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JULY/AUGUST 2013

The official publication of Women in Aviation, International®

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JULY/AUGUST 2013

AviationforWomen®

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Amy Kienast of the Yankee Ladies Chapter is all smiles after an introductory glider ride during a Sandhill Soaring Club picnic. More chapter news starts on page 8.

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COVER PHOTO

Jill Oakes is an absolute biplane, taildragger fanatic. She's flown a Fleet Finch biplane all the way from Canada to Oshkosh.
Photo by Scott M. Spangler

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PRESIDENT'S MESSAGE

PAT TAYLOR



DR. PEGGY BATY CHABRIAN

Dear WAI Members:

It's hard to believe the summer will be halfway over by the time you receive this issue. Here in Ohio we are gearing up for a terrific WomenVenture experience August 2, during EAA's annual AirVenture Fly-In and Convention in Oshkosh, Wisconsin. Women in Aviation, International will be exhibiting in Hangar A, Booth 84, as well as teaming up with EAA to bring you a WAI Connect Breakfast, unifying group picture experience, and an educational luncheon in the Theater in the Woods that day. Let us know if you can join us and prepay at a discount for your meals online, or come by the booth and sign up for the experience during the show. You'll get a wonderful raspberry T-shirt just for participating (it's going to look great in the picture!).

In this issue (beginning on page 28) you will find the listing of scholarships for 2014. There are at least 75 scholarships, of which a number are new scholarships, including one designed specifically for persons over the age of 35. Be sure to share this information with people you know who might be interested in earning a scholarship. Get them to join WAI so they, too, can apply. There are always one or two scholarships that only receive a handful of applications each year. The chances of earning a scholarship are, for that reason, higher with WAI than with many other organizations that offer scholarships.

On other fronts the staff of WAI have been busy working on details for the 2014 Conference, our 25th Anniversary Conference, to make it a special one for all of you. Speakers and exhibitors have been contacted, details for tours have been arranged, a few new special events are in the works, and of course we are including a few special options at Walt Disney World.

The kick-off to our 25th anniversary is coming up quickly! It's a regional WAI conference, October 5-6, 2013, in Prescott, Arizona, on the campus of Embry-Riddle Aeronautical University, which was the site of the first WAI Conference in 1990. It is a beautiful setting, 5,000 feet in the mountains. The campus features a number of laboratories including the Aerospace Experimental and Fabrication Building (state-of-the-art engineering and wind tunnel labs); aviation safety center with crash lab, advanced flight simulators; and a flight line with an extensive fleet of training aircraft a short distance from campus. Tours of the campus will be a part of the regional conference. A special air show is planned, just for attendees of the WAI regional conference and students, alumni, faculty and staff of ERAU on the second day of this event. For more details, see the information on page 43.

I will be visiting several chapters this fall. Meeting members and discovering the good work the chapters are doing in their local communities is truly the highlight of my position as president of Women in Aviation, International. Please continue to let us know the activities your chapter is most proud of, so that we can feature them here in the pages of *Aviation for Women*, your magazine. Consider the magazine as a tool for publicizing your chapter's best moments, and praising our members' achievements. See you soon!

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian, President

INSIDE THIS ISSUE



PHOTO COURTESY OF MARIOLA ZIOLKOWSKI

Find out more about Emirati Airline Captain Aysha Al Hamili and the new Dubai Chapter of WAI on **Page 8**



PHOTO BY K.D. LEPERI

You are on final approach with travel writer K.D. Leperi as she flies in a King Air around the Outback. **Page 20**

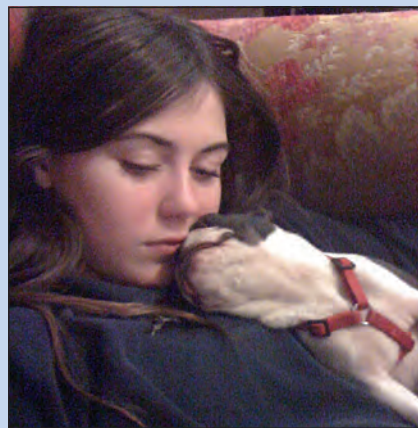


PHOTO COURTESY OF T. ANDERSON

Meet Sarah Anderson, who found her passion for aviation and animals and was truly inspired to do good. **Page 48**

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WAI Kick Off Celebration is Just Around the Corner



The WAI Regional Conference in Prescott, Arizona, this October is the kickoff event to WAI's 25th Annual International Women in Aviation Conference, which will be held March 6-8, 2014. To celebrate we're returning to where WAI all began—the little mountain town of Prescott, Arizona. There our host, Embry-Riddle Aeronautical University, has promised to make the two days memorable for all.

Join Women in Aviation, International staff and members for this special event in Prescott, Arizona, on Friday, October 4 and Saturday, October 5, 2013, at the ERAU campus. There will also be an air show at the Prescott Airport on Saturday, October 5th. Learn more about it at: www.wai.org/events/regionalconf_2013.cfm.

Join Us For The Best WomenVenture Ever!



JOHN SLEMP

Are you coming to the EAA's annual AirVenture Fly-In? Then be sure to join Women in Aviation, International and the Experimental Aircraft Association in the sixth annual WomenVenture, a joint function of EAA and WAI. This is a chance for you to build camaraderie and learn to use our collective voice to inspire and motivate women of all ages to get engaged in aviation—for fun or as part of career aspirations. There are so many avenues and opportunities in aviation and aerospace, but we know that taking the first step is key to success.

So, what exactly IS WomenVenture? Female aviators and enthusiasts gain special recognition Friday, August 2. The day begins with the WAI Connect Breakfast, followed by the annual WomenVenture photo to be taken at 10:30 a.m. on Phillips 66 Plaza. Pick up your free official WomenVenture T-shirt at the EAA Welcome Center; Women in Aviation, International; Embry-Riddle Aeronautical University; or the Ninety-Nines booth and wear it to be counted among those women who are leaders in engaging more women in aviation. Register for the WAI breakfast in advance at: www.wai.org/eventreg/event_start.cfm?did4=15 or by calling (937) 839-4647.

WAI Connect Breakfast at EAA AirVenture Friday, August 2

EAA Nature Center, Wittman Field
Oshkosh, Wisconsin
8:00 a.m. - 9:00 a.m.

Cost: \$15 per person
(advance rate, until July 26),
\$20 per person (July 26 or onsite)

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

New This Year: WomenVenture Power Lunch

The WomenVenture Power Lunch (\$5) follows the photo at Theater in the Woods. Featured speakers include **Amanda Wright Lane**, great-grandniece of Orville and Wilbur Wright and a trustee for the Wright Family Fund of the Dayton Foundation; **Sherry Carbary**, vice president of Boeing Flight Service; and **Z. Negin Cox**, a member of NASA's Mission Operations Flight Team and Mars Science Laboratory. Register at www.airventure.org/attractions/womenventure.html.



Women Soar You Soar Camp for Girls Starts August 1st at AirVenture

Do you know a young woman, high school age, who is looking for an exciting, interactive experience during EAA's AirVenture? Women in Aviation, International is one of several sponsors for Women Soar You Soar, a special experience for girls during the show. This unique program introduces 100 girls to 35 women, from engineers to fighter pilots, working in a variety of aviation and aerospace fields. It's an event filled with career exploration, discovery, inspiration and fun. Activities include flight simulation, workshops, wing rib assembly, mentor sessions, career exploration and more. Of course, it also includes an AirVenture experience. The Women Soar You Soar program strives to engage, inspire, and educate young women to pursue their dreams in aviation and beyond. Find out more about it and sign up at: http://www.airventure.org/attractions/women_soar_sign_up.html.



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PATRICIA LUEBKE

SUMMER FUN AWAITS: JOIN US!

One of my favorite moments of the year is when Women in Aviation, International members and their friends start arriving for WAI's Connect Breakfast, held each year at the Nature Center on the AirVenture site. Typically, I have arrived way early with other WAI staff to help set up the breakfast, make sure the food is ready to go and generally get prepared for our 300 guests.

What is so charming and lovely about that moment when the breakfast-goers arrive is that everyone is just so darned happy. Everyone is comfortably dressed in shorts or slacks and T-shirts, and we're all wearing comfortable shoes. It's a throwback to summer camp. Women arrive in twos and threes, having made the hike together, ready to have fun, to the Nature Center. Everywhere you look, women are laughing and smiling, hugging, greeting each other, talking, catching up with old friends and just generally having a good time.

But the WAI Connect Breakfast is only one part of the EAA AirVenture experience. In addition to the hundreds of airplanes, seminars, forums, exhibits, and speakers that are yours to enjoy at the world's largest airshow, women also have a show within a show—WomenVenture, a bonus to the EAA AirVenture experience.

WomenVenture is both a networking resource for women AirVenture attendees and outreach. What's more, WomenVenture presents an opportunity for women to have visibility—to the Oshkosh crowds and to each other.

The sixth annual WomenVenture begins on Friday, August 2 at 8:00 am with the Connect Breakfast. WAI would like to thank DTC Duat for its yearly sponsorship. In addition to a full, hot breakfast, there are speakers, a silent auction, and door prizes—yes, all fit into one fast hour. The breakfast does sell out, so secure your tickets online at www.wai.org/eventreg/event_start.cfm?did4=15 or put in a call to WAI headquarters in Ohio ahead of time at (937) 839-4647. If your plans are unclear, you may still buy breakfast tickets on site at the WAI Booth in Hangar A.

When breakfast is finished, WomenVenturers take a casual stroll towards Phillips 66 Plaza, with plenty of time to stop along the way to check out this airplane or that exhibit. At 10:30 am, women assemble in Phillips 66 Plaza for our annual extended family photo. You've surely seen these photos—a sea of women, all shapes, sizes and ages, and most wearing their (free) WomenVenture T-shirts. It's fun! Of course, it's like herding cats to get this happy mob formed into a photograph-

able group while everyone continues to talk and laugh and not pay attention. Women have told me afterward that simply being in that group, as part of that photo, felt empowering to them. Any woman who ever felt she is going it alone at work, with flying, with aviation, will feel the power of standing with 1,000 other women as part of this group.

Each year we've worked to improve and enhance Women-



Venture and this year is no different. The day is extended for 2013. EAA and WAI have organized a WomenVenture luncheon in Theatre in the Woods, again sponsored by DTC Duat. (Can you tell we love to talk and eat?) Invited luncheon speakers include Amanda Wright Lane, great-grandniece of Orville and Wil-

bur Wright and a trustee for the Wright Family Fund of the Dayton Foundation; Sherry Carbary, Vice President of Flight Services at The Boeing Company; and Nagin Cox, Mission Operations Flight Team for NASA's Mars Science Laboratory.

This year, there is a cherry on the cake of WomenVenture. That same Friday of WomenVenture, EAA will preview the new, animated Disney movie, *Planes*, about an around-the-world air race. And yes, there are not one, but two female airplanes: a French-Canadian airplane named Rochelle (voice by Julia Louis-Dreyfus) and a Pan-Asian airplane named Ishami (voice by Priyanka Chopra) who compete in the race. There's also a female forklift named Dottie (voice by Teri Hatcher).

Planes will be shown in EAA's Fly-In Theater which is an outdoor facility with a five-story-high screen and full sound system. Is there any better way to end a full day of fun at AirVenture than sitting under the stars watching a brand-new movie? Please join us—start with WAI's Connect Breakfast and end with helping us cheer on Rochelle and Ishami. WomenVenture is the very best way to spend a summer's day. ➔

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



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Submit your proposed topic with a 100-word abstract and your name, title, and affiliation along with a brief biography of those speaking. If selected, you will be asked to submit a 30-word abstract of your topic for publication in the Conference Program.

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Women in Aviation Conference**
March 6-8, 2014

Disney's Coronado Springs Resort
Lake Buena Vista, Florida

Submit to: Education Sessions
Women in Aviation, International
3647 State Route 503 South
West Alexandria, OH 45381
Email: presenters@wai.org
Fax: (937) 839-4645

Submission deadline:

August 19, 2013



VALLEY OF THE SUN CHAPTER

The Valley of the Sun Chapter joined the Ninety-Nines and the Girl Scouts at the Girls With Wings event held at the Phoenix-Mesa Gateway Airport in Mesa, Arizona. Seventy girls aged nine to 11 toured the ASU Polytechnic campus including the ATC and flight simulators. They also built model airplanes and learned about airport operations and careers in aviation. ➔

NW ARKANSAS CHAPTER

The NW Arkansas Chapter members provided an after-school aviation tour for a Rogers Girl Scout troop. **Camelia Smith** (WAI #11385) provided after-school snacks, and **Carol Vaughan** (WAI #52305), **Sabina Koukourinkova** (WAI #49413) and **Julie Hall** (WAI #8518) led the group through Walmart Aviation's facilities. The Girl Scouts saw scheduling and operations areas, viewed aeronautical charts, and learned the names of some major airplane parts. The highlight of the day for the Girl Scouts was the opportunity to see the inside and outside of business jets. Each scout was provided with airplane activity books to take home that were supplied by AOPA.



NEW DUBAI CHAPTER FORMING



Above, left to right: **Maryam Al Mourshidi**; **Mariola Ziolkowski**; **Dina Ali Beljafrah**, Chapter Vice President; **Sheikh Ahmed bin Saeed Al Maktoum**; **Aisha Al Hamli**; **Mariam Ali Al Balooshi**; Chapter Outreach Committee; **Kristina Tervo**, Chapter Vice President; **Mervat Sultan**, Chapter President, **Belinda Suares**, Chapter Secretary

The UAE is set to be one of the first countries in the Arab world to open a chapter of Women in Aviation. **Mervat Sultan** (Finance Manager from Ramjet Aviation Support, an elite aviation support company that prides itself on being a supportive partner to the opening of the first ever Middle East Chapter of WAI) along with Captain **Kristina Tervo** (Owner-Partner-Proprietor with Wolston Sky, a company that trains and empowers aviation professionals) are the co-founders of the Middle East chapter and have spearheaded the cause for a regional presence. This was put forward at the recent Dubai Airport Show 2013 in Dubai, at the exhibition titled "Women in Aviation" which has been organized by the Deutschland Chapter President **Mariola Ziolkowski**. Sheikh Ahmed bin Saeed Al Maktoum (the President of the Department of Civil Aviation, CEO and Chairman of The Emirates Group and Chairman of Dubai World) came to the photo exhibition and acknowledged the need for a WAI chapter and supporting projects that encourage women to pursue career development in the aviation sector. Details of the event were covered in local TV and newspapers.

The chapter will be highly beneficial for the growing niche of women aviation enthusiasts and the growing interest in aviation as a career option in the Middle East. The chapter will help local women to challenge the odds to achieve their dreams. The Dubai Civil Aviation Authority (DCAA) has verbally approved the constituting of the WAI Middle East Chapter and the chapter is ready to open its doors to like-minded women and men. ➔





FT. LAUDERDALE CHAPTER

Women pilots and aerospace enthusiasts gathered at NASA for a very special tour of Kennedy Space Center marking the 50 years of women in space. The three-day event, sponsored by Women of Aviation Worldwide members and FAU Professor of Aviation History, **Dr. Barbara Ganson**, included KSC VIP tour of the VAB (vehicle assembly building) and a walk on the KSC runway to view the “wheels stop” marker for *Atlantis*; a “fly it forward” at Dunn Airpark where 116 girls and women received their first flight from 10 pilot volunteers and culminating with dinner and Keynote Speaker **Janet Petro**, Deputy Director of Kennedy Space Center. Participants were from the International Women of Aviation, Florida Gold Coast Ninety-Nines, FAU Engineer Sorority, and WAI Fort Lauderdale Chapter Outreach Chair, **Virginia Knudsen** (WAI #46000). ➔

SAN DIEGO CHAPTER

The San Diego Chapter is extremely diverse and unique. They have a mixture of flight instructors, active and retired pilots (military, commercial, civilian, helicopter, corporate, commuter, student), aviation students, UAV professionals, flight attendants, government employees, a former missile specialist, and even a private aircraft charter broker. This makes the chapter especially well-suited to educate Girl Scouts about many aspects of aviation, including careers in the aviation field. Various Girl Scout troops from San Diego participated in an educational Aviation Camp aboard the USS *Midway* Aircraft Carrier Museum, where the Chapter worked with 31 Girl Scouts ranging from fourth through the sixth grade.

