

THE EDUCATION ISSUE

Aviation *for* Women[®]

SEPTEMBER/OCTOBER 2013

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

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Aviation Programs*

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Peggy Chabrian, Ed.D.
Publisher

Amy Laboda
Editor in Chief

Nancy Bink
Art Director

Columnists

Jacque Boyd, Ph.D.
Paula Corrigan MD, MPH
Jo Damato
Meg Godlewski
Patricia Luebke
Sherry Parshley, Ph.D.
Denise Waters

Contributors

Fran Gudelski
Ken Ibold
K.D. Leperi
Raisa Liriano

Advertising Director

Lisa DeFrees
(315) 272-3821
ldefrees@wai.org

Advertising Sales Coordinator

Holly Bogacz
(315) 272-7275
hbogacz@wai.org

Visit the WAI web site at
WWW.WAI.ORG

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JOHN SLEMP

The WAI Connect breakfast at EAA AirVenture was packed with info and members.

FEATURES

- 20** FOCUS ON EDUCATION: AVIATION'S FUTURE IS BUILT HERE
- 24** EDUCATION RESOURCES: AN ADVERTISING SUPPLEMENT
- 26** FOCUS ON EDUCATION: CABIN CREW EMERGENCY TRAINING *by Amy Laboda*
- 30** INTERNATIONAL BALLOON EVENT GOES DIGITAL *by K.D. Leperi*

DEPARTMENTS

- 2** President's Message
- 6** WAI News
- 13** Pioneer Hall of Fame
- 14** Corporate Member Profile
- 15** CFI Tips
- 16** Where Are They Now
- 17** Tech Tips
- 18** Sources & Resources
- 34** Scholarships 2014
- 46** Careers & Classifieds
- 47** Calendar
- 47** Advertisers Index
- 48** In Our Own Words

COLUMNS

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

COVER PHOTO

CFI Leigh Ann Bowen and student Chase Pinckney at Briscoe Field (LZU), in Lawrenceville, Georgia.
Photo by John Slemp

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PRESIDENT'S MESSAGE

JOHN SLEMP



DR. PEGGY BATY
CHABRIAN

Nagin Cox from NASA's Jet Propulsion Lab joined us at the WAI breakfast and gave a thrilling Mars Rover presentation at the EAA Power Lunch.

to outreach as we realize that aviation and aerospace require new participants for the unprecedented growth predicted in the next two decades. Through our scholarship program and work with youth groups, including Girl Scouts, Aviation Explorers and Youth Aviation Adventures, WAI is helping to create growth in the aviation industry. After a busy summer that included the Canadian Women in Aviation Conference, the Regional Airline Association Summer Conference, a summer engineering camp for high school girls at the University of Dayton and of course, WomenVenture, we are looking forward to an active autumn.

WAI began as a conference in March 1990 in Prescott, Arizona, while I was the Associate Vice Chancellor at Embry-Riddle Aeronautical University (ERAU). That first conference had approximately 150 attendees. To celebrate our anniversary, we are returning to the ERAU Prescott campus for a WAI regional conference on Friday and Saturday, October 4 and 5. The timing couldn't be better since it's ERAU's Homecoming week known as *OctoberWest*. As part of the celebration there

Dear WAI Members:

For nearly 25 years Women in Aviation, International has focused on educating the world about the involvement of women in aviation and aerospace. WAI was recognized at AirVenture 2013 for its contributions to the advancement of flight, and will receive the National Aviation Hall of Fame's Milton Caniff "Spirit of Flight" Award for its efforts. This issue, with its Education theme, is dedicated

will be a special airshow (exclusively for ERAU and WAI) on Saturday morning. Read more about it on pages 4-5, and plan to be there. Were you at the very first Conference? We definitely would like for you to attend and be recognized!

As we move forward into our anniversary year, there are changes. We wish Betty Huck well as she retires in October. Betty plans to travel more but promises to stay involved with WAI. And we welcome our new Chapter Relations Manager, Audra Hoy, as she steps into the position. We are also welcoming our new Advertising Director, Lisa DeFrees, and Advertising Coordinator, Holly Bogacz (more on page 6).

We know the next few months will be busy ones. WAI has been challenged by Department of Defense and FAA budget cuts. We are working with these groups so they can continue to be a part of our annual Conference, despite the financial limitations.

WAI also stands by other aviation organizations (including AOPA, UAA and EAA) in support of legislation benefiting aviation, such as the Small Aircraft Revitalization Act, against new fees for general aviation, and the repeal of the 1,500 hour rule recently passed. Although provisions provided in the latest version of the legislation made some allowances for graduates of four year university aviation degree programs and pilots who have completed FAR Part 141 flight training, the hour requirement will make it difficult for recent graduates to meet airline hiring requirements. We support initiatives to make flying affordable and non-restrictive.

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian, President

INSIDE THIS ISSUE



JOHN SLEMP

WAI welcomed the girls participating in Women Soar You Soar Teen Camp to the Friday breakfast at Oshkosh. **Page 7**



COURTESY OF ANGELA TANTON

Member Angela Tanton has been flying a Dash 7 for the United Nations Peacekeeping mission. **Page 12**



PAULA GRUBB

Pioneer Hall of Fame nominations are being accepted through September 30. Nominate someone today! **Page 13**

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Wings
FINANCIAL 

Join us for the WAI Kickoff Celebration at ERAU Prescott!

2015



Join Women in Aviation, International for this special regional conference in Prescott, Arizona, on Friday, October 4 and Saturday, October 5, 2013. We're returning to where WAI began—at Embry-Riddle's Prescott campus. This will be an exciting weekend full of speakers, special events and tours of the ERAU campus. Participants will also be treated to a private airshow, *Wings Out West*.

Friday, October 4: Tours of the Embry-Riddle campus, a luncheon, and speakers are all planned for Friday. Speakers will include Dr. Frank Ayers, ERAU Chancellor; Anna Mracek Dietrich, Terrafugia COO; Karen Gebhart, Vice President of Business Development and Expositions for Helicopter Association International and a WWII WASP. A panel on life as an airshow performer will include airshow stars Melissa Pemberton, Julie Clark and Matt Chapman. The day concludes with a reception.

Saturday, October 5: The day will start with a Fly-In Breakfast, followed by a tour of Embry-Riddle's flightline and simulators. Just before lunch, WAI conference attendees, along with ERAU students, alumni, faculty and staff, will be treated to a private air show, followed by lunch at the airport. Our luncheon speaker will be Barbara Barrett, pilot, astronaut and aviation policy official.



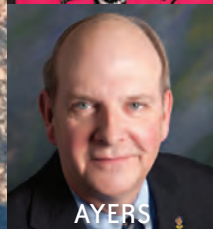
For registration and hotel information, go to
www.wai.org/events/regionalconf_2013.cfm
or call WAI headquarters, (937) 839-4647.



SPEAKERS



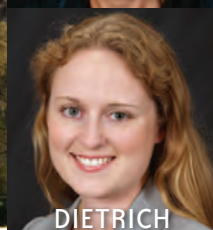
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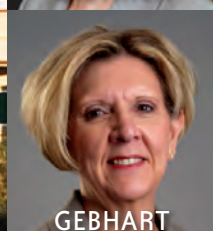
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BARRETT



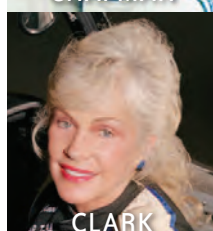
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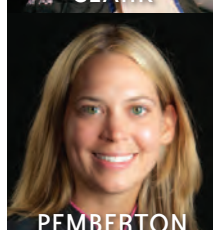
GEBHART



CHAPMAN



CLARK



PEMBERTON

Friday, October 4 and Saturday, October 5, 2013



Name _____ WAI Member Number _____

Preferred First Name for Badge _____

Aviation Affiliation/Occupation _____

Company/Educational Institution _____

Address ☐ home ☐ work _____

City _____ State/Province _____ Zip/Postal Code _____

Phone ☐ home ☐ work ☐ cell _____

E-mail address _____

JOIN US – Sign up TODAY!

_____ **Full Registration** (includes Friday lunch and reception)

☐ Member price \$125 ☐ Non-Member price \$175 _____

_____ **Student, Full Time** (includes Friday lunch and reception)

☐ Member price \$50 ☐ Non-Member price \$80 _____

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

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

TOTAL _____

Conference Hotel: **Hassayampa Inn**, 122 East Gurley Street, Prescott, AZ 86301

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

Discount rates apply through September 15, 2013. Go to www.wai.org for additional details.

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

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

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

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Account Number _____

Expiration Date _____

Cardholder's Name (Print) _____

Authorized Signature _____

(sign as name appears on credit card)

Mail to: WAI Regional Conference, 3647 S.R. 503 South, West Alexandria, OH 45381

WAI On The Road

WAI President Peggy Chabrian spoke to a group of 90 high school girls from around the country and one participant from Nigeria attending the 40th Women in Engineering Summer Camp at the University of Dayton. Nearly 80 female engineers (aeronautical, chemical, civil, electrical, and mechanical) from companies in and around the greater Dayton area attended the event. The camp introduced these high school students to the variety of careers available in engineering, provided hands-on laboratory experiences and an opportunity to tour engineering facilities, including labs at the Wright Patterson Air Force base.



The Canadian Women in Aviation Conference is a bi-annual event where women aviators, mechanics, dispatchers, managers and more get together and exchange ideas. This year it was held in Toronto, Canada.

The Washington State Chapter had a breakfast event at the Arlington air show where Chabrian spoke to the group and updated them on several activities planned for the 25th WAI Conference anniversary year. Chapter members also discussed several upcoming activities including fundraising events for their scholarship program.

The Canadian Women in Aviation Conference was held in Toronto, Canada. Representing WAI were several members from Canadian Chapters, as well as Peggy Chabrian.

Chabrian represented WAI as she spoke during the Regional Airline Association Summer Conference in Tucson, Arizona. The attendees included HR representatives from most of the regional airlines in the U.S.

Chabrian's presentation focused on the increase in women in aviation during the last 20 years with an emphasis on the airline industry. She provided suggestions on how to encourage more women to become involved in aviation, looking to solve the current and projected future shortage of airline pilots. She also addressed the new 1,500 hour rule enacted by the FAA. ➔



Hoy

Audra Hoy becomes Chapter Relations Manager for Women in Aviation, International

Audra Hoy is a private pilot with her eyes always looking skyward. Her career to date has been marketing and events focused but her excitement for aviation has never waived. She spent three years as co-chair for EAA's Women Soar You Soar camp for teenage women. She also volunteered in the Experimental Aircraft Association, Women in Aviation, International and the International Aerobatic Club. Hoy is a member of the Oshkosh chapter of Women in Aviation and previously held the position of secretary. Married to an airline pilot and aerobatic competitor, Audra and her husband, Mike, own a CUBy, a Decathlon and have an aerobatic airplane in development. Audra and Mike reside in Oshkosh, Wisconsin with their daughter, Charlotte "Charley".

