'll teach you "How to Beat the Job Competition," offer tips on the airline interview and current job opportunities. We'll also focus on how to write good cover letters and résumés, as well as how to cope with interview questions, and successful secrets of a professional dispatcher.

JACKSON F

Beginning an Aviation Explorer Post

Dr Diane Thornton

Find out how to begin an Aviation Explorer Post in your community. Organizing an Explorer Post is simple. The Exploring office staff provides training to adult leaders in working with teenagers, the methods of Exploring, program development, and open house planning.

WASHINGTON B

Aviation is More than Pilots and Flight Attendants

Benet Wilson ~ Moderator; Panel ~ Dr. Emma Garrison-Alexander, Angela Gittens, Gail Grimmet, Elizabeth Lund, Heidi Williams

This workshop features panelists who have careers in different parts of aviation including airlines, corporate/general, airports, safety, mechanics, security and more. The panel includes women Wilson has written about and met during her aviation career.

LINCOLN E

Safety Management Systems, ICAO Standards and IS-BAO

Jennifer Storm ~ Moderator; Panel ~ Sonnie Bates, Cassandra Shelby

Bring safety and efficiency improvements, insurance benefits and industry recognition to your flight operation. Practical guidance on implementing an SMS, meeting ICAO standards and achieving IS-BAO registration.

FRIDAY, MARCH 15 • 4:15– 5:15 PM

TENNESSEE A

Why General Aviation Means Business

Paula Raeburn

Come to this session to learn ways to develop an aviation advocacy program in your community. We will teach you to explain the importance of GA in everyone's life and the positive impact both socially and economically to the community.

TENNESSEE B

Common Barriers for Effective Communication

Mary Eisenstein, Sally Lukas

Communication is the exchange of information and ideas from one person to another; it involves a sender and a receiver. The objective of this workshop is to have participants leave with the tools for effective communication.

TENNESSEE C

Flying the World's Fastest Airplane ~ SR-71 Blackbird

Brian Shul, Walter Watson

Come hear the inspirational yet comical experiences from professionals flying the SR-71 Blackbird.

TENNESSEE D

Airline Pilot Panel

Becky Howell ~ Moderator; Panel ~ Linda Berlin, Rebecca "Becky" Hempel, Kerri Ballard, Julie Tizard

Explore the training, flight experiences and job-related challenges of airline pilots in the United States. At this session, you can interact with and ask questions to women in the airline business.

JACKSON B

Maintenance Certificates Support Your Success

Denise Waters

Technical certificates for mechanics, inspectors and engineers, working on everything from Light Sport Aircraft to Space Shuttles, coupled with experience, can provide the fuel to take your career to places you never dreamed of. How do you achieve and maintain these certificates?

JACKSON D

Top 10 Aviation Insurance Myths

Marci Veronie

Discover the most pervasive myths that often keep pilots from getting the right coverage for their GA Aircraft and Flying activities. You'll learn to separate fact from fiction regarding insuring your aircraft for the right value, the "hidden treasure" of liability coverage, and the risks of flying an aircraft that you don't own.

JACKSON F

Safety Heritage in Airplane Interior Design

Carrie Shiu

We will examine how airplane accidents happen and the probable causes for hard-learned lessons. We'll review research on airplane accidents and their impact forces on the human body. From there we see how industry implements design principles into airplanes to enhance safety.

WASHINGTON B

Corporate Aviation - The Stage for Your Success

Caroline Bryan ~ Moderator; Panel ~ Mary Miller, Gloria Christine, Mary Ann Morosky, Heidi Udvary

Panelists discuss choosing the appropriate career path, quality of life, mentoring, opportunities, job satisfaction, scholarships, and business aviation in general and most importantly...corporate aviation as a profession and its necessity to today's economy.

LINCOLN E

NASA's Space Launch System for a New Day of Discovery

Sheryl Kittredge, Sharon Cobb, Kimberly Robinson

NASA is developing America's most powerful launch vehicle for scientific exploration beyond Earth's orbit. Beginning in 2017, the Space Launch System will rival the Saturn V Moon rocket, lifting 70 metric tons. This panel will discuss both progress and benefits.

FRIDAY SESSION SPONSOR: EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

Setting the Stage for Your Success

THE 24TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

Education Sessions • Saturday, March 16

Saturday, March 16

1:45 – 2:45 PM

TENNESSEE A

Piloting

TENNESSEE B

Academia and the Real World

TENNESSEE C

Ready to Become a Captain

TENNESSEE D

Where Did All My Money Go?

JACKSON B

DTC DUAT

JACKSON D

Aircraft Dispatcher

JACKSON F

Life on the Step

WASHINGTON B

Career in Vertical Flight

3:00 – 4:00 PM

TENNESSEE A

The Value of Quality

TENNESSEE B

Building Your Own Airplane

TENNESSEE C

Checkride-itis

TENNESSEE D

Networking

JACKSON B

How Do You Show Up?

JACKSON D

What is EAA?

JACKSON F

Deterioration of Transport System

WASHINGTON B

Celebrating the WASP

4:15 – 5:15 PM

TENNESSEE A

Mentoring Relationships

TENNESSEE B

Essential Business Skills

TENNESSEE C

Pilot Shortage

TENNESSEE D

Recognizing Opportunities

JACKSON B

Phoebe Omie

JACKSON D

Attracting Kids to Aviation

JACKSON F

African American Women

WASHINGTON B

Staying Positive

SATURDAY, MARCH 16 • 1:45 – 2:45 PM

(Times, room assignments and sessions are subject to change—please read the *Show Daily* and watch for signage)

TENNESSEE A

Piloting the Success of You and Your Company

Ashley Alexandra Recchione, Rachel McKlindon

Obtaining a job takes more than just having prior work experience and technical skills in today's competitive aerospace industry. We discuss leaning out processes for efficiency, so your company can achieve higher margins. We talk about investing in a higher caliber of employees, including how individuals invest in their personal brand. Learn how to maintain an updated resume, practice interview skills, proactively build your network, and continuously develop your technical skills.

TENNESSEE B

Reconciling Academia with the "Real World"

Gail Rouscher ~ Moderator; Panel ~ Andrew Csondor, Andrienne Taylor

Tips and advice on how to deal with the differences of what you are taught in the classroom, versus what you find and experience once on the job. This can range from "how the work is actually accomplished" to how to navigate the political "minefield" you can sometimes encounter and keeping it all positive.

TENNESSEE C

So you think You're Ready to Become a Captain?

Sheri M Baxter

Every First Officer anxiously anticipates the day they will receive that phone call giving them a class date for their Captain Upgrade class. As any seasoned Captain can attest, it takes a lot more than a seniority number or flight hours to prepare you for that upgrade. This session will provide participants - from the student pilot to the First Officer - in preparing for all the responsibilities of that fourth stripe.

TENNESSEE D

Where Did All My Money Go?

Dr Sherry Parshley

The objective of this session is to educate and understand personal spending. Common categories of spending will be discussed such as food, housing, clothing, etc. Participants will learn ways to track their spending and how their household expenditures compare to average spending patterns. Tools will be provided for making wise spending decisions.

JACKSON B

Navigating Your Way Using DTC DUAT Service

Doug Priestley

Whether it is a short hop to a pancake breakfast or a cross country for business, come get a better understanding of the features and multiple ways to access the free FAA certified DUAT service by DTC.

JACKSON D

The Aircraft Dispatcher Checkride

Danny Mortensen

This presentation covers training requirements and the FAA Oral/Practical exam including the most commonly asked questions (and answers) on the check ride.

JACKSON F

Life on the Step: Flying Floatplanes

Katharine "Kit" Warfield

Earning an ASES rating takes only about 10 hours, and can count as your biennial flight review (BFR). You can make obtaining your new rating into a family vacation in beautiful parts of the United States, including Alaska, California, Florida, Maine, Minnesota, or Washington state. Come learn how to spruce up your flying with a float rating.

WASHINGTON B

Consider a Career in Vertical Flight

Matt Zuccaro ~ Moderator; Panel ~ Lindsey Cunningham, Samantha Willenbacher, Stacy Sheard, Barbara "BJ" Lewis
Often aviation is focused almost exclusively on the fixed wing side, while so much of what is considered "mission" flight is done by helicopters. Panelists will present their career path that brought them to vertical flight, discuss the many career options, and answer questions on what it takes to get into this side of aviation.

SATURDAY, MARCH 16 • 3:00 – 4:00 PM

TENNESSEE A

Capturing the Value of Quality

Sharon Bovard, Charlotte Rockford

Through hands-on participation you will learn the importance of LEAN and quality performance. The goal is to continually meet and exceed the demands of an aggressive commercial aircraft market. Education, kitting and a moving line concept all eliminate waste, resulting in first-pass quality.

TENNESSEE B

Dream Takes Flight: Building or Restoring Your Own Airplane

Mary Jones, Lisa Turner

In this session, we will visit with women who have built or restored their own airplane who will provide us with hints about tackling such a project. We'll also review sources of information that will provide you with the knowledge and skills you need to be successful as an airplane builder or restorer.

TENNESSEE C

Got Checkride-itis? Let's Banish Those Fears

Sheri Baxter

Whether you're a 30-year veteran pilot going through your umpteenth check ride or a new student pilot anticipating your Private Pilot check ride, we all get some degree of "check ride-itis" with a looming examination approaching. This session will both demystify the check ride as well as discuss approaches and methods to calm your nerves.

TENNESSEE D

Networking, What Is It and How To Make It Work For You?

Jane Shelton ~ Moderator; Panel ~ Karen Anderson

Do you have a successful network and are you making it work for you? Do you know the best social Medias to use, and what to post vs. what not to post? We'll talk about what makes networking work.

(Saturday Education Sessions continued on page 38)

SATURDAY SESSION SPONSORS: AAR CORPORATION, AVIATION INTERNATIONAL NEWS, EXXONMOBIL

Setting the Stage for Your Success

THE 24TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

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Saturday, March 16

1:45 – 2:45 PM

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Piloting
TENNESSEE B
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How Do You Show Up?
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What is EAA?
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Deterioration of Transport System
WASHINGTON B
Celebrating the WASP

4:15 – 5:15 PM

TENNESSEE A
Mentoring Relationships
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Essential Business Skills
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Pilot Shortage
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Recognizing Opportunities
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Attracting Kids to Aviation
JACKSON F
African American Women
WASHINGTON B
Staying Positive

JACKSON B

How Do You Show Up?

Pam Williams, Julie McAlpin

This session is an overview of social intelligence and personal branding. This session will give you tools and tips for showing up properly and leaving a positive lasting impression.

JACKSON D

What is EAA?

Kelly Nelson, Audra Hoy

Come learn what makes Oshkosh the “Mecca of general aviation” and what we do for you the rest of the year!

JACKSON F

Deterioration of an Air Transport System: Case of Indonesia *Dessy Aliandrina*

The concept of precondition prior to an accident is important to understand in order to understand how an accident occurred. There are 10 deficiencies related to enforcement, rules, and knowledge—we will identify them. Additionally, the three threats: manipulation, bribery and collusion, will be identified.

WASHINGTON B

Celebrating the WASP!

Sarah Rickman; Panel ~ WASP

Come hear a different side of the WASP story! When—and where—each WASP took her training and what she was assigned to do after graduation colored each woman’s experience. Hear how the program changed across the 28 months of its existence, giving rise to the variety of stories the women tell today.

SATURDAY, MARCH 16 • 4:15 – 5:15 PM

TENNESSEE A

Setting the Stage for Mentoring Relationships

Lorena Knapp, Stefanie Gates, Torea Rodriguez

We’ve all heard about the benefits of mentoring, but how do you find a mentor? Come learn about the various styles of mentoring, including informal mentoring. Learn effective techniques on how to identify and establish that perfect mentoring relationship.

TENNESSEE B

Essential Business Skills

Cheryl Bick

This presentation provides practical tips and some fun reminders of how and why people skills are as important as technical skills. Learn how to tap into your own tacit knowledge to deal with daily issues involving coworkers and customers, with essential business skills.

TENNESSEE C

Pilot Shortage—Fact or Fiction?

Kirk Quong Sing

You have seen the headlines and read stories about the pilot shortage facing the aviation industry over the next 20 years. Join us for an exciting session and learn the facts and numbers facing the industry, who is being impacted, how does this impact training in the U.S. and abroad, what is being done to address the needs and much more. We will talk about these issues, share with you what is going on globally and more importantly get your feedback on the topic.

TENNESSEE D

Recognizing your Opportunities

Anna Romer ~ Moderator; Panel ~ Andrew Csonder, Fran Bitters

Have you been able to recognize new opportunities as they have presented themselves, or have you missed out on them only to see it after the fact? Come hear about your opportunities in aviation maintenance from women working in the field.

JACKSON B

The Aerial Adventures of Phoebe Omlie

Janann Sherman

Omlie began her career in the early 1920s when aviation was unregulated and open to those daring enough to take it on, male or female. She earned the first commercial pilot’s license issued to a woman and became a successful air racer. During the New Deal, she became the first woman to hold an executive position in federal aeronautics. Want to know more? Come to this session.

JACKSON D

Attracting Kids to Aviation

Dan Kiser

Start an outreach program to attract kids into aviation. It’s not hard. We will cover the hurdles a new program will face and how to clear those hurdles. We’ll talk about selecting a target audience, developing a marketing plan, building a volunteer base, attracting resources and other key issues.

JACKSON F

African American Women in Aviation History

Nancy Lawrence

Over the years aviation has had an impact on so many cultures, race, sex and gender. But the biggest impact has been that on African American females. From air traffic controllers, engineers, mechanics and pilots. This session will cover discussions on African American females in aviation history, starting with Bessie Coleman, Willa Brown, and Janet Bragg, then into NASA, Mae Jamison, Stephanie Wilson and others. Further discussion on air traffic controllers, Eleanor Williams, mechanic Deborah Catron and of course the many pilots.

WASHINGTON B

Staying Positive in a Negative World

Sharon Riffle ~ Moderator; Panel ~ Wally Funk, Melanie Jarvi

When the economy of aviation has changed and the way we have come to think of our jobs and industry are no longer the norm, have you been able to change with it and keep a positive outlook on your future? Come hear from these panelists how you can adapt. They know. They’ve been there.

SATURDAY SESSION SPONSORS: AAR CORPORATION, AVIATION INTERNATIONAL NEWS, EXXONMOBIL

Setting the Stage for Your Success

THE 24TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

2013 WAI Conference Sponsors

SPONSORS

Sponsors underwrite many of our activities, both at conferences and in the everyday operation of the organization. This allows WAI to reach out to the community and get the message across that aviation and aerospace companies are actively striving for diversity in their workforces.

Sponsors are unquestionably an integral part of what makes Women in Aviation, International work.

Our sponsors provide some of the seed monies and opportunities for the scholarships that are available annually to Women in Aviation, International members.

Take the time during this Conference to thank these companies for their generous contributions to WAI.