The basic model the chapter used for the camp included: **Station 1: How Planes Fly & Model Airplanes**, learning basic aerodynamics, building paper airplanes, and a runway challenge taught by **Jaime Dockins** (WAI #54188) and **Cyndi Burgunder** (WAI #42935);



Station 2: Careers in Aviation & Air Transport Jobs, taught by **Michelle Simoneau** (WAI #5523), **Kathy Felker** (WAI #7415) and Navy Helicopter Pilot **Andi Phillips**; **Station 3: Airplane Cockpit Tour & Parts of the Plane**, taught by **Ann Rothwell** (WAI #38071), and **Tammy Joseph** (WAI #46491 from Mt. SAC Chapter); and **Station 4: ATC & Aviation Communication**, taught by **Paris Clement** (WAI #52478) and **JoAnn Minor** (WAI #44228) where the girls learned about the phonetic alphabet, and radio communication. Timekeepers and Logistics volunteers were **Jaime Paris** (WAI #40588), **Cynthia Laddon Kaase** (WAI #38028), **Aja Enriquez** (a guest from the Mt. SAC Chapter) and **Timothy Harrington**. The lunch time guest speaker was Navy Captain and Wing Commander: **Shoshana Chatfield** (WAI #47179), who spoke to the Girl Scouts about what it is like to be a female helicopter pilot in the U.S. Navy for 25 years.



During this series, the chapter will be educating sixth-12th grade girls about what it is like to have a career in the field of aviation. They will have various women from their unique chapter teaching different stations about their career. ➔

AIR CAPITAL CITY CHAPTER

The Air Capital City Chapter raised \$1,300 to send low-income girls to space camp by creating an event called *Breaking Through the Clouds—Movie, Dinner, and Auction*. Working with **Heather Taylor**, the film's producer/director, the chapter booked a movie theater to show "Breaking Through the Clouds, The First Women's National Air Derby." This documentary is an inspiring true story of 20 women who raced across America in 1929. After the movie, guests walked to the restaurant for a dinner and auction. Women who have participated in the air races shared their personal experiences. ➤



GREATER LA CHAPTER

GREATER LOS ANGELES CHAPTER

The Greater Los Angeles Area Chapter, in conjunction with Mount San Antonio College Chapter, enjoyed a field trip to the Coast Guard Air Station Los Angeles at LAX. The event was hosted by LA Chapter President **USCG Commander Elizabeth Booker** (WAI #17175), who spoke about her career and careers in the USCG. Attendees were then given a tour of the facility which included the control tower with a perfect vantage point to witness an incoming helicopter and a demonstration of emergency broadcasts. Guests also viewed the mechanics, avionics and water rescue prep facilities. The group had the opportunity to get up close and even inside the Dolphin helicopter and had a Q & A with a crewman and a rescue swimmer. Afterward, Commander Booker hosted a lunch at a nearby restaurant. ➤

YORK COLLEGE/ CUNY CHAPTER

JetBlue hosted York College Chapter members on the JetBlue Sun 'n Fun STEM flight to Lakeland, Florida. **Raulina Solares** (WAI #52163), **Amanda Spruill** (WAI #54664), **Pricilla Saquipay** (WAI #54575) and Chapter Advisor **Dr. Robert Aceves** (WAI #44068) boarded a JetBlue flight out of JFK to Orlando, then a chartered JetBlue A320 from Orlando International Airport to Lakeland, Florida, where the passengers, JetBlue crew members and aircraft took part in Sun 'n Fun 2013. Five other schools and more than 75 students joined them on the flight and fantastic day. ➤

WOMEN WITH WINGS CHAPTER

**ST. LOUIS WOMEN WITH WINGS CHAPTER**

The St. Louis Women with Wings chapter's self-defense class was a real hit. Members and guests were briefed on avoiding situations where attacks commonly occur. They learned how to react when assaulted with knives, guns, and an assortment of typical holds and grabs. It was an eye-opening experience for all attending. Everyone took home a list of self-defense moves to practice. Thank you to Sensei **Bob Goodwin** and his senior students for this memorable experience! ➤

WASHINGTON STATE CHAPTER

Heritage Flight Museum in Bellingham, Washington, graciously hosted the Washington State Chapter. Members enjoyed viewing the museum exhibits, particularly the memorabilia and storied history of Apollo 8 astronaut **Maj. General William Anders**. The meeting included a tasty lunch, and several breaks to witness the startup and flight of the museum's P-51 Mustang, A-1 Skyraider, and T-6 Texans. Watching the stunning warbirds in formation and listening to their thunderous roar was a real pleasure for all. ➤



WASHINGTON STATE CHAPTER



CHICAGO'S LEADING EDGE CHAPTER

Chicago's Leading Edge Chapter hosted an outreach event at Lewis University in Romeoville, Illinois. It was an all-day "camp" designed for high school aged girls to teach them about aviation and the different career paths available to them. It consisted of a series of six sessions, including a tour of a 737, aviation trivia, aerodynamics, simulators, air traffic control, and pre-flight inspections. Each session was about a half an hour long and the girls were guided through by volunteer group leaders, with a break for lunch. Lewis University donated the space and the lunches, and the materials were provided by YAA (Youth Aviation Adventure). There was a raffle at the end of the event, with some generous flight donations, so that at least a few of the girls will get to go on a discovery flight. The chapter intends to hold this successful event again next year. They were honored to take part in Women of Aviation Worldwide week, and they hope to be able to participate again in 2014! ➔



Yankee Ladies member Jennifer Phillips takes a glider for a flight

YANKEE LADIES CHAPTER

F-16's was the theme of the March Yankee Ladies membership meeting. Guest speakers Larry McKillop (former F16 Pilot) and Rick Taig (former F16 Crew Chief) shared information about this magnificent aircraft and their personal experiences working with the F16. The President of Michigan Aviation Association, Philip Seizinger, spoke at the Yankee Ladies April membership meeting. The evening began with the origins of the Michigan Air Tour and a great historical video of the first Michigan Air Tour. The presentation included information about original tour stops and participants. Additionally, he shared information about Michigan Air Tour 2013 and the route and activities that are planned.

Yankee Ladies enjoyed a family-friendly picnic event at the Sandhill Soaring Club at Richmond Field, Michigan. Members and guests learned about soaring, networked with aviation enthusiasts, and relaxed in the warm sun. The soaring club offered a flight discount to attendees who wanted to experience soaring for the first time. The event was coordinated by members Elgene Doinidis (WAI #4404) and Dave Finch (WAI #47215).

CAREERS

Two \$500 scholarships were awarded at the WAI Women With Wings Chapter meeting in April. Congrats to **Cecilia Ernst** (WAI #40235), who plans to pursue a glider rating, and to **Keri Sauder** (WAI #10902), who plans to pursue an ATP.



Cecilia Ernst, Glider Student

Cindy Hasselbring (WAI #22909) is currently serving her second year as an Albert Einstein Distinguished Educator Fellow at the U.S. National Science Foundation in Arlington, Virginia (www.einsteinfellows.org). She is assigned to a senior executive of the agency—the NSF Assistant Director for Education and Human Resources. Her primary role, as a voice from the classroom, is to provide practical insight and real world perspectives to policymakers. She works with the NSF Assistant Director on performance goal initiatives, as well as several inter-agency forums: the Federal Collaboration on STEM Education committee, the Federal Investments in STEM Education com-

A Generous Gesture by the Sclair Family

Robyn Sue Sclair (WAI #9460) died in her Tacoma, Washington, home March 31, 2013, from an intra-cerebral hemorrhage. Robyn's writing career started when she penned a regular column, called "The Robin's Nest" in the *Edmund Sun & Booster* in Oklahoma. The state newspaper association honored her with the title of youngest columnist.

The family moved once more to Spanaway, Washington, where Robyn graduated high school and earned her Private Pilot certificate in 1977. Robyn graduated from Boston University in 1983 and subsequently joined a university-sponsored program that took her to Accra, Ghana, where she worked in the shipping ports.

Upon returning to the United States, Robyn joined her parents at the family business, the *Western Flyer*. She ran advertising sales operations and the news department, but left to pursue an airline career. She joined FedEx as an MD-11 pilot. Robyn spent 11 years at FedEx and traveled the world. Outside of FedEx she and another pilot flew a twin-engine Piper Seneca from Seattle to France with stops in Newfoundland, Greenland and Iceland. Robyn is survived by long-time boyfriend George Ridpath, mother Mary Lou Sclair (Steilacoom), brother and sister-in-law Ben and Deb Sclair (Lakewood), nieces Savannah and Brenna, and nephew Jack. She was preceded in death by her father Dave.

In lieu of flowers, the Sclair family requested remembrances be sent to Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, Ohio, 45381.



mittee, and the NSF-US Department of Education K-16 Mathematics Initiative Project. Hasselbring is a three-time highly qualified applicant and interviewee for NASA's Astronaut Candidate program. She was recently nominated to be a participant of the USA Science & Engineering Festival's "Nifty Fifty" program, allowing her to inspire students to pursue careers in science, technology, engineering, and mathematics (see www.usasciencefestival.org/school-programs/niftyfifty/ for more information). Hasselbring is a private pilot and is one of the leaders of the Women Soar You Soar program at EAA's AirVenture.

Wendi Landers (WAI #42929) has been promoted to Parts Supervisor at Avfuel Corporation.

Jeff Libstorff (WAI #45863) of the WAI Yankee Ladies Chapter has received a position as a Lead Mechanic with Express-Jet Airlines at DTW.

Janet Patton (WAI #557) is a newly certified Aircraft Dispatcher and is an Adjunct Lecturer at Eastern Michigan

University located in Ypsilanti, Michigan.

Tina Roperti (WAI #42925) has been promoted to Assistant Director of Career Services at MIAT College of Technology.

Raquel Schroeder (WAI #55184), of the St. Louis Women With Wings Chapter has completed her first solo.

Elizabeth Smart (WAI #14184) has been named Airport Safety Management System Coordinator at Lambert St. Louis International Airport.

Cathleen M. Steele (WAI #341), of Severna Park, Maryland, a six-time Master and SAFE member, recently renewed her Master CFI accreditation. An independent flight and ground instructor, Steele specializes in instrument and Cirrus flight training at Baltimore Washington International (BWI) and Martin State (MTN) airports. She also serves as a FAA Team representative in the Baltimore FSDO area.

Pamela Svrldin (WAI #30054) obtained her Aircraft Dispatcher Certificate. Svrldin is a member of the WAI San Francisco Bay Area Chapter. ✈

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NOMINATIONS

PAULA GRUBB

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in 2013

PIONEERS

WAI Pioneer Hall of Fame Nominations

The Women in Aviation, International Pioneer Hall of Fame was initiated in 1992 at the Third Annual International Women in Aviation Conference, which was held in Las Vegas, Nevada.

The purpose of the WAI Pioneer Hall of Fame is to recognize women who have made significant contributions to the aviation industry as record setters, pioneers or innovators. Because Women in Aviation, International is about mentoring and networking, special consideration is given to women who have helped other women become successful in aviation, inspired them, or opened doors of opportunity for other women worldwide.

The Hall of Fame has continued to be an annual event, with the induction ceremony conducted at the annual WAI Conference. Previous years' winners and a nomination form are available at www.wai.org/pioneers or by calling (937) 839-4647. Nomination form deadline is September 30, 2013.

WOMEN IN AVIATION, INTERNATIONAL

2014 Pioneer Hall of Fame

Nomination Invitation

INDUCTION CEREMONY

Saturday, March 8, 2014 — Disney's Coronado Springs Resort
You are invited to submit nominations for Women in Aviation,
International's 2014 Pioneer Hall of Fame.

Deadline for submissions: September 30, 2013

WHO IS ELIGIBLE:

Female candidates or organizations that have made significant contributions to the aviation industry as record setters, pioneers, or innovators. Posthumous nominations are acceptable. Special consideration will be given to individuals who have helped other women to become successful in aviation or opened doors of opportunity.

WHAT TO SUBMIT:

For an official nomination form, go to the WAI web site at www.wai.org/pioneers or call (937) 839-4647 or fax (937) 839-4645.

WHERE TO SUBMIT:

Pioneer Hall of Fame — Women in Aviation, International
3647 State Route 503 South, West Alexandria, OH 45381
Email: scoon@wai.org • Fax: (937) 839-4645

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Universal Weather and Aviation, Inc.® was founded in 1959 by former U. S. Air Force meteorologist and network weatherman Tom Evans, who had a vision to provide customized weather forecasting for business aviation. That initial vision continued to grow over the following half century. As business aviation flourished and grew, the company evolved, adding new

services and solutions to meet the changing and growing needs of those who utilize business aviation, regardless of location or length of trip. The modern Universal is a global business aviation trip management entity with 47 locations in 20 countries and more than 1,700 employees worldwide. Beyond that, Universal has developed thousands of trusted suppliers, government, industry and official aviation sources over 53 years in business.

What comprises trip management for business aviation? It can be knowledge gained in pre-trip training and education opportunities to managing logistics during the trip itself to having access to tools that provide flexibility and options. The perfect plan is likely to change, and change again. That requires a company such as Universal Weather and Aviation to stay with the client throughout and even anticipate change. Universal acts as an extension of the client's flight department while the client is on the road.

Universal is a Supersonic member of Women in Aviation, International, and is offering a scholarship for the second year (see page 29). Since its founding in 1959 the company has regarded its employees as a unique and diverse resource to be respected, developed, and rewarded for exceptional performance. The late Tom Evans, company founder, understood that in order to recruit and retain the best employees, they must be treated the same way the company treated its clients. This philosophy has been validated many times over. The *Houston Business Journal* has repeatedly named Universal



Universal expanded its global presence in Asia with the opening of its new 24/7 Hong Kong-based trip support office, Trip Support Services Asia.

one of the Best Places to Work in Houston. In Houston you're likely to see senior executives dishing up an Employee Appreciation Lunch or just walking down the hallway and saying hello.

Employees of Universal Weather and Aviation come from many other industries and institutions, including the military, to positions in accounting, sales, IT, marketing, and operations. Universal employees receive leadership-development opportunities as a part of their employment benefits. The entrepreneurial spirit is a cornerstone of the company culture, according to the company's career web site.

Most recently the company announced that it expanded its global presence in Asia with the official opening of its new 24/7 Hong Kong-based trip support office, Trip Support Services Asia. "Asia-based

companies have realized the true value and flexibility their aircraft can provide, resulting in more trips both within and outside the region," said Charlie Mularski, Vice President, Asia-Pacific Region, Universal. "To keep up with that growing demand, we've assembled a dedicated team of professional trip planners with local and cultural knowledge, providing 24/7 expertise to our Asia-based clients in their own time zone and language."

Including TSS Asia, Universal now has more than 200 employees in the Asia-Pacific region, including Universal Aviation ground support offices in China (Beijing, Guangzhou and Shanghai); India (New Delhi, Mumbai); Japan (Tokyo, Narita, Osaka-Kansai, Sapporo); Eastern Russia (Khabarovsk); Singapore; Australia (Sydney, Perth); Hawaii (Kona, Hilo, Honolulu, Kahului, Lanai, Lihue); and a UVair® Fuel Operations Center in Singapore.

For current job opportunities at the company in the U.S. and worldwide, go to universalweather.com/who-we-are/careers and scroll to the bottom of the page. ➔

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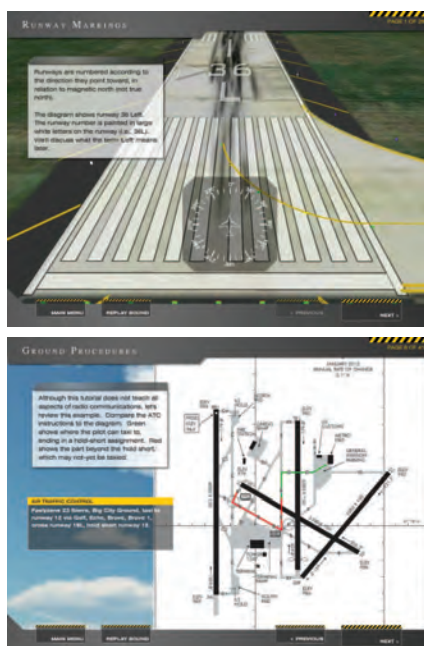
When you join Women in Aviation, International, you become part of a powerful group of women and men who will impact your life and career. Through teamwork. Through camaraderie. We have a sense that by standing together, in one place, at one time, is one way to start the conversation on how to grow aviation.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



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Point your smartphone's
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find out more about WAI
and join us online now.



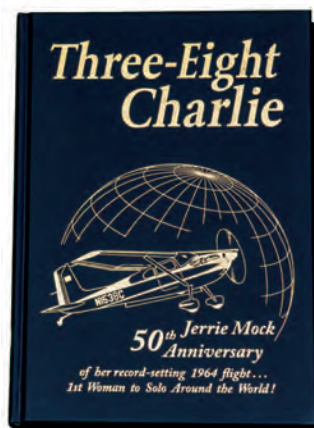


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— Denise Waters



BOOK REVIEW

Three-Eight Charlie 50th Anniversary Edition by Geraldine "Jerrie" Mock

What better way to celebrate the 50th anniversary of the first around-the-world solo flight by a woman than with this beautifully crafted, special edition book.