Lisa DeFrees named Advertising Director of Aviation for Women magazine



DeFrees

Lisa DeFrees is a seasoned veteran with more than 18 years experience in aviation media sales representing *Flying* magazine. Her insight as a student pilot in training coupled with her extensive experience in working with marketers from all aspects of the aviation industry will be a great asset to WAI's *Aviation for Women* magazine. DeFrees is all about building long lasting relationships based on common values and goals.

Holly Bogacz becomes Advertising Coordinator

Holly Bogacz has been a sales coordinator in the aviation industry for the past six and a half years, working with Lisa at *Flying* magazine in the Eastern United States. She received her Associates degree in Paralegal Studies and is currently pursuing her Bachelors in Business Administration. In addition to work and school, Bogacz is an avid volunteer and member of many local and national organizations. Contact Lisa at (315) 272-3821 or ldefrees@wai.org or Holly at (315) 272-7275; hbogacz@wai.org.

We welcome our new staff and look forward to their help building the organization into our next quarter century! ➔



Bogacz



WomenVenture 2013 Expands and Excites



Celebrities Patty Wagstaff and Debbie Gary congratulated the winner of a 2014 Annual Conference Registration

The color was all raspberry at EAA AirVenture 2013. The first Friday of AirVenture has become known as WomenVenture, thanks to a partnership between EAA, WAI and The Ninety-Nines. This year more than 300 gathered for the WAI Connect Breakfast, graciously sponsored by DTC DUAT, and met later for the picture on Phillips 66 Plaza. For the first time the event was extended to a WomenVenture Power Lunch, also sponsored by our friends from DTC DUAT, with speakers Sherry Carbary from Boeing, Maj. Caroline "Blaze" Jensen of the USAF Thunderbirds, and Nagin Cox from NASA, who inspired more than 400 girls and women in attendance.

PHOTOS BY JOHN SLEMP

Carey Weigel, Bill Young, and Alice Haines of DTC DUAT with Peggy Chabrian. Our thanks to DTC DUAT for sponsoring the WAI Connect Breakfast and the EAA Power Lunch on Friday.

Ron Kaplan and Betty Darst of the National Aviation Hall of Fame made a big announcement at the show.

WASP Florence Elion donated Fifinella items to the Silent Auction stash





AIR CAPITAL CITY CHAPTER

Air Capital City Chapter member **Julie Blagg** (WAI #55146) received an email from **Hildah Simulambo** (WAI #40922) from Africa. Hilda informed Julie that she would be spending some time in Wichita, Kansas, for training for several weeks and, since she was starting a WAI chapter in Zambia she wanted to connect and network. Julie called **Robin Laws** (WAI #16701) and they met for dinner one night.

Since Hildah wants to be a pilot, Robin took her on a flight to go do what pilots love to do—fly for the \$100 hamburger. They had a wonderful flight and Hildah could not wipe the smile off her face!

The night before Hildah left, some Air Capital City Chapter members got together for dinner and visited their new friend. They are grateful for WAI, its mission, and their new friend. ➔



SQUARE D CHAPTER

Marauder Melee is an event held by RAF Mildenhall to celebrate the Air Force and the organizations involved. The Square D Chapter held a booth there in June 2013. ➔



Meradeth Masters, Scot Bishop, Danielle Corbett, Maria Haddad, Major Virginia Knudsen, CAP, and Sivan Solomomn at Boeing in Miami

FORT LAUDERDALE CHAPTER

Several members of the Fort Lauderdale Chapter visited the Boeing facility in Miami courtesy of Structures Engineering Instructor and chapter member **Scot Bishop** (WAI #1639). They got an insider's tour of the composite laboratory, examined deconstructed parts of the Boeing 787 and watched a video highlighting the sophisticated production line and first flight of the Dreamliner. And if that wasn't enough, they each got to try their hand in flying the 737 simulator. Sim technician **Nicoline Strom** wasn't shy with the turbulence setting and it was a wild ride!

The FLL Chapter had a booth at the 55th anniversary celebration at North Perry Airport. There, they generated interest in the chapter and made great contact with other local aviators. ➔



CENTRAL FLORIDA CHAPTER

Adacel (a leading developer of advanced simulation and control systems for aviation and defense) welcomed the Central Florida Chapter to a reception held at Adacel's Orlando Headquarters. The chapter members saw many of Adacel's training systems first-hand after an informative and quite entertaining presentation on the extensive reach of Adacel's air traffic management solutions, air traffic control and other aviation-related simulation and training devices in use around the world.

For the third year in a row, Orlando Executive Airport (KORL) hosted the "Run for the Angels" Charity 5K Run. The Central Florida Chapter had a team running in the 5K. Pictured above (from left to right) are **Judith-Ann Jarrette, Ashley Lang, Elizabeth Williamson, Madeline Snively** and **Maggie Larsen**. ➔

Left to right: Natalie Waters (WAI #45728), Elizabeth Hauk (WAI #50893), and Meagan Grupp worked the static displays at the first annual *Women Can Fly* event in Virginia.



LIBERTY UNIVERSITY CHAPTER

LIBERTY UNIVERSITY CHAPTER

The Liberty University Chapter volunteered in a first annual *Women Can Fly* event sponsored by the Virginia Department of Aviation, The Ninety-Nines, Freedom Aviation, and Liberty University School of Aeronautics. The event at Lynchburg Regional Airport offered a huge range of activities, including a free introductory flight over the Bedford WWII Memorial, Smith Mountain Lake, and downtown Lynchburg. The Chapter helped lead the tower tours, piloted the simulators, led the pre-flight briefings, manned a booth, helped monitor the static display planes, and worked the raffle. Their mission was to encourage women to pursue aviation careers. There were seminars as well, led by professional pilots and the Air Line Pilots Association. The free flights were sponsored by Freedom Aviation, and Liberty University School of Aeronautics. AOPA, Technam, and Gleim were sponsors. On display were a Super Cub, a Cessna Skyhawk, a Stearman, and the Virginia Department of Aviation's King Air. Throughout the day 106 girls received free flights. For more on the day, visit www.liberty.edu/index.cfm?PID=18495&MID=94751 ➔

New Official Chapter

WAI, Palmetto Pride Chapter #91

Previously Provisional Chapter #112P
Charleston, South Carolina

Kathleen Hegenberger, President

Valerie Langford, Vice President

Peggy Williams, Secretary

Rose Nance, Treasurer

Kimberly Westmoreland, Membership Chair

Brandi Cobbs, Outreach Chair

New Provisional Chapters

WAI, Kenya Chapter #123P

Nairobi, Kenya

Una Getrude Odhiambo, President

Fiona Awuor Omondi, Vice President

Esther Kavee, Secretary

Mary Musimba, Treasurer

Caroline Waitheera, Membership Chair

Loise Mwangi, Outreach Chair

WAI, Cleveland Chapter #124P

Cleveland, Ohio

Leah Hetzel, President

Catrina Capistrant, Vice President

Lori Elling, Secretary

Peggy Cornell, Treasurer

Christine Pastor-Barsi, Membership Chair

Michelle Sawan, Outreach Chair

AOPA CHAPTER

The AOPA Chapter hosted their annual potluck dinner; a great way for members to get together, and a great place to start a membership drive, with members being encouraged to bring a friend to join in on the fun. During the summer the chapter volunteered to help with Learn to Fly Day at Frederick Municipal Airport, an airport community day where free flights were given to 216 future aviators. The AOPA Chapter sponsored the youth activities area. A small group flew out to Ocean City, New Jersey, to spend the day on the beach, as well. They're looking forward to the many more fun fly-outs and events planned for the next couple months including an ATC tour and skydiving. ➔



AOPA CHAPTER

Left to Right, Seated: Luz Beattie, Kathy Yodice, Melissa McCaffery, Kristen Seaman, Paula Wivell Standing: Mike Collins, Emily Meczowski, Caroline Abate, Marianne Hays, Sarah Brown, Jill Tallman, Kristine Hartzell, Brittney Miculka, Kris Martin



EDELWEISS CHAPTER



EDELWEISS CHAPTER

The Edelweiss Chapter organized an evening in the hangar of the Geneva's Aeroclub prior to the opening of EBACE. The food was typically Swiss, and cooked by the members of the chapter. This event was co-organized with Women in Corporate Aviation, which is celebrating its 20th year. Instructors of the Geneva Aeroclub (**Thierry Blatti**, **Yvon Gemmet** and **Michael Larsen**) offered three flights at the end of the evening.

The chapter hosted a booth during the open house at the Geneva Aeroclub this past summer. The booth was next to the booth of Women Pilots and it was a wonderful time to share and network. The chapter is proud to announce they recruited new members as a result of this event, and also that two women began their pilot careers after discussing aviation with chapter members. The Geneva Aeroclub has two new female student pilots. This Aeroclub has an impressive percentage of women (student) pilots, with more than 50 flying women!

The chapter visited the border office in Lausanne, thanks to **Anne Knabe** (WAI #47659), who organized this visit. Thanks also to the officers there for their hospitality and time. ✈



"GONE WITH THE WIND" CHAPTER

ATLANTA "GONE WITH THE WIND" CHAPTER

The "Gone with the Wind" Atlanta Chapter was invited to attend Delta Air Line's Annual Employee Block Party for the second year in a row. There was a stage with a band, a kids' area, food and drinks, and a car show, as well as tours of the Boeing 767 *The Spirit of Delta*. Chapter members **Keena Pope**, **Pam Bishop**, **Heather Owens Perry**, **Chelsea Manulich**, **Rita Boyd** and **JoAnne Smith** worked the booth. The goal was to recruit new members and let everyone know there is a local WAI Chapter. The day was a lot of fun. Several people signed up to receive the chapter's newsletter. ✈

CHICAGO'S LEADING EDGE



CHICAGO'S LEADING EDGE CHAPTER

Several members of Chicago's Leading Edge Chapter took part in an exclusive visit to the Eclipse Aerospace facility at Chicago Executive Airport in Wheeling, Illinois. The tour guide **Dave Coleman** gave them a brief overview of the history,

including the development of the jet, the tumultuous start up and bankruptcy, the comeback, and the bright future ahead for the unique aircraft. The members were able to see several jets in various stages of assembly, sit in the cockpit, and see the one-of-a-kind avionics panel at work.

