

24th Annual Conference Highlights Inside

AviationforWomen®

MAY/JUNE 2013

The official publication of Women in Aviation, International®

**A TRIBUTE
TO YUKIKO**

**SUMMER
READING
ROUNDUP**

*2nd Annual
Daughter Day
Inspires, Educates
Delights*



National Air and Space Museum WALL OF HONOR

Make your name last forever...

Help support the National Air and Space Museum by contributing \$100 or more
and your name, or the name of someone you wish to honor,
will be seen by millions of visitors for generations to come.

You will also receive a handsome **Certificate of Registry** suitable for framing
and have the opportunity to submit a Wall of Honor profile and photograph
of your honoree that will be available for viewing on the Museum's web site.

To make a Wall of Honor donation, visit airandspace.si.edu/wallofhonor

If you have any questions, contact the National Air and Space Society
Membership Office at wallofhonor@si.edu or 202.633.2603.



Smithsonian
National Air and Space Museum

MAY/JUNE 2013

AviationforWomen®

Peggy Chabrian, Ed.D.
Publisher

Amy Laboda
Editor in Chief

Nancy Bink
Art Director

Columnists

Jacque Boyd, Ph.D.

Dr. Paula Corrigan

Jo Damato

Meg Godlewski

Patricia Luebke

Sherry Parshley, Ph.D.

Contributors

Trish Beckman

Anna Mracek Dietrich

Paula Grubb

Bonnie Kratz

Karin Leperi

John Riedel

Heather Sharp

John Slemp

Advertising Account Executive

Annette Calicoat

(937) 669-4741

Visit the WAI web site at

WWW.WAI.ORG

Aviation for Women, (ISSN 1525-7762), Volume 16, Number 3, is published bimonthly by Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, OH 45381; Tel. (937) 839-4647; Fax (937) 839-4645. Reproduction by any means in whole or in part of any copy, photograph, or illustration without written permission from the publisher is prohibited. Periodicals postage paid at West Alexandria, OH, and additional mailing office.

Postmaster: Send address changes to Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, OH 45381.

Canadian Publications Agreement No. 400-42-433; Canadian return address: Station A, PO Box 54, Windsor, ON, N9A 6J5; E-mail: cpcreturns@wdsmail.com

Membership dues include Aviation for Women subscription valued at \$30/year. Non-member subscription rates: Domestic-\$30/year; Foreign-\$40/year; Single copies-\$5.00

PRINTED IN U.S.A.



JOHN SLEMP

Camera phones were everywhere, snapping shots and sharing on social media at the popular Opening Reception during the 24th International WAI Conference.

FEATURES

- 18** WHY I SURVIVED *by Heather Sharp*
- 20** API: JOBS FOR TODAY'S BUSINESS AVIATION WORLD *by Amy Laboda*
- 24** THE 24TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

DEPARTMENTS

- 2** President's Message
- 4** WAI News
- 6** The View From Here
- 8** WAI Chapter News
- 12** WAI Members in the News
- 13** CFI Tips
- 14** Corporate Member Profile
- 16** Sources & Resources
- 46** Careers & Classifieds
- 47** Calendar
- 47** Advertisers Index
- 48** In Our Own Words

COLUMNS

- 36** THE TOOLS FOR SCHOOLS
by Jacque Boyd Ph.D.
- 38** MEDICAL FACTS
by Dr. Paula Corrigan
- 40** PERSONAL DEVELOPMENT
by Patricia Luebke
- 42** THE JUGGLING ACT
by Jo Damato
- 44** FINANCIAL TIMES
by Sherry Parshley Ph.D.

COVER PHOTO

The second annual *Bring Your Daughter to the Conference Day* introduced more than 50 young women and girls to aviation.
Photo by John Slemp

Aviation for Women is the official publication of Women in Aviation, International. Women in Aviation, International® is a registered trademark of Women in Aviation, International

PRESIDENT'S MESSAGE

PATT TAYLOR



DR. PEGGY BATY
CHABRIAN

and others unable to exhibit or attend the Conference due to budget cuts. So we were facing a potential reduction in attendance for the 24th annual Conference.

Once we arrived on site and registration opened we learned that a number of the airlines that were exhibiting were hiring again. And the word had been spread through conversations and social media. We had a large number of on-site registrations which resulted in the most diverse Conference we have seen so far. We have traditionally had a 14-15% attendance by men and this year it was closer to 18%. And they were not just signing up to attend the Conference, 266 also joined WAI. Since its inception, WAI has been an organization open to both men and women and we appreciate the recognition we receive as an open and encouraging group for all individuals interested in aviation. The onslaught of on-site registrations was a blessing and a challenge, really. We discuss it, and solutions, in the The View From Here column written by WAI Board member Anna Dietrich on page 6. Again, we may have been caught by surprise, but it was a good problem to have and we will have solutions in place for our 25th anniversary Conference in Orlando next March.

Dear WAI Members:

What an interesting Conference the 2013 event turned out to be! In January some of our military members and sponsors let us know they would not be able to participate this year. When the Sequester went in to effect, we received more calls from government agencies

In the meantime, it was great to see and talk with members during our Sun 'n Fun WAI Connect Breakfast. If you missed us there, you have other opportunities. Our summer plans are looking good for our largest WAI Connect Breakfast, held in conjunction with WomenVenture on Friday, August 2, right in the middle of EAA's AirVenture in Oshkosh, Wisconsin. Be sure to sign up early and let us know you will be participating at the breakfast, the annual picture, forums and more.

Our Chapter Relations Manager, Betty Huck, will be retiring in October of this year. Betty has done a tremendous job in growing our chapter program, including the international chapters, as well as handling the details of our exhibit booth at trade shows throughout the years. We will miss Betty in her role as Chapter Relations Manager, but she has promised to stay involved and help us transition her replacement.

Come autumn we are going to kick off our 25th Conference year with a special regional conference in Prescott, Arizona, October 4-5, 2013, hosted by Embry-Riddle Aeronautical University. Tying in with ERAU's OctoberWest homecoming celebration, the conference will conclude with a special air show on Saturday. An inspiring lineup of speakers, tours of ERAU, the air show, and a beautiful location in Prescott, Arizona, will make this an event you will want to attend!

I'll be looking for you at one or all of these events, and I want to thank our Chapters in the local areas for volunteering to make these events great. See you soon!

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian
President

INSIDE THIS ISSUE



PAULA GRUBB

Educators Workshop participant enjoys the fruits of her labor during the opening day of the Conference. **Page 24**



PAULA GRUBB

Thank you to all our sponsors! See the full list of companies who help WAI put on the Conference on page **Page 26**



BONNIE KRATZ

Chapter Relations Manager Betty Huck with a "Nelda" balloon. WAI members missed Nelda, but we'll see her next year.

Do your dreams have Wings?



One of the country's largest and strongest credit unions, Wings Financial helps members make the most of their hard-earned money, with:

- Free, cash-back checking
- Everyday low loan rates
- Over 60,000 free ATMs nationwide
- Convenient online & mobile access

Take your dreams to the next level: reality. **Join today!**

wingsfinancial.com
1 800 692-2274

Wings Financial Credit Union is federally insured by NCUA.

Wings
FINANCIAL 

Summer is Coming—Save the Dates for WomenVenture!

JOHN SLEMP



WomenVenture is again shaping up to be a tremendous experience for women pilots and student pilots—past and present. Come build camaraderie and inspire and motivate women of all ages to get engaged in aviation—for fun or as part of their career aspirations. There are so many avenues and opportunities—taking the first step is key.

We'll network all week long, culminating in the WAI Connect Breakfast on Friday, August 2. And if you have the time and the inclination, consider volunteering to mentor teenage girls in the Women Soar, You Soar program, which runs August 1-4. You'll join a prestigious group of women who have given their time to help girls interested in aviation and aerospace careers get a better picture of what we are all about. Know a girl who would benefit? You can find out more at: www.airventure.org/attractions/womenventure.html.



JOHN RIEDEL

Winner of the new WAI "Enthusiasm" Award

Sandrine Rohrer of Switzerland

WAI loves enthusiasm! And we want enthusiasts to come to the Conference. For that reason, WAI created a new award for the member who best explains why attending the Conference is important to them. Winner Sandrine Rohrer was awarded a full Conference registration for the Nashville Conference. This scholarship is our way of saying thanks for your enthusiasm, so remember to apply for next year.

Mentors, Campers Needed!

The Women Soar, You Soar committee is looking for a few good women in aviation careers to mentor high school-aged girls to follow their dreams in aviation-related fields and beyond. They are looking for qualified high schoolers, too! Women Soar, You Soar is held each EAA AirVenture Oshkosh since 2005 to educate and inspire young girls and help them network with professional women in their dream careers. The program also features scholarships for participants that support the girls as they pursue their dreams.

Mentors are selected in May so don't delay. For information on being a mentor and the Women Soar program, visit <http://tinyurl.com/wsmentor> to fill out the mentor application. Campers can apply at www.airventure.org/attractions/women_soar_plan.html.



PHOTO BY BONNIE KRATZ/COURTESY OF EAA

WAI Kickoff Celebration at ERAU Prescott!

"Since 2014 is our 25th anniversary Conference, we have big plans already for next year," said Dr. Peggy Chabrian. The kick-off event will be a very special weekend in October 2013 at the Embry-Riddle Aeronautical University Campus in Prescott, Arizona.

Friday, October 4 Events:

Tours of ERAU Campus
Luncheon
Speakers: Dr. Peggy Chabrian;
Dr. Frank Ayers, Chancellor, Prescott Campus;
Betty Blake, WASP;
Barbara Barrett, aviation industry executive
Airshow Performers panel:
Melissa Pemberton, Julie Clark and
Matt Chapman
Reception

Saturday October 5 Events at the Airport:

ERAU Fly-In and
Breakfast
ERAU Flight line and
simulator tours
Speakers: Anna Dietrich, COO Terraflugia;
Karen Gebhart, VP Business Development HAI
Saturday Lunch at the Airport
Private Air Show with Melissa Pemberton, Julie
Clark, Matt Chapman, plus the ERAU Jet Dragster

Conference Hotel: **Hassayampa Inn**—You must book your room by calling the hotel directly at (800) 523-5002. Refer to group code: 111437

For more about how to register for the event (including hotel pricing) at www.wai.org.



Purdue University won the coveted WAI Chapter Logo contest this year at the Nashville Conference.

Best website award went to both the WAI Mile High and WAI Chicago's Leading Edge Chapters.

Thank you to our volunteer writers and photographers who chronicle *The Daily* on behalf of the membership. You'll see their work on WAI's blog and in this and upcoming issues of *Aviation for Women*.

Their words and pictures bring the Conference to life for those cannot attend and provide great reminders of an exciting Conference to those do. Thank you for your commitment and hard work.

Swiss International Airlines Joins WAI Members to Sponsor Scholarship for the First Time

WAI members are known for their networking prowess, and **Christi Dobelli**, **Evelyne Tinkl**, **Deborah Hecker**, **Melinda-Jane Benson**, **Debbie Tyzack**, **Refilwe Ledwaba**, **Janet Patton** and a few other key players work hard to build funds and resources to bring their scholarship winners from the African continent to the International Women in Aviation Conference. Most recently the group tapped into the resources of Ledwaba's South African Women in Aviation (SAWIA), to support the budding aviators and allow them to build careers and networks in their home country and on an international basis. Dobelli resourced her contacts within Swiss International Airlines, which generously made it possible to send **Nyasha Manyika**, a 25-year-old Zimbabwean, and **Faye Statt** of George, South Africa, to the WAI Nashville Conference this year.



JOHN RIEDEL

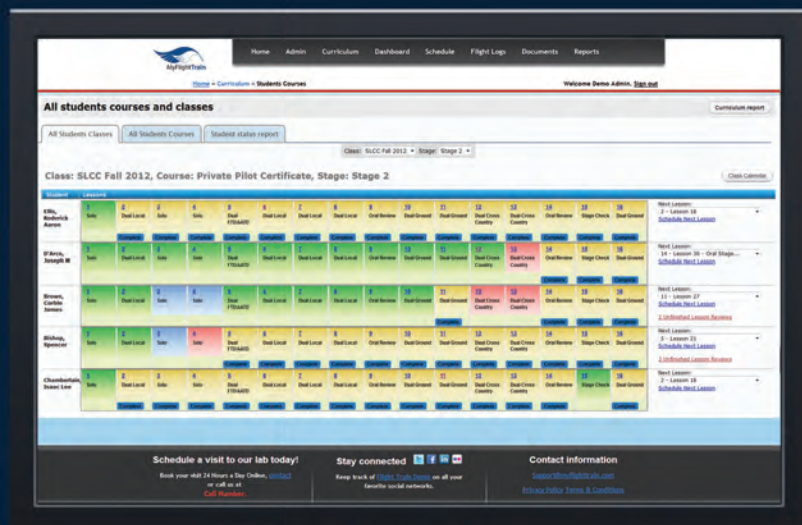
(left to right) **Dobelli, Statt, Tinkl, Manyika, and Hecker** in Nashville this year.

This type of scholarship opens minds and can change a life. It is not a monetary scholarship for flight training or any other type of flight education, but it enhances opportunities and ensures that its recipients meet and network with the right kind of people from around the globe. Both women found precisely that at the 24th Annual International Women in Aviation Conference.

Group scholarships and "Pay it forward" awards are one of the very best parts of what WAI is all about. Now is the time to begin the process of creating your own (or contributing to a group) WAI scholarship. Who would you like to help?

WE JUST SOLVED YOUR FLIGHT SCHOOL PROBLEMS

Paperless FAA Training Compliance with Integrated Billing and Ease of Use



MANAGE
& TRACK
your ENTIRE
FLIGHT SCHOOL

www.myflighttrain.com
801-694-0242 sales@myflighttrain.com



A GOOD PROBLEM TO HAVE

The 2013 WAI Conference in Nashville this year reminded me why I was so excited to get involved with the organization originally. The positive energy, the presentations, the friendships, the diversity of the attendees, and the sense of camaraderie that I have come to associate so closely with WAI were all on full display. It was clear that WAI is taking its place as a

key player in the international aviation community in a unique and powerful way: as an inclusive catalyst to help all of us who love flying and things that fly achieve our dreams.

During the Conference, and even at the airport on my way home, a popular topic of conversation was the noticeable increase in the number of job-seekers at the Conference and the fact that a healthy percentage of those hopeful applicants weren't women. Some of the comments were positive, some not as much; it was referred to as a "paradigm shift" in the Conference *Daily*. Some were simple logistical matters and will be addressed with practical solutions as part of next year's Conference; some highlighted a complex and generational evolution in the aviation industry. As an organization, it is important that we acknowledge and grow from them all.

For those who were not in attendance at the Conference I'll explain. We were not aware we would have so many on-site registrations, and because those registrants were primarily interested in the Exhibit Hall, it created a logistical problem there. Particularly on opening day, there were large lines of people blocking the aisles, waiting for an opportunity to talk to companies accepting résumés. By the second day we had initiated a system to better accommodate these unexpected attendees. For next year we have put together a task force, made up of WAI staff, board members, and airline representa-

tives to look at solutions, including potentially having a separate career fair area. Another suggestion made was to have a time slot sign-up system, where an individual will be given a time to return so as not to have to stand in line for a long period



***The young men that
joined WAI and
recently attended the
2013 Conference did
so because they,
directly or indirectly,
respect and
appreciate what the
women in this industry
have accomplished.***

of time. Companies are also planning to hold seminars to answer many of the typically asked questions and explain their specific hiring processes. Again, we may have been caught by surprise, but it was a good problem to have and we will have solutions in place for our 25th anniversary Conference in Orlando next March.