Jerrie Mock's original story has been cleverly redesigned with lots of color, added maps, photos and yellowed newspaper clippings to give a remarkably immediate sense of time, 1964, when the "flying housewife" made her historic flight in a single-engine Cessna 180. The aircraft, N1538C or *Charlie*, currently hangs proudly in the Steven F. Udvar-Hazy Center of Smithsonian's National Air and Space Museum at Washington Dulles International Airport.

The book is a collector's piece, and the story it tells is funny and harrowing in turn. Her lack of experience seems to work in her favor as she blithely files her first-ever IFR flight plan on the initial leg of her journey. The focus of the book is less on the aviating particulars and more on the complicated negotiations on the ground at practically every stop.

Pilots who are able to spend countless sleep-deprived hours alone in a cramped cockpit tend to be people who enjoy the solitude. Pleasing the crowds on the ground and the ability to get what you want and still keep everyone happy (including a maddeningly insistent husband) are an entirely different skill set. Remarkably, Jerrie Mock seemed to be able to do both with charm and humility. Her story is worthy of attention, she is indeed a living legend. —Nancy Bink

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Hard cover, 273 pages, \$50.00



Great Times on Galveston Island



Whether flying for business or pleasure, Scholes International Airport (GLS) located on Galveston Island is an easy fly-in for both transient aircraft and general aviation weekend getaways. Located within easy walking distance of the Lone Star Flight Museum, Moody Gardens, and the Schlitterbahn Waterpark, the airport also offers free aircraft parking. (Don't miss the warbird rides at Lone Star aboard the B-17, B-25, P-51, AT-6, and Stearman).

by K.D. Leperi

Galveston Island (32 miles long and 2.5 miles wide) is located in the Gulf of Mexico, about 50 miles south of Houston. Boasting a tropical-like climate with balmy breezes and sparkling beaches, it offers a wealth of attractions and great dining on the freshest in seafood, ranging from traditional to contemporary cuisine. (Be sure to dine at Rudy and Paco's Restaurant, where you might accidentally bump into a visiting celebrity while tasting the best dishes in town).

The 1,200-acre airport at GLS offers two 6,000' x 150' runways that can handle aircraft up to a Boeing 767. Though the airport sustained extensive damage from 2008 Hurricane Ike, it reopened on April 7, 2011 after a \$1.9 million project renovated the 18,000 square foot terminal. These days you will be welcomed with a Pilot's lounge, free WiFi, freshly-baked cookies, snacks, and a state-of-the-art navigational aid and precision approaches providing all-weather capabilities.

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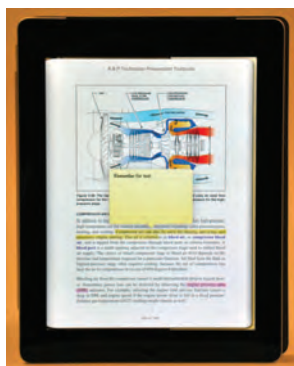
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WAI Member Makes Custom Drawings

Immortalizing your beloved airplane in a piece of personalized wall art makes a great memento or gift. Pilot, artist, and author Reya Kempley (WAI #43961) creates custom drawings in pencil or pen and ink from small sizes up to 18" x 24" or even larger. Send a photo or two of your plane as you'd like it to be drawn, along with any modification requests (change of background, etc.) and you'll receive a piece of one-of-a-kind aviation art to enjoy for years to come.

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CAROLINE B.
d'OTREPPE

AN ATYPICAL WINNER OF AN ATYPICAL SCHOLARSHIP

Having the opportunity to know women in aviation as a member of Women in Aviation, International has inspired me, a museum educator, to share their remarkable stories with my students, approach flying with determination, curiosity and courage, and continue to dream of reaching new horizons. As the recipient of the Chuck Yeager Scholarship in 2010,

I realized that I was not the typical scholarship recipient, but was valued for the difference I can make through education. The opportunity to experience airplane flight firsthand has helped me to empathize with aviation pioneers and to share the sensation of flight with my students.

The New England Air Museum, where I work as the Education Director, houses one of the world's most outstanding collections of historic aviation artifacts: more than 80 aircraft and an extensive collection of engines, instruments, aircraft parts, uniforms and personal memorabilia.

Within this collection is the last remaining four-engine American flying boat known as the Sikorsky VS-44A, donated by its previous owner, actress Maureen O'Hara, and restored to original condition; as well as an expertly restored B-29 Superfortress; Silas Brooks Balloon Basket (1870) believed to be the oldest surviving aircraft in the United States; the Bunce-Curtiss Pusher (1912), the oldest surviving Connecticut-built airplane; the Sikorsky S-39, the oldest surviving Sikorsky aircraft; and a Kaman K-225 helicopter, the oldest surviving Kaman-built aircraft. We are an educational facility filled with primary resources that document the story of flight and highlights local contributions to the development of aviation and aerospace tech-

nology. Our web site, www.neam.org, has pages for both students and educators.

Women in Aviation, International Conferences have, each year, provided me with the resources and inspiration to create the Women Take Flight program at the New England Air Museum. We bring in women in aviation who represent dif-



***I was not the typical
scholarship recipient
but was valued for
the difference
I can make through
education.***

ferent types of pilots and careers in aviation for a day of sharing and mentoring. More than 3,500 girls have attended these events exploring the remarkable contributions and exciting lives of our special guests. Those women who have participated have bonded as friends and colleagues and keep in contact with each other from one year to the next.

It has been an honor to have the opportunity to make a difference in the lives of women in aviation of today and tomorrow. Regardless of my age, my future holds new lessons in flight and new horizons to explore as I proceed to join the ranks of aviatrix and continue my affiliation with Women in Aviation, International. ➔

.....
Caroline B. d'Otreppe (WAI #29824) is the Education Director of the New England Air Museum in Connecticut.





DENISE WATERS

I'm planning to be in Oshkosh for AirVenture 2013. I want to get involved with experimental aircraft. I am thinking of purchasing a used homebuilt. What should I be looking for?

With more than 32,000 amateur-built/homebuilt aircraft licensed by the FAA, you have

choices, but understand that not all are created equally. There are numerous questions to ask. The answers will take you down different paths toward a final decision. First review and understand the make and model and its safety record. How many of them have been built and are flying? Like buying any aircraft, consider the year built, the number of hours flown regularly since then, maintenance logs, and any damage history. Next review the experience and quality of the workmanship and parts, both inside and outside, including the closed-out areas. Who built the aircraft? Who performed inspections? What type of documentation has been kept? Online the FAA, manufacturers, and builder's forums can provide answers. EAA is a primary source. Attending AirVenture allows a view of just about everything in a relatively small footprint. Ask questions. Include attending the WAI Connect Breakfast and "Women Who Build" forum to meet others with your aviation interests. Good luck shopping. See you there!

It is summer and you can usually find me in the hangar working on aircraft with the bi-fold door open; it's one of the best things about my job. But open doors also invite the curious stopping in. What can I do to ensure the quality of my work?

When interrupted, put the tools down. Politely say you can't stop at the moment or take a needed break. Either way when focusing back on your task, pick up your tools and take three steps back on your checklist to restart. Incorporate this routine into your everyday practice. Distractions are the number one cause of forgetting things.

If I inspect an aircraft and find "bonus" items that are not part of the original aircraft design and for which there is no FAA Form 337 documentation, what should I do?

The aircraft is considered unairworthy without the proper documentation to meet its type design (CFR 21, Section 21.31). As a mechanic, you have two choices: one, after your inspection, perform a maintenance record entry stating the aircraft is unairworthy. Provide a written list to the owner of what is not airworthy. The inspection can be signed off as UNAIRWORTHY. Or two, inspect the installation and prepare the required FAA Form 337 for field approval by your local FSDO. ✈

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

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KIRSTY EBES

Bush Pilot in the Land Down Under



“Descending to one zero thousand—Zulu Oscar Kilo,” Pilot Kirsty Ebes responded to Melbourne Approach as we headed for the final chapter in what has been an amazing two week air adventure to Australia’s Outback and the wild Kimberley coast of Western Australia.

With an itinerary nothing short of a “Bucket List” of adventurous sojourns for an intrepid group of eight photographers (myself included), acclaimed Australian photographer Ewen Bell, and tour director John Dyer of Air Adventure over Australia, it was an experience of a lifetime. In all, the air safari was 14 days of exquisite adventure and unique photo opportunities covering 4,887 miles of Australian territory.

TEXT AND PHOTOGRAPHY

by K.D. Leperi

Our aircraft was a Beechcraft Super King Air VH-ZOK single-piloted by Ebes. With twin engine PT6 turbines, the upmarket corporate aircraft flies at a nice clip of 270 knots true airspeed or 300 miles per hour at Flight Level 290. Noted for its club seating, the King Air seats 10 passengers—perfect for a photo safari.

A Lifetime of Flying

Just as remarkable as the itinerary and aircraft is the female pilot who ferried us around to the remote reaches of Australia. At the age of 40, Kirsty Ebes is a pilot “Down Under” with more than 25 years flying experience in just about all types of aircraft. From small charters to Flying Doctors, she has earned the hours required to lead this type of aviation life.

“The toughest part of my single pilot job in the Outback was actually the flight planning,” recounts Ebes as she thinks about the more than 12 hours of flight planning she invested over a two day span. “Fuel planning was an important component, since weight was critical due to max passengers and a heavy load.” (Each one of us was restricted to a duffle bag of no more than 12 pounds for the 14-day tour. Of course, that doesn’t count our camera bags that we keep with us at our seat.)

As for what was the most challenging leg? “Opium Creek to Bathurst was easily the toughest since fuel was critical, there’s no VHF and there was a presumption of local knowledge even when that may not be the case.” According to Ebes, the easiest leg was

Essen to Broken Hill because of the many resources available, the fact they don't use HF radio, and because she had flown it so many times before. "Familiarity is definitely an asset."

What was uppermost in my mind, however, was how such an accomplished pilot started in aviation and what type of flying she had done during her career. While sitting in the co-pilot seat during our three hour flight from Leigh Creek Aerodrome to Essendon, recorder in hand, I interviewed Ebes to find out the answers.

Dad is Instrumental

Starting at the age of 15, she did her early training in a Piper Cherokee Warrior, largely inspired by a bush pilot dad who flew helicopters and did crop-dusting for a living. Her dad suggested she take flying lessons. "I would ride my bicycle from school to the airport, because I was too young to drive a car, and then hop into an aeroplane to go flying on my own," she recalled. By the age of 18, Ebes was proudly displaying her private pilot certificate.

Looking for a steady income, she decided to become a flight attendant with Qantas Airways and relegated flying as a private pilot to her spare time. Somehow, this did not work as the flying bug was still very much alive. So, by the age of 26, Ebes decided it was time to train for a commercial license and instructor rating. This she did easily and went on to become a flying instructor and instructor in commercial pilot theory.

Next she spent two years as a charter pilot flying freight for General Aviation Maintenance based at Essendon Airport, followed by two years working "double-hatted" as the assistant operations manager and also corporate pilot for Australasian Jet Aircraft Charter and Management. This was followed by three years as first officer flying the DH8 100/200/300 with Qantaslink, a regional air carrier for Qantas.

In a continuing career progression, Ebes next found herself flying surveillance over all of Australia for the Australian Customs Border Protection Programme. "Here I was promoted to Captain of the DH8 200/300 aircraft and found myself flying inshore and offshore low level surveillance operations," said Ebes.

Royal Flying Doctor Service Rewards

The Royal Flying Doctor Service of Australia proved to be the next chapter in her ever-expanding repertoire of flying experiences. (The Royal Flying Doctor Service of Australia provides emergency services and healthcare across over 4.4 million miles (7,150,000 km) of the Australian Outback.)

From January 2008 to April 2011, Captain Ebes was behind the stick of a Beechcraft King Air B200. Collateral duties included serving as a safety representative. "I really enjoyed my time flying as a regional air ambulance for the Royal Flying Doctor Service," remarked Ebes. "It was an incredibly rewarding job with incredible experience you can't replicate anywhere else. I loved it but it had a shelf life." She went on to recount the "good stuff" about her time, and said, "You flew into terrific airstrips in the middle of nowhere. You worked as part of an incredible team of talented paramedics, nurses



and doctors toward a common goal—saving a life. You would fly into towns and go into the hospital and the family of their dying child, husband, wife or parent would look to you with such gratitude and thanks."

Ebes added that the real experience and insights came from being master of her own aircraft. "You made all the decisions regarding the safety of your passengers and crew and you were never questioned on decisions. You truly were in command. You were respected and there was an acceptance that the decisions you made were always based on the utmost safety. No one complained about the weather, they were just grateful to have you there."

Of course, there is always a downside that ends up taking a personal toll on your health and your family life. Ebes re-

counted, “The shift work was physically crippling. You would fly at six in the morning, fly again through the night, work an afternoon, and then you would be rostered to start at 6 am again. You were on a fatigue roller coaster and could never commit to a weekend get-together, wedding, Christmas, Easter or any holiday because your flight roster came out only two weeks in advance. You could never commit to an evening out because if you got called away on an emergency an hour before your shift was due to finish, you had to go. You had to go. It was an incredibly antisocial job for my own life and for my family and friends.”

Corporate Pilot: King Air

Nowadays Ebes has broadened her focus to include corporate flying and piloting tours. Her current gig is with corporate aviation flying charters and Outback tours for Kirkhope Aviation. Based out of Moorabbin Airport, she is a Type Specialist in the B200 and flies an up market fleet of piston twin engine aircraft and a twin turbine aircraft. Kirkhope Aircraft she pilots includes the Super King Air VH-ZOK, Piper Chieftain VH-ZUM, Piper Chieftain H-RUH, Piper Navajo VH-HXN, and the Cessna 340 VH-ZCR.

Predictably, Ebes said that the King Air is her favorite aircraft to fly. “I just love this plane! I’ve flown it now with Kirkhope (my company) and the Royal Flying Doctor Service for four years and it’s the best aircraft I’ve ever flown.” She noted that it can go high and fast but can also land in the most remote of destinations and airstrips. “It is incredibly safe and yet is also incredibly maneuverable. If an engine fails it will fly away from the ground with no problems. And it will handle icing conditions with ease and has a warning system that keeps you informed and safe.”

In particular, she likes that fact

that the King Air provides a display as to where you are at an aerodrome. It can be quite handy when you are taxiing at a major international aerodrome on your own and are unfamiliar with the layout. “After all, runway incursions are one of air traffic controls biggest bugbears!”

Aircraft types she has flown over the years include: C150, C152, C172, C177, C185 Floats, C337, Piper Warrior, Piper Arrow, (all single engine) Travelair, Baron 55, Baron 58, Aero Commander, Piper Seminole, Piper Navajo, Piper Chieftain, (all twin engine piston aircraft) King Air B200, Dash 8 100/200/300 series, and (twin engine turboprop aircraft) Cessna Citation I.

But it is more than the aircraft that completes the enjoyment of flying. “Though I enjoy the challenge of handing and manipulating an aircraft to a high standard and flying into challenging destinations and weather, I also enjoy completing a job and doing it well,” added Ebes.

Adaptable and Capable

One thing Ebes noted is the challenges of being a female pilot in Australia. The issues usually revolve around being viewed as competent and taken seriously. “I find that it’s a case of having to prove myself on a flight and then they think I’m fabulous. That’s usually how it works,” she noted.

She added that there seems to be a greater sense of equality in the bush since women must be adaptable and capable. Everyone must carry their own weight. I finally asked her what it takes to succeed in an aviation career as a female pilot. “It’s a lot of hard work,” Ebes responded. “Don’t ‘bloke’ yourself up just to fit in with the guys, and by all means, retain your dignity and professionalism.” Good words to live by in any profession. ➔

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K.D. Leperi (WAI #51836) is a New Mexico-based award-winning travel writer and photographer.



Bucket-List Itinerary

During our grand outback photography tour, pilot Ebes flew our small group of photographers to remote places that included the moonscape of Coober Pedy—Opal Capital of the World, a working cattle station with camels at Kings Creek Station, and then Point Stuart Wilderness Lodge for cruises along the Mary River Wetlands where we photographed saltwater crocodiles, Jabiru, and Barramundi. We then flew north to Bathurst Island to meet with Tiwi Islanders to learn and photograph their famous artwork and crafts.