This past summer the chapter held a social/networking event at Palmer Place in La-Grange Park, Illinois. Members journeyed in from as far as South Bend, Indiana. ✈

MEMPHIS BELLES CHAPTER

The Memphis Belles Chapter was delighted to award the Colleen Platt Walker Memorial Scholarship worth \$500. This scholarship is dedicated for use toward tuition, books, or tools for any aviation program at the Tennessee Technology Center in Memphis. Colleen Platt Walker was an aviatrix with a passion for everything aviation. Her family started a fund in her memory to invest in future aviation professionals who share the dedication, work ethic and dreams of their daughter. Memphis Belles Chapter members share in the desire to invest in the next generation and are pleased to continue the tradition initiated by the Walker family. ✈



MEMPHIS BELLES CHAPTER

Students from Tennessee Technology Center (left to right): Carlos Duran (scholarship winner); Beth Rush, Memphis Belles President; Cheri Hutson, Vice-President; Dominique Hollingshead (scholarship winner); William Butler (scholarship winner); Vondra Green



UNO "MAVERICK" CHAPTER

Maverick Chapter members had a display board and booth for their campus ice cream social. With ice cream provided by the Student Organization, incoming freshmen had a chance to come to different organization booths, and chat informally about possible recruitment and if that organization aligns with their future career interests. This was a good strategy to promote the Maverick Chapter to the greater student community. Along with

other UNO organizations, the UNO Maverick Chapter has joined the online portal OrgSync that will allow new students to view the different organization activities, meetings, photos of group activities and tours, missions, and other topics of interest; as well as allow online collaborations among different campus organizations. ➔

INDEPENDENCE CHAPTER

The Reading WWII Airshow is held every year and is considered the country's number one event for WWII gatherings. If you haven't been to one, you really need to go. Independence Chapter members were there in record numbers. They had a Chapter table to recruit new members and talk about WAI and their chapter. Many thanks to chapter President **Alicia Sikes** (WAI #630) for doing most of the heavy lifting for this event. **Stacy Sheard** (WAI #39936) put together a wonderful video presentation of pictures of members to show at the event. **Tracy Toth** (WAI #50764) dressed up as a WWII WASP. Luckily the chapter's table was right next to the WASP table, so they had those wonderful women to chat with during the event. Other members who were present at the booth were **Juliet Lindrooth** (WAI #46024), **Heidi Ames** (WAI #1509), **Barbara Little** (WAI #53627), **Kim Lamond-Burkhart** (WAI #53819), and **Kristin Eaton** (WAI #11379). ➔



(Left to right)
Barbara Little,
Alicia Sikes,
WASP Shusty Reynolds,
a big fan of the WASP,
WASP Bee Haydu,
Stacy Sheard, and
Kim Lamond-Burkart.



WASHINGTON STATE CHAPTER

While many will never have the chance to fly an E18 Growler, the women of the Washington State Chapter had the opportunity to visit Whidbey Island Naval Air Station, Washington, and view the airplanes up close and personal. Two very enthusiastic pilots gave them a tour of the hangar and inside the cockpit. They gave the history of the airplanes at Whidbey and how they are used. Chapter members saw the P3, EP3 and EA18 Growler. The EA18 Growler is the electronic attack plane used to jam enemy weapons. Chapter members also made a trip up to the main flight tower and to the navigation room—a pilot's dream. ➔

NW ARKANSAS CHAPTER

The NW Arkansas Chapter had an information table and silent auction at the Rogers Fly-in Breakfast and Safety Stand Down. The chapter members met a lot of great people from the local community and raised funds for future scholarships. Chapter members **Jennifer Nelson** (WAI #14599), **Michael Weisser** (WAI #50104) and **Ava Shubat** (WAI #215) participated in a corporate pilot panel at the Safety Stand Down. ➔

WESTERN MICHIGAN UNIVERSITY CHAPTER

Western Michigan University Chapter sponsored the Girl Scouts of Michigan for two days at the College of Aviation. They studied different career paths in aviation and the forces of aerodynamics. The girls also had the chance to fly in the school's simulators and practice making flight plans. The chapter has also organized tours, visiting Chicago O'Hare and Detroit Metro towers. ➔

CAREERS

Sherrie Harvey (WAI #29897) qualified as a Certificated Flight Instructor.

Marlene Jakob (WAI #13226) recently earned her B777 rating.

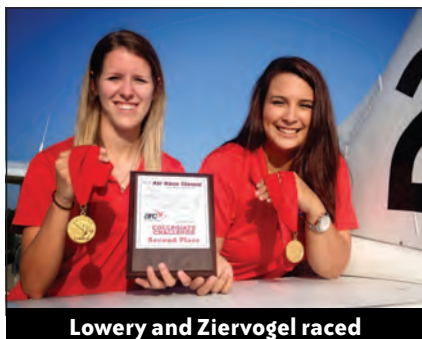
Caroline Kolasa (WAI #14048) recently completed her B1900D and B1900C Captain upgrade at Northern Thunderbird Air.



Caroline Kolasa

Ashley Lang (WAI #49379) was accepted into the coveted "Eagles Nest Project" at Circle Christian School. Lang was selected to take part in this competitive program, designed to provide students with an in-depth project-based opportunity to construct a Van's RV-12 Light Sport plane to FAA certification standards. The goal is to fly it to Sun 'n Fun 2014.

Louisiana Tech University Chapter was represented in the all-women's 2013 Air Race Classic by chapter member



Lowery and Ziervogel raced

and past-president **Jessica Lowery** (WAI #47236) and race copilot **Andrea Ziervogel**. The race started in Pasco, Washington, and finished 2,128 nautical miles later in Fayetteville, Arkansas. Together, Lowery and Ziervogel took fourth overall and second in the collegiate team classification. Go Bulldogs!

Michaela Lucas (WAI #950) was awarded the Outstanding Advisor of the Year Award for Women in Aviation UNO Chapter by the Student Organizations and Leadership Program. The award is given to the best advisor for their contribution to that student organization on campus. Lucas was selected for her pioneering leadership in aviation and aerospace science, her mentoring and stewardship towards motivating women and minorities in aviation and STEM sectors, as well as for cultivating leadership among the members, among other qualities. The Women for Women, UNO Chapter also recognized Lucas by selecting her for Woman of the Month for March 2013 for her outstanding leadership role as one of the advisors of the WiSTEM (Women in Science, Technology, Engineering and Math) Organization at UNO.

The NW Arkansas chapter was excited to cheer on chapter member **Camelia Smith** (WAI #11385) and her teammate **Julia Matthews** as they raced in the Air Race Classic. Camelia and Julia finished 14th overall, and got to finish the race in Northwest Arkansas at the terminus in Fayetteville, Arkansas (KFYV). Several chapter members volunteered to help with the ARC terminus preparations and activities. **Nancy Keating** and **June Hutton** coordinated the air race terminus, putting in hours of their time over the last year. **Debbie Monger** (WAI #53760) and **Julie Hall** (WAI #8518) helped with aircraft parking, **Jennifer Nelson** (WAI #14599) and **Jodie Johnson** (WAI #49280) helped with hospitality at the airport and hotel hospitality suite, **Ava Shubat** (WAI #215) helped with aircraft inspections, and **Beth Robinson** (WAI #51889) worked in judging and scoring at the ARC.

Madeleine Snively (WAI #54856) completed her first solo at KORL. A recent graduate of Embry-Riddle Aeronauti-



Madeleine Snively soloed

cal University's Air Traffic Management program, Snively has moved to Chicago to begin an ATC internship at KORD. Bravo Zulu!

Marcia Strang (WAI #6092), a founding member and past president of the Sea to Sky Chapter, is the 2013 winner of



Marcia Strang

the Elsie MacGill Northern Lights Award in Aviation for her contribution in Aviation Business. The following quote highlights some of Marcia's many accomplishments: "Described by her peers as spirited, determined, and the person 'who gets the job done,' Marcia was instrumental in organizing the Vancouver Chapter of Women in Aviation in 1997, the first in Canada, and she held the post of the Chapter President until 2005. She has been a regular speaker at the Canadian Women in Aviation Conferences held bi-annually in Canada. Marcia now serves as Co-Chair of the Aviation Leadership Forum Committee, an annual event dedicated to bringing passionate speakers together to inspire possibility and positive change in aviation safety. Strang works in Airport Operations for the Vancouver Airport Authority. In her capacity as Coordinator of Emergency Programs, she runs full-scale training exercises in emergency response and Incident Command Systems (ICS) for Vancouver International Airport (YVR) staff and response agencies. Most recent-



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

ly, Strang organized and ran the largest multi-agency exercise in the history of YVR, involving over 700 people." Big congratulations to Marcia!

Brandi Strudgeon (WAI #51978) passed her Sport Pilot checkride. Strudgeon managed to squeeze her flight training into a busy school year. Great job, and welcome to the skies!

Angela Tanton (WAI #13421) has been traveling the world flying a Dash 7 for the United Nations Peacekeeping Mission and spreading the values of Women in Aviation. Tanton has spent over a year in South Sudan flying UN Military Peacekeepers and UN staff/associates. Angie shares that "It's been amazing to be a part of the peacekeeping process here in the world's newest country. I have spent some of my time off here, learning how to help the people in other ways as well. Such as building water wells to help combat illness and mitigate tribal conflict, and also giving presentations to the schools, mainly the girls' school, to help enforce the importance of education for women. Flying a Dash 7 in Africa has definitely been one of the



highlights of my career so far." Tanton spoke to South Sudanese girls from the Loreto School in Rumbek, South Sudan. She gave a presentation to the school on careers and the importance of staying in school and striving for your dreams.

Elizabeth Williamson (WAI #54766) did her first solo in a Cessna Skycatcher at KORL.

Marie Zeffer (WAI #55233) of Ann Arbor, Michigan, completed her first solo!

PASSAGES

Bob Elrod (WAI #3209), passed away after complications from heart surgery, Saturday, April 6, 2013. Elrod, along with his wife Janice, a founding WAI Board Member, have given enormous amounts of

time and effort to Women in Aviation, International since its inception. As Janice said in a message after his passing, "He truly loved this organization."

Nadezhda Popova, a Soviet female military pilot who terrorized the Nazi



enemy with nocturnal air raids during World War II, died July 8. She was 91. Popova was 19 when she was among the first female pilots to volunteer for service in the Soviet military during World War II. She became a squadron commander in an all-female regiment and flew 852 combat missions—including 18 during one night. Decades later she was honored as a Hero of the Soviet Union, one of the nation's highest decorations. More about pioneering Soviet women military pilots can be found at www.wai.org/pioneers/index.cfm. ➔





UNIVERSITY OF ARKANSAS COMMUNITY COLLEGE AT BATESVILLE

University of Arkansas Community College at Batesville, Arkansas, (UACCB), is a comprehensive community college that provides affordable access to technical education and college transfer programs that meet the diverse higher education needs of the citizens of north central Arkansas. The College also promotes economic development and an enhanced

quality of life for the community through adult education, developmental education, customized business and industry training, and continuing education programs. Summer programs for children grades 1-9 are diverse and include an aviation camp.

Aviation Maintenance has been a program at the college since 2007. The program consists of a five semester track leading to an Associate of Applied Science Degree in Aviation Maintenance. Two general education classes, intermediate algebra and English composition, are prerequisites to the program (it is possible to test as "competent" in English composition and be released from that requirement). One semester of training is in General Phase (basic information and foundation of aviation maintenance); two semesters are taken for Airframe (airplane frame and skin); and two semesters are taken for Power Plant (airplane engine, pressure, gears). One additional semester of General Education requirements will qualify students for an AAS in Aviation Maintenance. All classes are held in hangars at

Summer programs for children grades 1-9 are diverse and include an aviation camp.

the Batesville, Arkansas, airport. The complete program is designed to prepare students for a career in the maintenance and repair of various aircraft. The program is designed to prepare

students to take the FAA written, oral, and practical examinations for certification as Aviation Maintenance Technicians.

Students are required to purchase their own tools, but they are not required prior to starting instruction.