If you'd like to share your suggestions or feedback, please send them to WAIhq@wai.org. We appreciate your input and involvement!

The more nuanced issue that was raised as a result of the increased numbers of job seekers at the Conference—and the fact that nearly half of them were men!—is that of the role of gender in this new generation of aviators and aviation professionals. Quite honestly, this is a difficult one. We were



incredibly fortunate again this year to be able to hear from some of the Women Airforce Service Pilots (WASP) who served their country flying military aircraft during World War II. Their courage and excellence in the face of unique challenges is a quality we are all grateful for. More recently, the airline pilots that rarely if ever get to fly with another woman, or who deal with the occasional inappropriate remark in the cockpit, continue to challenge stereotypes and break through glass ceilings. In other aviation careers and educational programs, women continue to be the minority. As a member of that minority, I am deeply grateful for the women that came before who fought so hard to open the doors I have walked through by proving so many prejudices wrong. So it is understandable that some attendees reacted negatively to having a larger number of men than usual turn out for the 2013 Women in Aviation International Conference.

I believe this should make us incredibly proud: the young men that joined WAI and recently attended the 2013 Conference did so because they, directly or indirectly, respect and appreciate what the women in this industry have accomplished. Not just as aviation pioneers, but simply as peers, co-workers, mentors, role models, talented pilots, engineers and mechanics: accomplished professionals who have something valuable to offer them and the aviation industry. For generations we have worked for respect and equality, and not just in aviation. I propose that this is what the beginning of true and lasting success looks like: young men coming to the International Women in Aviation Conference because people that they look up to in the industry recommended it to them as the best place to be for networking and professional advancement. Think about the impression that it must have made on those job seekers to be standing in line! Genders split more or less equally, all dressed to impress and eager to advance their flying careers

I would encourage us to look at each of the new Conference attendees that came looking to advance their own careers in aviation as potential ambassadors for WAI.

by talking to the exhibitors, many of whom were women who found their jobs at previous WAI Conferences: it was the picture we have always hoped to see in aviation hiring.

As a member of the generation that is just now starting to make our mark in aviation, I feel it is vital that we continue to honor and respect the incredible challenges that were faced by those that came before, and WAI will continue to do that with gratitude. Part of honoring that commitment to equality and excellence for me is a desire to one day simply not have gender be a remarkable factor when it comes to what I do for a living. To achieve that, we of course had to prove that women can perform with exceptional competency throughout aviation. I am grateful to all those who did just that despite incredible obstacles. I believe that what we saw in Nashville is a case in point showing that we are making great strides, giving us more of an ability to focus on the stated goal of Women in Aviation, International: "to encourage women to seek opportunities in aviation."

I would encourage us to look at each of the new Conference attendees that came looking to advance their own careers in aviation as potential ambassadors for WAI: who knows what young women and girls they will inspire with their love of airplanes and flying! Maybe some of them will come back next year with daughters, nieces, or even younger sisters for the third annual "Bring your Daughter to the Conference Day." Maybe their gender blindness will be contagious in their workplaces and communities. Maybe their experience at WAI will further erode the already weakening stereotypes about gender roles in aviation.

I am proud to be in the service of WAI and its membership as the organization continues to garner well-deserved respect and act as a force for profound good in the aviation industry. As the word gets out about what an incredible organization we have created, we have a unique opportunity to share our commitment to community building, camaraderie, compassion, and inspiration, along with our professional expertise, with the world. Thank you to all who got us here. And thank you to all who will help us take the next step. ➔

.....

Guest columnist Anna Mracek Dietrich (WAI #22563) is Chief Operating Officer of Terrafugia and a WAI Board member.



Marie-Françoise Le Cornec

EDELWEISS CHAPTER

A partnership has been established between president **Sandrine Rohrer** (WAI #40912) and a Dutch firm named Space Expedition Corporation (SXC). SXC makes space accessible for everyone by providing spaceflights (www.spaceexc.com). New member, **Marie-Françoise Le Cornec** (WAI #54524), is a pilot with an incredible experience of flight: glider, helicopter, but also jet airplanes like the Hawker Hunter or Mirage III. Marie-Françoise is able to fly almost every kind of flying engine, and will be the chapter's first future astronaut. She signed with SXC to fly aboard the Lynx and to cross the Karman line, the space border at an altitude of 100 kilometers. ➔



Left to right: Maggie Hortman (WAI #54268), Kim Lamond-Burkhart (WAI #53819), Alicia Sikes (WAI #630), Marianna Catrullo (WAI #51908), Barbara Little (WAI #53627), Heidi Ames (WAI #1509), Lt Jennifer Paulson (WAI #51483), Kristin Eaton (WAI #11379), Jill Meyers (WAI #16138), Brienna Henwood (WAI #53847).

INDEPENDENCE CHAPTER

The new Philadelphia-area Independence Chapter held their January meeting at the United States Coast Guard Air Station in Atlantic City, New Jersey, where chapter member and Coast Guard helicopter pilot **Lt Jennifer Paulson** (WAI #51483) is stationed. The pilots at the Air Station fly MH-65 Dolphin helicopters on rescue and patrol missions up and down the East Coast, and were instrumental in responding to the Hurricane Sandy storm. On the day of their visit, current and prospective WAI members were treated to a complete tour of the Air Station, including the aircraft hangars, crew rest areas, and the operations center. Two of the pilots and one of the rescue swimmers performed a Search & Rescue demonstration for the group. Lt Paulson and Independence Chapter President **Jill Meyers** (WAI #16138) were interviewed by two local news stations, and a story of this event and the new WAI chapter was all over the news on both Philadelphia and Southern New Jersey TV stations. ➔

FORT LAUDERDALE CHAPTER

Seven women convened at a busy Cuban restaurant in Fort Lauderdale, Florida, to enjoy amazing cuisine and warm camaraderie. While they waited for large portions of homemade Cuban cooking, they discussed exciting WAI Chapter events—such as exhibiting at the Chapter Showcase booth at the WAI International Conference and their Second Annual Girl Scout aviation badge event at Sheltair FBO at Fort Lauderdale's International Airport (FLL).

It was great to reunite with **Danielle Corbett** (WAI #14787), **Lisa Shler** and **Sivan Solomon** (WAI #51624). They were also thrilled to start working with the new Membership Chair **Maria Haddad** (WAI #2371), who brings a wealth of experience from her years of service at the International Society of Women Airline Pilots (ISA +21). During the meal they listened to **Virginia Knudsen** (WAI #46000) speak on her efforts during the Women of Aviation Worldwide Week 'Fly it Forward' event in Titusville, Florida. ➔

ERAU-PRESCOTT The Embry-Riddle Prescott Chapter has been working with local schools for their bi-annual Girls Rock-It science event. Local girls went to Embry-Riddle for a day of fun science activities like building and setting off rockets. The chapter also had a movie night to raise money for chapter members to attend the WAI Conference. Thanks to their school's generous monetary donation they were able to send more people than ever to the Conference this year; a total of eight! ➔

YORK COLLEGE/CUNY

The York College Chapter's overriding goals are to promote the aviation industry to female students and to support the aviation industry through volunteerism and advocacy. They have accomplished this by growing their student chapter through active recruitment and high visibility on campus, and through their commitment to organizing events, activities and volunteering. Some of these events have included student tours of LaGuardia and JFK International Airports, volunteering at American Airlines events at JFK Terminal 8, and for their annual Breast Cancer Walk-a-Thon.

To provide on-going professional development and networking

opportunities for their members, each semester

speaker events are organized at York College, including speakers from organizations like British Airways, Delta Air Lines and American Airlines. The highlight of their members' year is attending the Annual WAI Conference, and each year their attendance has been generously supported by the aviation community. This year, American Airlines donated 14 airline tickets and a private donor supported their Conference registration. ➔

YORK COLLEGE/CUNY CHAPTER



York College Chapter Officers with Advisor, at JFK ARFF 911 Wall of Remembrance.



York College chapter members at WAI 2013

BONNIE KRATZ

MSU NORTHERN LIGHTS CHAPTER AND STARS OF THE NORTH CHAPTER

The MSU Northern Lights Chapter attended a mock interview night that was hosted by the new WAI provisional chapter, Stars of the North, at the Sun Country hanger at MSP. MSU Northern Lights Chapter Vice President **Lane Dulon** (WAI #51269) thought this was a very educational and beneficial night. It was business casual; the night started off with a skit on 10 things *not* to do at an interview from **Deon Ridenour** (WAI #10320), a Captain at SkyWest and Outreach Chair for the Stars of the North Chapter, and **Cheri Rohlfsing** (WAI #1691), an FO at Delta Air Lines and Secretary of the new Stars of the North Chapter. It was hilarious but also informative. From there the interviews started. The attendees had the option to do a mock interview with various pilots from Compass and other airlines, or do an interview for an internship being offered by Sun Country. After the interview process they had an opportunity for their résumé and cover letter to be edited and looked over. Also the night was a great opportunity to network!

MSU NORTHERN LIGHTS CHAPTER



Cheri Rohlfsing attended an MSU Northern Lights meeting to share what the life of an airline pilot is like, the details of which proved very interesting. All of the chapter members wore their matching polos, but it looks like Chapter President **Laura Goblirsch** (WAI #50628), did not get the memo on what color to wear. ➔



Chicago's Leading Edge Chapter Treasurer Maureen Hallacy (above) announcing the winners of the chapter's silent auction.

CHICAGO'S LEADING EDGE

The members of Chicago's Leading Edge Chapter hosted their first annual fundraiser on February 19 at Fitz's Spare Keys in Elmhurst, Illinois. Roughly 70 of their closest friends, family and supporters turned out to help raise an astonishing \$2,200! They hosted a trivia game with cash prizes (which all of the victors charitably gave back to the organization) and also ran a silent auction. All of the auction items were donated, including a ride in a Waco, a private skyline sailing cruise, a hot air balloon ride, Cubs tickets and more. All of the proceeds go towards funding scholarships and an annual outreach event. The chapter is grateful to all their generous sponsors for helping to make the night such a success, and they look forward to next year! ➔

CHICAGO'S LEADING EDGE CHAPTER



Chrissie Lotz (WAI #51620), **Norbert Erb** (WAI #51621), **Raj Menon**, President of Arabian Reach (specializing in printing of aviation-related magazines and newspapers, organising conferences and events), and **Mariola Ziolkowski** (WAI #47896).

DEUTSCHLAND CHAPTER

NW ARKANSAS CHAPTER

The NW Arkansas Chapter gave a PowerPoint presentation to students at West Fork High School that included a broad spectrum of aviation careers and what the positions entail and paths towards obtaining the careers. They had several students with great questions and some so interested they stayed after class to talk further with the chapter members. They have already been asked to come back to West Fork for future classes and career day events.

For the NW Arkansas February meeting, invited guest speaker **Dr. Lisa K. Low**, senior aviation medical examiner and family medicine doctor, discussed the flight physical process and preventive health. Our members had a great range of questions for an informal round table discussion ranging from concerns specific for women to general health and special issuance. ➔

DEUTSCHLAND CHAPTER

The Deutschland Chapter has taken on quite an ambitious project—a worldwide traveling photo exhibition: “Women in Aviation.” This traveling exhibition is set to feature at airports throughout the world in the next three years!

The objectives are to have a traveling historical exhibition that shows the amazing development of the aviation industry in the last 100 years; to raise awareness about the important role women have played in the development of aviation; to encourage international tolerance and understanding and to raise funds for scholarship opportunities in the aviation and aerospace industry. All funds collected during the project will first be directed towards encouraging education, and then focusing on aviation careers by awarding scholarships to help children achieve milestones along their career paths in aviation.



Mrs. Talar Faiq, the only female Airport Director in the Middle East, at the opening ceremony in Dubai.

The chapter aims to encourage many more women to consider aviation as a career. We would like them to continue their journey to the top of the industry. We hope to encourage women to be more confident in applying for top managerial positions.

The exhibition was launched on 30 January 2013 in Dubai, during the Emerging Market Airport Awards. After that there were events at the Frankfurt Airport in Germany and Bucharest-Henri Coanda International Airport in Romania. In May the exhibition will be seen during the Dubai Airport Show 6-8 May 2013. In June/July the exhibition will travel to Vilnius in Lithuania and Moscow in Russia! Visit and like the chapter's Facebook group: www.facebook.com/pages/Women-in-Aviation-Exhibition/397421993685997 ➔

UNO MAVERICK CHAPTER



UNO MAVERICK CHAPTER

The UNO Maverick Chapter took part in a Reverse Career Fair and was voted as first place for best booth, winning a \$200 gift certificate to the school bookstore. The fair gave student members an opportunity to showcase their organizations and chapter activities to the representatives of various professional and employment organizations from the community. The chapter members met representatives from College Possible, which helps high school students from low-income backgrounds by mentoring and tutoring them. The chapter discussed (with their rep) doing an aviation presentation to generate interest among these students about attending college and studying aviation. ➔

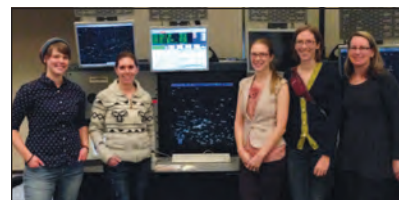


WASHINGTON STATE CHAPTER

The Washington State chapter members had a busy February. Members participated in Boeing Engineers' Week events and a STEM (Science, Technology, Engineering, and Math) Night at the Future of Flight Foundation in Everett, Washington. They capped off their active month at the NW Aviation Conference in Puyallup, Washington. The conference is a major outreach event for the winter season. Chapter members promote WAI, gather contact information from interested attendees, and sell aviation-themed merchandise. Proceeds from their sales support their scholarship fund. This year, the chapter is adding a second scholarship in memory of long-time chapter member **Yukiko Howell** (WAI #10141), who passed away suddenly while volunteering at the STEM Night. Yukiko was a retired school teacher, who never passed up an opportunity to reach out to the next generations. ➔

JACKSONVILLE UNIVERSITY CHAPTER

The Jacksonville University chapter has been deliberately working on their on-going membership drive. They have been individually recruiting new members throughout the entire semester. They are in the process of planning a large membership event, which will consist of a BBQ and prizes for current members. On February 28th, aviation historian and author **Chris Berman** spoke as part of their Speaker Series. He enlightened the chapter, as well as many other members of Jacksonville University's aviation department, on the topic of Soviet women combat pilots during WWII. The chapter has been working out arrangements to volunteer at a local Jacksonville organization inspiring girls to be strong, smart, and bold. ➔



UPPER CANADA CHAPTER

The Upper Canada Chapter recently toured the Toronto Area Control Centre thanks greatly to tour guides **Tracy** and **Mike**. A very informative and entertaining tour ensued. Attendance included: **Allison Couch** (WAI #44181), **Claire Lemiski** (WAI #29380), **Darlene Sly McKechnie**, **Sherry Kremko** (WAI #45170), **Ashley Darling** (WAI #53761), **Contessa Bishop** (WAI #13464), **Mary-Jane Learmonth**, **Anna Mandra** (WAI #54471), **Afsha Noorian** (WAI #50287) and guests **Valecia Gulcharan**, **Orin Ramsameer** and **Maria Petines**. The Upper Canada Chapter was also proud to have **Erika Kangas** join their group for this event. Erika was the 2012 recipient of the Rising Star with the Elsie McGill Northern Lights Award. ➔

ST. LOUIS WOMEN WITH WINGS CHAPTER

The Women With Wings Chapter had a highly visible booth at the Missouri Aviation Conference and Trade Show (MACTS). The first day of the conference was for just the aviation community—but the second was open to the public. A steady stream of paper airplane makers made for two busy and interesting days.