After an overnight in Darwin, our flight path took us to The Bush Camp at Faraway Bay—a luxury outpost so remote that the only way to get there is by air or slow boat. We photographed some very rare Bradshaw rock art, relaxed at a billabong, and enjoyed a private Kimberley coastal cruise to the King George River where we were literally blessed by water when the bow of our boat dipped us under the mighty waterfall, champagne glass in hand.

Next we flew deep into the wilderness to Home Valley Station, one of the major locations for filming “Australia.” With dramatic views of the Cockburn Range along with horses, cowboys and boabs, our cameras were busy clicking away. We moved on for aerial views of Lake Argyle and Bungle Bungle then finally headed for Uluru, better known as Ayers Rock, a rock monolith that changes colors as the day progresses.

Ebes gave us a customized fly-over of Uluru and the Olgas, resulting in incredible photos of the heart of Australia. Our last night was in a place where the Outback meets the Flinders Ranges—where we dined on kangaroo, emu, crocodile, and goat. Our journey ended at Essendon Airport in Melbourne, but not before a visual of the mighty Wilpena Pound. In all, we covered more than 4,247 nautical miles of remote Australian land—some of it accessible only by air. To have done this itinerary by land would have easily consumed a couple months rather than the two weeks scheduled.

A yellow Stearman biplane is shown in flight, viewed from the side and slightly from below. The aircraft has a blue, white, and red roundel on its tail fin. The fuselage features the registration "C-FPFF", the number "4462", and a large "62" followed by a blue, white, and red roundel. The background is a lush green landscape with rolling hills, fields, and some distant buildings under a clear sky.

EDUCATOR JILL OAKES FINDS THE

History on Fleet

Doused in the rhythm of the Big Bands, four pristine World War II trainers provided an island of education surrounded by a sea of fighters and bombers at EAA AirVenture. The vibrant yellow classrooms were anchored to the grass at three-point parade rest. A Stearman and Cornell (a Fleet-built PT-19 with a canopy and better heater) pointed their noses at a Harvard (a T-6/SNJ built by Canadian Car & Foundry) and a seldom seen biplane, the Fleet Finch 16B.

On their wings was the blue, white, and red roundel of the royal air forces of the British Commonwealth, the United Kingdom, Australia, Canada, and New Zealand. They were the Yellow Wings tour, visiting America for a week on their

trans-Canada adventure that celebrated the 70th anniversary of the British Commonwealth Air Training Plan (BCATP, or "the Plan").

Each belonged to the living history collection of Vintage Wings of Canada, which organized the tour to further its mission, "to commemorate, to educate, and to inspire."

Among the people surrounding the trainers was Jill Oakes, Finch pilot. We'd met months earlier on the phone, when she called minutes after I'd sent an introductory e-mail. Organized in 1939, the Plan trained more than 200,000 airmen by war's end. And it built Canada's aviation infrastructure, including more than 100 airports, most with three 2,500-foot runways arranged in a triangle. "President Franklin Roosevelt called it

PERFECT PLATFORM: THE FINCH 16B



PHOTO BY RICK RIEWE

the aerodrome of democracy,” said Oakes. Those airports still serve aviators today, and to connect the present with the past, the tour would visit many of them.

Soft-spoken and straightforward, the facts flew with marshaled enthusiasm, not pedantic recitation. She was, in the purest sense of the word, a teacher. This has nothing to do with either training or occupation, even though Dr. Oakes is a professor at the University of Manitoba. It’s an attitude, a way of living. It was clear that she was an eternally curious student who eagerly and enthusiastically shares what she’s learned with others.

Before the Finch’s wood prop, a small group in t-shirts focused on a woman in an ochre polo shirt with an embroi-

dered Vintage Wings logo. Oakes looked like she sounded on the phone, straightforward and without pretense. Halfway between five and six feet tall, a braided strawberry blonde yaw string hung to her waist. Inquisitive blue eyes glinted behind rimless glasses. Creases earned from years of open cockpit bliss amplified a ready smile.

by Scott M. Spangler

Leading me to the Stearman’s shade, she introduced her teammates. Peter Moodie piloted the Cornell, Larry Brown flew the Stearman, and Vintage Wings President Rob Fleck, led the tour’s second leg in the Harvard. Oakes, Brown, and Moodie are long-time friends from Lyncrest Airport, a grass strip outside of Winnipeg. Upon learning of Yellow Wings’

call for a dozen pilots, Brown and Moodie applied, and encouraged Oakes to join them.

It was an appealing adventure made personal by the terrestrial World War II service of her father and two uncles, said Oakes. The question was how would she compare to retired airline pilots, like Moodie and Brown in the air? Oakes had logged 2,800 hours, most of it in taildraggers, with a thousand hours in the Acro Sport II biplane she spent two decades building. She hoped that would make the difference. It did.

Oakes, joined the tour at the second stop of the second leg. A National Heritage Site, Brandon, Manitoba, is home of the Commonwealth Air Training Plan Museum. All hands assembled and rigged the Finch. It made quite an impression on the 2,500 who attended the show, as all the airplanes did at the other tour stops.

Oakes only four-ship concern was keeping up. At 80 mph, the Finch's cruising speed was about half that of the Harvard and 10 to 15 mph slower than the Cornell and Stearman. With only two hours fuel, the Finch also had the shortest legs, which one reason why it was replaced with the Cornell later in the war. The flight from Brandon squelched her visions of being "the kid sister on an important date," said Oakes. "We're not four individuals flying in the same direction; it's a team of four, closely knit, looking out for each other." Always in radio contact, if not in sight, the Finch set the pace and fuel stops.

The pilots first met their yellow wings in April 2011 at Vintage Wings' modern Ottawa/Gatineau Airport facility. Ground school taught them about the airplanes, about the Plan and its contributions, and about those who learned to fly in the airplanes they would soon pilot across Canada. While the others were on the flight line, Oakes quizzed restoration shop craftsmen about every part of the Finch before she climbed a ladder to get some cockpit time.

Later, she visited Cam Herrod, a renowned Finch guru, Bruce Paylord, and the Tiger Boys, Tom Dietrich and Bob Revell, who "generously let me do a few circuits...and sleep in the hangar with their Finch, which they restored to original condition." Like protective parents, at Oshkosh Oakes, Moodie, and Brown camped a quick sprint from the airplanes.

Walking toward "my Finch...at least for three weeks," Oakes introduced it with respect. It began teaching at No. 4 Elementary Flying Training Squadron at Windsor Mills, Quebec, in June 1940. Sold as surplus in 1944, various Canadian and American owners cared for it. One of them swapped its 125-hp Kinner for the 160-hp Kinner R5-2 in the 1990s. Vintage Wings bought the Finch in 2010 and ferried it home.

Her first radial, Oakes caressed a rocker box grease fitting on one of its five cylinders. "It's like flying a tractor," she said,

Jill Oakes greases the rocker boxes on the Finch's five-cylinder Kinner radial engine.



"because you can hear every cylinder pumping—pup, pup, pup—it's like music." She pampered it by greasing the rocker boxes every five hours and cleaning and repacking them every 15. A consistent spray of goo, aerodynamically applied behind her head, was a sign of health. Neatly stitched to her leather helmet, a rabbit skin, fur side in, protected her braid. At every fuel stop, which included several shots of Marvel Mystery oil, she scrubbed the windshield and fuselage clean.

Quickly dropping to a knee Oakes tested the security of the cable that connects the heel brakes to the arm that stops the right side. "My Acro Sport has toe brakes, which are great, but working the rudder on landing you can accidentally nip the brakes," she said. She loves heel brakes because they require conscious effort.

Stainless steel fittings glinted as the tailwheel cables danced, disconnected below the airplane's service number, 4462. Limited to 30 degrees, the tiny wheel didn't swivel, so disconnecting it was the only way to make tighter turns, Oakes explained. Reconnecting the cables before flight is a checklist item.

Stepping onto the left wing Oakes nodded to Squadron



Leader Hartland Finley. A student in this Finch, his inaugural mission with 403 Squadron ended in the English Channel. Later, he jumped from his 443 Squadron Spitfire and evaded capture for two days. An Ace awarded the Distinguished Flying Cross, he enjoyed a long commercial aviation career. Pointing to the Harvard, Oakes said that one of its students was an American who joined the Royal Canadian Air Force in 1940, John Gillespie Magee, author of the iconic poem *High Flight*.

The upper wing was almost a lid on the Finch's front cockpit. Trial and error led to yoga poses that fold Oakes into the seat. "You solo from the front," she said. Airplanes were different in 1940. The fuel selector was a red pine-cone: up for on. An eyeball vent bathed the three-gallon oil reservoir in air from outside or the engine compartment. Over buttons labeled "left" and "right," the single magneto switch poked a red finger out the right side, "so the hand-propper could see if it was hot." A starter now props the engine. A battery, rejuvenated with a nightly trickle charge, powers it and the small Becker Avionics radio and transponder.

On the left, pilots set the elevator trim by grabbing the "clothesline." For takeoff, "the manual says to trim all the way back and then move it four strokes forward," said Oakes. On one flight the continuous cable loop didn't move with its normal smoothness. Inspection revealed frayed strands at an



The Yellow Wings team of Peter Moodie (left), Jill Oakes, and Larry Brown.

abraded and soldered splice, which passed through a metal guide. The repair repositioned the splice so "I can see it," she said. "It now moves between two pulleys, so it should be good for another 70 years."

Oakes learned the Finch's idiosyncrasies during a three-hour checkout in Brandon. Compared to her two-seat, 180-hp Acro Sport, the Finch is "light as a feather; you feel a little bit of wind, like it's doing its own little music thing." With four ailerons and wings seven feet shorter than the Finch's 28-foot span, "my Acro Sport is pretty stable and steady and it plows through the wind and really doesn't notice it." Waxing lyrical, she said "it is absolutely beautiful to fly; yellow wings shimmering in the sunlight; feel the wind, smell the crops...the oil. I could hear the heartbeat and feel the excitement shared by the airmen [it] introduced to the thrill of flight."

Flying and biplane love came at a low point her life, said Oakes, after unfolding from the cockpit. Seeking refuge from personal problems, an aimless drive took her to Winnipeg's St. Andrews airport. "I was 26 at the time," and flying was something she'd never before considered, but on a "gorgeous summer evening at sunset...it was important for me to finally reach for the sky." Oakes earned her private pilot certificate in 1978, followed by her commercial certificate and instrument rating.

As a student she admired a candy apple red Pitts biplane in the next hangar. Shopping for one at EAA Oshkosh 1978, she saw that the \$75 Acro Sport plans better suited her budget, since she already owned a Citabria. Not thinking about all the other costs—or the skills she'd have to learn—"I just said—I'm in!" She finished it in 2000 and flew it to Oshkosh, where the designer, EAA Founder Paul Poberezny, signed its logbook. "That was pretty cool!"

Since then, she and her husband, Rick Riewe, who's not a pilot, "but is keen to be in the air," have flown all over North America. He was a member of the Yellow Wings tour, and kept track of the tour's aerial and ground units. Oakes met her husband in the winter survival class he taught, a program they now teach to pilots and outdoorsmen. For its final exam, the dozen students spent the night in the igloo they'd built. The next morning Riewe asked if she could make him a pair of skin boots. Oakes hadn't learned that yet, "so that's when I went north to learn how." Riewe got his boots, and they married in 1994.

"My plane is a work of love, not a work of art," and its construction took so long because Oakes was also building a career. Working on her master's, for several years she spent months living with and learning from Inuit and First Nation elders in Northern Canada. For her doctoral program in human ecology she lived there for two years. Today, she teaches arctic geography and circum-polar environments. "Occasionally I get to teach aviation geography, and I'm on cloud nine when that happens."

From Oshkosh, the tour stopped in Windsor, across the river from Detroit, and then Sarnia, where they left the tour. Moodie pined for the scenic VFR corridor down the Chicago shoreline, but said they would fly farther south to keep good fields below them. As they did every stop, said Oakes, they shared the history of the BCATP with those who didn't know it and soaked up the 70-year-old stories from those who lived it.

From start to finish, participating in the Yellow Wings tour was an emotionally and intellectually rewarding experience, but it has not been the end of Oakes's endless quest for sharing what she's learned. Since then she's helped the Lyncrest aviators to consistently set records for the largest number of women airborne at the same airport on the same day—210 women and girls, paying her fortune in aviation forward to the next generation. ➔

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Scott M. Spangler is a freelance writer and Editor of the blog, *JetWhine.com*. He hails from Wisconsin, and can be seen trolling for stories at EAA Airventure each summer.

SCHOLARSHIPS 2014



No question about it: scholarship awards are a major benefit of membership in Women in Aviation, International. There is an award category for nearly everyone. We could not bring these scholarships to you without the assistance of our generous sponsors, corporate and individual members, so please remember as you fill out your applications that they are the reasons why we can offer these incredible opportunities.

You must be a member of Women in Aviation, International to apply for these scholarships and your membership has to be current through March 2014.

New this year:

In addition, your membership has to be activated before November 1st. So now is the time to join.

You can join online at www.wai.org. It will be the best \$39 (only \$29 for students) that you'll spend this year.

New for 2014

Yukiko Howell Memorial S.T.E.M. Scholarship

The Washington State Chapter of Women in Aviation, International offers a \$1,500 scholarship for Science, Technology, Engineering and Math (S.T.E.M.) education in memory of Yukiko Howell. Yukiko taught math, science, and Japanese language for many years at Annie Wright School, a private school in Tacoma, Washington. After obtaining her private pilot certificate, 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. Yukiko happily volunteered for the Washington State Chapter of Women in Aviation scholarship committee and at our local education and outreach events, along with volunteering at WAI Conferences, Sally Ride Science Festivals, and on the Museum of Flight Women Fly planning committee.

Applicant's Qualifications and Requirements:

- be a WAI member,
- be pursuing higher education towards a S.T.E.M. career or continuing education S.T.E.M. classes
- be enrolled in an accredited institution (includes 2- and 4-year colleges, technical institutes, certificate programs)

- have experience volunteering in S.T.E.M. or aviation-related events and/or activities in the previous year
- submit an essay that includes detailed explanations of the applicant's career plans, goals, and volunteer experiences

The scholarship will be paid directly to an accredited program or institution and may be applied to tuition, books, or laboratory fees. The scholarship must be expensed within one year of receipt.

S.T.E.M. careers include, but are not limited to, science, engineering, air traffic controller, avionics technician, dispatch certification, aircraft mechanic, meteorologist, educator for S.T.E.M. Funds may not be used for housing, transportation, flight training, meals or incidental expenses.

(Scholarship value \$1,500)

AEROSPACE ENGINEERING SCHOLARSHIPS

American Airlines and American Eagle Engineering Scholarship

American Airlines/American Eagle will award one \$5,000 scholarship to a student pursuing a degree in Aeronautical, Electrical or Mechanical Engineering with a passion to work in the airline/aviation industry. Candidates will be evaluated on academic standing, personal accomplishments, teamwork, leadership skills, community service involvement and future career aspirations.

Requirements: meet all WAI scholarship requirements and guidelines, GPA 3.0 or higher (on a 4.0 scale), enrolled in accredited U.S. engineering program, U.S. citizen or permanent resident. To complement the scholarship, American/American Eagle will host the winner with attendance to the 25th Annual Conference in Orlando, Florida (including air travel, hotel and Conference registration).

American Airlines and American Eagle Maintenance & Engineering divisions are vital to the companies' commitment to provide safe, dependable and friendly air transportation to their customers. As such, they seek to attract top engineering talent who share their passion and interest in the aviation industry.

(Scholarship value \$5,000 – Estimated total value \$7,000)

Delta Air Lines Engineering Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in a Baccalaureate degree in Aerospace/Aeronautical, Electrical, or Mechanical Engineering. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 25th Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and conference fee). Applicants must be full-time students at the junior or senior level with a minimum of two semesters (as of February 2014), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens. IN ADDITION to all WAI requirements you must also include a detailed essay (500-1000 words, double-spaced, type written) which addresses the following topics:

1. Who or What inspired you to pursue a career in Aerospace/Aeronautical, Electrical, or Mechanical Engineering?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else were to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?
5. Why are you the most qualified candidate for the Delta Air Lines Engineering Scholarship?

(Scholarship value \$5,000: Includes flight to and from Conference and Conference admission and lodging. Estimated total value \$7,000)

DISPATCHER SCHOLARSHIPS

Aircraft Dispatcher Certification Course

Flamingo Air/Airline Ground Schools (AGS) will award one dispatcher training scholarship leading to an FAA Aircraft Dispatcher certificate. Applicants must be at least 21 years of age. Scholarship is for the Distance Learning Course with a six-day residency in Cincinnati, Ohio. No previous aviation experience required.