MUSIC AT THE CONFERENCE

Singer/Songwriter James Dean Hicks is performing during the Opening Reception on Thursday night.

The all-volunteer WAI Jazz With Wings Band will be playing throughout the Conference, as well as at their big Hangar Dance on Friday night.

Many thanks to Band Leader Barb Lauer and the Jazz Band's sponsor, Wings Financial Credit Union.

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ConocoPhillips

Experimental Aircraft Association

ExxonMobil Fuels Corporation

General Aviation Manufacturers Association

SkyOne Federal Credit Union

Wings Financial Credit Union

Friends

Aviation International News

Women in Aviation, International

Previous Inductees

1992

Moya Lear
Emily Howell Warner
Fay Gillis Wells
Edna Gardner Whyte
Jeana Yeager

1993

Nancy Hopkins Tier
Bobbi Trout
Women Airforce Service Pilots

1994

Olive Ann Beech
Mary Feik
Evelyn Bryan Johnson
Jessie Woods

1995

Bessie Coleman
Eileen Collins
Wally Funk
Jean Ross Howard
Nadine Jeppesen

1996

Lorna DeBlicquy
Audrey Pobereznay
Fellow Lady Astronaut Trainees
Sheila Widhall

1997

Amelia Earhart
Betty Skelton
Patty Wagstaff
Navy Women Navigators of WWII
(WAVES)

1998

Loretta Jones
Harriet Quimby
Jacqueline L. Smith
The Whirly-Girls, Inc.

1999

Arlene Elliott
Gloria Heath
Anne Morrow Lindbergh
June D. Maule

2000

Katherine Cheung
Jerrie Cobb
Marion P. Jayne
Louise McPhetridge Thaden

2001

Mary Barr
Ann Baumgartner Carl
Elizabeth (Betty) Pfister
Elinor Smith

2002

Soviet Air Women of WWII
Fiorenza de Bernardi
Julie Clark
Doris Lockness
Blanche Stuart Scott

Lt. Col. Karen Fuller Brannen



Lt. Col. Karen Fuller Brannen made history on October 17, 1997, when she became the U.S. Marine Corps first female strike fighter pilot to earn "wings of gold."

Others might have been surprised, but not Brannen. She says that if you'd asked her what she wanted to be when she grew up she would have replied with, "fighter

pilot." The disbelief of others spurred her on.

In the spring of her final year of college, Congress passed laws that resulted in women being eligible to fly in the Marine Corps. She applied for the Corps, passed the flight physical and went to training camp.

She attended Officer Candidate School in the summer of 1994, completing her studies as an honor graduate and receiving a physical training award. She was commissioned as a second lieutenant that year. In May 1996, after primary flight training, she was the first female Marine to receive a jet training slot. She completed intermediate jet training at Naval Air



Station Meridian, in Meridian, Mississippi, flying the T-2C, and then went on to fly the TA-4J with Training Squadron 7. She was the top graduate in her class, and was then selected to fly the F/A-18 Hornet with a West Coast squadron. From there, with the call sign *Stump*, she was assigned to Fleet Replacement Squadron UMFAT-101 at El Toro, California, then subsequently Miramar, California.

In 2001 then Capt. Tribbett deployed with RMFA-242 to Iwakuni, Japan. She earned her Air Combat Tactics Instructor certification at the end of that year. After a stint in Quantico, Virginia in 2002 attending Expeditionary Warfare School she was assigned as an active duty officer to Marine Fighter Attack Squadron 321 at Andrews Air Force Base. From there Maj. Tribbett was assigned to VR-1, where she flew C-37Bs, transporting the Secretary of the Navy, the Commandant of the Marine Corps and various Congressmen.

Maj. Tribbett left active duty for a job as a large cabin demonstration pilot for Gulfstream Aerospace in 2007. She remained a Marine Corps Reserve Lieutenant Colonel serving as the Officer in Charge of the Peacetime Wartime Support Team in Savannah, Georgia.

In 2010 she married Maj. Matt Brannen, a judge advocate in the Marine Corps.

Mary Frances Silitch

"Flying was just a wonderful thing to do. It was a liberating thing," Silitch says, smiling, when asked. Her first taste was in a crop duster in 1939 when she was four years old, but it wasn't until she had graduated from Rhodes College in Tennessee and headed to New York that she finally began piloting her career.

Silitch began her publishing career at *Mademoiselle* magazine as an assistant fiction editor. In 1963 she became a copy editor at McGraw-Hill Book Company. She thought she might take a flying lesson at the nearby Teterboro Airport in New Jersey. It was expensive, but she took a few lessons and re-discovered that she loved it.

When a colleague from McGraw-Hill told Silitch that he was going to learn how to fly as part of his new job at *Flying* magazine, she was intrigued. She wrote to the editor and said, 'I think you need (to hire) me, too' and they did.

Silitch spent a year earning her pilot's certificate, training at Republic Airport on Long Island. Her career in aviation and journalism began to climb. But some thought there were limits. The publisher of *Flying* actually came to her apartment and told her she couldn't have the job of managing editor because she was female. She left to become managing editor of *Air Progress*.

At *Air Progress* she was promoted to executive editor. Having her seaplane rating helped her move into her next position as editor at *Water Flying*, where she



was responsible for magazine content and advertising sales, as well as speaking at fly-ins.

In 1987, Silitch had ascended to the highest point of her career: the first female editor-in-chief of *Private Pilot*, followed up by a stint at *Professional Pilot*, which dealt with private business aircraft.

By the end of her flying days, Silitch had flown 250 different types of aircraft to such cities as Dubai, Paris, London and Singapore and logged 5,000 flight hours. She was inducted in October 2010 into the Arkansas Aviation Historical Society's Hall of Fame.

Pioneer Hall of Fame 2013

She has also been awarded Pilot of the Year for Orange County (California) and the National Business Aviation Association Platinum Wing Lifetime Achievement Award for Journalism Excellence in 2006.

Silitch retired in 1996 and hasn't flown a plane since. She and her husband split their time between Quebec and Florida on a houseboat for six years and sold their Beech Bonanza.

She does contribute occasional articles to two aviation magazines and resides with her husband in a 210-year-old house in Granville, New York.

WAI Founding Board Members

Sandy Anderson

Dr. Peggy Baty (Chabrian)

Trish Beckman

Cassandra Bosco

Amy Carmien

Gary Eiff

Mary Ann Eiff

Janice Elrod

Dick Koenig

Amy Laboda

Nelda Lee

Karen McArdle

Bill Monroe

Bobbi Roe

Nancy Rosen

Shelly Snyder (Simi)

Carolyn Williamson

WAI Founding Board of Directors

There is no question that Dr. Peggy Baty Chabrian and her husband, Bruce Baty (now deceased), were inspired to create Women in Aviation, International after realizing how few of the general public knew that women participated in every aspect of aviation. That was back in 1990. There was a conference in Prescott, Arizona, and 150 people attended. A good start. But the Batys needed help to make their concept fly for a mentoring and networking organization for women involved in aviation.

Peggy and Bruce put their heads together and recruited a few of their friends, and a few personalities from the aviation industry, and asked them if they would



be willing to come onboard to help with the conference. Sandy Anderson, Trish Beckman, Cassandra Bosco, Amy Carmien, Gary Eiff, Mary Ann Eiff, Janice Elrod, Dick Koenig, Amy Laboda, Nelda Lee, Karen McArdle, Bill Monroe, Bobbi Roe, Nancy Rosen, Shelly Simi, and Carolyn Williamson said yes, and a board of directors was formed—the core of the organization you know today as Women in Aviation, International.

If it had not been for the dedication of that first board, we would not have been incorporated as a non-profit organization, we would not have chapters, an endowment, nor a robust scholarship program that continues to expand. We would not have the vibrant exhibit hall and virtual and real-time job fairs that take months of careful preparation to bring to fruition. Without the grounding efforts of this founding board we would not be able to consistently provide you with more than 50 different and topical educational sessions at each Conference, nor reach out to inform you all year long with our colorful and entertaining *Aviation for Women* magazine, our dynamic web site, apps, and more. We owe them a debt of gratitude.



2003

100 Most Influential Women in Aviation and Aerospace

2004

Rosella Bjornson
Ann Lewis Cooper
Arlene B. Feldman
Nelda K. Lee
Dorothy Swain Lewis

2005

Sandra L. Anderson
Anne Bridge Baddour
Colleen C. Barrett
Barbara Erickson London
Florene Miller Watson

2006

Fran Bera
Jeanne Holm
Galina Korchuganova
Betty Mullis
Betty Jane Williams

2007

Deanna Brasseur
Iris Cummings Critchell
Marie Marvingt

2008

Nancy Harkness Love
Nicole Malachowski
Geraldine "Jerrie" Mock
Margaret Ringenberg
Air Transport Auxiliary

2009

Jacqueline Cochran
Patricia Malone
Ruth Nichols
Dawn Seymour
Anna Timofeyeva-Yegorova

2010

Trish Beckman
Vice Admiral Vivien Crea
Suzanna Darcy-Hennemann
Alice du Pont Mills
Kathy Sullivan

2011

Dr. Peggy Chabrian
L. Tammy Duckworth
Maj. Gen. Susan J. Helms
Hazel Ying Lee
Mary Ann Martin Wyall

2012

First Women's National
Air Derby Pilots
Bernice "Bee" Falk Haydu
Elizabeth "Elsie" MacGill
Mary Magdalene "Maggie" Maga

Conference Keynote Speakers



Sheryl Barden



Caroline Daniels



Deborah Hersman



Jill Long



Neil Planzer



Ariel Talen-Keller

Sheryl Barden

President and CEO, Aviation Personnel International

Sheryl Barden grew up in and around the business aviation recruiting firm, Aviation Personnel International, where she now serves as the company's President and CEO. The API team recruits for all mission-critical roles in business aviation, including aviation leaders, pilots, maintenance professionals, cabin crew, schedulers and dispatchers.

Barden and her team manage the hiring practices for private and corporate flight departments, playing a critical role in collaborating with both HR and aviation hiring authorities.

After a lifelong career 'matchmaker' in business aviation, Barden has emerged as a leading authority on hiring and leadership development practices. Based in San Francisco, she's an active member of the National Business Aviation Association, Society for Human Resources Management, Flight Safety Foundation, Women in Corporate Aviation, Professional Aviation Maintenance Association and Helicopter Association International. She serves as a member of the NBAA Associate Member Advisory Council; a member of the Board of Nominations for the National Aviation Hall of Fame; and a member of the Flight Safety Foundation Meritorious Service Award nominations committee.

She earned an MBA from the Masagung School of Business at the University of San Francisco and a B.S. in Management with an emphasis in Personnel Management from Pennsylvania State University.

Caroline Daniels

Chairman and CEO of ATP

Caroline Daniels is widely acknowledged by the aircraft industry as a pioneer of safety information management systems and is dynamically involved in industry affairs at all levels. As one of three founders, Chairman and CEO of ATP, Daniels has successfully led the company through five generations of technology advances and built an internationally recognized brand offering best practices for aviation maintenance, regulation and compliance professionals. ATP (www.atp.com), a global knowledge services company, provides safety and compliance information for the aviation market.

Daniels is General Aviation Manufacturers Association (GAMA), Chairman Emeritus, as well as one of 100 delegates to the World Entrepreneurship Forum in Lyon, France.

The Honorable Deborah Hersman

Chairman, National Transportation Safety Board (NTSB)

NTSB Chairman Deborah Hersman is recognized as one of the nation's most visionary and passionate safety leaders who advocates for safety across all modes of transportation. Among her many initiatives, Chairman Hersman has focused attention and actions on distracted driving, child passenger safety, and helping accident victims and their families. She emphasizes the NTSB's role as "the conscience and the compass of the transportation industry."

Hersman has been the Board Member on-scene for 19 major transportation accidents, chaired scores of NTSB hearings, forums and events, and regularly testifies before Congress. Her leadership has created a more transparent and accountable organization

by holding more public meetings to highlight safety issues, and embracing social media to communicate with stakeholders and citizens.

Hersman was first appointed as a Board Member by President Bush in 2004 and reappointed to a second five-year term by President Obama. Appointed Chairman by President Obama in 2009 and 2011 with unanimous Senate confirmation votes, she is now serving her second term as Chairman. Her Board position and chairmanship both expire in 2013.

Lt. Col. Jill Long

U.S. Air Force

United States Air Force Lt. Col. Jill Long has been an aerial refueling tanker pilot, flown an A-10 Warthog on more than 50 combat missions in Afghanistan, and has been a squadron commander for an Air Support Operations Squadron. In her spare time, she flies a Pitts S-2B as an air show performer "Raggz" for Ragged Edge Aviation.

Long had her first flying lesson when she was 15 in a 1940s Taylorcraft. She was accepted into the United States Airforce after graduating from university through ROTC in 1993. She has progressed through the ranks to Lieutenant Colonel, and is currently attending the Army War College in Pennsylvania. Long began her air show performer career in 2005 after a stint with competition aerobatics. Today she and her husband/manager Chuck Long run Ragged Edge Aviation, and are widely seen on the summer air show circuit.

Neil Planzer

*Air Traffic Management Transformation
Aviation Infrastructure, Boeing Commercial Airplanes*

Neil Planzer joined Boeing Air Traffic Management in April 2003 as vice president, ATM Stakeholder Solutions. Planzer is responsible for leading the development of plans, and building stakeholder support, for the deployment of a next-generation air traffic system. Planzer has extensive experience in air traffic control operations, requirements development, research, training, procedures and aviation security and safety.

Planzer came to Boeing from the U.S. Department of Defense, where he served since 1998 as executive director, DoD Policy Board on Federal Aviation and associate director, Civil Aviation, U.S. Air Force. Prior to joining the Defense Department, Planzer spent more than 25 years with the FAA in progressively more responsible positions, including terms as director of both the Office of Air Traffic Program Management and its Air Traffic Systems Requirements Service specializing in labor management relations, air traffic controller training and requirements for ATC systems.

Neil Planzer's accomplishments include formulating and implementing DoD Regional Airspace Initiatives in 28 countries around the world; successfully establishing and managing startup organizations within the FAA; authoring Defense Department policy on air traffic control and air traffic management for China, Korea, Central Asia and Eastern Europe; and advising the National Security Council on restoring civil access to national airspace after September 11, 2001. Neil is the recipient of the 2010 Glen A. Gilbert Memorial Award from the Air Traffic Control Association Board of Directors.

Ariel Talen-Keller

Founder, Aero Femme Non-Profit Organization & Scholarship Fund, Mrs. Alaska United America

Born in Willamette Valley, Oregon, Ariel Talen-Keller was raised on a private airfield where her father restored antique airplanes for a living. His travels to air shows and events across the country inspired her to live her own aviation dream. After graduating from the University of Oregon with a Bachelor of Science in Geography, she learned to fly at the John D. Odegard School of Aerospace Sciences at the University of North Dakota. She moved to Alaska in 2006 and soon thereafter, graduated with her Master's degree in Aeronautical Science from Embry-Riddle Aeronautical University worldwide campus in Anchorage.