The chapter also provided the staffing for an aviation table at the Rockwood School Career day for eighth graders. The students could ask questions and receive career guidance for their future educational endeavors. ➔



GREAT SALT LAKE CHAPTER

The Great Salt Lake Chapter continued its ongoing community outreach efforts with Hawthorne Elementary School by inviting 30 sixth graders to the Westminister Campus. They enjoyed a mini ground school and an aviation weather lesson, and then practiced taking off and landing in two of Westminister's flight training devices. Chapter members enjoyed working with the enthusiastic students and the students enjoyed the hands-on learning. **Gail Avendano** (WAI #15000) and **Zeke Elias** (WAI #52172) taught weather, while **Cody Gillins** (WAI #51241) ran the simulators. ➔

CAREERS

Gloria Bahn (WAI #1434) received the James G. Byrnes Aviation Excellence Award at the Missouri Aviation Conference and Trade Show (MACTS) conference. This is a yearly award given to the person in the aviation community who has contributed the most toward promoting and furthering the cause of aviation. Bahn is the first female to be given this honor.

CJ Collins (WAI #150) has been designated as the FAA Senior Representative to South Asia (India, Sri Lanka, Maldives, Nepal, Bhutan, Bangladesh and Pakistan). Her office is located in the U.S. Embassy in New Delhi, India.



Mikasha Dye

Mikasha Dye (WAI #54033) soloed on February 23, 2013. This was a big accomplishment for her as it is her goal to become the first African American female to receive her Private Pilot certificate in the State of Nebraska.

Kelsey Fultz was the recipient of this year's Chicago's Leading Edge Chapter Conference Scholarship, and **Crystal Reveles** was awarded the Chicago's Leading Edge Chapter Private Pilot Training Scholarship.



Elizabeth Williamson

Roy Garner (WAI #53551) of the WAI NW Arkansas Chapter earned his ATP.

Fantasy of Flight announced that **Gina Hubbard** has joined their flight crew as an Event Sales Representative. Hubbard spent 19 years within the Walt Disney organization, holding positions with their merchandise, human resources and convention sales teams. She was the Sales Manager for the ESPN Zone in Atlanta before returning to Orlando to create magic with Disney's Fairy Tale Weddings. Hubbard will oversee corporate and leisure event sales for Fantasy of Flight.

Sabina Koukourinkova (WAI #49413) earned her Private Pilot certificate on January 8, 2013.

James Lenord (WAI #52247) started working with the Omaha Fire Department as an Aviation Rescue Firefighter. Lenord is a chapter member and senior at UNO and is working on the cross country phase of his Private certificate.

WAI Corporate member Cape Air's



Lisa Ehn, right, presenting Chicago's Leading Edge's private pilot package scholarship to Crystal Reveles

Chief Administration Officer **Linda Markham** has been appointed president of the Hyannis, Massachusetts-based carrier, which will make her the only woman president or chief executive of a North American airline, according to the company. She succeeded retiring president **Dave Bushy** on March 18. Cape Air operates Nantucket Airlines and has 1,000 employees and serves 37 cities.

Arlene Steier (WAI #29363), the Chapter Outreach Chair for UNO Maverick Chapter, has been awarded the ACE 2013 Regional GA Award. This also makes Steier a finalist for the FAA Team Rep of the Year National Award.

Elizabeth Williamson (WAI #54766) performed her first solo in a Cessna Skycatcher with Flight Training Professionals in Orlando, Florida. **Brandi Strudgeon** (WAI #51978) passed her Sport Pilot checkride in the Skycatcher, also with FTP. Both ladies are students of CFI **Maggie Larsen** (WAI #8963) and have worked hard for their accomplishments. Congratulations!

PASSAGES

Long-time Washington State chapter member **Yukiko (Yuki) Howell** suffered a serious stroke at the Family STEM Night event at the Future of Flight. She was there as a volunteer for the Washington State chapter. She was taken to Providence Hospital in Everett, where chapter members **Trish Beckman**, **Rochelle Oslick**, and **Laina Reeves** kept vigil. She died just two days later. Yuki had long-time ties with the WomenFly event at the Museum of Flight and was an active participant in other aviation education events throughout the Puget Sound.

Yuki will be missed for her infectious enthusiasm and dedication to the causes that were close to her heart. (Read a tribute to Yuki written by Trish Beckman in the In Our Own Words column on page 48 of this issue of Aviation for Women magazine.) ➔





MEG GODLEWSKI

I just started flying with a student who has about 20 hours and has had a lot of gaps in his training. I soloed him last week. Yesterday we were coming in for a landing and I told him to go around because we were too low and he had overshot the runway. He wouldn't, so I

grabbed the airplane. We went around again and when we landed he told me that he wouldn't have gone around, he would have gained altitude and gone back to the runway. I explained to him that when I say go around it means GO AROUND. I said if he pulled that again I'd pull his solo ticket. He just smiled and shrugged, and repeated that he would have landed. What do I do?

Oooh, can you say *anti-authority* and *macho*? These are classic hazardous attitudes as defined in the Pilot's Handbook of Aeronautical Knowledge. *Anti-authority* usually surfaces in people who are resentful towards comments or advice from others, be it superiors or subordinates. They also tend to disregard operating procedures, rules and regulations. Many mistake anti-authority as a solution to balance out the power

gradient in the cockpit. As for *macho*, the FAA defines that as pilots are trying to prove themselves in the wrong way, which often results in taking unnecessary risks.

I would suggest first going back over these definitions with this student, and showing him that the antidote for anti-authority is "follow the rules!" For that matter, the antidote to a macho attitude is remembering that taking chances is foolish (again, these are direct quotes from FAA-generated material). Now, if he protests too much, you might remind him that as his flight instructor, you have every right and are frankly obligated by the agency that certificated you to get a black laundry marker and LINE OUT the solo endorsement on both his medical certificate and in his logbook. That's right. If a student cannot demonstrate with reliability the good judgment of a solo pilot then you've got to UN-solo him or her.

If it comes to that (and, to comfort you I have to say that it almost never does) cover yourself by making a photocopy of the marked up certificate and logbook pages, and be prepared to send them to the FAA via certified mail with a letter explaining that you have rescinded this student's solo endorsements, and why.

You may lose this person as a student, but if he repeatedly exhibits such dangerous attitudes you will probably be better off without him on your roster. ✈

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

Totally Free Checking from SkyOne

So you have time for what's more important.

With free checking and great rates on auto loans and credit cards, SkyOne has the tools to make your life easier.

Your SkyOne Toolbox



Free Checking



Mobile Banking App



Auto Loans



Visa® Credit Cards



Open an account today and learn more at www.SkyOne.org/join



Your savings federally insured to at least \$250,000 and backed by the full faith and credit of the United States Government.

SkyOne
FEDERAL CREDIT UNION

800.421.7111

www.SkyOne.org

We are proud to support Women in Aviation.



ALTITUDE AEROSPACE INTERIORS, LTD.

Altitude Aerospace Interiors, Ltd. (Altitude), is a Supersonic corporate member of Women in Aviation, International. The company consists of a team of experienced and skilled engineers, designers and project managers that provides a full suite of services within the airline and VIP jet interior market. These services include interior integration, the design and supply of

customized interior products and VIP jet modification and interior completion. Altitude specializes in developing and implementing innovative solutions to help airlines and businesses create unique aircraft interior products and experiences. As a supplier of customized items, Altitude understands the value of good design and high quality to its discerning airline and VIP jet clients. Based in New Zealand, Altitude works to deliver a customized product that matches the customer's brief in a timely and cost-effective way. With an experienced team of skilled engineers, designers and project managers, Altitude has created a New Zealand based aircraft interior design engineering organization.

Altitude provides a full suite of services for the VIP jet interior market including: completions, modification and maintenance services. Specializing in BBJ aircraft and launching into 787 VIP this year, Altitude has extensive history on Boeing aircraft and is an endorsed BBJ Completion Centre.

Key to Altitude's strength on the airline side of the business is its ability to work with an airline's branding, marketing, onboard products and interior design teams to find ways to differentiate an airline's cabin interior. Altitude is an EASA Design Organization and an approved Boeing supplier for bar and stowage units, ceilings, closets, partitions and crew areas.

"Since entering the BBJ completion field and achieving some significant successes in the commercial airline side of

our business, we have been able to grow our operation," Altitude's general manager Michael Pervan said in a statement.

"In just over two years, the Altitude team has doubled in size from 55 permanent employees to almost 100 engineering, design and program staff, and we continue to welcome more high calibre individuals into the team."

Altitude is AS9100-accredited for the design, integration, certification, project management and supply of interior components and refit services for commercial jet transport aircraft. The organization has a very strong focus on engineering and a history of integration engineering programs. Altitude's background and experience in managing large integration and reconfiguration programs has contributed to its substantial expertise and knowledge of certification processes and regulations. The company also provides a range of supporting activities including re-

pair and liaison engineering, certification, technical consultancy and research and development.

Altitude is a wholly-owned subsidiary of Air New Zealand and provides premium aircraft furniture and interior systems for both private and commercial aircraft. It was formerly known as ANZES Design Engineering.

Maintenance bases are at Auckland International and Christchurch International airports, and aircraft types covered include the Boeing BBJ1, Boeing BBJ2, Boeing BBJ3 and Boeing B-787. The company is interested in highly skilled engineers and technicians who would like exposure to exciting and challenging aerospace projects.

For further information regarding careers at Altitude, please contact Pauline Brown by email at pauline.brown@airnz.co.nz and register your profile online at www.airnewzealand.co.nz/careers or telephone: +64 9 256 3188. ➔



Women in Aviation, International Welcomes New Corporate Members

1st Source Bank-Aircraft Finance
Aero Crew Solutions
Honda Aircraft Company
LPL Financial

WAI Kickoff Celebration at ERAU Prescott!



Friday, October 4 and Saturday, October 5, 2013

WAI Regional Conference starts celebrating 25 years of WAI Conferences

at Embry-Riddle Aeronautical
University campus, Prescott, Arizona.

Friday Events:

Tours of ERAU Campus

Luncheon

Speakers: Dr. Peggy Chabrian

Dr. Frank Ayers, Chancellor, Prescott Campus

Betty Blake, WASP

Barbara Barrett, aviation industry executive

Airshow Performers panel:

Melissa Pemberton, Julie Clark and

Matt Chapman

Reception

Saturday Events at the Airport:

ERAU Fly-In and Breakfast

ERAU flight line and simulator tours

Speakers: Anna Dietrich, Terrafugia

Karen Gebhart, VP Business Development HAI

Saturday lunch at the airport

ERAU Jet Dragster

Air Show

Name _____ WAI Member Number _____

Preferred First Name for Badge _____

Aviation Affiliation/Occupation _____

Company/Educational Institution _____

Address ☐ home ☐ work _____

City _____ State/Province _____ Zip/Postal Code _____

Phone ☐ home ☐ work ☐ cell _____

E-mail address _____

JOIN US – Sign up TODAY!

_____ **Full Registration** (includes Friday lunch and reception)
☐ Member price **\$125** ☐ Non-Member price **\$175** _____

_____ **Student, Full Time** (includes Friday lunch and reception)
☐ Member price **\$50** ☐ Non-Member price **\$80** _____

_____ ☐ **Saturday Breakfast at the airport \$7** _____

_____ ☐ **Saturday Luncheon \$28** _____

TOTAL _____

Conference Hotel: **Hassayampa Inn**, 122 East Gurley Street, Prescott, AZ 86301
 You must book your room by calling the hotel directly at (800) 523-5002. Refer to group code: 111437
 Discount rates apply through September 2, 2013. Go to www.wai.org for additional details.

Payment Policy: Registration fees will be applied at rates in effect at the time payment is made online, by fax, by phone or postmarked. If discrepancies occur in check payments, the check amount will be applied to conference fees, and the registrant will be billed for remaining fees. If payment is made by credit card, the full effective rate will be charged to the credit card. **Refund Policy:** Full refunds for cancellations will be given until September 13, 2013. **After that date no refunds will be given.**



Registrations accepted only with accompanying check or credit card payment (no purchase orders).

Form of Payment (must be payable in U.S. funds)

☐ MasterCard ☐ VISA ☐ Amex ☐ Check (Payable to Women in Aviation, International)

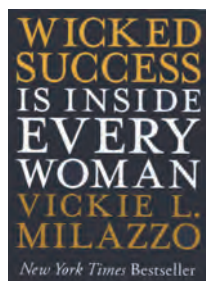
Account Number _____

Expiration Date _____

Cardholder's Name (Print) _____

Authorized Signature _____

(sign as name appears on credit card)



***Wicked Success is Inside Every Woman*
by Vickie L. Milazzo**

To seize control of her own life and career, Vickie Milazzo, a mentor, *New York Times* bestselling author, *Inc.* Top 10 entrepreneur and self-made millionaire, was willing to take a whacking from a Buddhist monk, jump out of an airplane and step out of a comfortable job into the unknown. In *Wicked Success Is Inside Every Woman*, Milazzo shares every success secret she used to grow her career into a \$16-million business.

By the time you are done reading you'll feel like Milazzo has mentored you, inspiring and encouraging you to take control of your life, your career and your success. Buck-up! Hard times make for big opportunity. Milazzo will show you how it's done. —A.L.

ISBN: 978-1-118-10052-3
Published by John Wiley & Sons;
Hoboken, N.J., 2011.
Hardcover; 332 pages. \$21.95
www.amazon.com



***Dare, Dream, Discover*
by Jayme Harris,
as told to Trudy Marshall-Bowler**

In *Dare, Dream, Discover*, Harris shares her life journey, from meager beginnings to a career in the U.S. Air Force, to her current success as a managing partner for a firm that procures military contracts in the Middle East. In the memoir she invites readers to travel with her through a myriad of world events—from civil strife in Kosovo, to the fall of Saddam's regime, to the destructive aftereffects of the earthquake in Pakistan. Her writing sheds light on misconceptions of and prejudices toward people, cultures, and religions around the world. —A.L.

ISBN: 978-1934572016
Published by Emerald Book Co.;
Austin, TX, 2008.
Softcover; 288 pages. \$14.95
www.amazon.com

***Eight Miles High*
by D. B. Borton**



Cat Caiban is one fun lady. She's an admitted detective in training, and in *Eight Miles High* the mystery she's challenged to solve is a doozy. Someone is knocking off the WASP, women who bravely served during World War II delivering aircraft and flying training missions during a critical time of war for the United States. Cat's challenge is daunting and we're along for the ride.

If you like crime fiction and have a hankering for a little history lesson tucked neatly into your leisure reading, this book is definitely your read. —A.L.

ISBN: 1-59133-211-7
Published by Hilliard & Harris, 2008.
Softcover; 228 pages. \$17.95.
www.dbborton.com



***Repossessed; High-End Recovery is our Game*
by Sandy Parks**

Author Sandy Parks is passionate about flying. She learned to fly at Edwards Air Force Base on the short runway that paralleled the 15,000 foot runway the space shuttle used to use. She's passionate about writing, too, lucky for us readers of her online blog, *True Airspeed*. Her latest book, *Repossessed*, will keep you guessing as you follow the protagonist, Amelia Walczynski on assignment to take back a high-end jet. —A.L.