(Scholarship value \$3,000)

Universal Weather & Aviation FAA-certified Dispatcher Training Scholarship

Hybrid Course (Online, plus eight-day classroom session)

The Universal Weather and Aviation, Inc. hybrid Aircraft Dispatcher Course is comprised of two elements: a four-month (17 week) self-paced online portion and an eight-day classroom session. This course allows you to complete the majority of the coursework online over a four-month period. Once you complete the online requirements and pass the FAA Knowledge Test, you will spend eight days at our training facility in Houston, Texas, to complete the practical portion of your training. Your FAA Practical Test will be scheduled following the successful completion of the eight-day classroom session. Please plan on being in Houston a few extra days to complete the practical test.

There are no experience-based prerequisites for taking this course. Participants must be able to read, write, speak and understand English, have a high school diploma or GED, and have a government-issued identification showing they are at least 23 years old. Students must also have access to a PC running Window XP, Windows Vista, Windows 7 or Windows 8. Scholarship does not include lodging, meals, or testing fees. Hotel reservation assistance is available. Scholarship recipient must complete the entire course by the end of calendar year 2015.

(Scholarship value \$3,000)

FLIGHT SCHOLARSHIPS

Airbus A320 Type Rating Certificate Scholarship (2)

Applicants for the Airbus A320 type rating scholarships must hold a bachelor's degree, commercial pilot certificate, instrument rating, certified flight instructor certificate and multiengine rating. Preference will be given to those candidates who are graduates of Spectrum-type programs, featuring technical flight management systems and glass cockpit training.

(Scholarship value \$31,000 each)

Anne Bridge Baddour Aviation Scholarship

The Anne Bridge Baddour Aviation Scholarship will be awarded to a female pilot with the following accomplishments:

- Must be a U. S. citizen
- have a burning desire to become a professional pilot
- have at least a Private Pilot Certificate with 150 hours flying time
- be on track towards the ATP

This award will be used to further her aims toward an Instrument rating, Multiengine rating or ATP.

(Scholarship value \$2,000)

AOPA Student Pilot Scholarship

Since 1939, the Aircraft Owners and Pilots Association (AOPA), has worked to keep general aviation fun, safe, and affordable. As part of its commitment to growing the pilot population, AOPA will award a \$3,000 scholarship to a WAI member pursuing a private, recreational, or sport pilot certificate.

The recipient will be chosen based on merit, including previous ac-

complishments, ability to set and achieve goals, involvement in general aviation, and commitment to completing flight training.

If the applicant is a full-time student enrolled in high school, an accredited flight program, or an accredited college or university, she/he must have a cumulative GPA of 3.0 or better (on a 4.0 scale).

In addition to the essay outlined in the WAI scholarship requirements, the applicant must include a separate essay (300 words) expressing her thoughts on general aviation's role in supporting the nation and local communities. The applicant must also have obtained a student pilot certificate by the scholarship application deadline and provide a copy of the certificate.

Applicants must be U.S. citizens. Funds will be paid directly to the recipient and must be used within one year of the award.

(Scholarship value \$3,000)

Bunny M. Connors Memorial Scholarship

Bunny M. Connors was a career respiratory therapist at several hospitals in the North Andover, Massachusetts, area. She later chose to pursue her life-long dream of flying. She became a flight instructor, enthusiastically sharing her love of flying with her students. She went on to a commercial flying career with Bird Aviation and Cape Central Airways. The scholarship will be awarded to a WAI member pursuing a private pilot certificate or instrument rating. Flight training must be completed in 12 months.

(Scholarship value \$1,000)

CAE SimuFlite Citation Corporate Aircraft Training Scholarship

CAE SimuFlite will award a corporate aircraft training scholarship. It will include Citation initial training resulting in a type rating upon successful completion of the course. Criteria include, in addition to the general scholarship requirements, a current first class medical, commercial pilot certificate with multiengine and instrument ratings and a certified flight instructor certificate with instrument airplane endorsement.

Applicants must have flown a minimum of 50 hours PIC or SIC within the previous 12 months. Candidates must demonstrate an interest in corporate business aviation by writing an additional 250-word essay on how this scholarship will fit into their plans to enter corporate/business aviation. The recipient is responsible for all travel and housing-related costs for the 14-day course.

(Scholarship value \$5,000)

Christine Reed Memorial Flight Scholarship

Women in Aviation International (WAI) in partnership with J. Elliot Marketing of San José, California, offers a \$2,500 flight training scholarship in memory of Christine Reed. She loved airplanes and loved airports, and she attempted to become a private pilot. Christine never completed her flight training. She passed away unexpectedly at the age of 32.

Many pilots never forget their first "solo" because it is such a momentous occasion in the process of becoming a pilot. It gives an aspiring pilot a great deal of confidence for overcoming all of the hurdles in the first stages of becoming a pilot. It sets the stage for an aspiring pilot to transition from student pilot to "solo" pilot to private pilot. And becoming a private pilot is one of the first major step towards a life in general aviation or toward becoming a professional pilot.

(continued on page 30)



AOPA Student Pilot Scholarship went to Melanie Rivera in 2013

JOHN RIEDEL

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

In addition to WAI requirements, submit a 1-2 page essay (remember, concise is always nice) that explains "Why I Love to Fly."

(Scholarship value \$2,500)

Dare to Dream Scholarship

The sponsors of this scholarship would like to make a difference in the life of one deserving person who is pursuing her dream in the world of aviation. A \$3,000 scholarship will be awarded to an individual working toward an instrument or multiengine rating, commercial or CFI certificate. Funds will be paid directly to your flight school and training must be completed within one year. The recipient will be chosen on a basis of merit, career aspirations and dedication, as well as contributions to her community. One letter of recommendation must be from a pilot who has flown with you.

(Scholarship value \$3,000)

Delta Air Lines Boeing 737-800 Type Rating Certificate Scholarships (2)

Delta Air Lines will award two B737-800 Type Rating Certificates to qualified recipients that are currently enrolled at college or have a Baccalaureate Degree. Candidates must have a minimum GPA of 2.5 (on a 4.0 scale) and have leadership potential. All training will be approximately six concurrent weeks and be conducted in Atlanta, Georgia. Lodging accommodations and round trip airfare will be provided during training (meals not included).

In addition to the B737-800 Type Rating Certificate, each recipient will receive a trip to the 25th Annual International Women in Aviation Conference (including round trip airfare, hotel accommodations and Conference fee).

Your résumé must include the following: all schools attended, including high school with city and state for each school, GPA, dates attended for college and all degrees. If applicable, all military history, including all occupations, ranks, education, and dates must be included. Candidates should list academic honors, scholarships, awards, and special achievements.

Minimum qualifications include the following: commercial, instrument, and multiengine land certificates a minimum of 1,500 hours total time, must have passed an FAA ATP written exam within the last two years, and have a current first class FAA medical certificate.

Candidates must include a copy of their automobile driver's license, current passport, and list any moving violations, dates, locations and associated

details for the last seven years. Candidates must include a statement of conviction (any type of violation of the law, moving or not) with complete dates and locations. Candidates should provide details pertinent to any letters of inquiry from the FAA regarding any aircraft incidents or accidents, and a list all FAA check ride failures.

(Scholarship value \$35,000)



Diane Endres Ballweg Scholarship

This scholarship is given to a woman over 30 who wants to learn to fly or who already has a pilot's certificate (private, sport or recreational) and wants to pursue an advanced certificate or rating, such as the Instrument or Commercial certificate. The scholarship award will be paid directly to the flight school to be applied to the recipient's account.

(Scholarship value \$500)

HAI/WAI Initial Helicopter Rating Scholarship

This scholarship will be awarded to someone interested in obtaining a private helicopter rating. Preference will be given to an applicant who has a minimum of five hours logged in a helicopter by the scholarship deadline date. Proof of a current third class medical certificate and logged helicopter time is required.

(Scholarship value \$1,500)

The International Society of Women Airline Pilots (ISA+21) 2014 Scholarship (4)

The International Society of Woman Airline Pilots (ISA+21) offers scholarships to promote the advancement of women in the world's airline flight decks.

ISA will award four \$3,500 scholarships to women working to acquire an ATP or a CFI-multiengine certificate. Funds will be paid directly to ATP Flight School (www.atpflightsschool.com) and training must be completed within one year at any of their 20 locations. One letter of recommendation must be from a pilot who has flown with you.

Qualifications for the ATP are FAA minimum standards and successful completion of the ATP written within the last year. A CFI rating is required for the CFI-multiengine rating. Candidates should provide details pertinent to any letters of inquiry from the FAA regarding any aircraft incidents or accidents and a list of all FAA check ride failures.

Finalists will be interviewed at the annual Women in Aviation Conference. If unable to attend, interviews will be arranged prior to the Conference. The recipient is responsible for all travel, housing and personal expenses during training.

(Scholarship value \$3,500 each)

The International Society of Women Airline Pilots (ISA+21) 2014 Scholarship (2)

The International Society of Woman Airline Pilots (ISA+21) offers scholarships to promote the advancement of women in the world's airline flight decks.

ISA will award two B-737 type ratings. The two successful candidates will train together for two weeks at Higher Power Aviation located near DFW Airport. Funds will be paid directly to the flight school and training must be completed within one year. One letter of recommendation must be from a pilot who has flown with you.

Applicants must have a minimum of 2,000 hours total time, which includes at least 500 multiengine turbine. In addition, applicants must possess commercial, instrument and multiengine land certificates, must have successfully completed the ATP written exam or possess an ATP rating and have a current first class medical certificate.

Candidates must include a copy of their current passport. Candidates should provide details pertinent to any letters of inquiry from the FAA regarding any aircraft incidents or accidents and a list of all FAA check ride failures.

Finalists will be interviewed at the annual Women in Aviation Conference. If unable to attend, interviews will be arranged prior to the Conference. The recipient is responsible for all travel, housing and personal expenses during training. Hotel reservation assistance is available.

(Scholarship value \$7,500 each)

Jeppesen Flight Training Scholarship

Jeppesen's commitment to General Aviation includes a pilot flight training scholarship for an individual working toward a private, recreational or sport pilot certificate or instrument rating. Funds will be paid directly to your flight school and training is to be completed within one year. The recipient will be chosen based on their passion for flying, commitment to completing flight training and two reference letters highlighting the applicant's character qualities. Applicants who are full-time students enrolled in high school, an accredited flight program, or an accredited college or university should have a GPA of 3.0 or better (on a 4.0 scale).

Award recipients will also receive Jeppesen's Online Sport, Private, or Instrument Flight Training Course to enhance the flight training experience. **(Scholarship value \$5,000)**

Keep Flying Scholarship 2014

The Keep Flying Scholarship was created after 9/11 to offer an intermediate level flight scholarship. Sponsors Deborah Hecker, Evelyne Tinkl and Janet Patton are offering one \$3,000 scholarship to an individual working on an instrument or multiengine rating, commercial or CFI rating certificate. Payments will be made directly to your flight school. Flight training must be completed within one year. Finalists will only be interviewed at the annual Women in Aviation Conference. Minimum requirements: private pilot certificate, 100 hours of flight time, copy of current written test (70%+ score) only for the certificate/rating sought. In your essay tell us how the funds will be used, your goals and other information you feel is relevant. One letter of recommendation must be from a pilot that you have flown with.

(Scholarship value \$3,000)

Keep Flying Scholarship – Southern Africa 2014

Keep Flying Scholarship and SAWIA (www.sawia.org) are offering one \$3,000 (approx. R20000) scholarship to an individual working on an instrument or multiengine, commercial or flight instructor certificate. Candidates must be citizens of a SADC country, hold a PPL, have 100 hours flight time and have passed all written exams for the license sought. Follow Women in Aviation guidelines. In your essay tell how the funds will be used, your goals and any relevant information. One LOR must be from a pilot who has flown with you. Scholarship will only be paid out to a South African flight school. Interviews will be in Johannesburg, South Africa, in February 2014. Application must be a single PDF file, 3.0MB max. Submit application to: dwallace@wai.org with "KFS – Southern Africa" in the subject line.

(Scholarship value \$3,000 USD – Approximately R20000)

The Kelsey A. Meyer Memorial Scholarship

One \$2,000 scholarship will be awarded to a female student at college level of sophomore year or above currently enrolled in an aviation/professional flight degree program at an accredited university who has achieved a minimum GPA of 3.0 (on a 4.0 scale). All scholarship funds must be used for educational and flight related expenses. Funds will be paid directly to the school and must be used within a year of receiving the award. Include in your essay a personal statement outlining your career aspirations and how the funds will be used.

(Scholarship value \$2,000)

New for 2014

Lt. Valerie Cappelaere Delaney Memorial Scholarship

This scholarship is open to a female WAI member over the age of 18 from any country. The scholarship will be awarded to an individual pursuing a private pilot certificate. Lt Valerie Cappelaere Delaney lived her lifelong dream of becoming a pilot, flying the EA-6B Prowler for the U.S. Navy. She was brilliant, strong-willed, determined, and had unwavering faith. The winner of this scholarship should embody some, if not all, of these

characteristics. Scholarship funds will be paid directly to the candidate's school of choice and must be used within a year of receiving this award.

(Scholarship value \$1,000)

Ride the Sun Scholarship

Looking for assistance to extend your horizons and increase your aviation skills? Use this \$500 monetary award to help defer the costs for out-of-the-ordinary flight education.

Apply it toward:

- Air Racing expenses
- Training: Aerobatic, Formation Flight, Mountain, Soaring, Ballooning
- Special volunteer flights
- Record setting (NAA) flights
- International competitions, and more...

Note: Cannot be applied toward Private, Instrument, Commercial, CFI, CFII, or ATP.

(Scholarship value \$500)

Sporty's Foundation Flight Training Scholarship for Small-Aircraft Maintenance Technician



JOHN RIEDEL

Sporty's Foundation is offering a Recreational or Sport Pilot flight training scholarship to a small aircraft maintenance technician. The award money is not intended for use in achieving any other certificate, rating or endorsement. Award money is to be used for flight training costs only. Award recipient must plan to pursue a Recreational or Sport Pilot certificate within six months of receiving the scholarship. Award money will be sent to recipient's employer or flight school for disbursement and will require two endorsements for deposit. Award recipients will also receive a copy of Sporty's COMPLETE Learn to Fly Flight Training Course on interactive DVD.

(Scholarship value \$5,000)

Ted Mallory Memorial Scholarship

A past board member of Women in Aviation, International, Ted Mallory was dedicated to the organization and to ensuring the availability of scholarships to provide opportunities for individuals interested in learning to fly. The Ted Mallory Memorial Scholarship will be awarded to a WAI member who is interested in pursuing a Private Pilot certificate or Instrument rating. Scholarship includes cash and training materials.

(Scholarship value \$500)

New for 2014

The United Airlines Pilot Scholarship (2)

United Airlines would like to make a difference in the life of an aspiring airline pilot who is pursuing their dream in the world of aviation. A \$4,000 scholarship will be awarded to an individual who *(continued on page 32)*

currently holds a commercial certificate with an instrument rating who is working on either a multiengine rating or CFI certificate. You must have a first class medical certificate, and be enrolled in an accredited collegiate aviation program with minimum 3.0 GPA (on a 4.0 scale). Funds will be paid directly to your college or university. Training must be completed within one year. The recipient will be chosen on a basis of merit, career aspirations and dedication, as well as contributions to their community and service with WAI. Two letters of recommendation are required, with one having to come from a WAI member and another coming from a pilot who has flown with you.

(Scholarship value \$4,000 each)

WAI Oshkosh Chapter Spirit of Flight Scholarship

The WAI Oshkosh Chapter Spirit of Flight Scholarship is open to women of all ages who have already soloed and are working on their recreational, sport pilot, private pilot, or commercial certificate, instrument or multiengine rating; or CFI. Preference will be given to Wisconsin residents, but all who qualify are encouraged to apply. Funds will be paid to the flight school of your choice.

(Scholarship value \$500)

New for 2014

Wings Over 35

The Wings Over 35 Scholarship is designed to promote general aviation among men or women over the age of 35 and aid a deserving person over the age of 35 to attain certification as a Private Pilot.

In addition to WAI requirements the applicant must:

1. Be over the age of 35
2. Not currently hold a Private Pilot certificate
3. Have a desire to pursue higher ratings
4. Have a financial need
5. Hold a third class medical

Applicants must explain their goals in aviation and what they have done thus far towards attaining that goal. All proceeds will be paid directly to the flight school of their choice and must be used within a year of receiving the award.