Talen-Keller is the founder of Aero Femme Non-Profit Organization & Scholarship Fund—an organization that encourages and educates women of all ages on becoming involved in aviation. Talen-Keller and her organization work with national aviation groups such as the Experimental Aircraft Association, Aircraft Owners & Pilots Association, and Women in Aviation, International. Locally, she works with EAA Chapter 42, the Alaska Military Youth Academy, the Alaska Wing Civil Air Patrol and the Alaska Aviation Museum.

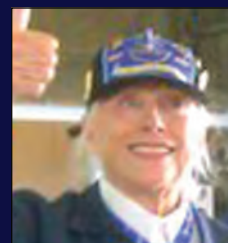
Talen-Keller is a recipient of a President's Volunteer Service Award for 2012 for her community service. Most recently, she was nominated for the *Alaska Journal of Commerce* Top 40 Under 40 award.



Nell Stevenson Bright



Bernice "Bee" Falk Haydu



Florence Elion Rubin Mascott



Marty Wyall

WASP Panel



Nell Stevenson Bright

Nell Stevenson Bright was trained with the Women Airforce Service Pilots (WASP) as part of Class 43-7. She earned her Private Pilot certificate near the end of 1942. An article in *Flying* magazine about the Army Air Corps caught Nell's attention. She wrote to Jacqueline Cochran at the address listed in the article and was invited to come to Ft. Worth, Texas, for an interview. By May 1943 she was in Sweetwater, Texas, training for her wings.

Nell flew the B-25, B-26, AT-7, AT-11, A-24 and P-47 at Biggs Field, El Paso, Texas, as part of the 6th Tow Target Squadron, towing targets and flying strafing missions to train ground to air soldiers.

After deactivation of the WASP Nell ferried surplus aircraft for the military, and then moved on to Phoenix, Arizona, where she subsequently married (Fred Jennings) and had two children. She later married Weldon Bright.

Nell pursued her interest in Economics, becoming one of the first women stockbrokers in the Phoenix area. She retired in 2006 after a 50-year career. At 91, Nell lives near her daughter in Salt Lake City, Utah.

Bernice "Bee" Falk Haydu

In 1944 at the age of 23, Bernice "Bee" Falk started the seven month training program at Avenger Field, Sweetwater, Texas, to be a WASP. After graduation she was stationed at Pecos Army Airfield, Pecos, Texas, which was a UC78 and AT17 (twin-engine aircraft) advanced training field. Her tasks were engineering testing and utility pilot.

Bee continued flying after the WASP disbanded in 1944. She was a flight instructor, had a ferrying business, had a Cessna dealership and was part-owner of a flight school. She married Joseph Haydu and they had three children, Joe, Steve and Diana (Potter). They both continued to fly until their late 70s.

As president of the WASP organization from 1975-1978, Bee led the fight in Congress to recognize the WASP as veterans of WWII. The Bill was signed into law by President Carter in 1977. While many of the benefits were not given, the fact that WASP were recognized allowed them to utilize the Veterans Administration. She was witness to President Obama awarding the WASP the Congressional Gold Medal, as well. Bee was inducted into the Women in Aviation, International Pioneer Hall of Fame in 2012. Her book, *Letters Home 1944-1945*, is based on letters she wrote that her mother had saved.

Florence Elion Rubin Mascott

A series of events and lots of luck, and help from many sources enabled Florence to achieve her desire to join the WASP. It was not easy to get flying time in the Boston area because of wartime restrictions. She borrowed \$300 and managed to get 35 hours at a farm in Warrenton, Virginia. With credentials in hand, on the way back from Virginia, she stopped off in Washington, D.C., and was personally interviewed by Jacqueline Cochran, who accepted her for what became the last class, 44-W-10. She was the youngest accepted trainee for the WASP.

Florence married her sweetheart in Dallas in August, and opted to maximize her time with her husband before he shipped overseas. Times were challenging. After he left overseas she returned to Boston and was accepted for training as an aircraft communicator, stationed first in Millinocket, Maine. She was transferred to Portland, Maine, then Newark, New Jersey, but her position was phased out with the return of men from the war. At 20 her military aviation career was complete.

Marty Wyall

Marty Martin Wyall had to wait until she finished college before her father would permit her to start flying lessons. She was fortunate to be accepted into WASP Class 44-W-10, the last class to be trained at Avenger Field in Sweetwater, Texas. The WASP were deactivated 10 days after she received her wings.

Marty then flew for Reconstruction Finance Corp. (RFC) during the spring of 1945, and was instructing at Franklin Flying Field during the summer of 1945. She married one of her students, Gene Wyall, the following year. Five children and 19 years later, Marty returned to aviation. Marty reinstated her instrument rating, obtained an air taxi certificate, and flew freight while Gene was project engineer for a construction company building interstate highways from 1965-1972. She was the only woman in Indiana to have an air taxi certificate at that time.

Marty unofficially served as historian, collecting WASP memorabilia beginning in 1945. Her collection rests in the library at Texas Woman's University in Denton, Texas, where it was the start of the official repository for Women in Military Aviation at TWU. She served as WASP President from 1994-1996. Marty was inducted into the Women in Aviation, International Pioneer Hall of Fame in 2011.

WAI Board of Directors

NEW MEMBER SOCIAL

sponsored by AOPA

Thursday, March 14

10:00 AM–10:45 AM

Tennessee D

The New Member Social is a chance for you to meet and network with WAI staff, board of directors and other new members.
(By invitation only)

FIRST TIMERS

We've got something special just for you.

Welcome!

The First Time Attendee Orientation is held every 15 minutes in **Ryman Studio L**

Wednesday, March 13

4:00 PM–6:00 PM

Thursday, March 14

9:00 AM–11:00 AM

2:00 PM–4:00 PM

Friday, March 15

11:00 AM–12:00 PM

You can stop in any time and you are encouraged to ask questions.



Peggy Chabrian, Ed.D.
President
Women in Aviation,
International



Debra McFarland
Chairman
Executive VP
Aircraft Electronics Assoc.



Lt. Col. Kathleen Creveling
Secretary
USAFR
United Air Lines, Captain



Dick Koenig
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Vice President/Publisher
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Jane Middleton
Managing Director
Authentic Associates



Major Kara Sandifur
USAF



Shelly Simi
Communications Strategist,
Aviation
Jeppesen - A Boeing Company

WAI MEMBERSHIP MEETING

The WAI Annual Membership Meeting and Board of Directors' Election will be held on

Thursday, March 14

11:00 AM–12:00 PM in **TENNESSEE BALLROOM A**

WAI Staff and Volunteers

STUDENT SPONSORS

Each year WAI members are given the opportunity to help each other by sponsoring a student Conference registration. It's easy. Just fill in the block on your Conference registration and total it in. Every year, students are brought to the Conference by our generous members. Thank you, from all of us.

Thank you:

Sandra L. Anderson

Mrs. Jacqueline Battipaglia
(In Memory of Julie Swengel)

Jennifer J. Beckham

Kelly Kathleen Burris

Amy M. Carmien

Kathleen A. Cosand

Jeannette Goodrum

Becky E. Howell

Michele Rae Swib

Katherine (Kit) Warfield

Lewie Wiese

Vernon L. Wiese

Anonymous



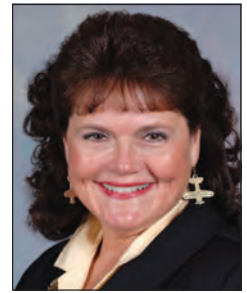
Peggy Chabrian, Ed.D.
President
Publisher
Aviation for Women



Kelley Beaudoin
Conference Exhibit Manager



Nancy Bink
Art Director
Aviation for Women



Annette Calicoat
Advertising Representative
Aviation for Women



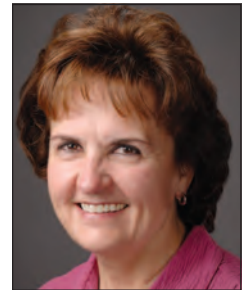
Sue Coon
Member Services Manager,
Merchandise Manager



Doug Henderson
Computer Services Manager



Sharon Henderson
Webmaster



Betty Huck
Chapter Relations Manager



Amy Laboda
Editor in Chief
Aviation for Women



Connie Lawrence
Executive Assistant,
Operations Manager



Patricia Luebke
Marketing Manager



Donna Wallace
Exhibit Coordinator and
Scholarship Coordinator

Recipients of the Bruce Baty Volunteer of the Year Award

The Volunteer of the Year Award was established by Bruce Baty, co-founder of WAI, to recognize the most outstanding volunteers each year. In 1998, the WAI Board of Directors renamed the award to honor Baty, WAI's most dedicated volunteer.

1996
Laila Menker
Pat Wagner

1997
Ray Adams
Ruth Maestre

1998
Renee Martin-Nagle
Fred Schmidt

1999
Pat Adams
Doug Henderson

2000
Jenna Kimberlin
Verne Wiese

2001
Debbie Harvey
Amy Laboda

2002
Jacque Boyd
Jerry Chabrian

2003
Betty Huck
Catherine Stites

2004
Lewie Wiese

2005
Barbara Krummen
Judy Tarver

2006
Paula Grubb
John Riedel

2007
Master Sgt. Rodney Hage
Barb Lauer

2008
Linda Russell
Angelita Thayer

2009
Alicia Krummen
Betty Hill
Kristin Barron

2010
Ann Cooper
Charlie Cooper
E J Waters



Verne Wiese
Conference Logistics
Coordinator

2011
Sandy Anderson
Trish Beckman

2012
Joanthan Grillo
Phyllis Honnor
Kathryn Klundt
Shirley Rice

WAI Chapters

(as of January 25, 2013) *denotes Provisional Chapter

CHAPTER EVENTS

Wednesday, March 13

WAI CHAPTER MEMBERS RECEPTION

Ryman Ballroom A

6:30–7:30 PM

(ticket required)

Thursday, March 14

WAI CHAPTER LEADERSHIP WORKSHOP

Washington B

8:00–11:00 AM

Saturday, March 16

HOW TO START A WAI CHAPTER

Washington B

12:15–1:15 PM

CANADA

Alberta Rocky Mountain High

Calgary, **ALBERTA**
Karen Strack
(403) 663-1153
rmhexecutive@hotmail.com
www.cwiacalgary.ca

Polaris

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meagan.v@me.com
polarischapterwai.multiply.com/

Sea to Sky

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infowomeninaviation@gmail.com
www.womeninaviation.ca

Northern Spirit

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Ottawa-Gatineau

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Upper Canada

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CHINA

Zhuhai*

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www.oshkoshwai.org



WAI Corporate Members

(as of January 25, 2013)

THE BENEFITS OF CORPORATE MEMBERSHIP

Recognition

WAI values its corporate sponsors and publicly recognizes each one during the Annual International Women in Aviation Conference. Corporate members are listed in periodic printings, including corporate member brochures and the annual Conference program, and are distributed at conferences and trade shows.

Advertising

Place your ad in *Aviation for Women Magazine*, *WAI Connect Newsletter*, the Annual Conference Program, the *Show Daily* and the Marketplace online and receive special media-buy discounts.

Exhibit Space

Exhibit booth discounts are available to corporate members for the International Women in Aviation Conference. Reach thousands of potential buyers and employees when exhibiting at this Conference.

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AOPA

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Inc.

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Bristow Academy Inc

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Institute

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Cape Air/Nantucket Airlines

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National Air Traffic Controllers
Association

National Aviation Academy

National Express Company

National WASP WWII Museum

Ohio State University

PAI Consulting

Parks College of St. Louis
University

Pennsylvania College of
Technology

Pittsburgh Institute of
Aeronautics

PlaneSense, Inc.

Pratt & Whitney

Professional Women Controllers,
Inc. (PWC)

Ryan International Airlines, Inc.

San Carlos Flight Center

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(TWO)

The CUNY Aviation Institute
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Silent Auction • Authors' Table

SILENT AUCTION SCHEDULE

(Auction is only open during Exhibit Hall hours)
Ryman Exhibit Hall Entrance B3

Thursday, March 14
1:00–5:45 PM

Friday, March 15
10:30 AM–12:00 PM
 (closed for Luncheon)
1:30–5:00 PM

Saturday, March 16
10:30 AM–12:30 PM

AUTHORS' TABLE

Ryman Exhibit Hall

Stop by the WAI Merchandise area, purchase your book, and then consult the Authors' Table schedule (right) to be sure to arrive at the Authors' Table in plenty of time to get your copy personally signed.

SILENT AUCTION MAKES GIVING FEEL LIKE SHOPPING

Books and planes and clothes and flight bags, bangles and watches, jackets and tools, and big, beautiful vacations, too—you could call one or more of these terrific items your own just by taking the time to stop by and bid during the Women in Aviation, International annual Silent Auction.

Support the auction by donating or bidding on any one of the dozens of donated items during the annual Conference. All money raised goes into the WAI Endowment Fund, which ensures current and future scholarships and provides education opportunities for the next generation of aviation's best.

Check out items in the Silent Auction Catalog in your bag or online. This is one time when it is really okay to shop 'til you drop.



AUTHORS' TABLE IN THE EXHIBIT HALL

Thursday, March 14

1:00 – 3:00 PM

Ann Cooper—*Stars of the Sky, Legends All*

3:30 – 5:30 PM

Betty Shotton—*LiftOff Leadership*

Friday, March 15

10:30 AM – 12:00 PM

Janann Sherman—
Walking On Air: The Aerial Adventures of Phoebe Omlie

2:00 – 3:30 PM

Bernice “Bee” Haydu—*Letters Home 1944-1945*

3:30 – 5:00 PM

Sarah Byrn Rickman—
The Originals; Nancy Love and the WASP Ferry Pilots of World War II

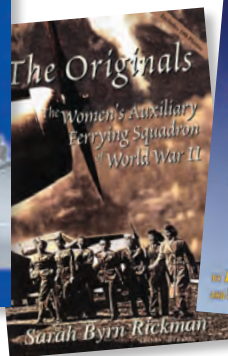
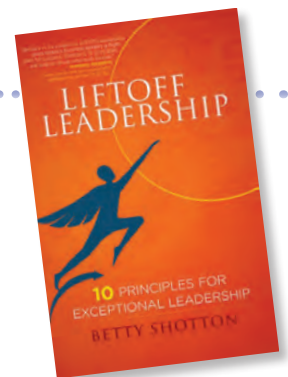
Saturday, March 16

10:45 AM – 12:15 PM

Bernice “Bee” Haydu—*Letters Home 1944-1945*

1:00 – 3:00 PM

Ann Cooper—*Stars of the Sky, Legends All*



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who move aerospace forward.
It's in our power.™

Your talent shapes our industry and our future. Visit us at Booth 415, discuss career opportunities and drop off a resume! Learn more at www.utcjobs.com/WAI.asp.