UACCB, a supersonic corporate member of Women in Aviation, International, is accredited by The Higher Learning Commission and is a member of the North Central Association and authorized to offer the Associate of Applied Science and the Associate of Arts and Associate of Science degrees by the AHECB and NCA. As a state-supported, two-year institution, UACCB is recognized by the Arkansas Department of Higher Education, the Arkansas Department of Workforce Education, and the Arkansas State Approving Agency for Veterans.

Four women from UACCB's aircraft maintenance program attended the 2013 International Women in Aviation Conference in Nashville, Tennessee. Amanda Roraff of Cave City, UACCB's first female aviation graduate, a certified aircraft and power-plant mechanic; Kaprincia Goldwood of Ash Flat and Elizabeth Jones of Batesville, current aviation maintenance students studying airframe; and division chair for aviation maintenance, Kathleen McNamee, attended sessions on safety management, careers in aerospace, women pioneers in aviation and airplane restoration. They collected information from the exhibitors and networked for current and future job possibilities. Funding to attend the Conference was made possible by the Perkins Grant.

For more information about UACCB's aviation maintenance programs go to web.uacccb.edu. ➔

**Women in Aviation, International Welcomes
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MEG GODLEWSKI

Does your daughter want to fly?

When anyone approaches me to ask about flight training, the first question I ask is, "What is your motivation for learning to fly?" The answer helps me tailor the training, and more importantly, determine if I am the correct instructor for this person. You want a career in aviation? I

can help you get there. It's on your bucket list? Your significant other is a pilot and you want to do more than hold the sectional and help tune in radios? I can help with that. Your parent (often Dad) wants you to be a pilot because he always wanted to fly? Houston, we have a problem. The student can't learn unless THEY want to learn, and I don't need to pad my logbook.

The parents of the pilot wanna-bes often worry that their daughter won't be physically strong enough to handle the controls of the airplane. I take them on an intro flight and demonstrate the light touch by flying with two fingers on the yoke. Some worry that their daughter won't be able to handle the intellectual side of aviation because, as several have said, "girls can't do math." Hogwash. That's like saying "all boys are good at sports." I reply that math isn't my strong suit either, but if you apply yourself you can learn. I did. And I can teach you.

I don't change my approach based on the student's gender. Before each lesson I explain the Practical Test Standards as they apply. Despite this, if a student does not meet the PTS after a few flights and I tell them they have to improve, some have accused me of being "too hard on them." I point out I did not write the PTS.

Another question I am frequently asked is how long will it take to solo. In my experience, female pilots tend to solo at the 12 to 15 hour mark while males slightly earlier. I say it is like having a baby, "It takes as long as it takes," and then explain there are 15 things the student must know how to do, and do consistently and with a certain level of proficiency before I can sign them off for solo. I can't give you a concrete time estimate until we've flown together a few times.

One woman expressed concern about her daughter entering aviation because it appears to be such a male-centric occupation when you look at it from only the major airline perspective. I reminded her that almost every occupation was male centric until women chose to enter it, then I signed the young lady up for Women in Aviation, International. That way she could have access to all of the amazing scholarships available to WAI members, as well as interact with women AND men who are working in aviation. Most of all, I signed her up so that she could see how far we've come. ✈

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

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We are proud to support Women in Aviation.



FRAN GUDELSKI

P&W SCHOLARSHIP RECIPIENT GAINS INSIGHT AND KNOWLEDGE

Since 1999, Pratt & Whitney Customer Training has provided six engine maintenance scholarships each year to recipients through Women in Aviation, International. The engine maintenance training scholarship includes a Customer Training Center instructor-led training class that best suits the student's current or future professional and technical needs, as well as hotel accommodations.

The most requested training is a PW4000 engine maintenance class that is held at the Pratt & Whitney Customer Training Center in East Hartford, Connecticut. Another popular course is Pratt & Whitney Canada's PT6 engine training, delivered by FlightSafety International at several locations worldwide.

Hopeful applicants apply through WAI and are requested to write an essay describing how a Pratt & Whitney training scholarship would benefit them personally and professionally. Scholarship winners are announced in late December and invited to the annual WAI Confer-



2011 WAI
Scholarship
Winner Linda
Rodríguez at
the Customer
Training
Center.



ence, which is held each spring at various locations in the U.S.

In late June of 2011, WAI Scholarship recipient Linda Rodríguez, a freshman at Central Connecticut State University (CCSU) enrolled in the mechanical engineering program, participated in a 10-day PW4000 Line and Base Maintenance class led by CTC instructor Gerry Howell.

Rodríguez noted, "It was an incredible experience. I met students from different parts of the world, including Singapore, Africa, Pakistan, Germany, Taiwan and Egypt. Everything I

learned in class was new and exciting. We disassembled parts of the engine, including the fan blades, and examined the igniter. My favorite segment was rigging the 2.5 bleed valve near the fan blades which required specific measurements with depth micrometers—and lots of patience. Being in this class

***"Being in this class
has given me a
broader perspective
of the aviation field
and its many career
options."***

has given me a broader perspective of the aviation field and its many career options."

For more information on aviation scholarships provided by Pratt & Whitney, please visit the Women in Aviation, International web site at www.wai.org, or the Association for Women in Aviation

Maintenance web site at www.AWAM.org.

You can't be awarded a scholarship without applying, and this year's deadline is November 18, 2013. Sometimes the toughest step is simply filling out the application. So, just do it! ➔

.....
Fran Gudelski (WAI #30535) is the WAI/AWAM scholarship coordinator for Pratt & Whitney, Customer Training Center.



DENISE WATERS

My younger daughter tinkers, taking things apart. Often, success is achieved putting them back together again! At a recent community event, held at our local airport, she had great fun with “hands-on” aviation projects. No one we know is involved in aviation. How do we

support this interest she shows in airplanes and how they are put together?

Numerous youth activities provide exposure and show variety in aviation. EAA KidVenture in Oshkosh, Wisconsin, and Sun 'n Fun in Lakeland, Florida, are two of the larger events providing insight into the wide range aviation offers. Children and young adults can explore aviation, complete projects, and earn FAA credit toward an Airframe & Powerplant certificate. Add these to your “Must Attend” list. Check your local schools, as many are now incorporating aviation-related programs to teach Science, Technology, Engineering and Math (STEM). Continue reading here for more ideas.

I was at WAI Daughter Day and got to see and do many fun things. I liked the Scavenger Hunt and finding all the airplane parts and learning what they were used for. The ladies who fix the airplanes [from AWAM] were really cool and showed me how to use their tools. So many people there were pilots. If I wanted to work on airplanes, when I get older, do I have to want to fly an airplane?

You can work on airplanes as a mechanic, or under the watchful eye of an FAA-rated mechanic; and you do not need to be a pilot. If you want to be a maintenance professional, you need to study, practice and pass tests to obtain a certificate.

As an employee in a well-known aviation company, how can we as a corporation inspire youth toward aviation technical paths?

Innovative industry partnerships introduce youth to aviation and prove invaluable to students and industry. Role models, with supporting educational and mentoring opportunities, provide exposure, direction, and open career choice doors to an incredible life adventure. Inspiring youth also provides a return to our industry with future leaders and technicians. Partner with organizations or develop programs supporting your corporate mission. “The Yellow Wings Youth Leadership Initiative” presented by Raytheon Canada, inspires the next generation of aviation leaders. Uniquely using vintage aircraft (Harvard, Finch, Cornell, Tiger Moth and Boeing Stearman), more than 6,000 Royal Canadian Air Cadets are educated about veterans who flew and maintained those aircraft and the benefits today of a firm STEM foundation. Yellow Wings were critical to the British Commonwealth Air Training Plan

and development of post-war Canada, training nearly half the air and ground crews who served. Former air cadet, Astronaut Chris Hadfield prerecorded motivational video messages for this program. Support opportunities year-round to maintain ignition through internships, scholarships, summer aerospace camps, WAI Daughter Day, career days, museum events (“Wings ‘n Things Youth Aerospace” October 25-27, Florida Air Museum), and Aircraft Maintenance Skill competitions by country. The sky is the limit for programs that benefit the aviation industry by exposing students to career paths that they may never have considered. Be a role model.

I was on a school trip taking a tour of our local airport. We saw the hangar where they were working on airplanes. We got to see inside an airplane they had taken apart and saw how things really work. Do the tools that they were using come in different colors?

Depending on the tool manufacturer, some tools might have different color handles. Airplane work usually needs tools made with very good quality. Most of the tools are made from steel or some metal combination, so they are just gray or perhaps shiny chrome in color. Toolboxes and tool chests, where tools are safely stored, can come in a variety of colors, sizes and styles that you can choose from. ✈

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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.

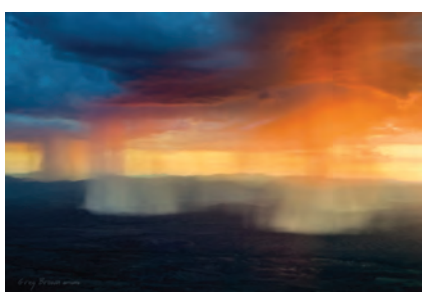
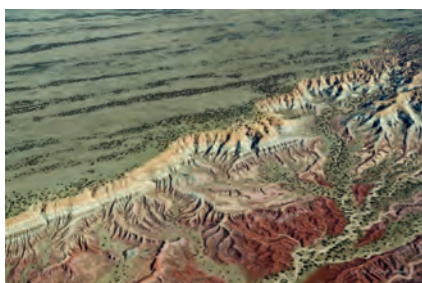
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Flying Carpet show in Prescott during the WAI Regional Conference

While attending October's WAI Regional Conference in Prescott, Arizona, don't miss aviation author and photographer Greg Brown's *Views from the Flying Carpet* Fine Art Aerial Photography exhibit.

For over 40 years, the popular long-running *AOPA Flight Training* columnist has photographed the world from aloft. Now, see Greg's spectacular aerial images as large fine art prints at Prescott's renowned Sharlot Hall Museum, at 415 W. Gurley Street in Prescott.

Exhibit hours are Monday-Saturday 10-4, and Sunday 12-4.

Adult admission is \$7.

For more info see **GregBrownFlying-Carpet.com** and **www.Sharlot.org**.



DAVID ZICKL

Light and Lovely The DC PRO-X

The wonderful thing about any David Clark headset is they are built for longevity. I still use the first David Clark headset I ever owned; and I bought it in 1986. That said, when the company sent me a brand-new DC PRO-X to try out I practically swooned at its diminutive weight and footprint.

The hyper-light rugged magnesium alloy headband and suspension system was simple to adjust to my head size, and the "squeeze" factor simply does not exist on this headset. Hybrid noise cancelling technology makes the on-ear (versus ear-covering) headset work. Dual volume controls and built-in Bluetooth capability make it easy to pair with my MP3 player for tunes en route, and for making cell calls to ATC for clearances on the ground. The ANR should go 50 hours on two "AA" batteries—no need for ship's power. Finally, the M-55 electret microphone, a key element in the noise-cancelling scheme of this TSO-C139 approved headset, makes my calls to ATC clear and crisp, even in extreme noise conditions.

The headset comes with David Clark's five-year warranty, but if the quality is anything like that of my original David Clarks, that will never be an issue.