ISBN: 9780988377547
Published by Sandy Parks
via Amazon Print, 2012.
Softcover, ebook and Kindle editions;
311 pages.
www.sandyparksauthor.com



***My Mimi Has Wings*
by Kathleen Doran Hegenberger
illustrated by Elizabeth Allen**

At 44 author Kathleen Doran Hegenberger has learned to fly, collecting her certificates and ratings quickly, right on through to her ATP. Encouragement came from her daughter, Katie, who was a student pilot when Hegenberger started out. This charming book, meant for the "read-to-me" set, is a thank you to her children and grandchildren.

The book's colorful illustrations and simple, clear text is meant to inspire children, girls and boys, to fly from day one. —A.L.

ISBN: 9780578112664
Published by Chicks Fly Publishing,
Johns Island, SC; 2012.
Softcover; 20 pages. \$7.95
www.mymimihaswings.com

TRAVEL TICKER

Gateway to San Diego's North County: McClellan-Palomar Airport in Carlsbad, California

McClellan-Palomar Airport (KCRQ), a public airport owned by San Diego County, provides tie down spaces and fuel for transients on its "True North" ramp. Located three miles southeast of Carlsbad, California and 30 miles north of downtown San Diego, the airport is mostly used for general aviation. Transient general aviation accounted for 63 percent of aircraft operations in 2011. A new \$24 million passenger terminal includes The

by Karen Leperi

Landings Restaurant (be sure to try "the \$100 burger," which is affordably priced at \$10), internet access, and a rental car desk for Avis and Hertz rentals onsite. (The airport is currently commercially served by United Express with California Pacific Airlines expecting to launch service sometime in 2013).

Best of all, the airport is a convenient gateway to some of the best beaches, resorts, spas, fine-dining, and entertainment, all within easy access. For example, Legoland is two miles west of the airport, while the Museum of Making Music is just five miles away. Be sure to try a healing spa soak in the alkaline waters at Carlsbad Mineral Water Spa, from whence the city got its name. Then visit La Costa Resort & Spa for what arguably has to be the most beautiful spa in North America. For themed spa treatments that are over-the-top, visit the recently opened Hilton Carlsbad Oceanfront Resort & Spa for a day of ultimate relaxation and luxury.

Find out more at the airport web site: www.sdcounty.ca.gov/dpw/airports/palomar.html



La Costa Resort & Spa

Visit us at EAA AirVenture
July 29th - August 4th • Hangar "A" • Booth #1105



FAA DUAT
WEATHER and FLIGHT PLANNING SERVICE
Reliable Weather and Flight Planning from a
FAA Certified Reliable Source!

Providing the DUAT Service for the FAA for over 20 years



Free! DUAT Free!
Android APP

Now available for download
from Google play store



www.duat.com/android



Get the Free!

iPhone App

Now available for download from
Apple iTunes or the Apple App Store



FREE! FAA CERTIFIED
WEATHER AND FLIGHT PLANNING!

- FAA Certified Weather Briefings
- Weather Graphics
- State NEXRAD Graphics
- Stored Routes
- Graphical TFRs
- Flight Plan Filing
- Flight Planner
- Approach Plates
- Sectional Charts
- Forecast Graphics
- Enroute Charts
- Airport Diagrams
- Interactive Overlays
- Airport Photos

Always Stay Connected!



DUAT Mobile

Follow us on Twitter! • Like Us on Facebook!

www.duat.com

www.duat.com/mobile

DTC DUAT • 108F Greentree Rd., Turnersville, NJ 08012 • 1-800-243-3828



HEATHER SHARP

FINDING STRAIGHT AND LEVEL AGAIN

I am on my second brain injury. Most people don't have any accidents their whole life. I am only 45 and I have had very serious ones. I was a C130 pilot in the USAF. I flew the Airbus 320 and the Boeing 747 for Northwest Airlines and Delta Air Lines. The first accident was in November of 2008. I was T-boned at highway speeds. I had a crushed pelvis,

a shattered collarbone and a mild traumatic brain injury. Miraculously, I recovered and I was back flying.

Then on Halloween Day of 2010, a tree fell on my head. Who has ever heard of that? The same helicopter that came the first time, came and airlifted me again to the hospital. I had my skull removed so they could do brain surgery to stop the bleeding. I was in the ICU for eight days and in the hospital for 32 days. I had 12 fractures in my back and a severe brain injury. I had a doctor come in and ask me, at the time, if I knew that this accident was much worse than the first one. I thought, "No, not really." He said, "Yeah, the first accident was a 2. This one is a 10. This is really, really bad."

What did I know? I was sky-high on pain medication. I couldn't even remember yesterday, let alone the first accident.

The doctors saw the x-rays, read the reports, and knew factually what they were dealing with. Statistically, they would forecast my recovery somewhere on the bell-shaped curve. Two things, my faith and my attitude, would affect my recovery. The doctors couldn't quantify those two things. They didn't know if my attitude would be a plus or a minus. Two years post-accident I am doing unbelievably well. I am not back to work yet, but that is my plan. Recently, I went back and they said, "Your recovery is a miracle. You are so far off the charts. We are amazed."

The same trait that made me a pilot was the skill that I applied to my recovery. If you are reading this magazine, you have the same trait too.

My uncle was a world champion. He called it *heart*. He said that no matter what they do, golf, ping-pong, Olympics, or whatever, people who succeed have heart. It is often not the person with the most talent that wins. It is the person with the most heart.

The definition of Heart is hard for me to explain. If they

have heart, they have desire or drive. They won't quit. Heart means they will keep going when other people will stop. All they think about is getting better. I guess it is similar to a hunger. It is a burning in their belly that they can't put out. They have tenacity and persistence. People who have heart keep



going. They keep trying. They have resolution and conviction. Nobody, nothing, is going to get them down.

You can't describe it or put your finger on it but you have seen it. Firemen have it, people in the military have it, some everyday people have it. The checker at the grocery store, the teacher at your son's school, the stay-at-home mom that you work out with; They all have heart.

When I was trying to describe heart, I said, "All they think about is getting better." Hmm...getting better. Before the illness or the accident, it meant getting better at whatever was your passion. Now it simply means getting better. You can use that exact same skill. If you did it before, you can do it again.

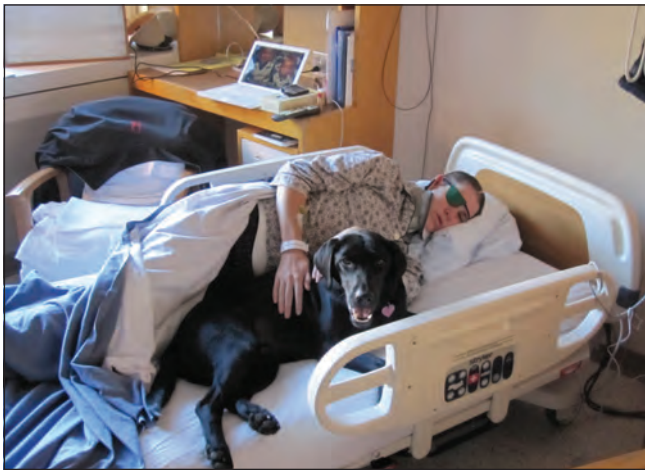
For example,
if you stayed up all night to finish a school paper...

if you worked long hours to get something you really wanted... If you have heart, you can use it again, this time for another purpose.

Your attitude is extremely important.

Often, when people experience a tragedy they say, "The timing of this could not be worse." As if there is a good time for a disaster? As if you would say, "Yes, I have room for cancer in between my kid graduating and moving my parents into assisted living. I could fit it in." Or, "Sure, I have loads of time for a traumatic event, I will just put my job on hold. They don't really need me anyway. My life isn't built around that income. No problem."

Let's face it, there is no good time. You would not say yes to this. It was not invited in. Although you would like to, you



can't go back. You can't erase and re-record. I got T-boned and then a tree fell on my head. That is not going to change.

You can admit, "Yes, This is the pits." There is no sugar coating it. It sucks. But am I going to give this thing (whatever it is) power over my spirit? My emotions? My attitude? Oh, I don't think so.

I feel sorry for the disaster or the illness. Let's call it the enemy. I feel bad for it. It has no idea what it signed up for. You seemed like such a nice, mild-mannered person and now it is in your life. There is no amount of wishing that will make it go away. You have to deal with it and it has to deal with you.

Having heart doesn't mean that you are selfish or mean or hard. I have seen plenty of really nice people with lots of heart. It means you won't quit. You can do that with a smile on your face. Nothing is going to beat you. You can be nice about it. The enemy just made a bad choice when it picked you; it should have picked someone who was a pushover. It should have picked a wimp.

I had a lot of heart when I wanted to be a pilot. I had expertise in not stopping until I got what I wanted. I was a nice person, but I was determined. After the tree fell on me, I used that same skill. This time I wasn't going to fly jets; I was going to get better. I wasn't going to make the enemy go away, but I was going to make it sorry that it chose to deal with me.

The enemy is thinking, "This girl is nuts. She is pushing

back. How on earth do I get out of here? I knocked over a hornets' nest." Some enemies are tough, they are going to stick around. You won't win every battle. You will have bad days. Better doesn't mean cured. It doesn't mean 100%. It is not going to go away. If you want a total cure, that is not my department. That is someone else's department. Call in the big guns. The disease, illness, or traumatic event might get physical points in the battle but you are in control of your mental attitude.

I talked to a guy with terminal cancer and at that moment the cancer was winning. He had a pretty bad attitude. I said, "Well, what did you do before all of this? What was your life like before you had to deal with all this crap."

It took him a while. After searching around and thinking about it he said, "I was an Eagle Scout."

I leaned forward and wrinkled my nose, "Really? I bet that was hard."

He barked, "It was VERY hard."

I smiled, "So, that is good news."

I leaned back and threw up my hands in the air. "You already have the skills. You know what to do. It has been many years, but you still have that inside. Just find it and dust it off and apply that same skill. In this case, it is just a different target. But you know how to hit a bulls-eye. Dealing with cancer is hard, too, but you have expertise. You have demonstrated that you have that ability."



That guy was not a wimp. For a moment, the cancer had the upper hand. He still had cancer; he was still terminal. But after that, he was in control. He later died. Cancer might have taken his body but it did not control his attitude and it did not take his heart.



If you are reading this magazine, you have heart. If you and the enemy went into a room together, only one of you would come out. You, if you have it inside, would win. ➔

.....
Heather Sharp was a pilot in the United States Air Force, and is currently on medical leave from Delta Air Lines.

API: Jobs For Today's Business Aviation World

Jan Barden, CEO, Aviation Personnel International
Sheryl Barden, President, Aviation Personnel International

In 1971, Federal Express, Amtrak and more than 25 air carriers, including Southwest Airlines, were considered startups. That was also the same year that Janice K. Barden benefited from her 16 years as a professional aviation psychologist to create her own startup—Aviation Personnel International, the first female-owned and operated retained search firm designed exclusively to serve the hiring needs of private and business aviation professionals.

"I had been in the aviation business for a number of years, starting out at Teterboro," explained Jan Barden. "I worked for Pilot Employment Agency, it was very early on. We did airline and cargo carrier placements. I had a degree in business and a specialty in industrial psychological testing. I had no aviation experience when I was recruited by the company. My undergraduate work was at Miami University of Ohio and my graduate degree in industrial psychological testing was from Kent State University."

Barden was recruited to establish a battery of psychological tests that would tell the company which pilot candidates it should look into, and which pilot candidates would be those that it should stay away from.

At the time there were many trained pilots coming right out of the military, Barden explained. "I did a great deal of work with the air-

lines in those days, which I enjoyed very much. But corporate aviation was beginning to come into its own. They were buying military surplus aircraft and equipping them to do corporate work. There were big players in there, such as U.S. Steel, Procter & Gamble, Texaco and IBM."

With "Aviation 101" under her belt, as Barden affectionately calls her time with the Pilot Employment Agency, she decided to go out on her own. She recalled, "There were relatively no women in the aviation business then. In the beginning they'd start meetings with 'Gentlemen,' and then look over at me and go, 'Oh, and Jan.' It evolved from that."

"I'm passionate about this business," she smiled. "I've always been a people person. I learned a lot because so many people confided in me throughout their careers. It helped me in understanding other people's problems. Now my daughter Sheryl has worked her way up and taken over the company, and that makes me feel great."

Sheryl Barden went to college, following in her mom's footsteps, exiting with a business degree

Jan Barden was recruited to establish a battery of psychological tests that would tell the company which pilot candidates it should look into, and those they should stay away from.

by Amy Laboda



Sheryl Barden speaking at
the Friday General Session
of the International Women in
Aviation Conference in March

In today's world

**API is more than just an
employment service.**

**It helps in situations such as a
pilot who loses a medical and
companies that downsize or
close a flight operation.**

and concentration in what is today Human Resources. "I wanted to make it on my own, though, so I went off to a Fortune 500 company and learned leadership skills in sales, marketing," she said, explaining why she did not start working right away at API.

"I always kept my hand in the business, though," she continued. "I was back once a month to do a lot of our interviewing. I would take two or three days, going out to interview pilots and maintenance professionals." She came back permanently to API 11 years ago, opening a remote office for API in San Francisco. "We were just getting into having a web presence," she said. "We were beginning to utilize that technology to extend our reach. I've focused on putting an emphasis on that technology." The API Talent Navigator™, Environmental Communicator and Candidate Introduction software sets the company apart from its competition.

In today's world API is more than just an employment service. It helps in situations such as a pilot who loses a medical and companies that downsize or close a flight operations. The company



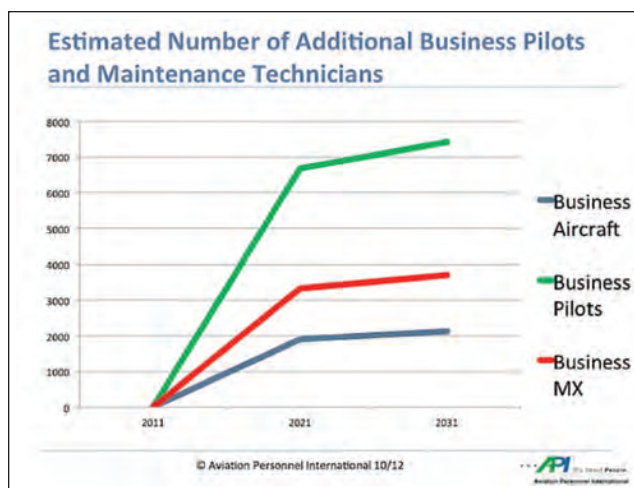
Like mother, like daughter.
Jan and Sheryl Barden
during NBAA 2011, held in
Orlando, Florida

has a robust coaching and counseling outsourcing division to help people relaunch an aviation career.

API is poised for upcoming growth in business aviation, according to the Bardens. The Bombardier Market Forecast for 2012 projected that over the next 20 years, there will be 31,000 business aircraft worldwide with nearly 14,000 in North America alone. There will be a need for about 1.75 maintenance technicians per every new airplane. That's nearly 4,000 more maintenance technicians in the next 20 years. It takes about 3.5 pilots per airplane on average (and those are different size business jets); so companies will need an additional 7,000 pilots to staff the new aircraft. That doesn't take into consideration the fact that 63 percent of ATP pilots today are 45 or older and will likely retire by 2031.