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AAR is a leading provider of diverse products and services to the worldwide commercial aviation and government/defense industries.



Bring Your Daughter to the Conference

THE 2012 MEMBERSHIP CAMPAIGN WINNER

The winner will be named on Saturday morning at the General Session

Recognition

For the past year, WAI has been running a New Member campaign. For each new WAI member you signed up, you received one chance to win the Passport to Adventure. Two new members, you got two chances. Three new members, three full chances and on it goes.

WAI's members are such a diverse lot that we all have different dreams, different desires, and different adventures that thrill us. So WAI created a selection of adventures. When the winner's name is drawn, the lucky person gets to choose one adventure.

Sporty's Shopping Adventure

Air Show VIP Adventure

EAA AirVenture VIP Adventure

Women in Aviation VIP Adventure

Which would you choose?

EXCITING PROGRAM IN AVIATION FOR GIRLS

Special Event – Experience Aviation at the International Women in Aviation Conference

*Sponsored by UPS and ConocoPhillips
Training materials provided by The Sporty's Foundation.*



**Saturday
March 16, 2013**

**Presidential Ballroom B
Gaylord Opryland Resort**

**9:00 am–3:00 pm
For girls ages 10-17**

Two years ago the question was asked: what do you have for girls here? We realized that the Conference was perfect for the 18 and older set, but we agreed that we needed to add more activities for girls 17 and under. After all, these youngsters are our future and our Conference should focus at least one event on them! That's how Daughter Day began. Its focus is introducing girls to the excitement and career opportunities available in aviation. It's a full day of activities!

We have a career panel so the girls can meet with women already working in exciting aviation careers. The girls will be able to meet with representatives from colleges and universities that have aviation programs, too. It is a fun day that gives the girls a meaningful experience that will impact their lives for years to come.

Schedule of events:

- | | |
|-------------------------|---|
| 8:00-8:50 AM | Check in— PRESIDENTIAL BALLROOM B |
| 9:00-9:30 AM | Welcome/General Session— PRESIDENTIAL BALLROOM D |
| 9:45 AM-12:30 PM | Hands-on Activities— PRESIDENTIAL BALLROOM D, RYMAN STUDIO F
Flying a computer flight simulator, being an air traffic controller, reading a pilot's navigation chart, safety wire practice, and more. |
| 12:30-1:30 PM | Lunch/Guest Speaker— PRESIDENTIAL BALLROOM D |
| 1:30-3:00 PM | Scavenger Hunt— RYMAN EXHIBIT HALL B3
Learn about careers, aviation companies, aircraft parts, and have fun! |

Join us for all or just part of the big day!



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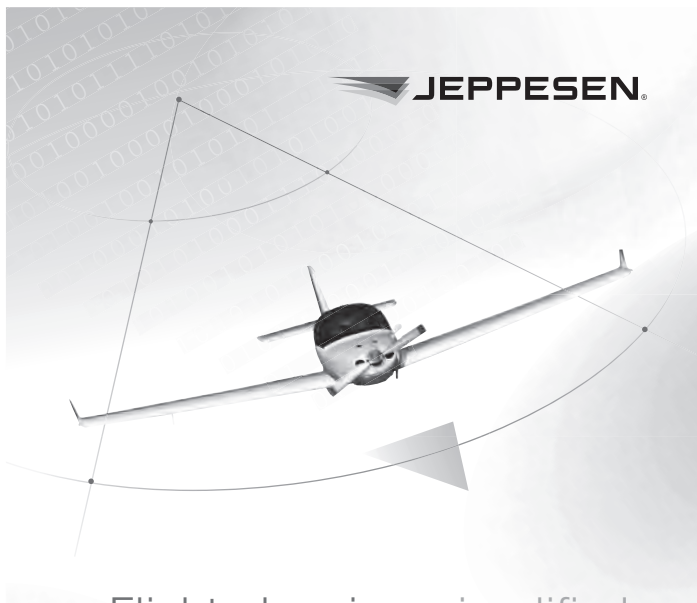
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Exhibit Hall 2013

EXHIBIT HALL

Visit our exciting group of exhibitors including aerospace companies, airlines, associations, manufacturers, the military, museums, publishers, universities, organizations and vendors at the Exhibit Hall. Some companies conduct on-site interviews, so you may want to bring your résumé if you are looking for a job.

EXHIBIT HALL HOURS

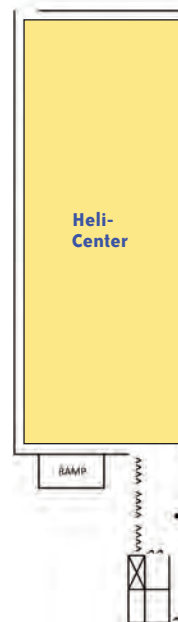
Thursday, March 14
Exhibit Hall
Opening Ceremony
Ryman Exhibit Hall
Foyer
12:50 PM

Exhibits Open
Ryman Exhibit Hall B3
1:00 PM–5:45 PM

Friday, March 15
Exhibits Open
Ryman Exhibit Hall B3
10:30 AM–12:00 PM
Closed for Lunch
1:30 PM–5:00 PM

Saturday, March 16
Exhibits Open
Ryman Exhibit Hall B3
10:30 AM–3:00 PM

- | | |
|---|--|
| 925 AAR Corp. | 318 Helicopter Association International |
| 705 The Abingdon Co | 626 Higher Power Aviation |
| 405 Air Force Reserve | 1009 Horizon Air |
| 324 Air Force Reserve Recruiting Services | 502 International Society of Women Airline Pilots |
| 527 Air Line Pilots Association International | 524 International Women's Air & Space Museum |
| 1016 Air National Guard | 509 Jeppesen |
| 725 Air Race Classic, Inc. | 416 JetBlue Airways |
| 1216 Air Wisconsin Airlines Corp. | 523 LeTourneau University |
| 622 Airbus | 1118 LPL Financial |
| 816 Aircraft Owners and Pilots Association (AOPA) | 825 Middle Tennessee State University |
| 927 Airline Ground Schools | 814 National Air Traffic Controllers Association |
| 1007 Alaska Airlines | 501 National Gay Pilots Association |
| 1025 Alpha Eta Rho International Aviation Fraternity | 1113 National Geospatial-Intelligence Agency |
| 515 American Airlines | 629 National Oceanic & Atmospheric Administration |
| 515 American Airlines Federal Credit Union | 1114 National WASP WWII Museum |
| 515 American Eagle | 809 The Ninety-Nines, Inc. |
| 623 American Eurocopter | 500 OBAP / Bessie Coleman Aerospace Legacy |
| 424 Association for Women in Aviation Maintenance (AWAM) | 525 Pittsburgh Institute of Aeronautics |
| 1024 Atlas Air, Inc. | 1111 PlaneSense Inc |
| 1023 ATP Flight School | 415 Pratt & Whitney |
| 511 Aviall Services, Inc | 824 Professional Women Controllers, Inc. |
| 1112 AviaNation.com | 727 Purdue University |
| 1214 Aviation Exploring, BSA | 328 Redbird Flight Simulations |
| 715 Aviation Jewelry.Com | 1116 Republic Airways |
| 409 The Boeing Company | 924 Ryan International Airlines |
| 823 Bose Corporation | 522 Signature Flight Support Corporation |
| 316 Bristow Academy Inc. | 827 SkyOne Federal Credit Union |
| 1027 Broward College Aviation Institute | 1017 SkyWest Airlines |
| 529 CAE Inc | 328 Society of Aviation and Flight Educators (SAFE) |
| 1019 California Baptist University | 1115 Southeastern Oklahoma State University |
| 826 Cape Air / Nantucket Airlines | 325 Southern Illinois University Carbondale |
| 1005 Central Washington University | 617 Southwest Airlines |
| 423 Cochise Community College | 802 Spartan College of Aeronautics and Technology |
| 401 Coradine Aviation Systems | 427 Texas Woman's University |
| 1018 CSC DUATS | 800 The Ohio State University |
| 922 David Clark Company Inc. | 528 The Savvy Non-Rev |
| 728 Dayton/Montgomery County CVB | 625 Trade-A-Plane |
| 904 Delta Air Lines, Inc. | 828 Transportation Security Administration |
| 1108 Delta State University-Commercial Aviation | 1106 UND Aerospace |
| 1107 DOI, Office of Aviation Services | 722 United Air Lnes |
| 717 DTC DUAT Service | 926 United Nations--Department of Field Support |
| 1104 Eagle Jet International | 1026 United States Marine Corps |
| 917 Embry-Riddle Aeronautical University | 1011 University Aviation Association |
| 716 Experimental Aircraft Association (EAA) | 822 University of Dubuque |
| 726 ExpressJet Airlines | 923 University of Tennessee |
| 801 FAA / Airmen DUI / DWI Program | 505 UPS |
| 805 Federal Aviation Administration | 631 US Airways |
| 815 FedEx Express | |
| 910 FlightSafety International | |
| 628 Garmin International | |
| 709 Gulfstream, A General Dynamics Company | |



WEDNESDAY MARCH 13 TOURS

(Pre-registration required)

All tour buses leave from
Presidential Portico

ARNOLD ENGINEERING AND BEECHCRAFT HERITAGE MUSEUM TOUR:

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/lunch only)

Depart 9:30 AM;

Return to Hotel 4:00 PM

SMYRNA AIRPORT TOUR:

Departs 1:00 PM;

Return to Hotel 4:30 PM

1206 U.S. Navy Recruiting Command

1022 USAA

1109 USDA Forest Service

526 Utah State University Aviation

627 Utah Valley University Aviation Science

402 Vaughn College of Aeronautics

1110 Virgin America

605 WAI Membership/Chapter Booth

905 WAI Merchandise

305 WAI Silent Auction

818 Walmart Aviation

1015 Western Michigan University
College of Aviation

422 Westminster College

723 Wings Financial

1013 Women in Corporate Aviation

425 Women Military Aviators

804 XOJET Inc



General Jackson Showboat Dinner Cruise Buses

Complimentary buses depart

Gaylord Opryland Magnolia Canopy
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Gaylord Opryland Resort Maps

LOCATION INFORMATION

COORDINATION CENTER

Presidential Chamber B (Level 2)
(937) 985-5642

Scheduled hours:

Thursday, March 14

8:00 AM–4:30 PM

Friday, March 15

8:00 AM–4:30 PM

Saturday, March 16

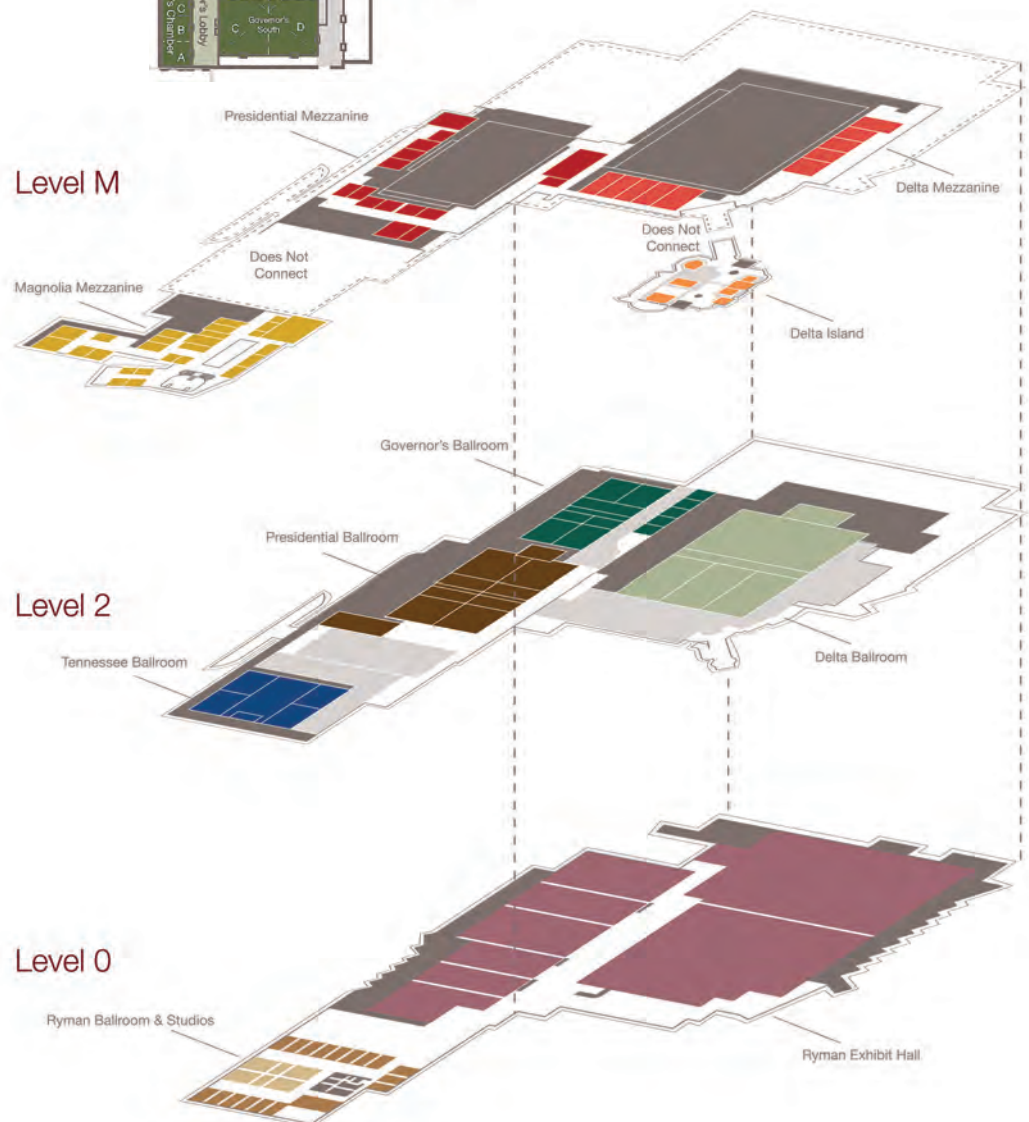
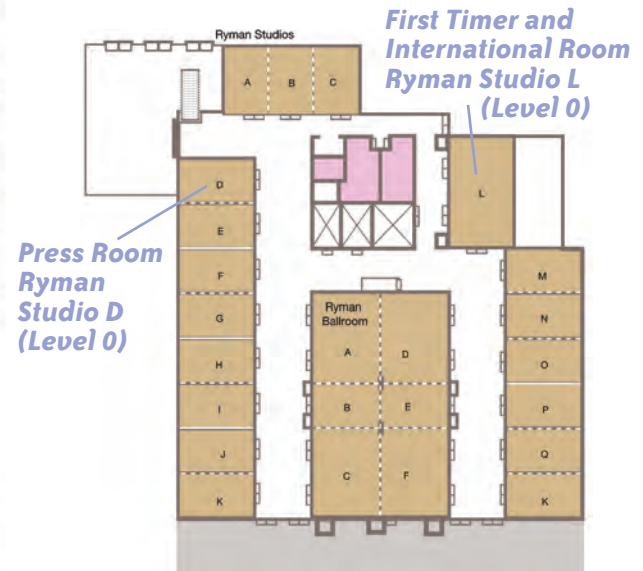
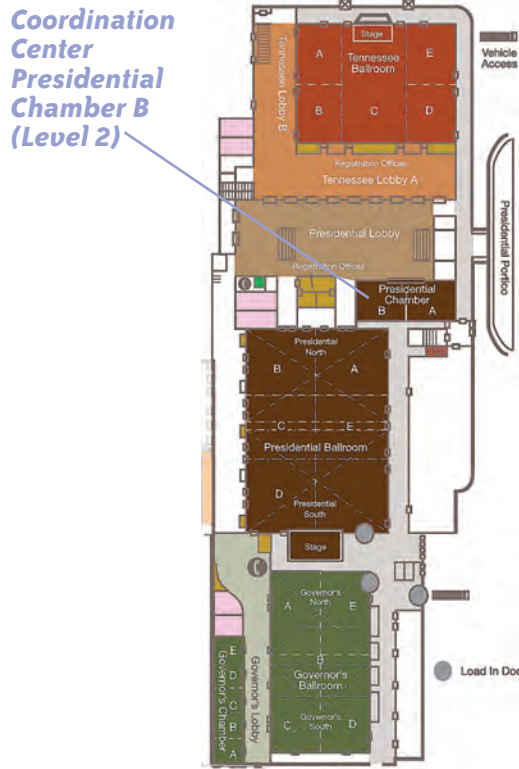
8:00 AM–4:30 PM

Need a little assistance finding your way around? Lose something? Find something? Want to contact someone in charge? Come visit us in the Conference Coordination Center and a volunteer will answer your questions or help you.