(Scholarship value \$250)

Women Military Aviators Dream of Flight Scholarship

Women Military Aviators (WMA) seeks to preserve, for history, the important role women have played in creating and supporting the American Spirit through their contributions to flight, aeronautics and space. This

is an elite band of women that changed and continue to change the way the world works and who put their lives on the line in defense of their country and for the love of aviation. WMA is committed to passing this legacy from one generation of women to another and has established an annual scholarship program in support of this commitment. Advocating the love of aviation, WMA offers an annual scholarship to advance a young woman

in her pursuit of flight ratings at an accredited institution or FAA part 141 approved flight school. Over the past 30 years this scholarship has been given to select candidates so that they may pursue opportunities in the aviation and to support the advancement of women in civilian and military aviation.

The selection criterion includes the applicant's ambition to advance



women in aviation, demonstrated persistence and determination; financial need; ability to complete training; and ability to bring honor to the women of WMA. All criteria should be addressed by the applicants in their application in addition to identifying their interest in military aviation. Applicants must be able to complete training within one year of the award; be enrolled in high school, an accredited flight program, or an accredited college or university. In addition, applicants should identify the school, college or university in which enrolled and identify the Part 141 school where training will be completed.

(Scholarship value \$2,000)

Women Soaring Pilots Association Scholarship

A \$500 scholarship is offered to a woman pilot to help pay expenses toward training for a Private, Commercial, or Instructor rating in gliders. Monies will be paid directly to the glider club or commercial flight school chosen by the recipient.

Criteria:

1. Submit an essay (500 words or less) to include an explanation of which aspects of soaring you are most interested in, such as cross country, records, competition, instructing or maintaining your skills. Describe how you have been involved in aviation in the past.

2. Possess at least a Private Pilot Certificate. (include a copy of certificate, both sides)

3. Include copies of enough logbook pages to show the variety of flying you currently do.

4. Include the name and address of the flight school where you plan to use the scholarship.

Note: The scholarship includes a one-year membership in the Women Soaring Pilots Association.

(Scholarship value \$500)

GENERAL SCHOLARSHIPS

New for 2014

Aero Femme Scholarship (2)

Aero Femme is a non-profit organization and scholarship fund that provides scholarships. One \$300 scholarship will be awarded to an individual pursuing any type of aviation interest and one to an Alaskan female resident. Our mission is to encourage and educate women of all ages to be involved in aviation. Aero Femme continues to reach Alaskans throughout the state and beyond. The requirements for this scholarship include meeting all WAI scholarship requirements, and you must be a U.S. citizen or permanent resident. Applicants must be at least 16 years old. (If the applicant is still in high school, accumulative grade point average must be above 3.5 on a 4.0 scale) Scholarship funds will be paid directly to the winner's educational institution school of choice and must be used within a year.

(Scholarship value \$300 each)

Airbus Leadership Grant

One scholarship will be awarded to a student at the college level of sophomore year or above who is pursuing a degree in an aviation-related field, who has achieved a minimum GPA of 3.0 (on a 4.0 scale) and who has exhibited leadership potential. All applicants should submit one 500-word essay which addresses their career aspirations and explains how they have exhibited leadership skills.

(Scholarship value \$5,000)

American Airlines Veteran's Initiative Scholarship

In honor of their service to our country, American Airlines will award one \$5,000 scholarship to a military veteran who is pursuing aviation/aeronautical education or training. This award will be paid directly to the

accredited flight school, institution or college. Candidates will be evaluated on achievements, teamwork, leadership skills, motivation and community service involvement. Please submit application according to WAI scholarship guidelines. Finalists will be interviewed at WAI Conference unless on deployment.

In addition to WAI requirements applicant must:

1. Have honorably served in the United States Armed Services and provide proof such as a DD Form 214 or current military ID.
2. Include name and address for the accredited institution, flight or training center used.
3. Be available for interview at the WAI Conference or phone interview if deployed.

American Airlines has a long history of supporting our armed forces and veterans. With more than 60 percent of American's pilots and 10 percent of all American and American Eagle Airlines employees serving as active military or veterans, the company places a strong emphasis on its military and veteran's initiatives. American Airlines supports members of the military, veterans and their families in their communities, as well as when they travel, including special military airfares. American Airlines provides assistance to numerous non-profit organizations, and our employees engage in a wide variety of events and activities in support of our military.

(Scholarship value \$5,000)

The Boeing Company Career Enhancement Scholarship

JOHN RIEDEL



In 2013, Scott Wuesthoff of The Boeing Company awarded Career Enhancement Scholarships to Lauren N. Schumacher (left) and Whitney Joy Brouwer (right).

The Boeing Company will award a scholarship to a woman who wishes to advance her career in the aerospace industry in the fields of engineering, technology development or management. The award is to be used for educational purposes only and may not be applied towards flight hours. Applicants may be full-time or part-time employees currently in the aerospace industry or a related field. Also eligible are students pursuing aviation and aerospace-related degrees that are at the sophomore level with a minimum GPA of 2.5 (on a 4.0 scale).

(Scholarship value \$2,500)

Beyond and Above Corporate Flight Attendant Training (6)

You must be an U.S. citizen or have a current Visa to the U.S. to apply. Training will take place at the Fort Lauderdale Executive Airport in Fort Lauderdale, Florida. Lodging and travel expenses are not included. This is for applicants looking to become Corporate Flight Attendants only.

Our training is in compliance with rules and regulations of the FAA Part 91, 125 and 135 and is accepted worldwide.

Scholarship must be used within a year of the award.

(Scholarship value \$3,800 each)

Candi Chamberlin Kubeck Award

The "Candi Chamberlin Kubeck Award" is presented annually to the

Top Woman Pilot in the National Intercollegiate Flying Association (NIFA). Capt. Candi Kubeck's heroic acts and exceptional flying skills as Captain of Value Jet Flight 592 are honored with this award. Candi was a NIFA competitor and Team Captain at Metro State College when she won the National Top Woman Pilot Award in SAFECON 1981. The National Intercollegiate Flying Association Foundation is pleased to sponsor the annual \$1,000 scholarship in her honor.

(Scholarship value \$1,000)

New for 2014

Changing the World Scholarship

This Scholarship was inspired by Sandra Clifford. Her spirit of giving and her drive to help others has made many recognize the need for a scholarship like this, to acknowledge individuals who are on a mission to help others.

This scholarship will be awarded to an individual who does continuous work for any organization or group of individuals that make contributions to their community to make the world a better place. In addition to the WAI requirements, please also include a 500-word detailed essay describing who you are, your community involvement, why you feel community involvement is important, your plans and aspirations for a better future and how you plan to use the scholarship.

Funds will be awarded for use of flight training advancement or educational advancement and will be paid directly to your flight school or educational institution under recipient's name.

(Scholarship value \$1,000)

Dassault Falcon Scholarship

Dassault Falcon is awarding a \$1,000 scholarship to support a woman seeking to pursue an undergraduate or graduate degree in an aviation-related field. The applicant must be a U.S. citizen, fluent in English and have maintained a GPA of 3.0 or better (on a 4.0 scale) in her most recent year of schooling. Applicant should submit a one-page essay detailing her current educational status, what she hopes to achieve by pursuing a degree in aviation and her aspirations in the field.

(Scholarship value \$1,000)

The Elisha Hall Memorial Scholarship

Elisha Hall (Mrs. Mark Bizzaro, WAI #2335) represented herself as a dedicated and passionate aviation professional. She was a leader, an explorer, and lived life to its fullest. She set both her sights and her standards high. To celebrate her life and accomplishments, Women in Aviation, The Wright Chapter, is offering a \$1,000 scholarship to a woman who embodies the qualities that Elisha so splendidly exemplified, and is seeking to further her aviation career in one or more of the following areas:

- Flight Training (any phase)
- Aircraft Scheduling or Dispatch
- Aviation Management
- Aviation Maintenance or Avionics

Preference given to local candidates within the Cincinnati, Ohio/Tri-State area, but all applicants will be considered based upon character, need, community involvement, and accomplishments. Limited financial assistance to the winner to attend the Conference.

(Scholarship value \$1,000)

"If You Can Dream It, You Can Do It" Award

Nicole Cagnolatti, A&P/Pilot, has been the recipient of several aviation scholarships including ones from WAI and AWAM and has benefited immensely from the assistance. She wants to personally contribute to the WAI Scholarships (for the eighth year) by offering other aviation dreamers the opportunity to pursue their dream. In *(continued on page 34)*

addition to the WAI requirements, include a 500-word descriptive essay detailing your Aviation Dream (Flight, Maintenance, Management, etc.), where and how you hope to use this award, and an approximate timeline of completion towards your goal.

Applicants will be evaluated on a clear dream presented, past ambitious nature (aviation or other field, including volunteering) and following application directions. Awards will be made out to the organization under the recipient's name. Applicants must use funds within one year of acceptance. Financial assistance to your dream must make sense for amount offered.

(Scholarship value \$500)

New for 2014

It's About Time Scholarship

The It's About Time Scholarship is overseen by The Abingdon Co. each year and awards a full registration to the WAI Conference, round trip airfare, and room and board during the Conference. Also included is an Abingdon watch provided by an anonymous donor. Applicants are not required to be pilots or in the aviation industry. The goal is to invite someone to see all of the different avenues of aviation from engineering to aerobatics to maintenance and airlines. The criteria are simple: tell or show why you deserve to go. The applicant chooses the format for their application. We have had stickers designed, essays written, videos shot, and even someone translated www.TheAbingdonCo.com into Spanish! The one that exhibits the most passion goes. The Abingdon Co. CEO, Abingdon Welch, stressed during the application process to be as creative as necessary. "I was never a good essay writer and dreaded writing essays for scholarships. I always felt I would have had a better chance if I could make a video, write a song, or create something that showed why I was worthy of the scholarship. I wanted to make that possible for people applying for this scholarship."

(Scholarship value \$3,000)

Janet Clark Memorial Scholarship

The Washington State Chapter of Women in Aviation International offers a \$1,500 scholarship in memory of Janet Clark. She worked for the FAA as an Airworthiness Aviation Safety Inspector, Maintenance division and was a member of the Washington State Chapter. Washington State Chapter members are proud of Janet's contributions as a strong advocate for aviation education.

Applicant's Qualifications and Requirements: The applicant shall

- be a WAI member,
- be working towards a career in aviation,
- be enrolled in an accredited aviation-related program,
- have experience volunteering in aviation-related events and/or activities in the previous year,
- submit an essay that includes detailed explanations of the applicant's career plans, goals, and volunteer experiences.

Scholarship Criteria:

1. The scholarship must be expensed within one year of receipt.
2. The scholarship is paid directly to an accredited program or institution.
3. The scholarship may be applied to tuition, books, specific training, or housing if the expense is arranged through an accredited program or institution.

Notes:

1. Aviation careers include, but are not limited to air traffic controller, airport management, avionics technician, dispatcher, engineer, flight attendant, mechanic, meteorologist, navigator, and pilot.
2. If the applicant has been working toward a career as a pilot, she/he must hold at least a private pilot certificate prior to submitting application.

(Scholarship value \$1,500)

New for 2014

Signature Flight Support Corporation Scholarship

Signature Flight Support Corporation is awarding a \$1,000 scholarship to support a woman pursuing an undergraduate or graduate degree in an aviation-related field, preferably FBO management. The applicant must be a U.S. citizen, a WAI member, be working towards a career in aviation and have maintained a GPA of 3.0 or better (on a 4.0 scale) in her most recent year of education. In addition to WAI requirements, applicant must submit an essay (500-1,000 words) detailing her current educational status, why she choose a career in aviation, her experience in aviation, and her aspirations in the field. Examples of community involvement, leadership opportunities and volunteer work should be included in the essay.

(Scholarship value \$1,000)

WAI Atlanta "Gone with the Wind" Chapter Scholarship

The WAI Atlanta "Gone with the Wind" Chapter is offering a scholarship to aid an individual with the pursuit of their Aviation Dream. Applicants will be evaluated based on merit, career, aspirations, dedication, contributions to the community, and following application directions. Within the required 500-word descriptive essay, include the details of your Aviation Dream (Flight, Maintenance, Management, etc.), how this scholarship will aid with your goal, where you hope to use this award, and an approximate timeline of completion for your goal. Preference will be given to members of the Atlanta "Gone with the Wind" Chapter, but all applicants will be considered based on the criteria above. Award will be paid directly to the college/university or flight school of the awardee's choice. Applicants must use funds within one year of acceptance.

(Scholarship value \$500)

Women in Corporate Aviation Career Scholarship



Allison Couch (left) received the WCA scholarship from Sandra Clifford.

JOHN RIEDEL

The Women in Corporate Aviation Career Scholarship is offered by the members and sponsors of Women in Corporate Aviation to any person pursuing professional development or career advancement in any job classification of corporate/business aviation. The award must be used toward a specific program of education. Suggested uses include (but are not limited to): Flight training, dispatcher training, maintenance training, corporate flight attendant training or upgrades in aviation education. The award cannot be used for general business course work. Scholarship will not be awarded to previous winners of Women in Corporate Aviation scholarships.

In addition to WAI requirements, you must also be a member of WCA and submit a 250-word essay on how you will positively impact the corporate aviation industry after receiving this award. If you are a pilot please submit copies of pilot licenses, medical and the last three pages of your logbook with your application. Please go to www.wca-intl.org to join and complete the online scholarship application.

(Scholarship value \$2,000)

The WAI "Enthusiasm" Award

Do you love the mission of WAI and want to help? Has aviation made a big impact on your life in ways that don't fit into the typical categories? Do you think the Annual Conference is an important event, even for those who aren't students or pilots? Then this is the scholarship for you!

WAI loves enthusiasm! And we want enthusiasts to come to the Conference. For that reason, WAI will award a full registration to the 25th Annual International WAI Conference at Disney's Coronado Springs Resort in Florida to the member who best explains why attending the Conference is important to them. It's our way of saying thank you for your enthusiasm.

Requirements are only being an active member of WAI, the Official Application form and 500-word essay. No résumé, recommendations or log-books required.

(Scholarship value \$340)

Women in Aviation, International Achievement Award (2)

One scholarship will be awarded to a full-time college or university student pursuing any type of aviation or aviation-related career. One scholarship will be awarded to an individual, not required to be a student, pursuing any type of aviation.

(Scholarship value \$1,000 each)

AVIATION MANAGEMENT SCHOLARSHIPS

Delta Air Lines Aviation Maintenance Management/Aviation Business Management Scholarship



Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Associate or Baccalaureate degree in Aviation Maintenance Management or Aviation Business Management. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 25th Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time college students, with a minimum of two semesters left (as of February 2014), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

IN ADDITION to all WAI requirements, please include a detailed essay (500-1000 words), double spaced, type written which addresses the following topics:

1. Who or What inspired you to pursue a career in Aviation Maintenance Management/Aviation Business Management?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?

5. Why are you the most qualified candidate for the Delta Air Lines Maintenance Management/Aviation Business Management Scholarship?

(Scholarship value \$5,000: Includes flight to and from Conference and Conference admission and lodging. Estimated total value \$7,000)

Women in Aviation Management Scholarship

This scholarship will be awarded to a woman in an aviation management field who has exemplified the traits of leadership, community spirit and volunteerism. Describe in your essay how the funds will be used if selected. The scholarship can be used to attend a leadership-related course or seminar to raise the individual's level of management.

(Scholarship value \$1,000)

AVIATION MAINTENANCE SCHOLARSHIPS

American Airlines Aircraft Maintenance Technician Scholarship

American Airlines will award one \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in Aviation Maintenance Technology. Candidates will be evaluated on academic standing, personal accomplishments, teamwork, leadership skills and community service involvement.

Requirements: Meet all WAI scholarship requirements and guidelines, GPA must be 3.0 or higher (on a 4.0 scale), enrolled in an accredited U.S. maintenance program, U.S. citizen or permanent resident.

American Airlines Maintenance & Engineering departments are vital to the company's commitment to provide safe, dependable and friendly air transportation to their customers. As such, they seek to attract top maintenance talent who share their passion and interest in the aviation industry.

To complement the scholarship, American Airlines will host the winner with attendance to the 25th Annual Conference at Disney's Coronado Springs Resort (including air travel, hotel and Conference registration).

(Scholarship value \$5,000 – Estimated total value \$7,000)

New for 2014

ATP General Aviation Maintenance Scholarship

For over 40 years, ATP has supported the global general aviation industry with technology and services that promote safety and quality for maintenance operations. As part of our continuing commitment to aviation maintenance, ATP will award a \$1,000 scholarship to a woman pursuing the Airframe and Powerplant (A&P) licenses with a passion to work in general aviation maintenance. Please include a personal statement in your essay describing your interest and ambitions in general aviation. Candidates will be evaluated on academic performance, personal accomplishments, involvement in the general aviation community, future career aspirations, and enthusiasm for general aviation.