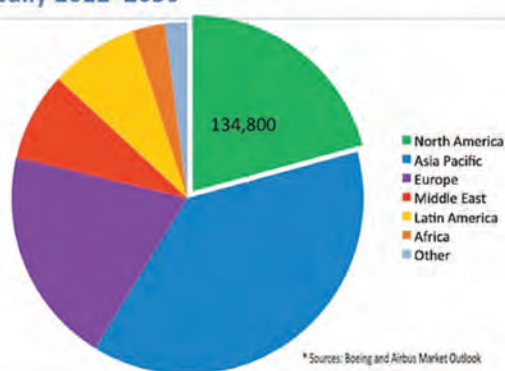
So, how does the process at API work? Sheryl explained, "Generally we are approached by candidates who are passively seeking a job. Part of our advantage to our clients is providing them with candidates who don't need a job; they are successful but willing to be open to new possibilities."

The API technology can log and track criteria of the company's candidates, from language skills, interests, aircraft they've flown to whether they are liberal arts oriented or just job-oriented? Sheryl wants her employment candidates to take a hard look at the career, and be sure they understand what it means to be an aviation mechanic; a pilot. "I want them to



ask themselves, what is that going to mean for me, and my lifestyle, my working conditions, work-mates....people really need to examine that. You know, a pilot says I want to fly Gulfstreams...well, those are long haul and you won't be coming home each night if you fly that," she explained. Also, there's the subject of education. "We need people to understand their craft and their skills in depth, and that takes a secondary education. That is especially true when it comes to Flight Ops careers. It is an extension of the business, so you

Technician Shortage: Approx. 650,000 Needed Globally 2011–2030*



* Sources: Boeing and Airbus Market Outlook

© Aviation Personnel International 10/12

FlightSafety

need to understand business as well as aviation,” she said.

“I think one of our biggest liabilities in this industry (business aviation) where security is such a big deal, is how people use social networking. Employers look at that. If your social networking shows that you don’t share the values that corporations are looking for, and if it shows you to be unprofessional in any way—that can come back to haunt you and make it difficult to get that dream job,” warned Sheryl.

She continued, “We can offer candidates that fit specific company cultures because we discover candidate likes, dislikes, values...to make the job we recommend a good fit. If you have an employee who cannot assimilate into the corporate culture, it is never going to be a successful fit,” she explained. If API decides to help you find that perfect job, you can expect a face-to-face interview with an API professional. As Warren Buffett famously said, “You ever give a firm handshake over a speakerphone? There is nothing like eye-to-eye contact to find that candidate’s sincerity—to find the truth about who they are and what they believe.”

On the client (employer) side, API spends a lot of time to get to know them very well first, according to Jan Barden’s found-

ing principles. Then the company goes out to try and find someone with more than just the skill set that its clients are looking for. “We find that corporate culture fit,” declared Barden, with a smile.

According to both Bardens, a lot of the so-called barriers to women in aviation, corporate aviation, have been eliminated. “Many of our clients would prefer diversity in their operations.”

Yes, the process is expensive. But the cost savings in the end, when you get the right person hired—a real fit—is huge, said both Bardens. “Just imagine the cost of having to find yet another candidate!” exclaimed Jan.

According to both Bardens, a lot of the so-called barriers to women in aviation, corporate aviation, have been elimi-

About Aviation Personnel International

Aviation Personnel International (API) is the longest-running aviation recruiting business, exclusively serving



the hiring needs of flight departments in corporate and private aviation. API offers its clients a

portfolio of fully vetted candidates, including senior aviation leaders, pilots, maintenance, cabin safety crew, schedulers and dispatchers. Based in San Francisco, the API team combines their extensive aviation knowledge with their expertise in human resources and executive recruiting to provide retained recruitment services, talent identification, staff development and outplacement services for flight departments of two or 200. Aviation Personnel International’s Talent Identification Process™ helps employers identify top-level professionals through a combination of expertise, efficiency and breadth of reach.

The unique three-step process consists of:

① The API Environmental Communicator™

A research tool that reveals an in-depth understanding of an employer’s needs and expectations.

② The API Talent Navigator™

A unique search and screening process

③ The API Candidate Introduction™

A proprietary executive analysis derived from extensive candidate research, including psychological testing, personal interface and intelligence amassed from our vast industry network.

For more information, go to www.APIAviation.com.

nated. “Many of our clients would prefer diversity in their operations. But women have to understand the lifestyle choice of corporate aviation and be honest and ask themselves, how do I balance a 12-on, 12-off work schedule with a family life?” Sheryl said. “Frankly, that can be tough for men, too. It is hard to find life-partners that understand that kind of a schedule—especially with all the travel,” she continued.

Jan piped in, “Solutions are there, though. Sometimes when two women have the same corporate flying job they share the job of handling their kids, I’ve found. Or one spouse decides to take the operations job that keeps them home each night, where the other takes the flight or maintenance position that has the longer, or nighttime schedules. There are ways to do it,” she said. “I’ve seen it work well.” ➔



THE 24TH ANNUAL INTERNATIONAL





BONNIE KRATZ

WOMEN IN AVIATION CONFERENCE



BETTY HUCK

education, mentoring and scholars
opportunities for women (and me)
in aviation and aerospace through
conferences, chapters, and publicati

Join for the networking!
Join for the career opportunit
Join for the fun!



"The biggest ever!" Dr. Peggy Chabrian, founder and president of Women in Aviation, International exclaimed when describing the 24th Annual International Women in Aviation Conference held this past March to an eager reporter. She wasn't kidding—the attendance numbers came in just under 3,400 for the 2013 Conference, held at the capacious Gaylord Opryland Resort in Nashville, Tennessee. Turn the page and find out who and what made the Conference great!

2013 Conference Speakers

There's more to the WAI Conference than tours, receptions, meals and exhibitions. Each day attendees come together for a morning general session that includes powerhouse speakers with strong messages. This year was no different. ATP CEO Caroline Daniels, API CEO Sheryl Barden, USAF Col. Jill Long, Boeing VP Neil Planzer, NGO Founder Ariel Talen-Keller, the Women Airforce Service Pilots of World War II, and finally NTSB Chairwoman Deborah Hersman (who could not be there in person because of sequester, but sent an excellent video about women and careers at the National Transportation Safety Board), all kept WAI Conference attendees informed, entertained and inspired.

Did you go to a general session? If you missed one, check out our YouTube Channel, Women in Aviation, International, and see what you missed.

Daughter Day attendees got to hear the Saturday speakers



PAULA GRUBB



Jill Long



Neil Planzer



Ariel Talen-Keller



WASP Jan Goodrum



WASP Dawn Seymour



WASP Marty Wyall



WASP Florence Mascott



WASP Bee Haydu



Caroline Daniels

Sheryl Barden

SPEAKER PHOTOS BY JOHN RIEDEL AND PAULA GRUBB

Wednesday Tours

COURTESY OF ARNOLD ENGINEERING



ROBERT HICKEY/ BEECHCRAFT HERITAGE MUSEUM



PAULA GRUBB



JOHN RIEDEL



Tours were an essential component of this year's WAI Conference, and a direct response to members' requests. The Beechcraft Heritage Museum at the Tullahoma, Tennessee Regional Airport (THA), the Arnold Engineering Development Complex, located at Arnold AFB, Tennessee, and the Smyrna Airport tour kept WAI attendees busy on Wednesday, March 13, the day before the official start of the Conference.

Our sponsors provide seed monies and opportunities for scholarships and events that are available annually to Women in Aviation International members. We deeply appreciate their contributions.

Diamond Eagle Level

FLYING Magazine

Platinum Eagle Level

American Airlines / American Airlines Federal
Credit Union / American Eagle
The Boeing Company
Delta Air Lines
FedEx Express
Gulfstream
Southwest Airlines

Gold Eagle Level

Airbus
JetBlue
Sporty's
UPS

Silver Eagle Level

Alaska Airlines Group / Horizon Air
Embry-Riddle Aeronautical University
Gaylord Opryland Resort
Pratt & Whitney
Redbird Flight Simulations
Walmart Aviation

Bronze Eagle Level

AAR Corporation
Aircraft Owners and Pilots Association
DTC DUAT
Federal Aviation Administration
Helicopter Association International
Jeppesen
National Business Aviation Association
Signature Flight Support
United Air Lines

Affiliate Level

Aviation Week
ConocoPhillips
Experimental Aircraft Association
ExxonMobil Fuels Corporation
General Aviation Manufacturers Association
SkyOne Federal Credit Union
Wings Financial Credit Union

Friends

Aviation International News

2013 Daughter Day Smiles Abound



*Daughter Day
speaker
Leah Hetzel*

BONNIE KRATZ Daughter Day Saturday at the WAI Conference is beginning to be a tradition, and a fun one, too, if you ask volunteer Barry Marz. "It was a real pleasure working with the FAA and the kids to help introduce them to aviation with fun, age-appropriate activities. I helped with the chart-reading and flight simulation. The smiles on the girls' faces when they figured it out was worth it all," he said.

The event included a few new features this year that came about from reading commentary left by participants from our first Daughter Day, at the 2012 WAI Conference held in Dallas, Texas. This year the event included a college fair and career panel for older girls and their parents, as well as a speaker, airline pilot Leah Hetzel, recruited just for the girls. Funding for Daughter Day was supplied by generous grants from UPS and ConocoPhillips. Training materials, including sectional charts, log books and cockpit posters, were again donated by The Sporty's Foundation.

Daughter Day was not the only outreach Women in Aviation, International performed during the Conference. We hosted an Aerospace Educator workshop where local teachers could obtain materials, references and practical tips for using aviation in the classroom. An Aviation Maintenance professional IA Renewal seminar (thanks to our sister organization, Association for Women in Aviation Maintenance), was also offered on-site.

Want to help out next year? Get on the WAI Volunteer list early by emailing WAIhq@wai.org.



PAULA GRUBBS



BONNIE KRATZ



BONNIE KRATZ



BONNIE KRATZ

Above: One of many, volunteer "dad" Barry Marz, a retired American Airlines captain and active CFI, teaches a Daughter Day attendee. Right: A participant delights in her creation. Below: WAI member Janet Patton brought both of her daughters to the Conference this year for Daughter Day.

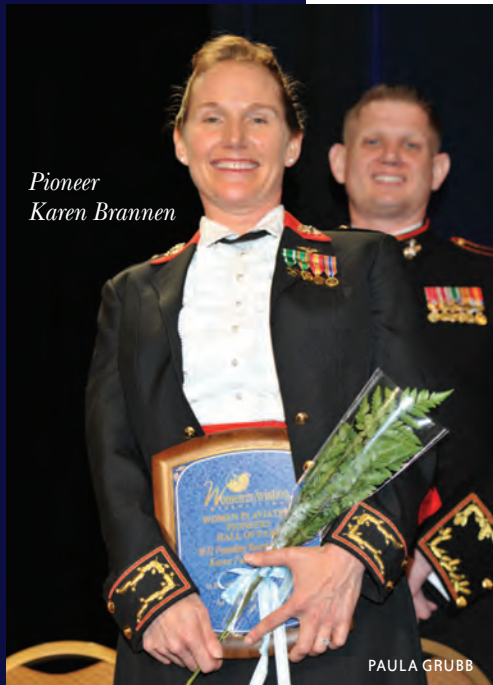


JOHN SLEMP



PAULA GRUBB

2013 WAI Pioneer Hall of Fame



Pioneer
Karen Brannen

PAULA GRUBB



Pioneer
Mary Silitch

PAULA GRUBB



WAI Founding Board

The Music

JOHN RIEDEL



BONNIE KRATZ



From the WAI Jazz With Wings band (sponsored by Wings Financial Federal Credit Union) to country-western crooner James Dean Hicks; from a high school color guard stand-out, to our own Annette Calicoat (*Aviation for Women's* Advertising Sales Representative) there was music at nearly every major event during the 24th Annual International Women in Aviation Conference. It was only fitting at a venue such as the Gaylord Opryland Resort!

PAULA GRUBB



JOHN SLEMP



BONNIE KRATZ





JOHN RIEDEL

*not pictured
Nelda Lee, Bill Monroe*

The Pioneers

The wonderful thing about Women in Aviation, International is that this organization knows where it came from. The history of women in aviation is as long and illustrious as the history of aviation worldwide. We honor our pioneers in many ways. At the Conference were the WASP, who were thrilled to tell the general session audience about their experiences flying World War II aircraft. It was a fitting introduction to the pioneers inducted into our WAI Pioneer Hall of Fame for 2013: Karen Brannen, Mary Silitch, and the Founding Board of WAI itself.



PAULA GRUBB

PAULA GRUBB



JOHN SLEMP



PAULA GRUBB

The Exhibitors

WAI Exhibitors filled the Ryman Hall with excitement. The Air Evac Lifeteam filled the HAI HeliCenter with EMS pilots and flight nurses.

Nearby the FAA CAMI unit brought its popular oxygen chamber to demonstrate the effects of oxygen deprivation in real time to WAI attendees. Just around the corner from the FAA, the Society of Aviation Flight Educators (SAFE) had a full roster of enthusiastic pilots looking for dual time with a CFI in the Redbird Flight Simulations full-motion simulator as part of the SAFE Pilot Proficiency project.

WAI's many partner organizations, from AOPA to EAA, AWAM to ISA+21, WMA, WCA, to The Ninety-Nines, welcomed attendees at their booths.

The story of the Conference, of course, was the on-site job fair that this year inundated the hall. Airline and aerospace industry applicants came from everywhere to line up for interviews and the opportunities that only a WAI Conference affords.



JOHN RIEDEL



JOHN RIEDEL



PAULA GRUBB

BONNIE KRATZ



JOHN SLEMP



JOHN SLEMP



BONNIE KRATZ





FAA's oxygen deprivation chamber

JOHN RIEDEL



Conference attendees from Ghana

PAULA GRUBB



The Boeing Company brought more than 300 attendees to the Conference

DEBBIE HANFORD/BOEING

2013 WAI Scholarship Winners

Airbus A320 Type Rating Certificate Scholarships

Helen Sherwin Consolino, Chandler, Arizona
Lisa Leina'ala Riela-Enoka, Kaneohe, Hawaii

Airbus Leadership Grant

Bob O. Agiro, Kalamazoo, Michigan
Miyukiko Kelsey Kostelny, Warrensburg, Missouri

Airline Ground Schools, Inc. / Flamingo Air

Miranda A. Satterfield, Bakersfield, California

New for 2013

Alaska Airlines Pilot Training

Kendra R. Dunlap, Georgetown, Texas
Gretchen Eichstadt, Hales Corners, Wisconsin

American Airlines and American Eagle Engineering Scholarship

Nelly Arzola, Columbus, Georgia

American Airlines Aircraft Maintenance Technology Scholarship

Bee Yang, Roseville, Michigan
Sonia Thiebeau, Tulsa, Oklahoma

American Airlines Veteran's Initiative Scholarship

Karrie Brimhall, Newberg, Oregon
James Lenord, Bellevue, Nebraska (Runner up)
Heather Gomer, Warr Acres, Oklahoma (Runner up)

Anne Bridge Baddour Aviation Scholarship

Crystal Polen, Port Orchard, Washington

AOPA Student Pilot Scholarship

Melanie Rivera, Bay Point, California
Bambi Shorey, Lebanon, Maine

New for 2013

ATP Multi Engine Scholarship

Tonya Hodson, Marion, Kansas

New for 2013

Beyond and Above Corporate Flight Attendant Training

Crystal Parker, Wichita, Kansas
Tenisha Belcher, Delaware, Ohio

Boeing Company Career Enhancement Scholarship

Lauren N. Schumacher, Rolla, Missouri
Whitney J. Brouwer, Raymond, Minnesota

New for 2013

Bunny M. Connors Memorial Scholarship

Jennifer J. Phillips, Livonia, Michigan

CAE SimuFlite Citation Corporate Aircraft Training

Jessica Vinson, Spring, Texas

New for 2013

Candi Chamberlin Kubeck Award (NIFA Foundation)