LOST & FOUND

Presidential Chamber B (Level 2)

After the Conference, unclaimed items will be taken to WAI Headquarters in West Alexandria, Ohio, where they may be claimed by calling (937) 839-4647.





DINING

- 2 Fuse Sports Club
- 3 Findley's Irish Pub
- 5 Jack Daniel's
- 11 Old Hickory Steakhouse
- 21 Cascades American Café
- 22 Wasabi's (Sushi Bar)
- 27 Ravello (Italian)
Lower Level
- 29 Solario (Mexican)

QUICK EATS

- 12 Paisano's Pizzeria & Vino
- 13 Häagen-Dazs
- 14 Stax (Burgers)
- 24 Cocoa Bean
- 25 Christie Cookies
- 26 Conservatory Café

NIGHTLIFE

- 2 Fuse Sports Club
- 3 Findley's Irish Pub
- 5 Jack Daniel's
- 10 Library Lounge
- 20 The Falls
- 28 The Conservatory Bar
Lower Level

RETAIL

- N Necessities Shops
- 1 Cowboys & Angels
- 4 Savannah's
- 6 Lindsay Phillips
- 7 Johnston & Murphy
- 8 Alexander Kalifano
- 15 Delta Island Shops
- 17 Relâche Boutique
2nd Level

RECREATION

- 9 Magnolia Pool
- 16 Delta Riverboats
Lower Level
- 18 Relâche Spa, Salon,
Fitness Center, Indoor Pool
2nd Level
- 18 Cascades Pool
- 19 Video Game Arcade
Lower Level

Display Advertisers Index

PRESS ROOM

TELEPHONE:
(937) 985-6341

The Press Room is provided to all our members and exhibitors as a way to disseminate information on their projects to all the reporters and media people attending the Conference. This is also where information for the *Show Daily*, the *WAI Connect* Blog and *Aviation for Women* magazine is collected. Be sure to drop off your press releases and media kits to the Press Room as soon as you can, located in **Ryman Studio D**

PRESS ROOM HOURS

Wednesday, March 13
2:00 PM–4:00 PM

Thursday, March 14
8:00 AM–5:00 PM

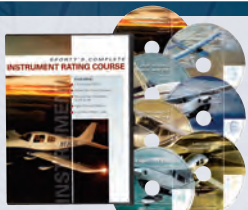
Friday, March 15
8:00 AM–5:00 PM

Saturday, March 16
8:00 AM–12:00 PM

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I N T E R N A T I O N A L

A person wearing a blue and white patterned knit hat, glasses, and a black jacket with white stripes on the sleeves is kneeling in a snowy field. They are using a small tool to work on a pile of dry sticks and pine needles on the ground, likely preparing a fire pit. The background shows a snowy landscape with evergreen trees.

10 Tips

FOR WINTER SURVIVAL

Every winter and even into spring, headlines highlight stories of remarkable survival: A couple trapped with their snowmobile in the Montana backcountry weather frigid temperatures overnight until rescue arrives; **by Alyssa J. Miller** a man in Sweden survives two months trapped in his snow-covered car before snowmobilers find him and dig him out. Others bear the tragic news of those who did not survive similar situations.

Survival clinics teach life-saving skills for anyone who drives, flies, or enjoys outdoor recreational activities in remote areas during the coldest months. Each year, the Montana Department of Transportation Aeronautics Division hosts a winter survival clinic geared toward preparing pilots for surviving after an aircraft accident in the wilderness until rescue arrives. The skills gained during the clinic, which attracts flight school students and instructors, groups of friends, and couples who hunt, camp, and fly together, can be applied to many outdoor winter survival scenarios. Heeding these tips from a recent clinic can make the difference between life and death.

Survival

1 **Tell a contact person where you are going and when you'll arrive.**

Time is of the essence. Adverse weather conditions can delay rescuers from reaching you for a few hours or even a few days, but if they aren't notified that you are missing, or if they are searching in the wrong area, it'll take even longer. Telling someone where you and your group will be going and giving them a timeframe of when you should arrive is a wise idea. If you deviate from your planned route, update your contact person as soon as possible. Check in once you've arrived. Even in areas where cellphones won't work, many personal locator beacons offer a messaging or check-in feature that allows you to notify others that you arrived safely.

3 **Dress for the weather.**

When it comes to clothing, think of layers that you can add or shed. The warmer you are, the fewer calories your body has to burn to warm you; however be careful not to get so hot that you perspire. Getting your clothes wet will make you colder. Sturdy, waterproof boots are essential to help protect against frostbite. Consider packing some extra socks, gloves, and a base layer in a backpack that you can carry with you.

.....

4 **Carry a survival kit.**

Based on your activity, purchase or create an emergency kit that can help meet your basic needs for food, water, shelter and heat. Backcountry skiers, snowshoers, or hikers wouldn't be able to carry as much as someone flying or riding a snowmobile, but you can still fit quite a few key items into a backpack. When you gather supplies for your survival kit, practice using them so that you'll feel more confident in the event that you need them in a real emergency. Figure out where you'll keep your kit. Some backcountry pilots wear most of the kit on their person and have the remainder of the supplies nearby. If you are driving, consider whether the backseat or trunk would be best. In most cases, it's best to have the items within arm's reach.



2 **Don't panic.**

After being stranded in the wilderness, whether because of a forced landing, dead car battery, or snowmobiling, hiking, or skiing accident, your frame of mind becomes critical in the survival equation. "Your mindset, that's what keeps you alive, more so than your gun or anything else," said Doug Dryden, a game warden and instructor at the Montana winter survival clinic. Staying calm will help you think outside the box to signal for help, build a fire and shelter, and purify water. You may also be in a position in which you need to calm other members of your group. Involving them in decisions and having them help with tasks based on their abilities may help bring them out of panic mode.



5 **Fire is your friend.**

Building a fire should be a top priority. It'll provide heat, can help dry wet clothing, and can be used to purify water, cook, and signal for help (yes, smoke signals are still useful in this technology age). Before starting your fire, make sure you have gathered enough tinder, kindling, and wood to keep it burning. After starting a small fire and leaving to gather more wood, you might find your fire has gone out upon your return. If there is a possibility that you will be stranded overnight, build the fire near the shelter you will stay in overnight (preferably downwind so the shelter doesn't fill with smoke).

You lose water in cold, dry air just like you would in the summer, so it's important to drink water to prevent dehydration. Never eat snow—you don't want to use heat in the body to warm that snow that you just ate. If you need to melt snow in order to collect and boil water, containers ranging from canvas to metal could work. During the survival clinic, instructors demonstrated filling a canvas sack with snow, hanging it above a fire and a pan, and allowing the snow to melt and drip into the container. As long as the flames stay below the wet water/snow line on the canvas, the fabric will not catch on fire. Water should be purified before drinking it to reduce the risk of becoming ill. Boiling water will do the trick, but so will water purification or chlorine tablets.

Shelter from rain, snow, and wind is critical. The smaller the shelter, the better, as it is easier to heat (you should build your fire near your shelter). If you can't find a structure that would already work like a shelter, build one from tarps, rope, and pine boughs or branches. Pine boughs help block the wind and serve as a barrier between you and the cold ground. A simple shelter made from a tarp draped across a rope tied between trees provides enough room for one person to stretch out and is easily heated by a nearby fire. A row of pine boughs reinforcing



the windward side of the shelter helps block the wind. If temperatures remain in at least the mid-teens or warmer, survival clinic instructors said it is possible to simply roll up in a tarp and survive the night—you would be cold and uncomfortable, they added, but you would survive.

Commercial survival kits are available that contain many of the essentials, but you can also make your own kit designed to fit your style. The kit should be light and compact enough to carry on your person. Often, items can fit nicely into a backpack.

Fire starters such as flint and steel, lighters, and stormproof matches are small and lightweight; tinder—dryer lint or Vaseline-coated cotton balls—will help start the fire after you’ve gathered wood, leaves, and other kindling.

A canvas sack, empty coffee can, or other **container** can be used to gather and melt snow; if running water is nearby, **water purification tablets** can be used. **Rope, paracord, tarps, a machete or ax, and duct tape** can be used to help build a shelter, procure food, or create a signal (duct tape wadded into a loose ball can be set on fire). A **sturdy knife**, with a blade that runs through the handle, not only comes in handy when building a shelter but can be used to split wood for kindling (a pocket knife will break at the handle). The tarp can be used to help build the structure of the shelter, or you can wrap up in it for warmth.

Signaling devices range from personal locator beacons or radios to flare guns or a mirror or CD. Flashlights, rotating beacons, and other lights will be beneficial as you move around in the dark and help you stand out to rescuers.



Sleeping bags, thermal mats, hand warmers, extra clothes, a first-aid kit, food, and other items can be packed as well. See if what doesn't fit in your backpack can attach to the outside to keep your arms and hands as free as possible.

Pack the kit based on the area you will be traveling, its remoteness and terrain, and the activity that you will be doing. Then, personalize it to items that work best for you. It won't do you any good to have a kit with items you can't open or use. Scout items in your vehicle's emergency kit and your home first-aid kit to see what you might want to duplicate. Then, practice using the items before you pack them to make sure they'll work. Having these supplies handy will give you an added boost in a real emergency situation.

8

Signal for help.

GPS-based personal locator beacons and cellphones can greatly speed the search process. Rescuers participating in the survival clinic explained that while sometimes individuals couldn't get reception to call for help on their cellphone, the phone provided enough of a signal for them to track. In addition to carrying electronic devices, consider also using a flare gun, which is helpful to catch searchers' attention when an aircraft is flying overhead or you hear calls from rescuers. Signaling mirrors, or the

shiny side of a CD, can produce enough of a glare to do the same. Large plumes of smoke can be seen miles away. If you are in an area with pine boughs, pile them three feet tall in three separate groups that form a triangle. Set them on fire at different intervals for the longest continuous smoke stream (duct tape wadded into a loose ball can be set on fire and place under the boughs for a slow-burning fire). The pine boughs create large amounts of white smoke.

9

Conserve energy.

Because you'll be expending more energy just to stay warm, it's important to conserve as much energy as possible. Starting a fire, gathering water, and finding or building a shelter all burn energy. Take breaks between activities (build the fire first); if you aren't alone, divide tasks with others. Spread out any food rations that you have—dehydrated meals or power bars. After taking care of your needs for heat, water, and shelter, remain relatively stationary to expend as few calories as possible and stay near the fire for warmth.

10

Train.

Practice starting a fire, building a rudimentary shelter, hiking with your survival kit on your back, and experimenting with various signaling devices. If there is a winter survival clinic near you, consider attending. Learning how to perform basic survival tasks, using the tools in your survival kit, will boost your confidence and help you remain calm if faced with an emergency situation. As you go through the process, you'll find ways to become more efficient and use tools for more than their intended purpose. ➔

Alyssa J. Miller (WAI #11365) is up to her elbows in general aviation. She is a private pilot and a staff writer for AOPA Pilot magazine. She is based in Frederick, Maryland.

AOPA Foundation's Air Safety Institute Releases New Passenger Safety Briefing Video

The AOPA Foundation's Air Safety Institute (ASI) has released "Critical Information: The Passenger Safety Briefing" video, which covers often-overlooked items that should be part of every passenger safety briefing. ASI created the video in response to an NTSB safety recommendation for better preflight safety briefings of passengers in the event of pilot incapacitation after an accident.

"No one plans to have an accident, but that doesn't keep them from happening—and when they do, a little information can sometimes make a big difference," said Bruce Landsberg, president of the AOPA Foundation. "The video discusses why search and rescue is often harder than it sounds, and offers simple ways to maximize the chances for rescue in the event of an accident."

In the 2010 accident that killed Sen. Ted Stevens, there was an 18-hour delay in locating the aircraft. Among the reasons was that the surviving passengers were unaware that a working satellite phone was aboard the aircraft. This video helps encourage pilots to spend more time, and be more thorough, in providing basic post-accident survival information to passengers prior to flight.

That information includes: how to use the aircraft's radio after an accident; whether there's a handheld radio aboard, and how to use it; how to activate Emergency Locator Transmitters; and what, if any, survival and first aid gear is aboard, and where it's located. The video also includes an example of a real-life briefing.

The video includes interviews with NTSB survival factors investigator Jason Fedok, and Civil Air Patrol National Vice Commander General Joseph Vazquez. It discusses the importance of educating passengers about restraint systems and door mechanisms, basic survival tips, and the most important thing a pilot can do to maximize the chances of being found after an accident.

The video can be viewed on the web site www.airsafetyinstitute.org/video/paxbrief

The AOPA Foundation's Air Safety Institute is dedicated exclusively to providing continuing pilot education and safety programs for general aviation. It is funded by donations from individual pilots and organizations, which support the cause of improved general aviation safety.

—AOPA Foundation

Airborne Medical EMERGENCIES

One nurse who changed survival rates for us all.



It is any flight crew, charter operator or owner's worst nightmare on an intercontinental flight with no easy divert point: a passenger who is suddenly taken ill. Crews might train for it once in a blue moon, and operators might provide for it with a first aid kit or even with a defibrillator (AED) onboard the aircraft, but, one must ask, is this scenario a part of their Safety Management Systems (SMS) that all quality flight departments fly by? If it is not, it should be.