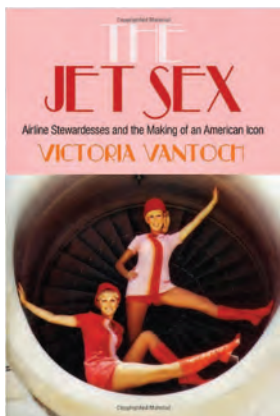
The new DC-Pro-X, priced in the mid-range for ANR technology, is available from numerous distributors and pilot shops in the U.S. and in Europe. —A.L.

FlyGirl by Syd Blue

Role models make the woman, some people say. I certainly think it doesn't hurt young women and girls to see someone like them succeeding in a discipline they might choose as their own, one day. Author Syd Blue is one of those role models for girls looking to succeed in aviation. Blue, a commercial pilot, filmmaker and now, author, has created an entertaining, accessible story for youth with *FlyGirl*. We all know aviation is the great equalizer in life, and it has the capacity to teach deep and meaningful life lessons. Blue taps into that with her plot line, and keeps you reading to the end. —A.L.

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www.amazon.com





The Jet Sex
Airline Stewardesses and the
Making of an American Icon
 By Victoria Vantoch

In *The Jet Sex*, Victoria Vantoch, a journalist and historian whose work has appeared in the *Washington Post*, *U.S. News & World Report*, and the *Los Angeles Times*, explores how multiple forces—business strategy, advertising, race, sexuality, and Cold War politics—cultivated an image of airline flight attendants that reflected Ameri-

ca's vision of itself, from the wholesome girl-next-door of the 1940s to the cosmopolitan glamour girl of the Jet Age to the sexy playmate of the 1960s. As the pinnacle of feminine charm and the American push for careers, the flight attendant subtly bucked traditional gender roles and paved a path for change. Drawing on industry archives and hundreds of interviews, this cultural history offers a fresh perspective on sweeping changes in 20th century American life. —A.L.

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304 pages; \$34.95



TRAVEL TICKET

Engage Your Inner Cowgirl in El Paso



Ever wanted to simply engage your inner cowgirl? A fly-in to El Paso, Texas, can certainly meet the bill. Located in the northern Chihuahuan desert on the border where Texas, New Mexico and Mexico come together, this west Texas city is blessed with more than 300 days of sunshine a year. El Paso was

by K.D. Leperi

also the stomping grounds for famous characters such as Pancho Villa, John Wesley Hardin, and Billy the Kid. Today it is known as the “Boot Capital of the World.”

Head over to Rocketbuster Boot Company (www.rocketbuster.com) to satisfy your cowgirl need for stylish, handmade boots. The store has seen the likes of Oprah, Taylor Swift, Sharon Stone, Jane Fonda, and Meg Ryan as customers. Owner and boot designer Nevena Christi says that prices range from \$650-\$5,000 for a pair.

Then play a game of golf at the scenic Butterfield Trail Golf Course, designed by world renowned architect Tom Fazio. For the best cowgirl grub in town, drive 35 minutes from downtown El Paso to Cattleman's Steak House at Indian Cliffs Ranch (www.cattlemanssteakhouse.com) for what Travel Channel's show *Food Paradise* calls one of the best steakhouses in the U.S. This is family-style dining where the dinner show is watching coyotes outside the restaurant windows feast on kitchen “meat” scraps.

El Paso International Airport (ELP) is a public airport four miles northeast of downtown. Two FBOs, Cutter Aviation and Atlantic Aviation, serve general aviation needs at ELP. ➔





WAI FOCUS ON EDUCATION

Tomorrow's Aviators— Where Do We Find Them?

The Boeing Company recently released its annual Commercial Aviation Market Outlook, and it is quite clear, even with revisions for economic stumbles, that more pilots and technicians are going to be needed to grow aviation's future. The outlook showed that aircraft manufacturers have a backlog of more than 10,000 aircraft on their combined order books.

The question on so many Women in Aviation, International member's minds these days is, how are we going to staff these

aircraft, these airports of the future?

A pilot shortage has already arisen in many regions of the world. Airlines are expanding their fleets and flight schedules to meet surging demand.

The Asia Pacific region continues to present the largest projected growth in pilot demand, with a requirement for 185,600 new pilots. Europe will require 100,900 pilots, North America

The desire to pursue an aviation career often starts long before university.

69,000, Latin America 42,000, the Middle East 36,100, Africa 14,500, and the China/India sector will need 11,900. All these pilots are needed by 2032, according to Boeing.

The need for maintenance personnel in the next 20 years is expected to grow most rapidly in the Asia Pacific region as well, requiring 243,500 new technical personnel. Airlines in Europe will require 129,700, North America 92,500, the Middle East 53,700, Latin America 47,300, the China/India sector 18,100, and Africa 16,200, according to the Outlook report.

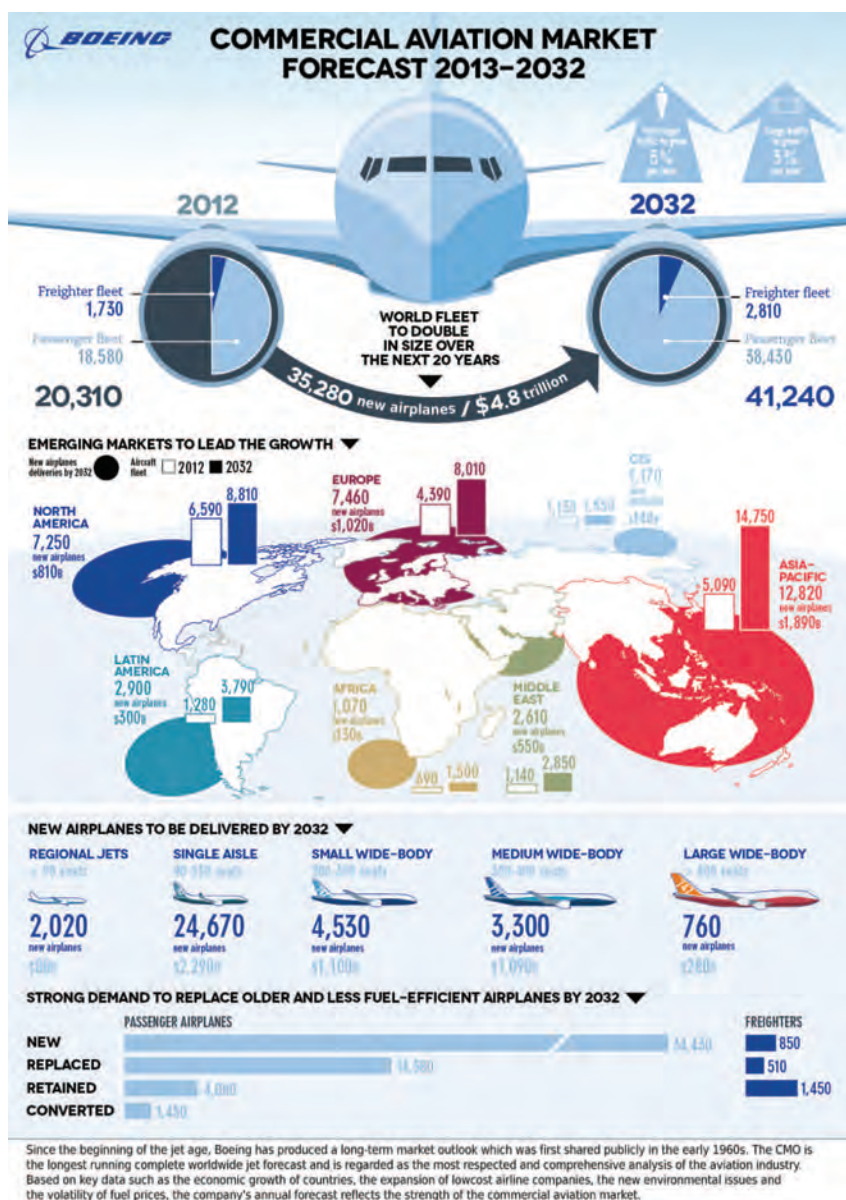
University Aviation Association (UAA) members, more than 100 colleges and universities around the United States bound together by the commonality of having dedicated degree programs for aviation careers, is working to solve the problem. UAA schools are ramping up their programs and actively recruiting new students, but the desire to pursue an aviation career often starts long before university.

That's where the numerous youth-in-aviation programs aimed at high schools students and younger come in. I wish my daughter's high school engineering class had the benefit of a program such as Build-A-Plane.org, the brainchild of California-based aviation journalist Lynn Freeman. At the time she was in school Build-A-Plane was just finding its footing in the world of aviation youth initiatives. Today the organization sponsors Teacher Day at EAA's AirVenture in Oshkosh, Wisconsin, where it shows the more than 1,000 attendees how to use aviation in the classroom to ignite the imagination and passion of students. Build-A-Plane can help teachers locate and receive donated aircraft, either projects for building or rebuilding, or, alternatively, de-construction projects intended purely for education. The infrastructure of the organization has allowed donated projects to reach as far as India and deep into rural Alaska. To date thousands of teens in all walks of life around the world have been inspired and educated by Build-A-Plane sponsored projects.

Aviation Explorer posts have often been the recipients of Build-A-Plane projects. Explorers, a division of Learning for Life, is the co-ed, career exploration oriented teen extension of the Boy Scouts, and the aviation division has been around as long as any teen aviation group. The program is youth-led, but definitely adult supervised, and has a powerful executive advisory board at its apex, led by the founder of the Sportsman's Marketplace (Sporty's Pilot

Shop) Hal Shevers. The organization works on a local level all over the U.S., providing teens with opportunities as diverse as outings to aviation and aerospace companies to flight training, depending on the focus of the particular group. Shevers has worked hard over the years to get the Boy Scouts to re-vamp their insurance regulations to allow Explorers to participate in EAA AirVenture (they have a permanent camp there now) and even flight training. Many Explorers progress through EAA Young Eagles events and Sporty's Pilot Shop sponsored "Next Step" training programs as part of their Explorer experience.

Build-A-Plane is just one of a plethora of teen aviation groups that are welling up from the generosity of retired pilots and mechanics, and their genuine concern for the longevity of general aviation in the U.S. Jerry Graf founded Aviators



They rely on volunteers with technical and building skills to staff their local and regional efforts around the country.

by Design with a simple mission “to reach our youth and the non-pilot public with a passionate introduction to the world of aviation, as we promote and teach S.T.E.M. education as well as promote and teach safety in aviation,” he said. The group began a Zenith CH 750 as a demonstrator project at EAA AirVenture, taking the unfinished project back to Aviation Explorer Post 9868, located in Lola, Wisconsin. Students from five different high schools now meet every other Tuesday to build. The goal is for the finished aircraft to be used as a “club” machine; one they can learn to fly in, according to Graf.

The pinnacle of aviation youth experiences are in-school efforts; the real reason Build-A-Plane, Women in Aviation, International, EAA, AOPA and other organizations push so hard and sponsor so many “teacher days” at their events every year. Face it, that’s where the kids are, in school.