Courtney Copping, Saint Charles, Illinois

Carolyn M. Ford Memorial Scholarship

Laura Garrity, Wilson, Wyoming



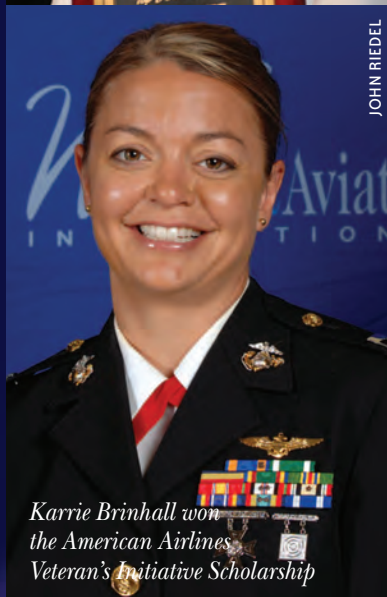
The Candi Chamberlin Kubeck award went to Courtney Copping

PAULA GRUBB



JOHN RIEDEL

Karrie Brimhall won the American Airlines Veteran's Initiative Scholarship



Jennifer Doidge reacts with enthusiasm to winning a \$35,000 United Airlines 737 NG Type Rating



PAULA GRUBB

New for 2013

Christine Reed Memorial Flight Scholarship
Thea McKellar, Canton, Georgia

Corporate Flight Attendant Training Scholarship

Donamarie Bizon, Kennesaw, Georgia

Dare to Dream Scholarships

LeAnne Gomez, Albuquerque, New Mexico
Elyse Hildebrandt-Cooper, Farmington Hills, Michigan

Dassault Falcon Jet Corporation Scholarship

Sierra L. White, Selinsgrove, Pennsylvania

Delta Air Lines Aircraft Maintenance Technology Scholarship

Grace Peterson, Medford, New Jersey

Delta Air Lines Aviation Maintenance Management / Aviation Business Management

Cynthia Norton, North Charleston, South Carolina

Delta Air Lines Boeing B737-800 Type Rating Certificate Scholarships

Kimberly Cousineau, Wilmington, Ohio
Kara M Hatzai, Elgin, Illinois
Linda K Beans, Parker, Colorado
Lindsay E. Burns, Tampa, Florida

Delta Air Lines Engineering Scholarship

Sylvie DeLaHunt, Waldorf, Maryland

New for 2013

Diane Endres Ballweg Scholarship
Susan Mattacks, Dorset, England

Elisha Hall Memorial–Wright Chapter
Kelly McCoy, Strongsville, Ohio

FedEx Express 727 Aircraft
California Baptist University, Riverside, California

FedEx Express JT8D Engine

Aviation Institute of Maintenance, Duluth, Georgia
Linn State Technical College, Linn, Missouri

If You Can Dream It, You Can Do It

Emily Crombez, Thunder Bay, Ontario, Canada

Initial Helicopter Scholarship

Lauren Cooper, Chicago, Illinois

New for 2013

ISA+21 ATP Rating Scholarship
Sarah Wells, Honolulu, Hawaii

New for 2013

ISA+21 CFI Multi Engine Rating Scholarship
Kelly Fisher, Melville, New York

New for 2013

ISA+21 B-737 Type Rating
Leja Noe, Seattle, Washington
Erin Sattler, Cottage Grove, Minnesota

Janet Clark Memorial Scholarship–Washington State Chapter

Crystal Polen, Port Orchard, Washington

Jeppesen Flight Training

Karen Vaughn, Tustin, California

Keep Flying Scholarship 2013

Kate Schafer, Boyero, Colorado

Keep Flying Scholarship–Southern Africa

Charles Nyakudya, Heidelberg, Gauteng, South Africa

Kelsey Meyer Memorial Scholarship

Taylor Ratliff, Fort Worth, Texas

Pratt & Whitney Maintenance Scholarships

George Powell, Decatur, Georgia
Regina Chambers, Atlanta, Georgia
Meghan A. Worrell, Oakland, California
Michele R. Swib, Westminster, Colorado
Esther K. Kariuki, Kalamazoo, Michigan
Bee Yang, Roseville, Michigan

R-W Foundation

Megan Henderson, Topeka, Kansas

Ride the Sun

Alyssa Jones, Wellington, Colorado

Society of Aviation and Flight Educators (SAFE) Scholarship

Liz J. Stalford, Scottsdale, Arizona

Sporty's Foundation

Meghan A. Worrell, Oakland, California

New for 2013

Ted Mallory Memorial Scholarship

Lynn Delean-Weber, Marthasville, Missouri

United Airlines 737 NG Type Rating

Jennifer Doidge, Brooklyn, New York
Agata Pares, Walnut Creek, California

Universal Weather & Aviation FAA-certified Dispatcher Training Scholarship

Angela Kovalesski, Greenville, North Carolina

New for 2013

WAI Enthusiasm Scholarship

Sandrine Rohrer, Lausanne, Vaud, Switzerland

WAI Mile High Chapter Empowerment Scholarship

Andrea J. Cooper, Paris, Texas



WAI Oshkosh Chapter Spirit of Flight Scholarship

Remington Viney, Sun Prairie, Wisconsin

Women in Aviation Management Scholarship

Sarah George, Hamilton, Ontario, Canada

Women in Aviation, International Achievement Award

April Erhardt, Soldotna, Alaska (Individual)
Janet Patton, Canton, Michigan (Student)

Women in Corporate Aviation Career Scholarship

Diana Cobas, Miami, Florida
Taylor Ratliff, Fort Worth, Texas

New for 2013

Women in Corporate Aviation International Scholarship

Allison Couch, Toronto, Ontario, Canada

Women Military Aviators Dream of Flight Scholarship

Nicole M. Garrett, New London, Connecticut

Women Soaring Pilots Association (WSPA) Scholarship

Karrie Brimhall, Newberg, Oregon

Yeager Foundation

Tonya Hodson, Marion, Kansas

JOHN RIEDEL





JACQUE BOYD PhD

LEARNING STYLES, LEADERSHIP AND SUPER HEROES

I remember when I read my first book on brain function and gender differences. Frankly, I was offended because it said that women's brains were "different" from men's brains. I'll preface that by saying that was in the 1970s and yes, I was a bit of a radical feminist, as in: everyone should be able to do everything. I have since softened a bit to being simply a feminist (if that

actually exists anymore) to saying: everyone should be afforded an opportunity to do whatever it is they think they're capable of doing.

With all that as a background, there really is some fascinating new research on the female brain. When you take a gander at my iPad I've downloaded a bunch of new books including: *Unleash the Power of the Female Brain* by Daniel Amen, *Boys and Girls Learn Differently* by Michael Gurian, *Successful Single-Sex Classrooms* by Michael Gurian, Kathy Stevens and Peggy Daniels, and the one I'm actually reading now, *Teaching the Female Brain: How Girls Learn Math and Science* by Abigail Norfleet James. I'm taking each book separately; reading and digesting. Next comes the part of comparing and contrasting. I agree with a lot, disagree with some and completely disregard a small portion.

As an educator I'm a healthy skeptic. I've been in the education field in some fashion for nearly 43 years. My mother was a teacher, her sisters were teachers, her brother ended up as a school superintendent. Her father, my grandfather, was a teacher in rural Kentucky. My niece is a teacher and my nephew is employed in technology in a school system. I used to say we had chalk dust in our veins, but chalk dust is now probably classified as an environmental hazard. Approaches go in and out of style, but I do believe the education field is much more attuned to individual learners than we used to be.

Undeniably there are differences in learning styles between boys and girls. Learning style is broadly defined as an individual's way of processing information, feeling, and behaving in learning situations. I was amazed when I read about the innate differences in hearing abilities. If a seven-year-old boy and a seven-year-old girl have their hearing tested under identical situations, scientists have found that girls can hear sounds much softer than the faintest sounds heard by boys. At certain frequencies, girls have been found to have a sense of hearing two to four times better than boys. Now, take that difference into the classroom. If a girl is sitting in the front

row listening to a male teacher she may feel that he's yelling at her when he's only speaking in his normal tone. Conversely, the guys in the back of the room may not even hear a female teacher speaking in the front of the room because of the softer tones of her voice. Fascinating and interesting implications to setting up any classroom.

There are some very broad statements made when it comes to discussing learning styles and differences between boys and girls. Again, I tend to try and not generalize but some of them are striking. In a study done in 2002 by Pomerantz, Altermatt and Saxon one of their conclusions stated that "girls are more concerned than boys are with pleasing adults, such as parents and teachers.

Most boys, on the other hand, will be less motivated to study unless the material itself interests them." I'm thinking of students in my own school and specific faces do come to mind.

During our first few weeks at the beginning of every year we have a specific "Advisory" class structure where we key in on certain information. Our sophomores go through the process of identifying their own learning styles. We've used various means to do that including the Gregoric Learning Style Inventory. This inventory breaks learning styles into four main categories, including the Concrete and Abstract: the Perceptual Quality and Sequential and Random: the Ordering Ability. For example, if a person is a Concrete learner, then they learn through their five senses. If a learner is Abstract, then they may learn through thinking abstractly—they may visualize and think beyond the obvious by being more intuitive or imaginative. Those two areas constitute the Perceptual Quality examining how a person perceives the world around them. The Ordering Ability is about how the mind organizes information. A Sequential learner organizes information in a step-by-step process while a Random learner organizes information by chunking it in no particular order. Our learning style is a combination of the two. One year after the students determined their own styles, they analyzed each teacher to come up with ours. It's a fun exercise, but it also gives an insight

**Undeniably
there are differences
in learning styles
between boys
and girls.**

into how we do what we do in the educational environment.

We've used several other instruments through the years, including some that emphasize verbal skills, tactile approaches, personality traits and work habits. We've found the more the students know about how they approach learning, the better interaction we have in the classroom. By knowing their teacher's learning styles it also gives them insight into their teaching styles. Not all students and teachers mesh with each other and some of the differences are because of the styles we have.

Last year I was involved in the Vanderbilt Leadership Consortium. We examined our own styles as school leaders and I learned that I tend to be a collaborative leader. I don't like to "tell" as much as I like coming to a conclusion through discussion and exploration.

The Seniors at my school must all take a class called Senior Portfolio. This year our 22 Seniors all chose to do project presentations. One student built a guitar from scratch, wrote an original composition and performed it at Senior Night. Another built a greenhouse and documented her planting project by taking time-lapse videos. One girl had all the faculty members fill out a survey asking questions such as; If you had a choice of where to live, would it be in a cabin in the woods, a house in the city or a hut on a beach? None of us truly knew where she was going, but we answered. Her project was to paint a mural using superheroes of her choosing, in her own drawing/painting style and present each in conjunction with an analysis of the faculty. I'm going to share her analysis of me, as I became Magneto, the superhero from *X-Men* comics.

"My understanding of leadership has greatly changed since meeting you. It has now become evident to me that leadership is not a quality, but a set of qualities within a person. Intellect, confidence, humility, sacrifice, and a solid sense of moral justice are all key qualities that make up a strong leader. You possess a strong consciousness in all these aspects. Magneto is the strongest of all mutants, not only for his metal manipulation ability, but because of his ability to make someone believe in something. Whether discouraged or afraid, Magneto understood the right course of action needed to rally the people toward his concept of progress. You also share this innate ability; you made me believe in the school. Small schools can be a risk in an academic aspect compared to the opportunities offered at high schools with larger student bodies. I was slightly concerned at first that it would not have been a good fit for me. But now, after experiencing all that I have, I say from the deepest core of my being that there is no other high school with such concepts of freedom and expression that enable me to develop into the young adult I am today. Never once did I feel abandoned or lost, but rather supported by teacher and student alike in one of the best learning environments I have ever had the honor of experiencing."

I don't think Magneto cries, but I did. McKenna: Thank You. You make me believe I am Magneto! ✈

.....
Jacque Boyd, Ph.D. (WAI #32) is the director of a Charter High School and a freelance writer living in Angel Fire, New Mexico. Contact her at JacqueBBoyd@yahoo.com.

Proud to support the women
who move aerospace forward.
It's in our power.™

Your talent shapes our industry and our future. Learn more at www.pw.utc.com.



Pratt & Whitney
A United Technologies Company



PAULA CORRIGAN
MD, MPH

SKIN DEEP—SKIN CANCER QUESTIONS AND ANSWERS

I am confused about the different types of skin cancers—are they all the same?

In general, there are non-melanoma skin cancers and melanoma. The non-melanoma skin cancers include basal cell and squamous cell carcinomas, and they are the most common form of cancer in the United States. They can usually be treated with excision, cryotherapy (freezing), or other local treatments. There is some chance of recurrence, but in general there is little chance of spread or serious complications. Melanomas, on the other hand, are very serious cancers and depending on the depth of the lesion and stage, there can be high risk of spread and increased mortality. Treatment includes excision and sometimes chemotherapy or radiation.

I have heard that pilots are more likely to develop skin cancer—true?

Yes, studies have shown that there is an increased risk of all types of skin cancer in pilots; it is uncertain what is responsible for the increased risk. Studies have shown that the windscreen on airplanes generally blocks all UVB and UVC rays, and up to 70 percent of UVA rays, which can be a risk for skin cancer. Dosimeters worn by pilots have shown less UVA exposure than bicycle racers on the ground. There is increased exposure to cosmic radiation at altitude, but most researchers feel it is a combination of risks which is responsible for the increased rates of skin cancer in pilots.

What are the warning signs of skin cancer?

Early warning signs of skin cancers include a new bump or spot on the skin that oozes, bleeds or does not heal, change in the size or color of a mole, the spreading of color around a mole or a change in sensation or chronic itching of a skin lesion. Many physicians recommend regular self-examination following the “ABCD Checklist”:

- A = Asymmetry: Melanoma lesions are typically irregular in shape (asymmetrical); benign (noncancerous) moles are typically round (symmetrical).
- B = Border: Melanoma lesions often have irregular borders (i.e., ragged or notched edges); benign moles have smooth, even borders.
- C = Colors: Melanoma lesions often contain many shades of brown or black; benign moles are usually a single shade of brown.
- D = Diameter: Melanoma lesions are often more than 1/4 inch or six millimeters in diameter; benign moles are usually less than 1/4 inch or six millimeters in diameter.

What are my reporting requirements to the FAA if I do get a skin cancer?

Basal cell and squamous cell carcinomas are typically not disqualifying conditions. The FAA policy on this type of cancer is that a pilot is cleared to return to fly after documentation of completed treatment and released to return to unrestricted activity by their treating doctor. The pilot should bring a short summary note from the dermatologist and the pathology report to their aeromedical examiner (AME) at their next FAA medical exam. If treatment is going to be delayed, the pilot should check with their AME to see if they will allow them to continue to fly with basal cell or squamous cell carcinoma until treatment is completed, but usually the treatment occurs within a few days of diagnosis. Controllers must obtain specific clearance to return to work through the Regional Flight Surgeon (RFS). For reporting of melanoma, because of its aggressive nature and tendency to spread, the FAA requires a pilot/controller diagnosed with melanoma to not fly/control until they have reviewed the case. Usually a waiver (Special Issuance or Special Consideration) is required. Observation periods required before returning to safety sensitive duties varies from shortly after surgery to up to five years after completion of treatment for advanced disease. The observation periods are determined by the depth of the lesion and spread to lymph nodes or other organs.

How can I prevent getting skin cancer?