"Without a certified, trained flight attendant or third crew member in the back of the aircraft with the passengers, it is impossible to say what the outcome of an inflight medical emergency will be," says Susan Friedenber, a veteran corporate flight attendant from Philadelphia, Pennsylvania, who trains corporate flight attendants for several large multinational companies. "No one defibrillates themselves!" she points out. "And if the crew is up front behind closed doors, how are they going to know, unless a passenger tells them, that there is a passenger in distress?"

A passenger in cardiac arrest has just 10 minutes, on the outside, to be shocked into a normal heart beat again, and for every minute that goes by once he enters ventricle fibrillation, his survival rate drops 10 percent. With only the two required flight crew on board, who is to say that one can even come back into the passenger compartment safely, to assess and manage the distressed passenger?

Friedenberg points out that even with a trained third crew member onboard, without the proper equipment and training in how to use the equipment, that person is hamstrung to help in a true medical emergency. "A satellite phone connection, such as Iridium, should be a mandatory safety item," she says. With it the crew can contact a land-based doctor from anywhere in the world, that is, if they have a contract with a land-based doctor or a concierge medical service. If they do not, then it is location and luck that will determine who answers the emergency call.

That's when telemedicine, an innovation first brought to market by the International SOS com-



Key to Medairstar's success with inflight diagnosis and treatment is the Iridium Satellite Phone

“So many of our customers fly into developing countries, and it is hit or miss whether you can get into someplace where you can get great medical care. So, we developed a more expansive emergency medical kit to go with them.”

pany Medaire® in the 1990s comes into to play. Medaire's Medlink™ Global Response Center is far more than a concierge physician service. “Together, MedAire and International SOS have access to 68,000 network providers, so when our members become ill, we can make appointments, get them medication refills, provide cashless services, and if necessary, get them evacuated,” says Jill Drake, Director of Marketing and Communications for the company.

The company, headquartered in Singapore and Tempe, Arizona, has grown from one flight nurse's vision of how all aircraft should be equipped for medical emergencies, into the world's largest healthcare, security and concierge services company for maritime and aviation use. Joan Sullivan Garrett, Founder and Chair of the Board for Medaire, was that flight nurse. Her first mission, in the 1980s, was to get a modern, simple-to-use and comprehensive first aid kit to be required equipment on airliners. “I responded to a Notice of Proposed Rulemaking by the FAA in 1985 with a design for a proper medical kit,” Garrett explains.

She designed the first kits with gloves to protect crew members from blood and airway shields for safe mouth-to-mouth; both important to help good samaritans to be comfortable and therefore more proactive in an emergency. The kits are also color-coded, with each section clearly labeled. “As a flight nurse, I had seconds, sometimes milliseconds to respond to the needs of my patient on an EMS flight. We all had our equipment organized in color-coded pouches. We knew where everything was at a second's notice,” she says.

Garrett quickly saw that the problem with medical emergencies onboard aircraft wasn't just an equipment issue, it was a crew training issue, too. “I had to figure out how to make a business work from that—and I had the training background, so I knew I could teach,” she says. By 1988 Garrett was training business aviation

crews how to respond to medical emergencies, and equipping their aircraft with her lightweight, comprehensive first aid kits.

It wasn't an easy sell, though. “I had to get on the speaker circuit and become the preacher—and educate the market so that they would understand why they needed to buy my company's services,” she remembers. It didn't take long, however, for the feedback from the crews she trained to come in. “They'd say, ‘I saved my father-in-law's life when he was choking in a restaurant, I saved my child’....the stories kept coming. This is the only training in aviation you can actually take home with you,” she says. And it should be required, she feels. But the reality is that it is not. The training is listed as a best practice by IS-BAO. Safety auditors look for it in an SMS plan. And that is a start.

Charters operating under FAA's Part 135 or Part 121, or with a European Aircraft Operating Certificate (AOC) are required to have an SMS plan as part of their operation specifications. Any first aid kit carried onboard must meet or exceed Federal Aviation Regulations (14 CFR) Part 91, 121 and 135 Section and Joint Aviation Requirements (JAR) 1.745 and comply with OSHA's blood-borne pathogens standard. And the defibrillator? Despite seeming to be ubiquitous on aircraft, it is a prescriptive device, and requires a doctor's permission to purchase (and a product orientation to use).

The comprehensive first aid kits produced by Medaire are now standard OEM equipment for many business jets (including Gulfstream, Embraer, Boeing Business Jets, Bombardier, Hawker-Beechcraft and Cessna, among others).

“But we take it further,” says Garrett. “So many of our customers fly into developing countries, and it is hit or miss whether you can get into someplace where you can get great medical care. So, we developed a more expansive emergency medical kit to go with them,” she says.



Joan Sullivan Garrett
Founder and Chair of the Board for Medaire, was a flight nurse. Her first mission, in the 1980s, was to get a modern, simple-to-use and comprehensive first aid kit to be required equipment on airliners.

The more expansive medical kits include prescription drugs, IV solutions, antibiotics; virtually everything one might need to take to a trained physician who might not have the equipment, but has the knowledge to help an injured or ill person.

The more expansive medical kits include prescription drugs, IV solutions, antibiotics; virtually everything one might need to take to a trained physician who might not have the equipment, but has the knowledge to help an injured or ill person. There is even a kit that contains a revolutionary device the Tempus, IC, manufactured by RDT, which provides a comprehensive remote monitoring and diagnostic tool in a compact, lightweight, battery-powered package. The Tempus enables crew to send the ill person's vital signs, from blood pressure, blood oxygen and blood glucose levels to temperature to a full 12-lead electrocardiogram, along with a video and audio feed, direct, via satellite, GSM cellular or landline, to a ground-based medical expert.

And that is where Medlink comes in. The key component to a successful conclusion to a medical emergency is the integration of that skilled physician right into the aircraft, where he or she can literally direct diagnostics and treat an emergency. Yet, not everyone has the means to travel with a full-time medical staff. Garrett's Medlink service provides that third, key component to her customers. "Our Medlink Telemedicine service evolved, again, from my experience as a flight nurse," says Garrett. "When I had a patient that I thought wasn't recovering as he should, and when I was doing everything I was trained to do but it wasn't working, I called the ER docs at the hospital and asked for their input. I called, actually, even just to tell them what was coming and to have them bring the trauma team in. It was a link that allowed us, the EMS, to increase survival even in a remote environment," she says. "So, we integrated that direct link to our own doctors." Medlink coordinates with the nearest, most reputable medical facilities, accessing its proprietary database of worldwide medical providers that includes 15,000 hospitals and clinics in more than 5,000 cities. Medlink's Global Emergency Response Centers manage more than 40,000 medical cases in all corners of the globe last year



(that's 93,000 calls)– on land, at sea or in the air.

The proper first aid equipment, crew training, and the link to a live, qualified aeromedical emergency doctor, is what can determine whether your passenger is having a true medical emergency that requires an emergency diversion, or whether that passenger's symptoms can be eased from the extensive first aid kit onboard the aircraft.

The Tempus IC diagnostic tool is so much more than just a voice/video link to a concierge doctor on the ground. It can tell that doctor whether a passenger's chest pain is a heart attack or just indigestion, and whether a fainting spell is low blood sugar, cured with a bit of juice or candy, or a full-on malady that demands immediate hospitalization.

But a tool is only as good as the person who is operating it, and the diagnostics are only effective if the first aid equipment onboard the aircraft can accommodate the needs of the ill passenger, and the crew must heed the aeromedical staff on the ground to succeed. Like so much of aviation, the solutions that work provide for all three dimensions in order to maintain control. When it comes to medical emergencies in flight, a three-prong approach to safety in the sky makes sense for passengers and crew alike. ✈

.....
Amy Laboda (WAI #14) is the Editor in Chief of Aviation for Women magazine.



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EXPLORER

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LINDA BERLIN

SAVED BY THE MAD DOG

In the fall of 2009, my regional airline job imploded. My base, equipment, and captain position were on the chopping block. At the time, thousands of pilots were getting furloughed in the worst recession in my lifetime. My dream of landing a first officer position at Southwest Airlines evaporated. I had earned my type rating a year before as the stock market plunged.

It was time to face the fact that my timing was off.

In my previous career as a freelance writer, I always tried to use setbacks as opportunities. When the news department at the *San Francisco Chronicle* went on strike, I pitched a story to *The New York Times* instead. I knew the strike meant that I would be out of work, so I turned to a larger newspaper and established a good relationship with a food editor there. I had never written about food, but my story happened to be about a food fad, so it was flexibility that got me through a rough patch as a writer.

When a co-worker suggested I apply to a small travel company in Las Vegas, Allegiant Air, I followed through immediately. I knew one person there, my private pilot instructor from nine years earlier. I had stayed in touch with him over the years. I called him to explain my situation and he urged me to apply. Within a week or two of filling out the online application, Allegiant sent me a “thanks, but no thanks” letter in the mail. So I started targeting companies that might like my Dash-8 turboprop experience in the Rockies. On an overnight in Eagle, Colorado, I researched flying jobs in Alaska. I printed out a list of operators several pages long and called everyone on the list to explain my situation. I followed up with a letter and résumé and another call a week later. I also applied to several international companies.

Meanwhile, the morale had sunk to an all-time low in Denver. Many first officers were losing their jobs without acquiring any captain time. I had gotten hired at Mesa with five hundred hours. As a first officer, I flew ninety-five hours per month and upgraded two days before my second-year anniversary. It helped that I never sat reserve. I listened to a lot of unhappy pilots during that period of my life, but I kept quiet. I knew I’d been lucky, I couldn’t complain.

One morning, while I sat in the crew room, I got a call

from Allegiant. The reception was so poor that I asked the woman to call back in a minute while I ran up to the first floor. While I panted into the phone, she invited me to an interview. I had two weeks to prepare. I found a series of prep questions on a pilot web site and wrote them down in a notebook. My boyfriend, Kurt, who is a pilot for Southwest, played inquisitor. Over three days, we walked around Cody, Wyoming, where he owns a home, while Kurt plied me with questions. He was so picky about my responses that I shed a few tears in frustration. It took days to get it right and I wrote down my answers so I wouldn’t forget them. It worked. Seventeen days later I started class.

With only one day off between jobs, I had just enough time to drive from Denver, Colorado, to Las Vegas, Nevada. I left behind a fully furnished apartment located a mile from my sister’s house. Deb had gone to New Zealand for the year with her husband and three children. Before she left, she asked me not to move while she was gone. The day I started ground school my family returned to Denver.

It was hard to choose a base to live in. At the time, Allegiant had about 10 of them. I wanted to go to Bellingham, Washington, but Kurt didn’t see us getting to Cody much, so we compromised. I ended up renting an apartment in Las Vegas. Kurt was based in Oakland, so he switched his bid to Las Vegas, so that we could both fly out of the same city. It meant that we would see each other much more than most pilot couples. I had 12 days off before starting the simulator so I returned to Denver to pack up my two-bedroom apartment. I finished training in early March—the company’s busiest month of the year—and flew constantly.

In April, though, I settled into a routine of flying about once a week on reserve. I had more time than I knew what to do with. I got back to editing my first novel, an on-go-

I knew one person at Allegiant Air, my private pilot instructor from nine years earlier. I had stayed in touch with him over the years. I called him to explain my situation and he urged me to apply.

ing project that has taken many years to complete. I even bought a new bed. I sorted old photos, putting them in photo albums, and made multiple donations to the Salvation Army and the local library. While I got my house in order, Allegiant continued to hire. Within four months, I was “flying the line” doing two to four flights per day, about four days per week. I slept in my own bed every night, brought a sack lunch to work and had 15 to 18 days off per month.

Despite Allegiant’s tremendous success, my past experiences stick with me. I’m continuously braced for a furlough. I’m debt-free with an eight-month emergency fund and a fully funded 401k. I just celebrated my third-year anniversary at the company. Allegiant continues to grow, posting hefty profits each quarter, with a stunning stock price hovering above \$70 per share. We recently started flying to Hawaii and soon we’ll have three fleet types: the MD-80, the Boeing 757, and the Airbus 319/320.

When Allegiant opened an Oakland, California base, I had an opportunity to move back to a place I’d lived for many years, but I decided to stay put. The cost of living is much cheaper here and I can mountain bike ride in the winter and enjoy plenty of sunshine year-round. I’ve written a second

novel and joined a writers’ group in hopes of eventually getting both novels published. I can’t imagine returning to my previous career as a freelance writer. I don’t miss the seven-day work week or the stress of how to pay for individual health insurance. At Allegiant my pay check miraculously appears in my account every two weeks and the group health insurance is much more reasonably priced.

When we have one or two days off between trips, Kurt and I head outdoors to the endless trails that surround Las Vegas. We’ve hiked Bryce Canyon on the full moon and climbed to the top of Angel’s Landing in Zion National Park, things I never would have done unless I lived here. Every day I’m at work, I watch the sun rise or set over the Grand Canyon from my office in the sky. And even though I’m not where I imagined myself to be when I first stepped into

this career, I’m thrilled by where I’ve ended up. Whenever an aspiring pilot asks me if it was worth the long, hard journey, I say, “Yes, of course it is!” ✈

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Linda Berlin (WAI #10243) is a novelist, as well as a first officer for Allegiant Airlines. She lives in Las Vegas, and travels regularly throughout the western U.S.

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JACQUE BOYD PhD

PUTTING THE FUN BACK IN FUNDRAISING

As you read this column I'll be knee-deep in budget work for my next school year. The State of New Mexico will be making decisions concerning the amount I'll receive for each of my students plus funding from our county for various aspects of our educational programs. Each state has certain "formulas" for educational funding and the State of New Mexico has made

no fewer than 90 changes to that formula since 1991. In New Mexico if a regular public school district anticipates a shortfall in their budget they can request Emergency Supplemental Funding from the state. As a public Charter school, I'm legally bound by state statute to present a balanced budget and live within those figures—no matter what unforeseen circumstance might arise. Our Legislature formally meets once a year. One year they have a 30-day-session and the next year it's a 60-day-session. This year was a 60-day-marathon. As each new year begins I know that I'll be spending at least one day a week in Santa Fe doing my "Boyd-Begging-for-Bucks" dance with my legislators.

Fortunately, Charter schools in New Mexico are also legally able to set up a 501(c)(3) educational foundation which helps with extra fundraising. It's sort of like a school-wide-booster-club. Remember those bake sales for the girl's volleyball team? They're back! It's a trade-off I can live with to be able to have some freedom in instituting a curriculum that's a bit out of the norm and live within the Charter that was built by our school founders.

I recently received a gift from a friend who knows I collect aviation-related-dolls. I have one of the first astronaut Barbie dolls as well as the original Stars 'n Stripes Special Edition Barbie Thunderbird Pilot. This was 1990, purchased at the Base Exchange at Carswell AFB long before Nicole Malachowski made us all so happy when she earned her position as the first female pilot with the group. Frankly, my husband enjoyed the fact that Barbie was #1 Lead and Ken was #2 Left Wing.