And as to the matter of school credit, the young teens involved with aviation at Jennings County High School in southern Indiana have taken high school engineering up a notch by hooking up with the nonprofit group Eagles Nest, founded by Bob Kelly, a retired technical writer, amateur aircraft builder and pilot (he’s flying his homebuilt RV-9A). Kelly knows that kids who are inclined toward working with their hands can be inspired by building things. The Eagles Nest project at Jennings started in 2011 resulted in a flying RV-12 at 2012 AirVenture. The kids, having put 2,000 man-hours into the project, went to AirVenture as well, and reveled in their triumph.

Ernie Butcher, a Texan with a big heart and a propensity for putting his money where his mouth is, helped fund the Jennings project, and has since become intimately involved with Eagles Nest. “Education has always been close to my heart,” said Butcher. “There are quite a lot of these programs out there, but none quite like Eagles Nest,” he continued. The inspiration was a nonprofit in Oregon called Airway Science for Kids, (now Teen Flight) located at Hillsboro Airport (KHIO) in Hillsboro, Oregon, according to Butcher. For years Dick Van Grunsven [founder of Van’s Aircraft] has been closely associated with Airway Science for Kids,” said Butcher.

The way Butcher tells the story, Scott McDaniels, who works at Van’s, has a teenage son. Shortly after Van’s completed the RV12 design, Scott McDaniels headed the first build of one at Airway Science for Kids, with his own son. The kids built the airplane, McDaniels flew it to EAA AirVenture Oshkosh 2011, and it was on display with the kids who built it.

The project made Bob Kelly sit up and think, how can I get something like this into a school near me? He spent the next year going to every school he could find but no school would accept the project. He’d given up. Then he found Project Lead the Way at Jennings County High School in North Vernon, Indiana. Project Lead the Way has curriculum in schools in all 50 states. Kelly discovered that if the Eagles Nest project met Project Lead the Way curriculum, students could get high school credit for building an aircraft—sometimes even college credits!

“We have a new project in Orlando,” said Kelly, “at the Circle Christian School, the first non-public school to build a project.” The Orlando project, mentored by a couple of JetBlue employees, was the impetus for bringing a passel of kids involved with this and other teen aviation programs, particularly Teen Flight and New York City’s Aviation High School, as well as York College students to Sun ‘n Fun, both for the kid’s edification and to help raise awareness of Eagles Nest and other teen aviation education projects like

Resources:

Women in Aviation, International

www.wai.org

AOPA

www.aopa.org/Pilot-Resources/Aviation-Resources-for-Youth/AOPA-AV8Rs.aspx



Build-A-Plane

buildaplane.org



Eagles Nest

eaglesnestprojects.org/

Aviators by Design

aviatorsbydesign.com/

EAA

youngeagles.org/

Aviation Explorers

exploring.learningforlife.org/services/career-exploring/aviation-career-exploring/

Embry-Riddle Aeronautical University

www.erau.edu

Central Florida Aerospace Academy

polkacademies.com/cfaa/



Aviation High School

aviationhs.net/



it. JetBlue donated a short charter flight from Orlando International Airport over to Lakeland Linder Field (12 minutes), which was, for a couple of the kids, their very first flight in an aircraft.

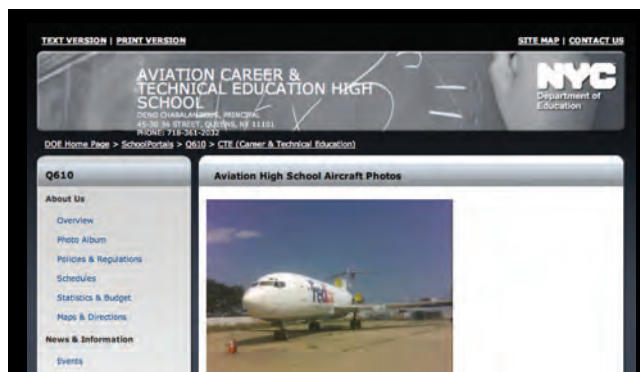
It was unique for Sun 'n Fun's Fly-In, too. The rather large (in comparison to other aircraft in the pattern) silhouette of the A-320 that Thursday morning startled more than one uninformed show-goer as it emerged on final and settled to the runway. The kids, more than 70 of them, were thrilled. "When we were coming down on the airplane, they [kids] wanted to sit on the wing to actually look at the wing as it operates in flight so they could actually see what we talk about in school; flaps moving, thrust reversers moving," said Anthony Colucci, a teacher at Aviation High School, in Long Island City, New York, who brought several teens from the school on the trip.

The teens wandering Sun 'n Fun that day were easy to spot in the crowd, wearing their Jet Blue caps. But they weren't alone. Mixed into the general attendance were a few other teens, some older, some younger, brought in by entities as diverse as Embry-Riddle Aeronautical University (which sponsors an aviation summer camp and aviation high schools in several locations around the country), several Aviation Explorer groups, Civil Air Patrol youth divisions, the Air Force Academy, Build-A-Plane and the charter school Central Florida Aerospace Academy (CFAA), founded right on the grounds of Sun 'n Fun. That public school is pumping out young men and women who are well-prepared for technical careers as avionics repair specialists and mechanics, and is sending others on to universities around the country for additional education in aviation management, flight and meteorology. It is a plan for re-energizing aviation through direct recruitment and education of youth, and it's working.

Across the country in Compton, California, Robin Petgrave's Tomorrow's Aviation Museum (TAM), known for its after-school flight program for youth, is ramping up its Commercial Space Prep Academy for youth there. "The Academy is for those who demonstrate a keen, committed desire to pursue coursework that will ultimately lead to careers in the fields of aeronautics, engineering, and/or technology," said Petgrave. "A comprehensive curriculum, which will be delivered by the Academy's mentor-counselors both at TAM and in local school classrooms, will help participating youth develop the skill sets they will need as they enter college—and ultimately—the workforce," he continued.

Not too far away in Riverside Flabob Airport Preparatory Academy is a tuition-free, public charter high school and middle school (grades 7-12) located on Flabob Airport and operated by River Springs Charter School. Last fall it filed a petition with the Jurupa Unified School District to build yet another charter school, the Tom Wathen Big Picture Aviation Academy, which was slated to open this fall.

CFAA; Embry-Riddle's Aerospace Institutes, collegiate high schools in Illinois and Florida; New York's Aviation High School, Build-A-Plane's online Aviation Scholars program, an aviation high school class that meets national standards and



One Of The Very First

The Aviation Career and Technical Education High School is public high school #Q610, owned and operated by the New York City Department of Education, and located in Long Island City. Formerly known as the School of Aviation Trades (SAT), Aviation High School has operated since 1936, but the original program was established in October of 1925 in the Central Building Trades School located in Manhattan. The program was expanded into a two year industrial high school for aviation mechanics, electrical wiring, and carpentry subjects. Most of the boys (the school was open only to male students; female students were first admitted in 1975), ranging in ages from 15 to 19, were mechanically minded: they built models, read aviation manuals, and followed the exploits of airmen.

Aviation High School's Federal Aviation Administration (FAA) certified program developed and expanded with the evolution of the aviation industry. Students complete both rigorous vocational and academic programs that provide excellent preparation for aviation-related careers as well as college. The school accepts students selectively. As of the 2012-13 school year, the school had an enrollment of 2098 students and is consistently rated "A".

accreditation; Project Lead the Way; Teen Flight; Eagles Nest; AOPA AV8RS youth initiative; Women in Aviation, International's scholarship and chapter outreach program (many of these chapters are located at colleges and universities)—all these and more are, in their own unique ways, pulling teens into aviation right now, all over the U.S.

All of the organizations and schools named above rely on volunteers with technical and building skills to staff their local and regional efforts around the country. So, what are you doing with your spare time? Join a WAI Chapter and participate in its outreach!

Got an evening you could spare to help supervise a few teens on a construction project? Have a morning you could spend in an aviation classroom or at an aviation museum or public library talking about your career? Are you a CFI who could take on one pro bono student, or a mechanic willing to have a shop intern? Are you willing to purchase parts, books, software and pilot supplies or tools for a program? If you are reading this magazine you've probably got something you can contribute. Consider it your bequest to the continuation of a good thing: aviation as we know it. ➔



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Cabin Crew

train for

emergencies

together

at FlightSafety

International

WAI FOCUS ON EDUCATION

Reality bites, I think. Reality, in this case, means my head is ensconced in a stretchy plastic smoke hood that has just been filled with compressed air. It's not a new smoke hood, all shiny and clear, but rather one that has seen some action. That should comfort me, because it means it probably works. But it's no comfort. You see, my mother told me never to put a plastic bag over my head, ever. Except, of course, if I'm about to run into a burning aluminum tube.

by Amy Laboda

It's maybe 95°F outside in the blistering Savannah, Georgia summertime, with 95 percent humidity. It will rain, but that'd be fine by me. I'm in a Nomex suit, gloves, and that infernal plastic smoke hood, and things are about to get worse. I enter the smoking fuselage of a generic corporate aircraft (most likely a Gulfstream, but I'm not looking that closely right now). I only have eyes for the circuit breaker panel I've been briefed to manipulate, in an effort to pull power off the fire. When my efforts are for naught I move to the rear of the aircraft, pushing past two assistants in full fire gear (asking myself, why don't I have an O₂ tank?) and reach for the fire extinguisher. It is much, much more difficult to extract from its holder when smoke is coursing over you. I manage, and pull the pin.

My next act must be perfect, I remind myself. Otherwise, despite this being practice, I burn. You see, the fire is real. Again, not comforting. I push open the lavatory door, and see the flames. It is hot and sooty. I aim from the proper distance and pull the trigger on the extinguisher, and within seconds the fire is out. Good thing, too, because I've pretty much depleted my supply of O₂ in the hood and I need air. The assistants take my extinguisher and gently shove me toward the rear exit. I bolt into the now very fresh, even refreshing clean air outside, and pull off the hood. Then I breathe.

I never, ever want to deal with a cabin fire for real, but if I need to, my brain now has indelibly burned into it (pardon the pun) exactly what needs to



be done to save lives. That's what FlightSafety International's Cabin and Flight Crew Emergency Training programs are all about. "We do this course three to six times a week all year at this campus," says Louisa Fisher, Program Manager for the FlightSafety International Savannah campus. Fisher, a former demonstration corporate flight attendant for Gulfstream Aerospace, has been with FlightSafety for nearly 15 years. "IS-BAO deems that each approved flight department take the course every two years to remain current," she explained. "We like to train them in unison when we can because it's come to light that the cabin crew and the flight crew often don't know each others' procedures. That's just a disconnect, and it affects safety," she said. "Training these crews together can fix that. When you can actually get the cabin and cockpit crew together for emergency training, it is wonderful. There is something about training them together on this; the nuances, differences between the cockpit crew and cabin crew experiences, come out. These are things you can't teach, they have to evolve, and be resolved between crews," she said.

Having only seen life from the cockpit crew side of the airplane, I thought I understood what Fisher meant, but it was soon to be driven home to me. I participated in the flight ditching training next, held in a cavernous room with a deep pool, tower, and dunking fuselage, and witnessed those nuances firsthand. Cockpit crew unused to giving passenger evacuation briefings were put through their paces in the dark, with flashing strobes, a booming soundtrack, and fan-whipped rain falling in sheets from invisible pipes in the ceiling. They handled all this while strapped into their seat in a roiling, sinking fuselage. How do I know? I was the acting passenger, and I was strapped in, with water creeping rapidly up past my knees, too.