Avoiding sun exposure is one of the best ways to prevent skin cancer. If possible, avoid sun exposure between 10:00 AM and 2:00 PM. If you must be in the sun, use a hat, sunglasses, long sleeves and full pants to provide protection. Many fabrics now contain specific UV protection. Always use a broad spectrum sunscreen with Sun Protection Factor (SPF) of 15 or higher that protects for both UVB and UVA absorption. While there is increasing protection afforded with an increased SPF, there is little data to show that products with SPF greater than 50 provide any greater protection. It is best to apply sunscreen at least 20 minutes prior to exposure, and reapply every two hours, after swimming or sweating, and immediately after towel drying.

AMAS recommends that everyone get a skin examination annually. If any suspicious skin lesions arise, seek an evaluation sooner rather than later. Family physicians and dermatologists can identify skin cancers at an early stage, which is the best way to minimize the danger. ➔

.....
Dr. Paula Corrigan (WAI #51101) is an Aeromedical Advisor for Aviation Medicine Advisory Service, www.AviationMedicine.com. She is board certified in Aerospace Medicine, Preventive Medicine, and Internal Medicine.

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

FLYING Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



FLYING®

Sets you apart.



PATRICIA LUEBKE

SUMMERTIME AND THE LIVING SHOULD BE EASY

I need a vacation. How about you? At this time of year, my thoughts turn back to my childhood and that last day of school.

Was there anything more sublime than that last day? I remember counting down the days; some years we had to make up for snow days which was a good early lesson in “actions have consequences.” The bill for that January morning where it was so

delicious to stay in bed and then go play in the snow comes due in June with an extra day tacked on. Back then, I remember summer stretching before me in endless weeks. Back then, it seemed as if summer lasted forever.

Not so much these days. Professionally, July flies by with the run up to EAA AirVenture and the countless details it takes to exhibit at such a large show. Once I’m home from Oshkosh, it always seems as if the summer is almost over. Where does the time go?

Unless I make a specific plan to have a summer vacation, it won’t happen. I’m not the type to spontaneously take off, even for a weekend. But there’s the quandary. After months of work and travel, I just want to relax. With no specific destination calling me, it’s difficult to decide where to go, when to go and with whom.

Doing some quick online research, I learned that there are a whole bunch of good reasons to take a vacation—ranging from strengthening your relationships, becoming less depressed, tense and tired, to flat-out living longer. Yes, a survey by the State University of New York found that men who took annual vacations reduced their risk of premature death by 20 percent. And those men who didn’t take vacation didn’t fare well. They had the highest incidence of heart disease and death.

And so it was that I was happy to field a suggestion from a college friend that she and I, and another college friend, rent a house in the Outer Banks for a week this summer. I’ve traveled with these two women before, and we are totally in synch with each other’s habits, routines and peculiarities. Plus we have a rule of no exerting pressure to participate in anything. If you want to sit and read a book by yourself, fine. If you want to go skydiving, fine.

I’ve never been to the Outer Banks, not even to Kill Devil Hill (aka Kitty Hawk). For someone who has made her career in aviation, that is an experience I need to have and so I immediately said yes and we started searching for that perfect rental house online. My only condition was that the house be right on the beach. I wanted to be able to throw a stone

from the back deck into the water. I didn’t want “short walk to beach access” or “beach nearby.” I want to see, hear and smell the ocean. For me, one of life’s great pleasures is to fall asleep with a breeze coming through an open window to the sound of the surf.

We found an ideal house, but at \$3,000 for the week, it was at the very high end of our budget. However I noticed that the same house that rents for \$3,000 a week in July drops to \$1,000 a week on September 1. I thought it was because summer is over and kids go back to school, but one of my friends said, “hurricanes.”

Now that gave me pause. I’ve seen the TV news films of sad families packing up their cars, cutting short their beach vacations, and heading inland. It could happen. What are the chances of a hurricane hitting the Outer Banks the first week in September?

I decided to consult the person I know who knows the most about weather: Richard Collins, general aviation icon, who has written countless articles and entire books about aviation weather. He could tell me the odds and advise me. And he did. Richard told me to go for it. Not entirely convinced I sought second opinions from two fellows who know a whole lot about weather—EAA Director of Publications Mac McClellan and Sporty’s Founder and Chairman Hal Shevers. Each agreed with Richard’s assessment, although Mac pointed out that if a hurricane is coming, he would recommend evacuation. Gee, thanks for that tip.

And so the deposit was sent for our beach house and we’re set. One of the other benefits of vacation is that you take time to play. I think I’ll do just that—I’ll play in the surf, hunt for shells and maybe even build a sand castle or two. So how about you? Make some plans, however humble or budget-constrained, just to give yourself a change of scenery and time to play. You need a vacation as well, and please think good weather thoughts for me for the first week in September. ➔

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

Men who took annual vacations reduced their risk of premature death by 20 percent.



Join Women in Aviation, International Today...

We joined because there's strength in numbers!

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



Discover more at
www.wai.org

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





JO DAMATO

BUSINESS AVIATION AND A STORM NAMED SANDY

As working parents in aviation we expect to miss some of the milestone days. In October, I knew I was going to be away from my oldest on his birthday for the first time ever and I would still be gone over Halloween too. I had known this for a long time since it was the same week as the NBAA Annual Meeting & Convention and the schedule for 2012 had been

published years in advance. As the event finally approached, I had let go of the guilt of traveling and took the “it’s just a day” approach. With the business of planning all of this and preparing to be away for eight days I paid little attention to the weather forecast and something that was brewing by the name of “Sandy.” I was focused on packing, and present-wrapping, and list making for the hubby in my absence. Then, the day before I was supposed to leave for Orlando, I got a call from my cousin, a meteorologist at NOAA, who said that I should consider staying home with my family in our New Jersey town.

I listened and stayed home. We moved into standard storm prep mode that consumed the rest of the weekend with Sandy making landfall on my son’s birthday. We helped our neighbors prepare and I found time to get a birthday cake since school was cancelled and my eight-year-old would now not only have his mom home on his birthday but would also have no school for the next three days. What more could a kid ask for?

The storm came and went. We thankfully survived without damage to our home although it took a full day to clear all of the large branches that had fallen all over our yard and the street. We had power while many of the neighboring developments had none. By Wednesday though a new reality was taking place on the TV news. We were learning more about the widespread devastation only an hour from our home. People being rescued by boats from their upstairs windows, the ocean taking over entire coastal towns, a roller-coaster being swept out to sea. Shelters were full in both our county and the neighboring ones. People didn’t have basic toiletry items, safe drinking water, or formula and diapers for babies. And, the weather was cold since we were now in November. That’s about the time that I realized that my staying home from the NBAA Convention was meant to be. I was local. I had escaped devastation. But I had the resources of the business aviation army ready and willing to aid where needed ASAP. And I knew people affected who knew where the specific needs were.

First I received calls from colleagues in Orlando at the Convention Center who knew I had co-founded a charity in 2010, Sky Hope Network, with the mission of using business avia-

tion resources to help those in need. These people were all calling me to ask if they could walk over to wherever I was at the Convention to talk about some needs in New Jersey. Imagine their surprise when I told them I wasn’t in Orlando because I was in my home in New Jersey. So I started making calls on their behalf. I checked into the operating status of the local airports such as RJ Miller Airpark in Toms River, New Jersey, one of the hardest hit areas near me. I contacted some of my Facebook friends who lived in some of the devastated areas and asked what they needed. What could business aviation do to help? I also was contacted by Marianne Stevenson and Doug Schultz who co-founded Aerobridge, another business aviation relief organization, who were taking the lead on getting supplies into New Jersey and New York via airplane and tractor-trailer. Aerobridge’s efforts were nothing short of amazing on all fronts.

Almost immediately, specific needs were being met quickly with business aviation resources through Aerobridge and through NBAA’s members. I posted those needs I was aware of on NBAA’s member-only listserv. I worked with FBOs at MMU, TEB, and TTN to set up collection areas where airplanes flying in with passengers could also drop off donated clothes, food, bottled water, diapers and anything that was on the donation lists I posted. From there local members of the business aviation community ensured that the donations got into their own towns, their families’ towns and shelters where the needs were the greatest and where FEMA had not yet responded. I have a few favorite stories that demonstrate the best of what I witnessed over the course of that week and the next.

On that Thursday I posted to the NBAA Schedulers & Dispatchers (S&D) message board asking for NBAA members to consider participating in the relief effort. Later that night I got an email from Howard Moses, managing partner of Blue Star Jets, who had asked his local FBO to establish a collection area for supplies. Kathy Dawson, at Ronson Aviation at New Jersey’s Trenton Mercer Airport (TTN), quickly agreed. Meanwhile, Patti Squire at LR Services based at ABE, and local volunteers including Sandra Sabatini, sales executive with World Fuel Services and April Honnen, director of char-

ter sales at East Coast Jets filled Patti's Beechjet 400 with supplies to take to TTN. The aircraft arrived at TTN on November 5 where a local charity group, Youth Advocate Programs, helped to get the donations—which included three pallets of MREs—directly to where they were needed in Atlantic and Ocean counties.

Also that weekend, my posts on the message board prompted NBAA member C&S Wholesale Grocers to donate not only 600 pounds of medical supplies and first aid items to go to a local food bank but also they flew the supplies to Teterboro airport on their Challenger 600 and the supplies were accompanied by C&S Wholesale Chairman and CEO Rick Cohen and his wife Jan. When I learned these supplies were



coming in I contacted Corinne Ruff, a mom, Delta pilot, and Long Beach Island resident directly affected by Superstorm Sandy who was able to coordinate the pickup of these supplies. The Cohens also helped Corinne's volunteers load a truck to carry the supplies to a food bank in Neptune, New Jersey. Corinne Ruff and her local friends made more than a few trips to Morristown, Teterboro, and RJ Miller Airpark to get supplies to those in need, even as they and their families were also directly affected by the storm.

The final story I want to share goes beyond the reach of business aviation and into my local community. A friend and neighbor of mine, Lisa Gonzalez, is a mom to three boys under the age of six, a full-time middle school teacher, and is from Toms River, New Jersey, where most of her family and friends were directly impacted. In her "spare time" Lisa was bringing our neighborhoods together in directly contributing donations from our households into her minivan for her to get right into the hands of those in need. She made the one-hour trip daily for weeks and always left with a full van of supplies. Many of us had stockpiled supplies prior to the storm and, once we saw how well we fared, it was easy to make the decision to get those supplies to those in need, which included our bottled water, our canned goods, our diapers, new socks, and any winter gear we did not need. Even our local Brownie troop collected school supplies for Lisa to take to the children in Toms River who had lost their backpacks and everything in them. In any case, Lisa volunteered her time to pick up any supplies being flown into RJ Miller Airpark, most of which



were coordinated by Aerobridge. Each time Lisa took her five-year-old son with her and eventually her other kids and her young nieces and nephews. These kids would sit on the ramp in wonder as they watched airplanes land and taxi over to them and then they would help to unload the supplies into Lisa's van. Can you imagine the impression that the positive exposure to aviation and helping their fellow man left on them? I think we might have more than a few local kids dreaming of piloting their own aircraft one day.

So, yes, I stayed home from my employer's biggest annual event. And, yes, I technically was here for my son's eighth birthday and for the Halloween, but mostly I stayed home from my favorite professional aviation event to end up working anyway with the best aviation professionals our industry has to offer and making an immediate difference in our state. I think the lesson I learned here is that working parents have to honor their personal and professional commitments whenever possible but we should not be in a position where making a choice towards the



personal results in such stress about not choosing the professional. I'm a mom before anything else. I am fortunate I work for an employer and have a boss who understands that being a parent will always come before my being an employee when safety or well-being of mine are at risk and he knows I would never take advantage of that. I also was thrilled that my faith in my fellow man and in the good people in the aviation

industry was reinforced through this experience. People answered the call to help from as far as California and Arizona with NBAA members loading tractor-trailers bound to New Jersey brimming with donations. Airplanes came in from all over the U.S. dropping supplies at the FBOs that were then picked up by our local aviation families who knew how to get them to those in need. I even had two anonymous donors contact me asking me to

help them find Sandy-impacted aviation families in need that they could directly help with monetary assistance. As aviation professionals, be proud of the humanitarian capabilities of your industry and remember that when there are those in need the solution might be as close as your airplane. P.S. New Jersey will rebuild so consider a trip to the real Jersey Shore one of these summer days. We can guarantee you'll make memories to last a lifetime. ➔

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



SHERRY
PARSHLEY PhD

ADJUSTING YOUR FINANCIAL FLIGHT PLAN

A good pilot knows that a flight plan is necessary for a successful flight. Thinking along that path, a plan is also needed for your financial future. Your flight plan and financial plan need to be adjusted for those unexpected headwinds or tailwinds. There are several new developments this year related to taxes, health care, education debt and upcoming FAA legislation that

may put a headwind or tailwind in your financial plan.

First, let's look at some changes in the tax laws. You may have noticed that your paycheck got a little smaller this year. The Social Security payroll taxes returned to 6.2% after a "holiday" in 2011 and 2012. For the past two years, the employee portion of the social security tax was reduced to 4.2%. Self-employed persons also received the same reduction from 12.4% to 10.4%. Think of this change as being like the unexpected headwind. You cannot change it, but you need to adjust your spending so that you still spend within your means.

Many of the provisions of the Patient Protection and Affordable Care Act (i.e. health care reform) do not go into effect until 2014. But one that may affect you this year is a new limit on the amount employees can contribute to tax-free flexible spending accounts for medical expenses. These plans allow employees to put money aside from their paychecks to pay for out-of-pocket health care costs.

For 2013, the limit is \$2,500 and indexed for inflation thereafter. Prior to 2013, there were no legal limits to the amounts you could contribute, although some employers imposed limitations. These accounts presently remain "use-it-or-lose-it," meaning that you cannot roll those funds over to another year if unused. So you need to make sure you do not put more funds in the account than you will need for eligible expenses for this calendar year.

Another development related to health care reform is the employer mandate that goes into effect in 2014. A business that employs an average of at least 50 full-time employees during the preceding calendar year is subject to the requirement to offer health care coverage. What this means for 2013 is that many small businesses may hire more independent contractors rather

than employees, or even reduce their workforce to be under the limit. There are, however, special Internal Revenue Service rules for classifying workers as independent contractors,

which are beyond the scope of this column. Many of us in aviation either work for or own small businesses so need to be aware that there may be incentives to reduce payrolls below this 50-person head count to avoid meeting these requirements. The positive outcome, however, could be that more part-time work could become available.

There is some good news related to education debt. A new federal program should make it easier for recent graduates to keep their loan payments more manageable. We have discussed the current program, the Income Based Repayment program (IBR) in a previous column (see *Aviation for Women* Nov/Dec 2009 issue, p. 45). The new option, known as Pay as You Earn Repayment Plan (PAYE) lets eligible borrowers lower their monthly loan payments and qualify for loan forgiveness faster than the existing Income Based Repayment program.

Pay as You Earn limits student-loan payments to 10% of discretionary income as defined by government formulas. Borrowers who make regular payments could have the remaining unpaid amounts forgiven after 20 years.

Monthly payments can be adjusted each year based on the borrower's income and size of their family. The new program is more generous than the previous IBR program, launched in 2009. IBR caps loan payments at 15% of discretionary income and borrowers can have unpaid amounts forgiven after 25 years. Under both programs, borrowers with public-service jobs may qualify for loan forgiveness after just 10 years.