Applicants must have a minimum GPA of 3.0 or equivalent (on a 4.0 scale). Scholarship funds can be used for tuition, books and fees related to obtaining the Airframe and Powerplant (A&P) licenses from an AMT school in the United States. Scholarship funds will be sent to the recipient's school or employer for disbursement. Funds must be used within one year of receiving the award.

(Scholarship value \$1,000)



Delta Air Lines Aircraft Maintenance Technology Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in Aviation Maintenance Technology. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 25th Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be a full-time student, with a minimum of two semesters left (as of February 2014), with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens or eligible non-citizens.

IN ADDITION to all WAI requirements, please include a detailed essay (500-1000 words), double spaced, type written which addresses the following topics:

1. Who or What inspired you to pursue a career in Aviation Maintenance Technology?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?
5. Why are you the most qualified candidate for the Delta Air Lines Aircraft Maintenance Technology Scholarship?

(Scholarship value \$5,000: Includes flight to and from conference and Conference admission and lodging. Estimated total value \$7,000)

Delta Air Lines Engine Maintenance Internship

Delta Air Lines would like to extend a 2014 Summer Internship (13 weeks) opportunity to a student currently enrolled in a Baccalaureate degree in Business Management or Industrial Engineering. In addition to an internship position, the recipient will receive a trip to the 25th Annual International Women in Aviation Conference (includes round trip airfare, hotel accommodations and Conference fee). Applicants must be full-time students at the junior or senior level with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens or eligible non-citizens. Lodging accommodations will not be provided for the duration of the 13 weeks internship.

The Technical Services Intern reports to the Project Leader—Engine Maintenance. Responsibilities include but are not limited to creating presentations, process improvements; developing business plans, understand finance and our cost structure, coordination of meetings, and analyzing data and metrics. You will participate in and assist the management team in developing long term and short term goals in support of Engine Maintenance production. You will also have the opportunity to work with both internal and external customers from all levels of management. You must practice safety-conscious behaviors in all operational processes and procedures.

Responsibilities:

- Creating and reporting of metrics in Excel and PowerPoint.
- Work closely with the Engine Maintenance Management team to provide them solutions to data based on industry trends that are developing worldwide.
- Development and implement changes in our production strategy based on business demands.
- Use FAA, OSHA and EPA regulations and Delta Air Lines policy requirements to assist the shops in meeting their production goals.

Skills/Abilities:

- Knowledge of basic PC skills and Microsoft Office software suite required.
- Good technical writing and oral communication skills required.
- Must be capable of working in a team environment to creatively solve technical problems.

- Must have the ability to complete assignments with minimal supervision
- Strong ability to work within a team environment to creatively solve technical problems and implement change.
- Must develop both strategic and tactical plans that create a safety-conscious environment resulting in employee safety and well-being.

Compensation is paid to interns based on the following guidelines:

Junior: \$2,253 per month (\$15/hr)—Completed at least 60 semester hours in college

Senior: \$2,947 per month (\$17/hr)—Completed at least 90 semester hours in college

Note: Students must be currently enrolled in school to participate in the internship program.

IN ADDITION to all WAI requirements, interested applicants should submit a résumé and cover letter detailing their qualifications. Applicants should list academic honors, scholarships, awards and special achievements.

(Internship value \$12,000 includes salary, flight to and from conference, and Conference admission and lodging. Estimated total value \$12,000)

Pratt & Whitney Maintenance Scholarships (6)

Five of the Pratt & Whitney winners in 2013, with awards presented by Andy Bordick (right)



Pratt & Whitney will award six maintenance training scholarships to individuals pursuing careers in aviation maintenance. Winners will have the option to attend any one of the maintenance courses offered by Pratt & Whitney or Pratt & Whitney Canada, such as System Familiarization, Line and Base Maintenance, and Borescope Inspection Procedures on JT8D, JT9D, PW2000, PW4000, PT6, or PW100 engines.

Pratt & Whitney Maintenance Training Scholarships can be redeemed at the P&W Customer Training Center in East Hartford, Connecticut. For small engine training by P&W Canada, training will take place at a Flight-Safety International facility most convenient for the student.

Hotel accommodations are covered as part of the maintenance training scholarship.

(Scholarship value \$800 - \$3,200 each depending on course taken)

Tools for Aircraft Maintenance (TAM) Scholarship

The TAM Scholarship was created after sponsor Carolyn Burton (American Airlines mechanic) identified a need in providing tools to a female student starting out in Maintenance. Along with sponsors Kimberley Lowe and Janet Patton, both American Airline pilots, we will offer one TOOL Scholarship. This scholarship is specifically for the purchase of tools to a currently enrolled full-time female student starting out in maintenance training for airframe & powerplant certificates. This scholarship is not applied toward education costs. It is for tools only. Finalists will be interviewed and must attend the International Women in Aviation Conference in Orlando, Florida, at the finalist's own expense.

In your essay please tell us your goals, experience in aviation, and why

you are choosing maintenance as your career. We are looking for those showing passion, teamwork, inspiration, challenges in life, and strong characteristics such as leadership qualities, community involvement and/or volunteer work, and academic standing. Include two one-page recent recommendation letters. One letter should be from someone who has worked directly with you in the field, noting teamwork and aptitude and mentioning a specific task that impressed the reference. Additionally, proof of school attendance must be provided and grades to date. Also provide grades from former academic facilities attended prior to starting out in maintenance.

The Scholarship Funds will be paid, and selection of the tools will be done, directly to the shop or company selling the Tools. The funds must be used by end of 2014.

(Scholarship value \$2,000)

Attention: Special Opportunity for Schools!

FedEx Express JT8 Engine (2) Donation



Two FedEx Express JT8 engines will be awarded

FedEx Express is accepting applications from qualified aviation schools, universities, museums and other aviation education organizations for a JT8 engine with stand from the company's retiring fleet.

To be considered for this donation, please submit a detailed summary of your organization, including information about your program, how the engine would enhance your program and any joint use opportunities with other area programs to increase the utilization of the asset.

The recipient will be required to sign a contract that restricts the transfer of ownership, the sale of parts and acknowledges that the engine will be used for ground training only.

Contract approval and a delivery date will be finalized with the selected organization, and the winner will be announced at the 2014 International Women in Aviation Conference in Florida.

Applicants must also be a Corporate Member of Women in Aviation, International to be eligible.

****For each FedEx award include three (3) stapled complete application sets (one original and two copies) of the Official WAI application form and the typed, descriptive 500-word essay. ✈**

Scholarship Submission Requirements

Each applicant must be a WAI member as of November 1, 2013, and may apply for no more than two scholarships. Internships are NOT included in the two per member scholarship limit (all can be sent in the same package). These requirements are in addition to all stated specifications in individual listings.

For each scholarship include three (3) stapled (NO FOLDERS) complete application sets (one original and two copies) of the following information:

- ☐ Official WAI application form
- ☐ Two one-page recommendation letters
- ☐ Typed, descriptive 500-word essay
- ☐ Professional résumé (if applicable)
- ☐ Copies of all aviation and medical certificates and the last three pages of your pilot logbook, if applicable

Descriptive essay or résumé should address the following:

- your aviation history and goals
- what you have done for yourself to achieve your goals
- where you see yourself in five and 10 years
- how the scholarship will help you achieve your objective and your present financial need
- flight or other training/education for which you need assistance; how your previous training was financed
- educational scholarships, awards and honors
- where you would obtain the training and the hourly rate for the instructor, aircraft, and simulators, or other costs, if applying for a cash scholarship
- demonstrated involvement in aviation activities
- other applicable information as requested for each specific award/grant/scholarship

International applicants must meet all requirements, and, in addition, you must include your country's pilot, mechanic or other requirements and the equivalent copies of certificates, licenses and medicals.

Frequently asked questions

Membership

Do I have to be a current member of WAI to receive a scholarship?

Yes, your WAI membership status must be active through the month of the Conference (March) at the time of sending application packets. Join **before** November 1, 2013 to qualify this year.

Letters of Recommendation

To whom do I address Letters of Recommendation?

Address them to Scholarship Committee. Mail to 3647 S.R. 503 South, West Alexandria, OH 45381

Can I photocopy Letters of Recommendation?

No. They must have the original signature of the person writing them.

Should I have those writing the letters send them to WAI?

No. Please include them in your application packets. We cannot accept them separately.

Mailing Instructions for Application Packets

- If applying for two (2) scholarships mail them both in the same envelope. You will save postage and you can be sure that both will arrive at WAI.
- Must be postmarked on deadline date—not received by deadline.
- WAI will keep one (1) of the three application packets and the other two (2) will go to the sponsor of the scholarship for review. That is why we ask for three (3) sets per scholarship.

Awards

All scholarships, unless otherwise noted, will be awarded at the 25th Annual International Women in Aviation Conference, at Disney's Coronado Springs Resort, March 6-8, 2014. Scholarship applications must be signed and postmarked by November 18, 2013



OFFICIAL WAI SCHOLARSHIP APPLICATION

Scholarship you are applying for:

Send to: WAI Scholarship, 3647 S.R. 503 South, West Alexandria, OH 45381

Last Name/Surname _____

First Name/Given name _____ Middle Name/Initial _____

WAI Member # (Join before November 1, 2013. Membership must be current through March 2014) _____

Home Address _____

Work/School Address _____

Home Phone _____

Work Phone _____

Cell Phone _____

E-Mail _____

If you win a scholarship, you will be asked to supply your Social Security number to WAI

If enrolled in High School or a College/University Degree Program, you must complete this section.

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Questions?

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KURT MCCARTNEY
MD, MPH

THE FAA RELAXES MEDICAL REQUIREMENTS...REALLY!

Great news! With the release of the latest Aeromedical Examiner (AME) Guide this past April, the FAA has streamlined the medical certification process for several, more common diagnoses

to include hypothyroidism, asthma, headaches to include migraines, arthritis, Hepatitis C, glaucoma, pre-diabetes, and genitourinary cancers. Previously, these were typically grounding

diagnoses and required submitting medical documentation to either the FAA's Aeromedical Certification Division in Oklahoma City or the Regional Flight Surgeon for review and approval of a Special Issuance (waiver) to return to flying. This process often took considerable time with the aviator not flying before certification was granted and would result in a time-limited medical certificate with formal medical follow-up requirements. Now, however, grounding time may be just as long as required for the condition to be treated and stabilized, and as long as certain medical certification criteria are met, the AME is authorized to issue a regular medical certificate at the next FAA medical—no Special Issuance required! This also pertains to those who are currently on Special Issuance for one of the above conditions—it may no longer be required and you could walk out of your next medical with a regular certificate.

Let's look at a simple example—an aviator newly diagnosed with hypothyroidism. Once the condition is adequately treated and the treating physician feels the condition is stable without symptoms that would interfere with aviation duties such as fatigue, mental status impairment or visual symptoms, the aviator can return themselves to flying and report the condition at their next medical. The AME now has a worksheet for most of these conditions they will use to ensure all certification criteria are met for regular issuance of a medical certificate at the time of the medical exam. What they typically will require is a current status report from the treating physician indicating the condition is stable on the current regimen of an acceptable medication without signs or symptoms that would interfere with aviation duties and normal thyroid lab studies within the last 90 days. If the criteria are met, the AME documents this on their portion of the medical application form, FAA Form 8500-8, issues the medical certificate, and is not even required to send the medical documentation to the FAA. If for some reason the aviator does not meet the certification criteria, then the AME would

have to defer the application and send the documents to the FAA for review and a certification disposition. For the aviator currently on Special Issuance for hypothyroidism who meets certification criteria for regular issuance, the AME would indicate that on the 8500-8 and issue a regular medical certificate.

Another significant change, though not yet published but currently being implemented by the FAA, has to do with required waiting times after cardiac stent or angioplasty procedures for coronary artery disease. Previously, the FAA required a six month observation period following these procedures. They shortened that wait time to three months as

long as there is no disease in the left main coronary artery. Follow-up requirements at the end of the waiting period have not changed—a nuclear stress test and repeat cardiac catheterization (coronary angiogram) for first and unrestricted second class certification, and at least a regular stress test for third class certificates. The wait time following coronary artery bypass surgery has not changed and continues to be six months.

As with any new policies or processes, there are likely to be revisions and refinements as the process matures, but overall, this is great progress. Regardless, we always recommend you be as prepared as you can be going into your medical. Probably one of the smartest things you can do is discuss your situation with your AME before you go in for your medical to ensure that there are no hiccups in getting your medical certificate issued at the end of your examination, especially since some of the certification criteria for several of these medical conditions are a bit more complex. You can also review the changes and AME worksheets in the current AME Guide on the FAA's web site at http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/aam/ame/guide/ ➔

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Dr. Kurt McCartney is an Aeromedical Advisor for Aviation Medicine Advisory Service, www.AviationMedicine.com. He is part of a team of medical specialists who help pilots, mechanics and air traffic controllers with FAA medical issues.

**Grounding time
may be just as long as
required for the
condition to be treated
and stabilized.**



JACQUE BOYD PhD

STEM IN EVERY SUBJECT

First, for those of you who might not know, STEM is an acronym for Science, Technology, Engineering and Mathematics, and most students interested in pursuing careers in aviation end up in a STEM track during high school. The acronym is, these days, the latest “buzz button” for the panic in emphasizing the need for teaching more math and science in

our schools with hopes of responding to the needs of industries such as aviation and aerospace going forward into the next century. (The Boeing Company’s famous study from last summer, layered with other aviation tech company’s forecasts, such as Honeywell, clearly show the need for tens of thousands of skilled technicians, engineers, assembly workers, and executives in aviation for the next three decades.)

As someone who has been an educator for 40 years, I think when we look back on “phases” we’ll look at STEM and the changes it’s bringing about in the same way we look at what Sputnik did in the 1950s and the space program did in the 1960s and 1970s. Frankly, we have to pay attention to this.

STEM may be a national educational objective, but how each school tackles the mandate is different. My school is Paideia-based. Paideia-based instruction utilizes three “columns” of instruction. One is Didactic, which emphasizes the acquisition of organized knowledge; getting the must-know facts and information. The next is by Coaching, which emphasizes development of intellectual skills or practicing what is necessary for mastery. The next is Seminar or Socratic, which helps to develop an increased understanding of ideas and values through shared discussion. Didactic instruction—the intro-

duction—should be about 10-15% of the instructional process. Coaching—the application and practice—should be about 70% of the instructional time. Seminar, a collaborative discussion process, should occur about 15-20% of the instructional time. We emphasize a cross-curricular approach and try to get the various disciplines to work together and make the acquisition of skills a real-world learning process.

When I’ve spoken about different learning styles, particularly those related to how females approach math and science, an integrated approach seems to make a difference in the outline for students at my school. The hands-on experimentation takes an abstract concept and makes it approachable and applicable to their world. Aviation is particularly well-suited as a hands-on STEM topic, by the way.

Let me give you some examples and resources about how STEM is approached utilizing all our subject areas. Keep in mind that art, music and physical education are also defined as a part of our “core curriculum” by our Charter. Every student must participate in those classes during their high school career.

At the end of last year the Math, Science, Journalism, U.S. Government and Digital Arts classes worked on an “egg drop” contest. The students in the math and science classes

Geek Girl’s Bookshelf

Five Equations That Changed the World: The Power and Poetry of Mathematics

Michael Guillen, Ph.D., Fine Communications Publishing

18 Unconventional Essays on the Nature of Mathematics

Reuben Hersh, Springer Publications

The Jasons: The Secret History of Science’s Postwar Elite

Ann Finkbeiner, Viking Press

Mathematics: The Loss of Certainty

Morris Kline, Fall River Press

Loving and Hating Mathematics: Challenging the Myths of Mathematical Life

Reuben Hersh and Vera John-Steiner, Princeton University Press

I Am a Strange Loop

Douglas Hofstadter, Basic Books (The Perseus Books Group)

The Lives of a Cell: Notes of a Biology Watcher

Lewis Thomas, Bantam Books

The Universe and Eye: Making Sense of the New Science

Timothy Ferris and Ingram Pinn, Chronicle Books

Miss Leavitt’s Stars: The Untold Story of the Woman Who Discovered How to Measure the Universe

George Johnson, Atlas Books

Aénesi to Zeno:

Over 100 Vignettes from the History of Math

Sanderson Smith, Key Curriculum Press

had to design a container to protect a raw egg (is it bringing back memories?), which was then dropped from the basket of the ladder truck from the local fire department. (Think that doesn't have anything to do with aerospace? Look up the Team Rocketry Challenge and think again.) The government class had to take care of setting up the contact with the fire department and village in requesting the truck plus filing the paperwork for the necessary permits. The journalism class was in charge of writing the article for the local newspaper and the Digital Arts class was in charge of photography and video taping the experiments. Everyone worked together and things went well until the Seniors decided to do their "senior prank" and lock the front gate so the fire truck couldn't get onto campus. That's another story.