Every bone in my body wanted me to unbuckle and grab for the emergency exit myself, but the authoritative tone of my crew, shouting over the noise, kept me in my seat until told "MOVE-OUT." Leg, shoulder, body, out. The voice was much, much sterner than any dog-voice I could project. And it worked.

Once on the wing, the life vest inflated and, when told, I moved to the raft. Getting in, of course, required flipping it and hoisting, but with the help of the crew it worked. The simulation even includes a rescue swimmer, sling ride and helicopter basket ride up to the tower. Once you've done it, you'll remember what you need to do. I believe it.

Thousands of flight and cabin crews, separate and in unison, domestic and international, come through the program every year. And those are just the crews that travel to Savannah, Georgia, for the fire, water and land-based emergency cabin safety training in the state-of-the-art simulations available there. The program can also go on the road with its trainers and equipment, for larger flight departments. And FlightSafety International replicates the courses at its Paris, France, Long Beach, California, Dallas, Texas, and Teterboro, New Jersey campuses, to extend its reach. "We even see a few corporate executives who fly in these aircraft come to us for the egress training," said Fisher. I certainly understand why, now.

The program is so well-received that FlightSafety Interna-





From Top Left: Part of cabin crew safety training is learning to use every emergency exit in the airplane. Watching the demonstration of the lav fire extinguishing procedures before each classmate took a turn at it. Putting out the fire in the trainer is scary; second only to doing it in flight. Exiting through the emergency exit on the trainer. This is a Gulfstream window exit and it is not lightweight. Top Right: The pool simulations include driving wind and rain, as well as lots of booming thunder and flashing lightning. To up the ante the raft must be righted before entry. Riding the sling hoist. The basket ride, replete with simulated rotorwash.

tional helps some corporate flight departments build their Safety Management System based on it, according to Fisher. "When we conduct training in-house at a flight department we've often been tasked with creating the SMS," she explained. "In that instance we become the objective third party—the industry expert."

Being in Savannah, the learning center there focuses on the Gulfstream brand. (The other campuses have their focused aircraft, as well.) The cabin ground emergency trainer, a motion-based fuselage, is equipped with sound, lighting and smoke simulation for realism. It also sports the emergency exits of four different aircraft types, Gulfstream, Falcon, Hawker and Bombardier. The flight crew I worked with were multi-typed, and therefore had to run through the emergency exit scenario for each aircraft in which they held a type rating. That's a lot of heavy emergency exit window lifting, but after seeing how different the egress for each aircraft can be, the reason for the rule is understandable.

All that action, exciting as it is, comes paired with plenty of classroom time, both separate and together, for cockpit and cabin crew. While flight crew review weather, cabin crew go over safe food handling and practice serving and working in the galley. Both might review hazmat recognition, hijacking procedures and Medaire™ individually or together. The FlightSafety instructors, some from military, some from corporate backgrounds, stay with each group through the two-to-three-day programs.

Fisher's campus holds initial flight attendant training as well as the recurrent courses year-round. "I've seen a great increase in contract cabin crew members while the economy was tough," she said. "I believe, however, that companies are seeing that there is some economic value to having full-time cabin crew." There is no question to me, after participating in the training at FlightSafety, that there is a measurable bump in safety when cabin crew are onboard corporate aircraft. Ask any cockpit crew that's been through the training, and I guarantee you they'll agree. ✈

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The author would like to thank instructors David Gill and Donald Bach, assistant program manager John Isbell, Louisa Fisher, Program Manager, Cabin and Flight Crew Emergency Training, Savannah, and Emily Owen for their willingness to open the program to her. For more information on these and other FlightSafety International Safety programs go to www.flightsafety.com.

Not Every Modern Aircraft has an Engine

Come early October, the mornings turn cooler in Albuquerque, New Mexico, while the daytime skies are ever cerulean blue. Located at high desert elevations ranging from 4,900 feet near the Rio Grande to over 6,700 feet in the foothill areas of Sandia Heights, the conditions are ideal for hot-air ballooning.

by K.D. Leperi

That's when the annual Albuquerque Balloon Fiesta launches more than 500 balloons from the Balloon Fiesta Park, located on the northern edge of the city. However, last year's Balloon Fiesta, held from October 6-14, 2012, marked a significant departure from previous years in that digital overtook print... in maps, that is. According to Balloon Fiesta organizers, the digital switch is helping pilots fly with more precision and because of that, become even safer.

Largest Balloon Convention in the World

The world's premiere hot-air ballooning event is the first and largest event with the most hot-air balloon pilots to switch over to digital interactive maps with PDF Maps app to navigate. Since the first Balloon Fiesta in 1972, the event provided pilots with paper navigational maps to chart their way hundreds of feet above 350 acres of land. Unfortunately, bulky maps proved awkward in the skies above Albuquerque and so event planners began looking for ways to have maps join the digital age.

Information Systems Manager, Mike McKnight of the Albuquerque Balloon Fiesta went searching for a digital solution.



The Premiere International Balloon Event

Goes Digital



"Most companies that made GIS conversion for maps used equipment that was just too small; and the larger PDF conversions were only able to be viewed with a laptop. When you're hundreds of feet above the ground in a hot air balloon, a bulky laptop or for that matter, a jumbo-sized paper map just isn't suitable," he explained. That is when McKnight discovered Avenza's PDF Maps app (www.avenza.com) that permitted them to transfer over-sized traditional paper maps to digitized, interactive PDFs—all readily available for download in the iTunes App Store for handheld mobile devices on the iOS platform (iPhones and iPads).

Pilot Advantage

In the 2012 competition, balloon pilots were able to access high-quality maps on their iPads and mobile devices and to readily see restricted areas and prohibited zones in relation to their position. McKnight added, "The beauty of accessing maps through the PDF Maps app is that pilots can view them on their iPads and know exactly where they are in the sky—no more fussing with big, bulky paper charts that need to be folded and refolded. Pilots appreciate the fact that they can just scroll with the touch of your finger."

The Albuquerque Balloon Fiesta first began utilizing Avenza's PDF maps in 2009, with a core of about a dozen pilots participating in a "beta" test. Since then the use of the maps has expanded considerably. Now pilots can get their geographical coordinates through the GPS on their devices as they glide through the skies, not just guess where they are on a paper chart.

Experienced Pilot Wright-Smith Straddles Line with both Paper and Digital

Even though she uses the technology, balloon pilot "Beth" Wright-Smith, President and Chief Flight Instructor for Airborneheat Ballooning in Albuquerque, still hedges her information by using both paper and digital. An avid pilot with more than 3,000 hours and 30 years experience, she said, "I still get paper even though I have my iPad and iPhone with the app showing TFRs and red zones. That is invaluable because the iPad can be handy and easily readable when traditional maps are not." She quickly added that she still has reservations about the digital maps. "I'm worried about hard landings and breaking my iPad. That's something I don't have to worry about with paper." ✈

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

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- Best Maps for Multimedia Application
- New Technology & New Media Award
- Technology Innovation Award for Mobile Mapping

Balloons may be the oldest human flying "machines," but even that sport is due an update now and again. Last year the Albuquerque Balloon Fiesta allowed its pilots to use digital mapping for the first time and it was a welcome change.

Mapping and navigation apps have proliferated in the smartphone and tablet world, but most are hamstrung by leaving the data, the actual map portion, on the cloud. This means when you have no cell signal, you have no app. The event chose the Avenza PDF Maps mobile map application because it enables you to download maps for offline use. The user can use her iOS or Android device's built-in GPS to track location on the map, without having to have a cell signal (losing a cell signal is something that happens quite a lot in airborne balloons, especially in remote areas).

Beyond that the app lets you plot and record information about locations, import and export placemarks, measure distance and area, and even plot photos. Maps are available in many formats, from topography to city streets to transit maps, and from all over the world, too. Avenza makes them available for purchase through the in-app Avenza Map Store.

Find yourself.



ADDITIONAL SCHOLARSHIPS 2014



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.

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.

75 WAI scholarship offers were published in the AFW July/August issue. And here is one more:

New for 2014

Mission Discovery Scholarship

The International Space School Educational Trust (ISSET) will award one (1) scholarship to a High School or University student for a non-residential tuition to any 2014 Mission Discovery. A list of Mission Discovery events can be found at http://isset.org/mission_discovery/. The scholarship includes (but not limited to) events in Annapolis, Maryland, Valparaiso, Indiana, London, England, and Renfrewshire, Scotland.

Tuition includes a five-day event (supplies and lunch are included) working with NASA astronauts, scientists and aerospace experts on an idea for an experiment to be built. The winning student team will have that experiment design carried out on the International Space Station. (Lodging and travel expenses are not included.)

(Scholarship value \$500)

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.

Overall Grade Point Average _____

Based on a _____ system (4.0, 6.0, etc.) Grade Point Average in Aviation Classes (if appropriate) _____

GPA verification required by advisor or faculty member:

Signature _____

Printed Name _____

Title _____

Phone _____

NOTE: For each scholarship submit three complete sets (one original and two copies), stapled—NO FOLDERS, and include the following:

- ☐ 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 last three pages of your pilot logbook, if applicable
- ☐ Other applicable information as requested for each specific award/grant/scholarship

Questions?

Email Donna Wallace at scholarships@wai.org

By submitting this application, the applicant understands and accepts that WAI has no responsibility or liability whatsoever for any scholarship awards other than those specifically identified as WAI scholarships.

Signature of applicant

**Scholarship applications must be signed
and postmarked by Monday, November 18, 2013**
WAI Membership must be active prior to November 1, 2013



RAISA LIRIANO

ONLINE MAINTENANCE TRAINING COURSES

In the past five years educational institutions that offer aviation maintenance programs have seen an increase in the number of women entering the programs, graduating and going on to enjoy rewarding careers. Aviation aspirants are becoming increasingly interested in aircraft technical maintenance training. It just makes sense to know how to troubleshoot

aircraft systems if you enjoy flying. Some women find that AMT education and job opportunities can move them out of a stale, unchallenging office setting and into the field, where they can work with their hands, travel, and grow professionally.

Some pilots just feel confident when they know they can work on an aircraft engine or troubleshoot complex electrical and hydraulic systems.

Salaries and benefits for AMTs are appealing to all. An Aircraft Mechanic (jet) can earn \$80,000 a year, while an Aircraft Mechanic (non-jet) can earn upwards of \$55,000. An Aviation Maintenance Manager can earn as much as \$100,000 per year, or more.

The best time to begin the pursuit of an AMT certificate is at the high school level and there are programs that are actively engaged in introducing teenage girls to AMT courses. WAI's sister organization, the Association for Women in Aviation Maintenance (AWAM) and WAI both offer scholarships for teen girls who are heading for an AMT.

Those that are interested can take a technical maintenance training solutions course. Ideally, pick a course that integrates Level D simulation into mixed training solutions in the first half of the program. Some students prefer to take online courses because they accommodate busy schedules and offer flexibility. If you do choose online as your educational solution, pick an online program that is instructor-led for your training.