Pay as You Earn is available only to borrowers with federal direct student loans. If you have other types of federal student

***The Airline Safety and
Federal Aviation
Administration
Extension Act of 2010
requires that every
pilot flying for a
commercial airline
must hold an Airline
Transport Certificate
(ATP) rather than a
commercial pilot
certificate.***

loans, you can consolidate existing federal student loans into a direct loan to take advantage of the program.

Eligibility is based on borrowers who took out their first federal student loan after September 30, 2007 and received at least one federal student loan after September 30, 2011. Much like the IBR program, eligibility is also based on the size of your debt, discretionary income and family size.

To remain in the program, borrowers must provide their loan servicer with updated information about their income and family size. A couple of caveats—under current federal rules, many borrowers will be taxed on the amount of the debt that is forgiven, which can result in a substantial tax bill. Debt forgiven under the public service loan forgiveness program is currently tax-free.

On the aviation legislation side, there is a new challenge. As of August this year, the Airline Safety and Federal Aviation Administration Extension Act of 2010 will require that every pilot flying for a commercial airline must hold an Airline Transport Certificate (ATP) rather than a mere commercial pilot certificate (the regulation today). This effectively raises the flight hours needed to obtain an entry airline position from the present limit of 250 hours to 1,500 hours, beginning at 00:01 AM on

There is some good news related to education debt.

A new federal program should make it easier for recent graduates to keep their loan payments more manageable.

August 3, 2013. This means that aspiring airline pilots will need to spend more time collecting experience and adding to their flight hours before an airline will be able to consider them.

How will they do it? By flight instructing or flying for non-scheduled service providers, such as freight companies or charter operations. The obvious implications are that it will take longer to obtain an airline pilot position. The new rule also means that flight schools, charter operations and freight haulers will be able to hold on to pilots a bit longer. Predictions are that we are facing a shortage of airline pilots in the future, which may mean that once you land that job, you could obtain seniority more rapidly, leading to greater pay. We'll leave that topic for a future column. ✈

.....

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.



Non-Stop Success

AAR provides exciting career opportunities and the chance to make a real difference with a recognized industry leader. If you'd like learn more, visit us on the web at aarcorp.com.

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



PILOTS

A&P MECHANICS

ENGINEERS

**PROFESSIONAL
MANAGEMENT
POSITIONS**



Educating the **NEXT** Generation of Aviation Professionals




Offering Traditional and Online Degrees

1(888) 901-7192

www.FlyUVU.com

Positions Available at Women in Aviation, International

CHAPTER RELATIONS MANAGER

If you are excited about WAI and love working with members who feel as you do, here is the job for you! Help grow the WAI chapter program, develop tools to assist chapters, service existing chapters, maintain records for group tax exemption and travel to visit chapters. Other responsibilities include working at trade shows and at the annual WAI Conference and serving on WAI education and membership committees.

Education, experience and skills desired: Bachelors degree, aviation experience, writing and speaking skills and Microsoft Office proficiency.

CONFERENCE MANAGER

This position oversees all aspects of the annual WAI Conference and regional conferences organized by WAI. Areas of responsibility include conference pre-registration, coordination with hotel regarding meeting space, food and beverage functions, education sessions and professional development seminars, and other conference related functions. Other responsibilities include working at trade shows and traveling for pre-conference meetings and site inspections. Education, experience and skills desired: two years of trade show management experience, college degree or equivalent experience, detail-oriented, self starters with strong organizational and time management skills, customer service experience, excellent oral and written communication skills, strong computer skills with software experience in Microsoft Word and Excel, ability to handle multiple projects at once, and travel as needed.

Both positions located outside of Dayton, Ohio, at WAI HQ, 3647 S. R. 503 South, West Alexandria, OH 45381. Mail résumé and cover letter to WAI or fax to (937) 839-4645.



Career Guidance
Aviation Career Counseling
Helping Motivated Pilots Succeed
805.687.9493
In-person or phone consultations
Career Planning
Interview Preparation
www.CaptainKarenKahn.com



*Finally...
a pilot's watch
for women*
www.TheAbingdonCo.com

sporty's® pilot shop
Learn to fly here!
Flight Training Courses • DVDs • Headsets
GPS • Radios • Flight Bags • Kneeboards
Flashlights • and Much More
sportys.com
1.800.SPORTYS (776.7897)

Lynns1Sole Interchangeable Shoes
Unsnap the top and add a new top to make a new look and new shoe. We have over 1,000 tops (with a variety of airplane designs) and several heels. Order online www.lynn1sole.com or call 602-918-9675

CAREER ADS: PLAN #1 – *Aviation for Women* Magazine and Web Site, \$90 per column inch. Ad in the Career section of the magazine, and a Free Listing on the WAI web site for 30 days. Web listing is text only. **PLAN #2** – WAI Connect Newsletter and Web Site, \$1.60 for first 50 words, 85 cents per word thereafter. The Text Only listing will appear in the WAI Connect Email newsletter. You will receive a Free Text Only listing on the Women in Aviation, International web site for 30 days. **PLAN #3** – Web Site Only, \$1.50 for first 50 words, 75 cents per word thereafter. The Text Only listing will appear on the Women in Aviation, International web site for 30 days. Posting usually occurs 2-3 business days after submission of information. 10% discount for Corporate members.

CLASSIFIED AD RATES: \$1.50 per word (minimum of 25 words). Display ads priced per column inch (4 inch maximum). All insertions must be paid in advance. 10% discount for three or more consecutive insertions.

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.

LEAVE THE "VINTAGE" ON THE FLIGHTLINE! Restore your skin with nature's own pharmacy. Try pure aloe products uniquely formulated to rejuvenate damaged skin. FREE samples available (+S&H) www.YouShouldTry.LBri.com

DO YOU LOVE TO FLY? You are bound to be successful at Delaware State University as a student in Aviation! Our affordable Aviation Program prepares you for money making careers in the aviation field. Earn a Bachelor's of Science degree with concentrations in Aviation Management or Professional Pilot. Our beautiful campus is located in convenient Dover, Delaware. www.desu.edu/aviation

WWW.FLY-IN.COM Residential Airpark Community, 7FL6. Spruce Creek Fly-In, Daytona Beach, Florida. Email: sales@fly-in.com. Contact Spruce Creek Fly-In Realty. Celebrating 28 Years Serving the Spruce Creek Community. Patricia Ohlsson, Realtor, Commercial Pilot, (800) 932-4437.

WWW.WILEMANAIRCRAFT.COM Exercise your individualism for truly unique gifts. One-of-a-kind aviation gifts. For all your pilot needs. Phone (928) 234-7206. Bullhead City, AZ 86440

AVIATION JEWELRY LTD Beautiful, unique gold and sterling silver aviation jewelry designed by Daniel Hamilton. In business since 1975. Phone (608) 271-6599 www.AviationJewelry.com

www.AviationHomes.com "THE" Premier Website to Market or Locate your aviation property! International Exposure. Let us help you *Live the Dream* 1-800-537-9753 email: sales@aviationhomes.com



School, Flight School, University and College Advertisers:
Join us in
"The Education Issue,"
the September/October 2013 issue
of *Aviation for Women* magazine.
Contact Annette Calicoat,
WAI Advertising Sales Rep,
acalicoat@wai.org
(937) 669-4741 or (866) 520-9424



SUMMER FUN

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

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

June 21-22

Flight Attendants/Flight Technicians Conference
Lowe's L'Enfant Plaza
Washington, DC
www.nbaa.org/events/fa-ft/2013

July 29- August 4

EAA AirVenture
Women Soar, You Soar
Wittman Field
Oshkosh, Wisconsin
airventure.org/attractions/women_soar.html

August 2

WomenVenture
Wittman Field
Oshkosh, Wisconsin
airventure.org/attractions/womenventure.html

August 2

WAI Connect Breakfast
EAA Nature Center
Wittman Field
Oshkosh, Wisconsin
www.wai.org

Volunteer to help at events where WAI is participating! Call us at (937) 839-4647.

ADVERTISERS INDEX

Please Support the Companies that Support WAI!

AAR Corp.....	Page 45
Aviation Week	Inside Back Cover
DTC DUAT	Page 17
Embry-Riddle Aeronautical University.....	Back Cover
Flying Magazine.....	Page 39
Flying Software Labs.....	Page 5
National Air & Space Society.....	Inside Front Cover
Pratt & Whitney	Page 37
Republic Airways.....	Page 47
SkyOne Federal Credit Union.....	Page 13
Utah Valley University	Page 45
Wings Financial.....	Page 3
Women in Aviation, International.....	Page 41, 47

This WAI jacket has an IFR rating

Wind and rain are held at bay with this lightweight addition to your foul-weather gear. Plus this hooded jacket is easy to stuff into a backpack or bag when the sun comes out.
Sizes SM-2X in Mediterranean Blue, Charity Pink or Black.

Code:
30134
Price:
\$39



www.wai.org
or call (937) 839-4647

REPUBLIC AIRWAYS HOLDINGS

Now hiring for the following positions:

*A & P Mechanics Dispatchers
Auditor Material Specialists First Officers
Controllers Inspectors Flight Attendants
Crew Schedulers MX Controllers
IT System & Software Engineers*

Republic offers excellent compensation and benefit packages.

To learn more and apply, please visit us at
www.rjet.com

Republic Airways Holdings is an Equal Opportunity Employer

Regional Carriers for:





TRISH BECKMAN

A TRUE INSPIRATION

Sometimes in your life someone just touches you deeply. My friend Yukiko Tanakadate Howell, with whom I shared many a WAI event, was like that. Born in Tokyo, Japan, on April 23, 1948, she mar-

ried, moved to America, raised two children, became a U.S. citizen, learned to fly, taught high school math and science, and became widely known for her dedication to mentoring young

people. She passed away, surrounded by loved ones, at Providence Hospital in Everett, Washington, on February 8, 2013. Her life was entirely too short but her legacy will endure for generations. She will long be appreciated by the young people she mentored, as well as by the many friends she inspired to join in those efforts.

I met Yukiko soon after I arrived in Seattle, and she became one of my best friends. She was the sweetest, kindest, most compassionate, and most humble person I have ever known. She had a brilliant scientific mind, but she also loved the arts. She was an accomplished violinist, painter, and photographer. Yukiko taught math, science, and Japanese language for many years at Annie Wright School, a private school in Tacoma, Washington. After she obtained her private pilot certificate in 1998, Yukiko taught weekly aviation lessons at her school, including the basics of flying.

She advocated aviation in her school lessons, emphasizing math and science proficiency as a means to achieve an exciting aviation career. She used her own flight training and flight experience to motivate her students, and she enlisted the help of aviation colleagues to complement her own experience. As a result, some of her students have chosen aviation as their career and are already active in the profession.

At Annie Wright School, Yukiko created a four-day aviation program to introduce students to a variety of aviation careers, not only piloting commercially but other fields such as military programs, engineer, flight instructor, business aviation, maintenance and flight controller. All of her students experienced an introductory flight. She took her students to the Boeing simulators where they experienced simulated flying in the Boeing 737, 767, and 777, until repercussions following 9/11 prevented their further use. She continued this program at Annie Wright until three years after her retirement, when other teachers took over the program.

Shortly after she purchased a Cessna 172, Yukiko joined The Ninety-Nines and Women in Aviation, International. She was a pilot for the Experimental Aircraft Association (EAA) Young Eagles Program, which has given thousands of young people free flights in private airplanes as a means to introduce them to aviation.

Yukiko was also a member of the Bremerton Pilots Association, which sponsors two major programs in which she was active. First, she served as a member of their scholarship committee. Second, she participated in their annual Blackberry Fly-In, a huge event which has been held during Labor Day weekend, with the cooperation of Port of Bremerton, for about 15 years. On each Fly-In day, she set up a WAI booth to educate the public about the significant participation of women in aviation careers.

It was an honor to volunteer with Yukiko at the annual International Women in Aviation Conferences; with our local WAI Washington State Chapter scholarship committee and at our education/outreach events; at Sally Ride Science Festivals; and on the Museum of Flight Women Fly planning committee. Her strength being Aviation Education, she had happily volunteered in 2001 to be a member of Educators Leadership Advisory Board (ELAB), formerly the Teachers Advisory Board (TAB), at the Museum of Flight.

Yukiko was a volunteer at the Museum of Flight in Seattle. It was at the Family STEM night at The Future of Flight museum in Everett on February 6th that she experienced the stroke that took her life two days later. She was doing something she loved, and with people who loved her, when she was taken from us too soon.

At the time of her passing, Yukiko was still actively flying as a pilot. Her most recent endeavor was pursuing proficiency training in the Piper J4 Cub.

Flying was literally in Yukiko's blood. Although she loved her adopted country, she also was very proud of her maternal uncle, Nobuo Konishi. He was an Imperial Navy fighter pilot who flew the Zero in World War II and perished in the Rendova Island Campaign at the very young age of 19.

Yukiko embodied the quality most desired by anyone interested in the future of America—the ability to inspire young people to pursue technical career fields. I am thankful she shared her considerable talents with her adopted country. ➔

.....
Trish Beckman (WAI #17) had a successful career as a RIO and a Commander in the U.S. Navy before retiring and becoming a Flight Navigator for The Boeing Company in Seattle, Washington.

Expanded
Content Sections
Within **AW&ST**

AVIATION WEEK & SPACE TECHNOLOGY



YOUR AEROSPACE & DEFENSE ADVANTAGE

Aviation Week & Space Technology is your one powerful source of information with a greater focus on technology, and enhanced space, civil, defense, security and MRO coverage.

Stay connected and engaged with links to deeper content, interaction with editors, advertisers and the global aerospace community with the **AW&ST Digital Edition**, an integrated essential resource with instant delivery of expanded global digital content the Saturday before the publication date and available on leading Tablet and Smartphones.

And also as a subscriber, you have access to **AWST Online** — with advanced search options, archives and access to the issue the Friday before the publication date.

AN IMPORTANT NOTICE TO OUR CUSTOMERS ABOUT PRIVACY: We use the information you provide to fulfill your requests, service your account, or to offer you products and services from Aviation Week, The McGraw-Hill Companies and other reputable companies that we feel may be of interest to you. We may also share your information with outside vendors solely to perform services on our behalf. This information is maintained in a secure database located in the United States and access to the database is limited to authorized persons. To opt-out, review your data or to ask questions, please contact Aviation Week's Privacy Official at Two Penn Plaza, 25th Floor, New York, NY 10121, USA, or at avwcustserv@cdsfulfillment.com. View our Privacy Policy at www.mcgraw-hill.com/privacy.html.

All paid subscribers will receive expanded content sections in digital format. Selected subscribers will also receive either the MRO or Defense Technology section insert in their printed copy of AW&ST.

The months ahead include award winning global editorial content you won't to miss:

- New Space
- Army Aviation
- MRO Forecast
- Airline Alliances
- Afghan Withdrawal
- Regional/Aircraft Airlines
- Business Aviation – Europe
- Top Performing Companies
- Emerging Market: Turkey
- Aircraft Finance
- Propulsion
- Composites and Advanced Materials
- Unmanned Vehicles
- Workforce
- International Air Transport
- Avionics
- International Military
- Top Talent Under 40
- Simulation & Training
- And Much More!

Subscribe Online at awst.aviationweek.com/forms/AWSTprint

Or call us at 1-800-525-5003 (within N. America) or +1-515-237-3682 (outside N. America) and mention code MAW33AFW to receive the Aviation For Women readers preferential rate!

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

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

EMBRY-RIDDLE
Aeronautical University
FLORIDA | ARIZONA | WORLDWIDE



#1

The leading name in collegiate flight education
pursues excellence above all else.



scan to see us in action

www.embryriddle.edu