The doll I just received is the American Girl Doll of the Year from New Mexico. Her name is Saige. Okay, it's a little cliché as she's dressed in an outfit reminiscent of the 70s and she's wearing a lot of turquoise. That being said, she also came with her own hot air balloon! As described on the box,

she's "a spirited girl whose passions inspire action." In the first book that comes with her it tells about how her school had to make a hard budget choice and cut the arts program, which is her favorite subject. She and her grandmother decide to launch a "save the arts" fundraiser to benefit the school. I love this doll on so many levels. She's a balloonist, an activist-in-the-making and her school is having funding issues for those pesky "extra" programs that truly are not so extra.

When I was originally asked to teach an aviation class at Moreno Valley High School, the Director at the time told me that I'd have to fund the class myself. Thanks to generous friends, particularly those at Hicks Airfield in Fort Worth, Texas, I could come up with books, plotters and so many used sectional charts that we papered one classroom wall with them. Frankly, I also made good use of the goodies from vendors at aviation conferences, particularly Women in Aviation. When I explained that I had 20 students most vendors were extremely generous. Remember: asking first is a good thing! I think this was my inaugural performance in perfecting the "Boyd-Begging-for Bucks" dance.

If you are not knee-deep in the educational process it's sometimes a bit difficult to explain the ins-and-outs of the game. Putting it mildly, there are a lot of regulations. Some make a great deal of sense, some others not-so-much. One of those is the issue of transportation. For instance, my school has two large vehicles that can each carry nine people. When we travel for soccer games, if the teams are limited to 16, they can travel in the vehicles. More than that and I have to hire a bus. We try to schedule boys and girls away games together as much as possible because it will cost over \$1,200 for the bus to Santa Fe. I can't get another separate school vehicle because three vehicles going together is termed "caravanning" and that's not legal for schools. When we go to the Los

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Alamos National Labs for our science or math programs I can plan on taking 16 students. It's very limiting. My aviation classes were involved with a program in developing a drone for hot-spotting with the U.S. Forest Service. We did a lot of work with the Air Force Research Lab in Albuquerque. The cost of travel was not lost on me when we had to take a bus for my 30 students to present their projects. (We baked many airplane-shaped cookies!) Before I presented plans for a field trip I made certain I'd checked out my funding sources.

All of us have many reasons for attending conferences: to get a job, to keep a job, to stay in touch with colleagues and in my case there was a lot of brainstorming for funding ideas. The more I told people what I was doing the more ideas were generated. Some of the best ideas and contacts came from wandering through the exhibit hall. If you have a program that you'd like to start or one that you'd like to share, this is your time to do the footwork.

Many companies have funds devoted to out-reach for educational programs. Find out exactly who it is you need to make contact with. Get their business card and make notes on it for when you return home. Make certain you give them

***If you met the person
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mention the
face-to-face contact
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exhibit hall at the
WAI Conference.
Make them
remember you.***

one of your business cards. Write a personal letter and explain your request fully and carefully. If you met the person you're writing to, mention the face-to-face contact that you make in the exhibit hall at the International Women in Aviation Conference. Make them remember you. I still bounce ideas off people that I've met at the Conference through the years.

Even though I'm in a different position now than I was back then, the first thing I do at the Conference is take a walk through the exhibit hall. I do have my eye out for several things: new books signed by the author, which you can find specifically at the Authors' Table. I scope out the spaces for the universities and aviation training

schools. I also take a look at the spaces for each organization. My first walk-through may be relatively fast as I get my bearings for where I want to spend more time. I make certain I visit the hall each day because faces change daily. Keep your "mission" in mind and above all, have fun. ✈

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PAULA CORRIGAN
MD, MPH

THE CLOCK IS “TICKING”

Q *I was just diagnosed with Lyme disease. What does this mean and how will it affect my FAA medical certification?*

Lyme disease is the most common tick-borne illness in the United

States. Tiny deer ticks, which carry bacteria, transmit the disease by biting people and infecting them with these bacteria. Lyme disease is common in the Northeast (from Maine

to Virginia), the Midwest states (Minnesota, Wisconsin and Michigan) and northern California, although it can be contracted in many other states as well. Lyme disease is also transmitted in Europe and Asia. Infection occurs mainly from late spring to early fall. Most people will develop symptoms within several weeks of getting a deer tick bite. That said, it is possible to be diagnosed months after a bite, when late stage symptoms occur. Early signs of infection include a characteristic “bull’s-eye” rash and flu-like symptoms to include fever, headache, muscle and joint aches and swollen lymph nodes. If left untreated, disseminated infection can occur to include cardiac inflammation, meningitis, arthritis and chronic fatigue.

Lyme disease is typically diagnosed if a patient has the characteristic rash and lives in or has traveled to an endemic area. Treatment is usually started without further testing under these circumstances. Standard treatment is the antibiotic Doxycycline, 100 mg twice a day for three weeks. This will eliminate the bacteria and resolve all symptoms in most cases. For patients presenting with a history of tick exposure and later stage symptoms such as joint pains, cardiac or neurologic problems (such as facial nerve palsy), blood tests to check for Lyme antibodies may be conducted to confirm the diagnosis. Depending on the severity of the symptoms, disseminated or late stage Lyme disease may require intravenous antibiotic therapy. The response to therapy is often slower in these patients and persistent or recurrent symptoms can occur.

Prevention of Lyme disease is important to avoid getting the disease. If you will be in an area with likely exposure to ticks in an endemic area (i.e., camping in the woods), you may want to take precautions to avoid being bitten. These include wearing shoes, long-sleeved shirts and long pants; wearing light colors so you can spot any ticks that get on your clothes; using insect repellent; and checking your body for ticks after being outdoors.

The FAA does not have a specific policy about Lyme disease and the implications for FAA medical certification will depend on the stage of the disease and associated symptoms. If Lyme disease is diagnosed and treated at an early stage with rash and flu-like symptoms, then the pilot or controller could return to work once symptoms resolve. Doxycycline is an allowable medication to use while flying or controlling if there are no significant side effects. Other antibiotics such as Amoxicillin and Cefuroxime are sometimes used and are also allowable. Any disseminated or late stage symptoms to include neurologic or cardiac involvement would typically require a waiver before returning to safety sensitive duties. If you have any question about whether you should return to work after being treated for Lyme disease, you should talk to your aeromedical examiner or Regional Flight Surgeon. If diagnosed and treated early, Lyme disease is typically not an issue when reported to the FAA, provided all symptoms have resolved.

If Lyme disease is diagnosed and treated at an early stage with rash and flu-like symptoms, then the pilot or controller could return to work once symptoms resolve.

Therefore, it is important to seek medical care if you have a tick bite, especially if you have any symptoms, particularly a bull’s eye rash.

For further information about Lyme disease, the following websites provide reliable health information: National Library of Medicine: www.nlm.nih.gov/medlineplus/lymedisease.html; Centers for Disease Control and Prevention: www.cdc.gov/ncidod/dvbid/lyme/; American Lyme Disease Foundation: www.aldf.com/faq.shtml.

Bring your questions to the Conference, where Dr. Corrigan will have an Education Session on Friday and will be available at the WAI Membership Booth for one-on-one advice. ➔

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PATRICIA LUEBKE

EVERYDAY GUIDELINES FOR EVERYDAY LIFE

Whether you're at the 2013 Conference or holding down the fort back at home at work or school, you are judged by your everyday actions by those around you. You don't have to know how to properly eat an artichoke in order to be a polite and considerate coworker. In fact, much of what it takes to be an agreeable colleague is common sense. But in the pressure cooker of most

workplaces, it's easy to forget some of the niceties of working with others. Here are some simple guidelines to serve as reminders that we're all in this together and we can make the most of it.

Put the smartphone down. We've all had the experience of trying to talk to someone whose nose is buried in his or her smartphone. This happens in meetings, at meals or sometimes just walking down the hall. That electronic leash can be a tight one. Emails and texts arrive all day in a constant stream begging attention.

A friend of mine is principal in an advertising agency. Recently, he was making a major presentation to a client. The presentation took hours of preparation; he flew to the client, spent a night in a hotel, leaving his wife who has health issues behind. He was there to give it his all. And yet, he told me one of the people in this conference room sat and looked at his smartphone, texting the entire time he was speaking. Really, how rude is that?

Of course business situations develop where you are waiting for a reply or you need to respond immediately. If that's the case, tell your colleagues that—they will understand. Or better yet, excuse yourself from the meeting until the situation is resolved. If it's that urgent, your attention is better focused outside of the meeting.

Stop using "I'm so busy" as an excuse. Whenever anyone uses "I'm so busy" as a reason for not calling me back, completing a task, starting a task, or generally not doing what was expected of them, I always feel slightly insulted. "I'm so busy"—as if you are the only one who is tasked out. Hey, we're all so busy these days. I can't help but feel as if this person believes they are busier than most, a special level of being busy. In fact, many of us are doing the jobs that two or three people used to do. We all know busy, and we're all in the same boat.

Return your phone calls. Have you ever returned a phone call to hear the surprise of the person you're calling back? People

don't seem eager to return calls these days. Recently, a colleague and I were reminiscing about someone we used to work with who left the aviation industry. "He was a good guy," my colleague said, "Always returned a phone call."

Returning your phone calls will make your life easier as well. Someone who needs a response from you is not going to give up. So your voicemail gets clogged with countless, trying-to-be-perky messages from the same

people whose calls you won't return. It's far easier to return the call and just be bluntly honest. "We have no plans to change vendors" or "I've already signed a lease on a new apartment." You're not going to hurt anybody's feelings by stating the truth.

Along these same lines, I've spoken to countless job seekers, all of whom are able to handle rejection, all of whom are able to deal with the fact that a company chose someone else for the job. All they want to know is if they are no longer in the running. If you have the power, please, give these job hunters a break and tell them so. It's so easy to communicate via a quick email. You don't even have to telephone them. Free them up to cross your company name off their list of pending opportunities so they can move on to the next.

RSVP. When you are invited to an event, either in your personal life or your business life, do the folks who invited you a favor and let them know whether you'll be able to attend. Some people feel as if RSVPing a "no" will hurt the feelings of the person who invited you. Not so. Really, all your host wants is a reliable count so that they can choose the right room, have enough food, drink, chairs, nametags and party gifts for all.

Look around a typical business luncheon and you'll often see entirely empty tables, just waiting for someone to sit down and sip that watery iced tea and eat that chicken ceasar salad. What you should be seeing is dollar signs. For every empty seat, a company has paid upwards of \$25 and sometimes much more to make sure there is enough for everyone. A company pays for those meals, even if no one eats them.

***Having a reputation
of being dependable
is crucial for
career success.***

Express gratitude. Many bosses believe that shouting out a breezy “Great week, gang” is gratitude enough. Some bosses don’t even believe in thanking their employees for a job well done, believing that their paychecks are thanks enough. And then there are bosses who are well-intentioned but clueless as to who did what and so they’re always thanking the wrong person for a particular accomplishment.

Whether you’re the boss or a worker bee, expressing genuine gratitude is important. That means slowing down, looking the person in the eyes, and stating your appreciation for that person’s efforts. Your words will make someone’s day.

Keep your promises. Having a reputation as being dependable is crucial for career success. “I’ll get that list to you. I’ll forward that email. I’ll put together a summary of our meeting by the end of the day. I’ll call that customer and explain. I’ll get those invoices in the mail today,” or whatever it is you have promised your coworkers, they are depending on you to come through.

It’s also not fair if your coworkers all pushed a little harder to get a project finished only to have you hold it up because you didn’t. One factor that may help you keep your promises is to make sure you make realistic ones. Don’t promise what you don’t think you can realistically deliver.

Be a giver, not always a taker. How many times have you strolled into your workplace break area and found great doughnuts or other freshly-baked treats waiting for you? When

the chorus of “Who bought the doughnuts?” rings out, is your name ever mentioned? It’s easy to lean back and tell yourself that “Betty always brings doughnuts on Friday” or “Bob likes to bake” as a reason for never contributing yourself. Bob may very well like to bake, but that shouldn’t stop you from doing your share to supply office snacks from time to time.

What you bring can go beyond the traditional doughnuts and bagels. If your workplace has a freezer, bring in a couple of boxes of popsicles on a hot day. Go healthy and bring in a case of bottled water for your coworkers to enjoy. Word spreads fast in a workplace so you can be assured you will get credit for your generosity. What’s more, you’ll appreciate all the thank you’s from your coworkers.

Bonus Tip: Distracted driving—that means driving while talking on the phone, texting, eating, inputting the GPS, and any other number of tasks—causes more than 5,000 deaths each year. Among the most distracting activities is texting while driving. It is so not worth the risk to attempt to text and drive. Believe it or not, texting while driving is not just an activity that teenagers are guilty of. We all have to take seriously that multitasking while driving or flying is a formula for disaster. Stow your electronic devices while you drive so you can be around for many more years of being a cheerful and considerate colleague. ✈

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JO DAMATO

PARENTING: SO MANY QUESTIONS, AND THE ANSWERS?

I have plenty to say about so many things—as my frequent Facebook posts certainly confirm—but I seem to be stuck lately in reducing life to these short, honest and hopefully mostly-humorous essays. Sometimes making a joke out of oversleeping, getting the kids to school with a minute to spare, and then spilling a latte all over the new car interior and favorite sweater is

what gets you to remember not to take life too seriously. Not everything is a disaster. We all have days like this and all of us are navigating parenthood with its hard-to-spot traffic and rough air the best that we can.

That said, every time I sat down to write this issue's column with something light and meaningful I keep getting carried back to the heavy stuff. I can't get beyond this statement: "parenting is hard work." Stop reading for a beat and absorb that profound revelation that I just dropped on you. Write it down if you need to. I'll even say it again since I say it aloud pretty often too. Parenting. Is. Hard. Work.

When I started writing this column we had little kids with little kid "problems." Our boys were only two and four but now we have a third grader and a kindergartener and things some days seem so confusing. We are a two-parent household and we both work. When only one of us is in town it's about survival—get the homework done, make a healthy dinner, pack the lunches, lay out the school clothes, drive to basketball practice, pick up present for a party, keep up with the laundry, buy more milk—daily. When we are both in town it's a much better pace and everything—and everyone—relaxes. That leaves time to worry about the other stuff. Have we practiced sight words with the five-year-old today? Is the eight-year-old getting enough social time with kids his age outside of school? Is he going to get teased if I put a note in his lunchbox? Are they getting enough sleep? Does one son eat enough and does the other eat too much? Honestly, as focused as I am on work when they are at school I feel like I could make a full-time job out of worrying. When did this happen? The day I became a mother? Yes. But when did I have to start worrying about so many outside factors, so many things out of my control, out of my sight?

I know my husband worries, too, but he compartmentalizes this stuff and doesn't wear it on his sleeve like I do.