We've all done a project like the egg drop, but often times don't consciously consider the separate entities and how one works off another. Math is not math in isolation. Science is not science in isolation. Writing is used in math. Math is used in science. Calculations are used in photography. Writing is used in government. One of the final things that we do at the conclusion of any project or seminar is to write a reflection. The reflection "question" for this project was to discuss how the curriculum sections were inter-related. It helps—in some small measure—to dispel the myth that only math "happens" in the math building, or science only "happens" in the science lab.

We also have the requirement for graduation of completing a Senior Project or Senior Portfolio. The course also requires

a public presentation of their portfolio or project. It's the social event in the village of Angel Fire, New Mexico, every January. Every project must include components from our core subjects. Each portfolio student may choose five subject areas in which to make shorter, less intense presentations. One portfolio student chose to do a research study on how soccer shoes reacted to different fields and conditions. At the time we had a turf field—so after a game we'd see him testing shoes on the dry turf, then wetting the turf and shoes and calculating the friction ratio. He'd do it at every field we played on, including the special artificial turf fields in Rio Rancho, New Mexico, when we went to State. His presentation included an analysis and charting of all the results. His reflection included an analysis of how many "subjects" he used in the process.

If you're looking for ideas about how to incorporate STEM subjects into a cross-curricular approach, I've shared some of the titles on my bookshelf. Just keep in mind; I am a self-admitted geek-girl (*See Geek Girl's Bookshelf on previous page*).

If you want some really fascinating cross-curricular reading check out *Leonardos Notebooks*, a collection of research by Leonardo DaVinci, edited by H. Anna Suh. I have more suggestions, but space here is limited. Go ahead and email me at JacqueBBoyd@yahoo.com if you'd like a follow-up. ✈

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

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JO DAMATO

OVER-VOLUNTEERING AND THE SLOWCATION

I'm curious, have you ever wondered if your direct involvement in your kids' school will make or break your social development with the other parents? Do you think that because you work a job that takes you out of the house and your kids take the school bus and walk home that you miss out on conversation with other parents at the pick-up line or bus stop?

If you are on the road so often that you don't really know the other moms or even many of your kid's friends, does it upset you? Do you get nervous (as I do) when you go to one of their classmate's birthday parties and all of the moms "on the circuit" seem to know each other intimately, while you are trying to scroll through your iPhone for the notes you made on who's who and who's kid belongs to whom?

I hope I'm not alone here. With my job, I'm a mess at these things. At these events I don't know what to wear, what to say, which group to join. I wander the perimeter looking for a soul as lost as I am, struggle to remember their name or at least their kid's names, and I go over for the small talk hoping to start a friendship or at least a social alliance until the party wraps. I want to disappear into the wallpaper or invent a time machine to get to the end time already—at least until I start feeling comfortable. After two years of observing from the sidelines, I decided it was time step up my game and join the Parent Teacher Association (PTA).

What I really remember was that my mom—a stay-at-home mom of five kids—was always at school. Outside of our family it seemed as though the PTA was her life. She served on nearly all of the volunteer and board positions and achieved the then-coveted role of PTA President. I have spent the first 30 years of life assuming this was my future—and looking forward to it—and I've spent the last eight years as a mother trying to figure out the right balance of school volunteerism with our hectic life. (If I ever figure it out I will let you know.)

So, I joined the PTA. Except I didn't just volunteer to do concessions at the back-to-school night. Of course not! In true "Jo-to-the-extreme" style I asked the incoming PTA president for a board position. I just impulsively sent off an email and then was on the edge of my seat waiting for a reply. She said yes and I became the Spiritual Development director, which is a position I love. I get to manage the school prayer chain and then one day an email came to me from a different mom that I

knew asking me to take a chair position on the school's major fundraiser: the fashion show. Again, I said yes.

I wanted to contribute to the school where my children are liable to spend the next nine years—I wanted to be a part of their experience there. I had gotten involved and now I was going to be a part of planning an event with 50 other moms at the school.

The fashion show turned out to be a rewarding experience. I made some new, close friendships with moms I will be together with as school parents for the next 9-13 years. I was at school more often and got to know some of the children my children were making friends with and their parents. We were strangers no more. I expanded my support network from beyond my family and my neighborhood of friends to the school family. I think that's a big deal. But, there was a down side to taking on this task.

This fundraiser was all-consuming. I am a working mom in aviation, a challenging field, who prides herself on not working in front of the kids. When they are home I am present and participating in their lives. Yet nearly every night after working a full day I was back at work again on this fundraiser. That, I have to say, was not what I'd originally signed up for.

So, lesson learned? Not quite. What I have learned is that I cannot continuously sustain too much added extra-curricular responsibility and then expect my husband and kids to pick up the slack.

In preparation for all that, this summer the plan is to slow down. I have pledged to say no to everything and to remind myself over and over that "no" is okay. From Memorial Day to Labor Day if it does not have to do with my immediate family, closest friends, or paying job then I am just on a break. I call this a slowcation. I'll let you know if it works. ➔

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

*I expanded my
support network from
beyond my family
and my neighborhood
of friends
to the school family.*

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Karen Gebhart, VP Business Development HAI

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SHERRY
PARSHLEY PhD

THE ECONOMICS OF A PILOT SHORTAGE

One of the most informative education sessions I attended at the 2013 Women in Aviation Conference was called *Pilot Shortage: Fact or Fiction*. In it there was lively discussion about whether there is a pilot shortage, presently or in the future. What was apparent from the discussion, however, were some misconceptions about the economics behind this issue

and that has inspired me to write this column in an attempt to clarify the facts. My intent, much like the speaker in the education session, is not to answer the question of whether there is now, or will be, a pilot shortage, but rather to give you the facts to draw your own conclusions. For illustration purposes, the discussion will focus on the supply and demand for airline pilots, although the principles can be applied to any aviation profession (i.e. air traffic controllers, mechanics, etc.).

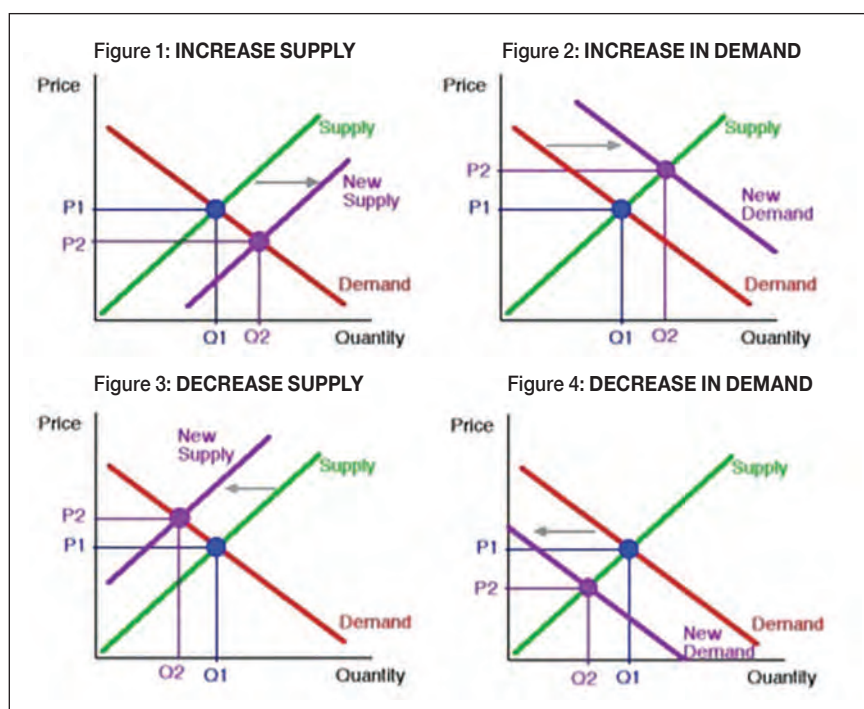
First, we need to discuss the basic economic principles known as the laws of supply and demand. Think of demand as a schedule of the quantities of a good or service that consumers are willing and able to buy at various prices during a period of time. Notice that we said “willing and able” as the significance of this requirement will become apparent as we proceed with the discussion. Since we are talking about the demand for airline pilots, the consumers in this example are the airlines.

The law of demand states that if all other factors are held constant, the price of a product and the quantity demanded are inversely (negatively) related, i.e. the higher the price, the lower the quantity demanded.

Conversely, you can think of supply as a schedule of the quantities of a good or service that suppliers are willing and able to offer at various prices during a specified period of time. In our example, the suppliers are airline pilots.

The law of supply states that the price of a product and the quantity supplied are directly (positively) related; i.e. the higher the price, the greater the quantity supplied.

Because supply and demand concepts are best illustrated graphically, I have provided some visual aids to facilitate your understanding. Assume that the graphs shown represent the supply and demand for airline pilots. Price is on the vertical



COURTESY OF THE AUTHOR

axis and quantity is on the horizontal axis. In this example, price really represents the wages paid to pilots. The demand line is downward sloping due to the inverse relationship between price and quantity demanded. Likewise, the supply line is upward sloping due to the positive relationship between price and quantity supplied. Where the supply and demand lines intersect is called equilibrium.

To this point, we have only talked about how changes in price (wages) result in movements along existing supply and demand lines. As the figures above illustrate, there can also be shifts in the supply or demand lines, resulting in a new equilibrium point and hence, a new price (wage) and quantity.

Let's discuss each graph and how it would relate to the supply and demand for airline pilots. Figure 1 is showing a shift in the supply line to the right, or an increase in supply. This would occur if there are more pilots willing and able to pro-

vide piloting services. Figure 3 shows a decrease in the supply curve. This is a more likely scenario due to several upcoming developments; in August 2014, the Airline Safety and Federal Administration Extension Act requires first officers in FAR Part 121 operations (scheduled airlines) to hold an Airline Transport Certificate (ATP). Since the ATP certificate has age and flight hour requirements, the supply of qualified pilots will decrease, or shift to the left. To exacerbate this issue, in 2014 new crew rest requirements also come into effect which will also reduce the supply of available pilots. The shift causes the quantity of pilots to move from Q1 to Q2 on the graph. Notice also that the price will move from P1 to P2, meaning that the pilots will command higher wages for those skills. To the extent that the airlines are unwilling or unable to provide those higher wages, there will be a gap, or shortage. The distance between Q1 and Q2 on the graph represents this shortage.

A third development that is also going to shift the supply line to the left is the retirement of pilots as they turn age 65. In 2007, just over five years ago, the retirement age for airline pilots was raised from 60 to 65. This change allowed many pilots to remain flying for the past five years and now they are reaching retirement age.

A fourth development also causing a shift to the left of the supply line is that fewer pilots are being trained by the military due to the development of RPVs (Remotely Piloted Vehicles).

Now let's turn our attention to the demand side of the issue. Figure 2 illustrates a shift in the demand line to the right. The

demand for airline pilots is a derived demand, meaning that it originates from the demand for another service, in this case, the demand for air travel. Numerous sources predict the demand for air travel will continue to grow worldwide.

That said, a decrease in the demand for air travel, as illustrated by Figure 4, could occur if consumers choose to travel by other means, such as trains or vehicles, or if there is an economic decline, resulting in lower incomes and less demand for air travel.

It is important to note that the price, or in this example, the wage rate that is paid to pilots (or anyone else for that matter) is based on supply and demand. It is not based on what one thinks they are worth. It is also not based on the cost to obtain required skills. Prices (wages) are based on the forces of supply and demand. If wages are not high enough to compensate pilots for the costs of acquiring the required ratings and education, then fewer pilots will be willing and able to supply their skills. A shortage will result if the quantity demanded of pilots exceeds the quantity of pilots supplied. And now you have the facts. ✈

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Dr. Sherry J. Parshley (WAI #4954) is founder of Sierra Papa Aviation Consulting LLC, which provides accounting, finance and tax support for aviation businesses and attorneys. She is a commercial pilot, certificated flight instructor and co-builder of an RV-8 aircraft. She welcomes questions and suggestions for future columns and can be reached at sherry@spaviationconsulting.com.

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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. ➔

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July 29- August 4

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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

October 10-12

AOPA Aviation Summit
Fort Worth, Texas
www.aopa.org

October 22-24

NBAA Business Aviation
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Las Vegas Convention
Center
Las Vegas, Nevada
www.nbaa.org

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SARAH ANDERSON

PILOTS-N-PAWS: PUPPY LOVE TO THE RESCUE

A yellow lab and her eight puppies may have sparked the initial interest, but it was a mutt named “Pilot” who ignited the flame of passion that burns in 17-year-old Sarah Anderson’s heart today. Uniting her love of flying with her passion for animals, she’s donated her time and skills for years to the South Carolina-based non-profit organization Pilots-N-Paws.

Founded in 2008, the organization depends on the support of private pilots to rescue, transport and sometimes provide temporary foster care to animals facing euthanasia.

Anderson, who has, if asked, already mapped out her future in aviation, plans to become a professional pilot. Her journey began 10 years ago. “My dad had been flying and I thought it was interesting, and that it would be fun for me to do,” the teen recalled.

Terry Anderson earned his instructor rating and began teach-

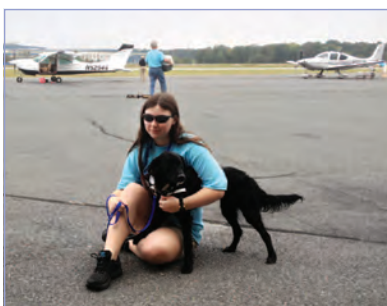
ing her to fly. As of this writing Anderson’s flown nine types of airplanes and two different kinds of helicopters. She’s logged more than 140 flying hours.

Anderson’s exposure to Pilots-N-Paws came after she accompanied her father on his Angel Flight missions. Angel Flight is the national organization that commissions private pilots to fly needy or critically ill patients to destina-

tions around the country. At 14 she discovered Pilots-N-Paws and she and her father transported a yellow lab and her eight pups to safety.

It was one mission, however, that truly touched them. The Andersons boarded and cared for a dog overnight before transporting him to his destination. “We got to spend a lot of time with him. It felt good knowing that he wasn’t going to die and that he would go to a place where he would live for several more years.”

Caring for animals—especially dogs—comes naturally for Anderson. Fourteen dogs share residence with her family on their 140 acres in Zebulon, Georgia. “It takes a lot of time but you get tons of enjoyment out of it. They sit on the couch and watch TV with us, or they run alongside the lawn mower



COURTESY OF TERRY ANDERSON

when we cut the yard,” Sarah’s mom Wendy explained.

Sarah says she’s never nervous when flying dogs. “It’s much easier than flying many people,” she teased. “A lot of times they may be nervous during take-off and landing, but during the flight they are usually well-behaved.”

Both flying for hire as a private pilot and helping animals are Anderson’s

life-long goals. And with less than a year left before she can fly solo for Pilots-N-Paws, she’s excited about flying missions all by herself. Each mission can take anywhere from a few hours to a couple of days, depending on the individual situation.

When asked about her feeling on her daughter taking to the skies alone next year, her mother says she doesn’t fear Sarah’s flying with the dogs. “She’s so smart and capable,” she says. “Once she’s done her first solo I think the pressure will be off.” She added that every mother wants to be with their child all of the time, “but the reality is, I can’t.”

Terry Anderson agrees with his wife. “I think she’ll do fine, I’m the one that’s been with her for all of those more than 140 hours,” he says. “She basically flies the plane all by herself now.” Currently, he accepts charity missions about once per month. His daughter accompanies him on as many as she can. Being in high school, her studies are her main priority. Despite her busy life, her academic performance hasn’t faltered.

Her plans for after high school are pretty straightforward: Fly for hire, fly for charity and teach like her father. “I don’t ever want to be an airline pilot,” she firmly admits. “It’s not something that interests me.” That said, the teen is interested in dispensing a little advice to other general aviation pilots sitting on the fence about charity work. “Some people say they don’t have the time or money to own a dog themselves. But if they are a pilot, they have the time to put a few hours into a flight to take a dog to someone who does have the time. Or maybe they could just donate a bag of food to their local shelter... it all helps.” ➔

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This story reported by Nicole Hester-Williams, a correspondent for the Griffin Daily News in Griffin, Georgia.

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

FLYING Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



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