In aviation all we talk about is safety as our number one goal. In real life, in the world of parenting it's so hard to do. Safety is the number one goal but I'm not always there to be the foreman to ensure risk is reduced. Our eight-year-old son got a skateboard for Christmas. The next day we took him for all of the safety gear. He refuses to wear the wrist guards so the skateboard is still unused until he figures out that we're not going to budge on safety. Our little one wants out of his five-point harness car seat which is rated to 100 lbs. He's five and weighs 40 pounds and we see no need for him to move into a \$20 booster seat when there is nothing wrong with the \$200 seat he's been content with for years. Speaking of safety belts, our eight-year-old was in trouble one day last fall for riding the school bus without his seat belt on—the driver caught it and reported it to us. Our son said it was unintentional—he was talking and forgot—but he learned a good lesson there and hasn't forgotten since. So, we try. We try to keep them safe. When they're little it's easier. They're confined to a crib or a stroller or content to be held in our arms. Now they are out

of our sight and in someone else's care for much of the week—school, school bus, basketball and baseball practice, summer camp, drop-off parties and playdates. We do what we can to teach them how to be safe, how to make good decisions and still, as a mother, I always wonder, have I prepared them? Am I preparing them? Will they know what to do if they're lost? If I let them ride their bikes around the block, do I follow? Do I give them a few minutes out of our sight? How many minutes?

I was getting better with all of this. Making the leash longer, developing their independence and decision-making skills and

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Is. Hard. Work.***

then we took a stumble. Nothing could have prepared me as a parent or you as a parent or any of us as humans for what happened in Sandy Hook, Connecticut. These parents, like me, like you, did everything right. They taught their kids to buckle up on the school bus, to look both ways when crossing the street, to zip their coats in cold weather. All of these lessons, all of this time to ensure their kids were safe when they were not with them, yet, in an instant, none of that mattered. Twenty of these babies did not get a chance to think about what mom taught them. Mom hadn't covered this type of attack. We live in New Jersey and I was driving home from the funeral of a friend's dad when I heard the news on my car radio. My body made involuntary sounds from a depth I had no idea existed. Purely reactionary. I had to pull off the highway and sat sobbing and nauseated in my car in a parking lot for close to two hours. Our kids had a half day that day and my husband had picked them up and taken them to lunch. I had pulled over in the same parking lot where they were eating but I could not bring myself to go in because I knew I couldn't keep it together. I knew I would alarm them. All my kids have left is their innocence and I will go to great lengths to shield them from the monsters of this world for as long as I can.

When the Sandy Hook tragedy happened my travel schedule was clear. Even my husband's flight schedule was uncharacteristically light. We spent nearly a month together before I had to leave them on a work trip. During Christmas vacation we barely left the house. We built fires and watched movies and played board games and ate cookies and laughed and

this cocoon we built I knew was temporary, but I knew that for a week I could keep my kids safe from the world. Now we are back to our routine. Both of our travel schedules are picking up and we're more often in single-parent survival mode. I have so many questions and not nearly enough answers. I know there is no manual. It's all trial and error. We each do what we think is best. I hold on to this quote and repeat it as necessary, "There is no way to be a perfect mother and a million ways to be a good one." I try to remember that it's not a big deal if they are tardy for school now and then, if everyone catches 10 more minutes of sleep or if a \$3.00 latte spills on a sweater I can surely replace. We're alive. We're adventurous. We need to be present in life as participants and not spectators. Anything can happen—good, bad, or tragic—to us on any day. I don't want my kids to live life in a cocoon. On the hard days maybe a Facebook post can offer me some relief or support from another parent so I can keep my game face on as I send them out into the world.

And one more thing, now that I think about it, I can share some lessons from our Monopoly Millionaire game nights.

1. *Don't let your kids win*
2. *Take no mercy on your husband.*
3. *Always remember to win or lose gracefully.*

Even in a game you are setting an example you hope they will follow. ✈

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

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NINE POINTS TO SHARPEN YOUR FIRST FINANCIAL DECISIONS

Spring is the time of year when young adults are graduating from high school and college, and hopefully getting ready for that first “real” career move. With a career, comes responsibility for new income. Here are nine tips for getting off to a flying start with finances. (These are good tips for those of us who have been out in the workforce for a while, as well.)

1. Take control of your finances. While the amount you earn may be somewhat out of your control, how you spend that money is not out of your control. Now is the time to build a budget, which is simply a list of your income and expenses.

2. Spend within your means (and ideally, less than you earn). This is where the budget comes in handy. No matter how much you will earn in your lifetime, all of us must all spend within our means. On a short-term basis, you may be able to live beyond your means by taking on debt, such as credit card debt or personal loans. But in the long-term, debt must be repaid and being delinquent may result in bankruptcy, which is devastating to your financial well-being.

3. Establish a good credit history and protect it. A key measure of your financial wealth is your credit score, known as a FICO score (compiled by the Fair Isaac Corporation). There are several factors that determine the score, which ranges from 300 to 850. Your payment history accounts for 35% of the score and 30% is determined by the amounts that you owe. A young person will have a lower score just by virtue of their age as they have not had time to build a payment history. One way to build this history is to “piggyback” on a parent’s credit history by being added as an authorized user. This should only be done if a parent has a good payment history on the card and a low credit utilization (ratio of credit used versus available credit). Your credit score will not only impact your ability to obtain loans, but will also be a factor in determining your auto insurance rates and in many states, can be used as a factor in hiring decisions.

4. Start an emergency fund. This is also known as the “pay yourself first” principle. It is imperative that you have sav-

ings to tap into for unexpected expenses or in case of a job loss. A general rule of thumb is to save enough cash to cover at least six months of your expenses. Get in the habit of directing a percentage of each paycheck into a savings account.

Or even better, deposit all of your income into savings and then transfer those funds to checking as needed to pay bills. This ensures that any extra money is already in savings.

***Get in the habit of
directing a percentage
of each paycheck into
a savings account.
Or even better,
deposit all of your
income into savings
and then transfer
those funds to
checking as needed
to pay bills.***

5. Save for retirement now. Beginning with your first job, start your retirement savings by contributing to your company’s retirement savings (pension) plan. If your employer matches your contributions you should contribute at least up to the company match percentage. This is “free money” and you will never get a better deal than that! If your employer does not offer a pension plan, then save on your own using an Individual Retirement Account (IRA). These savings will also reduce your taxable income, which leads us to tip #6.

6. Get educated about taxes. If you are fresh out of school, then most likely this is the first time you have filed a tax return. While you do not need to be a tax expert, you do need to be informed about some basic tax terminology such as withholding allowances, deductions and tax credits. A good way to learn about taxes is to prepare your own tax return using tax software such as Turbo Tax. One of the biggest mistakes people make with their tax planning is to improperly complete the W-4 form required by your employer. The form has a worksheet for determining the correct amount of withholding allowances. Ideally, you want to “break even” when filing your tax return, meaning you withheld what you owe and do not have to pay additional taxes, nor do you get a big refund. The withholding allowances

should be adjusted whenever you have a significant change in income, deductions, and filing status.

7. Protect your health. Decisions that you make in your youth can affect your financial and your physical health. If you are young and healthy, it is easy to convince yourself that you do not need health insurance, but that can be a costly mistake. One of the biggest causes of financial distress is due to medical expenses. The Affordable Care Act allows young adults to stay on their parents' plan until age 26 and will require everyone to obtain coverage either through an employer or an individual plan. Become informed about your options for obtaining coverage and compare not only premiums, but also levels of coverage.

8. Protect your wealth. As you begin to build your wealth and acquire assets, it is important that you protect those assets. If you will be renting a home initially, you should obtain renter's insurance to protect your belongings. Your auto coverage should include not only liability coverage as required by state law, but also collision and comprehensive coverage to protect against damage or loss of the vehicle. If your employer offers it, sign up for the disability insurance. This insurance will help pay your bills if you should be unable to work for a

**Decisions you make
early about your
finances will have
significant impact on
your future lifestyle.
Do not sacrifice your
financial security.**

period of time. Once you have a spouse or children depending on your income, you should obtain term life insurance.

9. Live for the moment, but plan for the future. You will only be young once and you definitely want to embrace your youth and enjoy it. However, remember that decisions you make early about your finances will have significant impact on your future lifestyle. Do not sacrifice your financial security. Planning ahead and developing good financial habits will reduce your stress level

throughout your life and ensure that you can provide for your family and enjoy your golden years.

Note: If you are attending the Conference, come hear Sherry Parshley speak at her education session, "Where Did All My Money Go?!" on Saturday, March 16. Find out more on page 36. ➔

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

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AVIATION CALENDAR

PAULA GRUBB



CONFERENCE TIME

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.aero

June 19-22

Canadian Women in

Aviation Conference

Mississauga, Ontario

cwia.ca/conference.htm

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SOUTHWEST CAPTAIN CATHY JENSEN: A WOMAN TO ADMIRE

Seven years ago I switched careers to become an airline pilot and stepped into a world of camaraderie I had never experienced as a professional writer. While researching the career change, I worked as a flight attendant at Southwest Airlines where I found out about a first officer program in New Mexico. When I quit being a flight attendant to attend the school, I dreamed of

returning to the “love” airline as a pilot.

After graduating, I came to Las Vegas to ferry airplanes for a friend while I waited for my interview at Mesa Airlines. It was here that I met Cathy Jensen, a senior captain at Southwest Airlines. She has flown for the low-cost leader for thirty years.

“I feel like I’m the most fortunate person in the world that I get to fly airplanes for a living at the best company in the world,” she mused. “It hasn’t been work, it’s been a passion.”

Cathy’s dad used to take her for rides in a helicopter when she was five years old. He flew for the National Guard, then flight instructor at Fort Walters, and even ferried helicopters for Bell Helicopter. When he got hired at Hughes Tool Company, he moved the family to Las Vegas, where Cathy lives today.

At 15 she got a job at the local FBO to save money for flying lessons. Her dad insisted she fly a tail dragger, so two years

later she got her pilot’s certificate in a Citabria. She also wanted to fly a helicopter, so dad taught her in a Hughes 300. At 23 she earned her ATP certificate, completed the flight engineer written and applied for the airlines.

She interviewed with Western Airlines, where they required the pilots to be at least 5’5” tall. Cathy is barely 5’3” tall. Nothing could dash her dreams. She padded her feet with moleskin and wore dark panty hose. When she took her shoes off to get measured, she

was an inch shorter than the minimum, but they made an exception and hired her into the Boeing 727 as a flight engineer.

A furlough, two years later, set her back, but not for long. She flight instructor, ferried airplanes, even cleaned houses



to pay the bills. “When a road block comes up, know that it’s there to make you stronger. Don’t let it destroy your stride,” she said.

Her dad’s friend got hired at Southwest Airlines, so he urged Cathy to get a 737 type rating and promised to walk her résumé in. After nine months of waiting for Western to call back, she worked to find training funds. It came from an unexpected source: a taxi-

cab driver loaned her \$10,000. The flight school required four students for the class, so Cathy rounded up other pilots to join her. The day after she got the type rating she delivered a résumé package to her friend at Southwest.

Shortly thereafter, Southwest called and she flew to Dallas to meet the chief pilot. She realized it was an unusual place to work: people kept walking in the room to check out the “new girl.” It was a casual conversation rather than an interview. She was told she needed to be flexible on the class date, so she asked for twenty-four hours notice. In March 1982, Cathy got a call on a Friday for a Monday class. She upgraded three years later and is now one of the most senior captains in Las Vegas.

Aside from her career success, Cathy is tireless in her efforts to reach out to family and friends. When she married D.C. Jensen, he already had two daughters, Shellie and Jodi, so she took the girls under her wing as if they were her own. At work, she talks to her family daily—in the old days from the phone in the hotel room. At home, she is always busy helping others, thinking nothing of it.

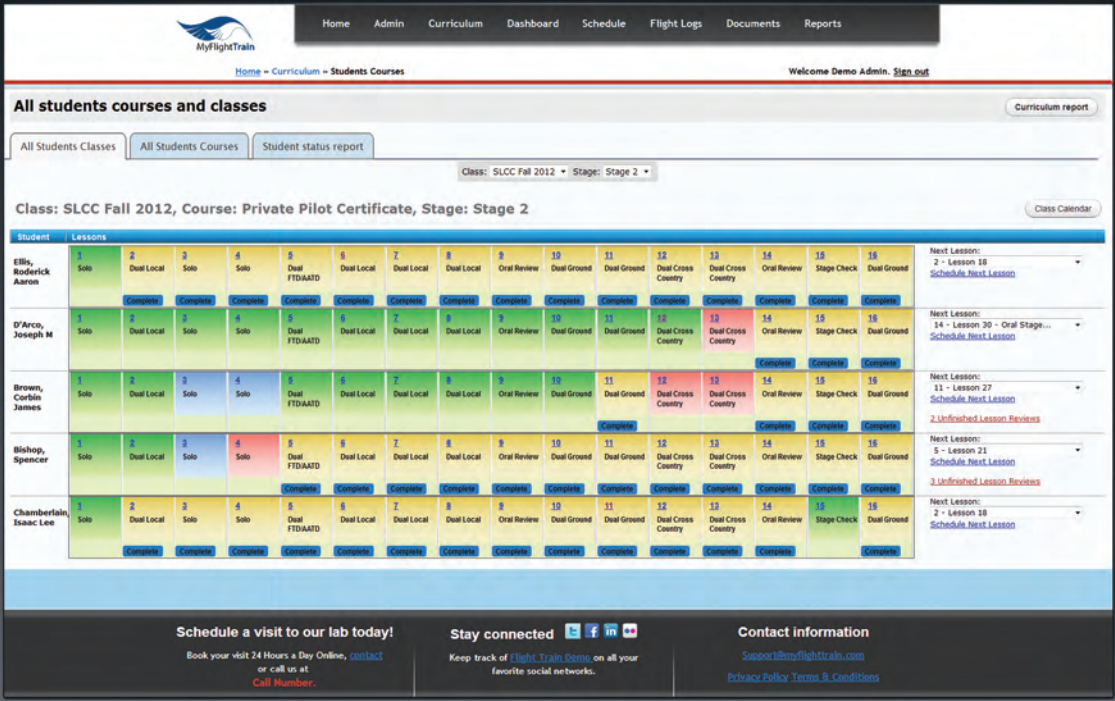
When I got my first professional airline job, Cathy left me a gift at the house where I was staying. The card had a picture of a girl sitting in a miniature airplane in a yard. Her arms were wide open, her head was tilted back, and her T-shirt read: “Yes.” Inside the card, the words still strike a chord today: “Congratulations, there’s nothing you can’t do.” ➔

.....
Linda Berlin (WAI #10243) had a successful career as a writer when she realized she’d rather be flying. Today she flies all over the U.S. for a national airline.

**Cathy started
hunting around
for the money.
It came from
an unexpected
source: a taxicab
driver loaned
her \$10,000.**





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