And whatever you choose, make sure that the institution you sign up with covers all of these options: *Ab-initio* training, gap training, aircraft-specific training, operational troubleshooting, human performance technologies and refresher courses. This will give you options down the road.

And what will you learn? To get your AMT you'll need to

master simulation, documentation, aircraft and OEM parts and services infrastructures, the 3D cockpit environment, cockpit-initiated built-in test equipment, schematics and repair criteria. You'll also learn about welding, generic and specific fuel systems, inspection, hydraulic and pneumatic systems. That's all in addition to any general education

courses you need to pick up, such as electronics and computer science. If you choose the online mode for your course delivery you can bet you'll be using your fair share of PowerPoint, videos and interactive exercises in a browser-based environment.

At some point in your training online course work will simply not be enough. You will want to choose a program with a brick-and-mortar solution so that you can take courses that introduces you to real-world aircraft interaction. These courses give you hands-on with actual aircraft engines, aircraft batteries, structural elements and electrical and hydraulic systems.

AWAM, WAI, Women in Corporate Aviation (WCA) and Women Military Aviators (WMA) are just a few of many organizations that support women in the aviation maintenance profession, giving them a much needed sense of community

and information on educational resources. If you are a maintenance technician, engineer, instructor, or pilot that supports the aviation maintenance profession you should consider becoming a member and benefit from networking and other opportunities all of these sister organizations offer. And even if you just love flying, consider trying an online AMT course to deepen your aviation knowledge and your skills. ➔

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Rae Liriano is a quality control consultant who also does motivational speaking and writes magazine editorials for a wide range of industries.

**Salaries and
benefits for AMTs
are appealing to all.
An Aircraft
Mechanic (jet)
can earn \$80,000 a
year, while
an Aircraft
Mechanic (non-jet)
can earn upwards
of \$55,000.**



PAULA CORRIGAN
MD, MPH

WHAT IS “PRE-DIABETES”?

Question: My doctor has told me I have “pre-diabetes.” What exactly is this and how will it affect my FAA medical certification? Pre-diabetes is a term used when blood sugar levels are high-

er than the normal range, but not high enough to be diagnosed with type 2 diabetes mellitus. This condition has also been called metabolic syndrome, impaired fasting glucose,

insulin resistance and glucose intolerance. There are an estimated 54 million Americans with pre-diabetes—are you one of them? People with pre-diabetes are more likely to go on to develop diabetes. Untreated, 15-30 percent of people with pre-diabetes will develop type 2 diabetes within five years. By addressing the problem early, it may be possible to avoid the complications of diabetes to include eye, cardiac and neurologic symptoms. Based on recent research, doctors are becoming more aggressive in screening for and treating elevated blood sugar levels. Typically, diet changes, exercise and weight loss may be recommended initially to prevent the onset of full-blown diabetes, and sometimes small doses of the medication metformin may be used. There are three different tests that are used to determine if you have pre-diabetes. These are fasting blood sugar (FBS), hemoglobin A1C, and oral glucose tolerance test (GTT). If your FBS is less than 126 mg/dl, your hemoglobin A1C is less than 6.5% and oral GTT is less than 200 mg/dl at one hour, you would meet the FAA criteria for pre-diabetes.

Risk factors for diabetes include being overweight (body mass index greater than 25), being inactive; age 45 or older; family history of diabetes; history of elevated blood sugar during pregnancy or delivery of a baby weighing more than nine pounds at birth; diagnosis of polycystic ovary syndrome; or if you are of African-American, American Indian, Asian-American, Hispanic/Latino or Pacific Islander ethnicity. There is also some evidence that if you regularly get less than six hours of sleep per night, you may be at increased risk of pre-diabetes (I’m sure all of you get plenty of sleep!) An individual with obesity and related high blood pressure, high blood sugar and abnormal blood lipids is usually referred to as having “metabolic syndrome.” If you have one or more risk factors, it is particularly important to ask your doctor to screen you with a FBS or hemoglobin A1C level.

The FAA has recently changed their policy for pre-diabetes

so that a pilot or controller who meets the criteria for pre-diabetes listed above are able to be cleared by their aeromedical examiner for medical certification without a waiver or Special Issuance, even if they are being treated with metformin medication. There is a two-week observation period on the metformin to make sure there are no adverse side effects, including hypoglycemia. The use of other oral diabetes medications would require a Special Issuance after a 60-day observation period. The pilot or controller should bring a note from their treating doctor to confirm the diagnosis of pre-diabetes and to state that they have no symptoms related to diabetes, have had no hypoglycemic (low blood sugar) episodes, and have no side effects on medication, if taking metformin. They should also bring the results of a current FBS and hemoglobin A1C test, as well as GTT results, if this test has been performed. By addressing rising blood sugar levels early, it may be possible to avoid the progression to diabetes which would require a grounding period which, on average, would be three to four months at a minimum.

If you are diagnosed with pre-diabetes, research has demonstrated that losing 5-7 percent of your body weight and getting at least 150 minutes of vigorous physical activity each week can prevent or delay the development of type 2 diabetes. Some good resources for exploring lifestyle changes to address pre-diabetes are the National Diabetes Prevention Program (www.cdc.gov/diabetes/prevention/index.htm) and the National Diabetes Information Clearinghouse website on insulin resistance and pre-diabetes (www.diabetes.niddk.nih.gov/dm/pubs/insulinresistance/index.aspx). A little prevention can go a long way! ➔

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



JACQUE BOYD PhD

THIS HEADMISTRESS SAYS: QUESTION EVERYTHING!

The school year has begun here at my aviation magnet high school, and even if it has aviation at its core, it is still a high school like any other. After all, it is populated by high school age students, aviation aspirants though they may be. At the beginning of each year I have a new set of goals based on what worked well—or not—during the last year.

I begin fresh each year. I bring in no pre-conceived notions about any of my faculty or any of the returning students. It's as if I believe everyone had a personality transplant during the summer and we're all "new." Alright, now you can stop laughing and I will, too.

Seriously, I have never read a student's file until our first four-week progress report is in, unless it's for a physical concern or the student has an IEP (Individual Education Plan) already in force. I want to make my own conclusions, not based on reputation from previous schools or based on who their older siblings might be. I remember walking into my first day of high school and one of the guidance counselors (and let's use "guidance" advisedly here!) looked at me and said, "You aren't Sam, Scott and Joel's sister, are you?" Now, if he would have said "Are you Sam, Scott and Joel's sister?" I might have behaved differently. He had expectations and I confounded all of them.

I'm certain that if my parents were alive and you asked them what my first words were they would tell you it was "Why?" followed very shortly by "Why Not?" I was curious, rather self-directed and could also be a major source of embarrassment for my mother. One might say I had very few filters. I learned in short order that sometimes it was best for a little girl to not ask so many questions, or at least think about who the questions were directed to. Unfortunately growing up in the 50s and early 60s could do that to a girl-child. Thank heavens I really came of age in the 70s and directly experienced the growth of "free speech for women." Many of the teenage girls at my school roar with laughter when some of us begin talking about our own high school experiences and what was open to us as women.

I am fortunate to be affiliated with a school that is Paideia-based. One of the premises of this approach to education is to learn to question. That can make for very uncomfortable situations for students and teachers who come out of more traditional educational settings. It's easy to notice new students

—they tend to raise their hands in class. It's equally easy to discern the new teachers—they tend to be up at the front of the class, more comfortable with the lecture method than with open discussion.

There is a method—it's not chaos. During our beginning-of-the-year trips (yes, we put the entire school on buses and leave for four days) we go through the "suggestions" or for you traditionalists: THE RULES. But then again, the guide we use by Stephen Van Luchene from St. John's College also said there are no firm rules. We do however, emphasize classroom manners and respect.

***Listening is
at least as important
as speaking.
Connecting ideas
makes for interesting
conversation.***

1. Participants need not raise a hand or be recognized by the tutor (a term for the teacher used by St. John's) to speak. Jump right in at the end of someone else's statement. It takes some practice

to figure out just when to do this and how to do it gracefully.

2. Each person will not speak for the same amount of time, but it is important that everyone contribute something.

3. Succinct comments are more effective than protracted diatribes. Speak briefly. Make it easy for others to build on your ideas.

4. Listening is at least as important as speaking. Connecting ideas makes for interesting conversation.

5. Asking questions is an important form of participation.

6. Challenging the ideas of others or offering modifications of them is perfectly in order as long as it is done respectfully and in the service of seeking truth. Our conversation is not a debate. Participants are not trying to win something or beat someone.

7. As much as possible, participants refer only to books the groups have read together. Trumping the conversation with a reference to a recent scholarly article, a fair tactic in graduate schools, is considered bad form.

8. Even in serious conversation—especially in serious conversation—a sense of humor is a wonderful thing.

Even in this process of questioning and discussion we usu-

ally begin with a specific “text” which can include a piece of artwork, a piece of music or a written piece. On the rubric that we use for grading purposes, one point is always set to refer directly to the text. Many times, new students need to learn how to read a piece and teachers need a bit of a refresher. Mortimer Adler, one of the founders of the Paideia approach, wrote a piece with Charles Van Doren entitled “How to Read a Book.” Questions generated by that book include:

- What is the text about as a whole?
- What is being said in detail and how?
- Is the text true in whole or in part?
- What is the significance of the information and understanding you garnered from the text?

These are the sorts of questions that form a strong basis for studying and learning about everything. We expect students to mark up a text pretty significantly. Remember writing in the margins and trying to buy the books in college that someone had already done some “pre-study-note-taking?” We go so far as teaching how to mark a text for best use:

- Underline major points—use vertical lines to emphasize statements
- Use a star or asterisk to indicate the dozen most important points
- Number in the margin to note the sequence of points

- Add page numbers to cross-reference other sections that are pertinent to a statement

**Good study habits
are universal—
aviation high school
or not. If someone
knows how to learn
and enjoys it,
everything is easier.**

- Circle important words or phrases
- True? Write your ideas and questions relative to the subject.

We have a required class for new students, which is called “Introduction to Seminar.” It is a class that emphasizes different study techniques, organizational skills and getting comfortable with individual learning styles. Each year I buy a package of bookmarks which spell out the above study techniques and it’s always fun to have students bring them to me when they graduate—dog-eared and well used. Good study habits are universal—aviation high school or not. If some-

one knows how to learn and enjoys it, everything is easier.

As Robert Maynard Hutchins says: “The spirit of...civilization is the spirit of inquiry. Its dominant element is the logos. Nothing is to remain undiscussed. Everybody is to speak his mind. No proposition is to be left unexamined.” So begin the new school year by learning to question. Question everything and find the answers in discussion. ✈

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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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PATRICIA LUEBKE

RELENTLESSLY CURIOUS

As much as I loved summer vacation as a kid, I have to confess that I also enjoyed the return to school in September. That happened, of course, after the annual school shoe shopping where my sister and I were called inside from playing in order to make the trip into town. We knew that trip signaled the beginning of the end of summer. In those days, school girls wore serviceable,

sensible shoes—sturdy leather shoes with lace ties or buckles. Living in the country as we did, my sister and I went barefoot all summer. What I remember about trying on a new pair of school shoes in the store and walking around—always staying on the carpet!—was like walking around with two bricks tied to my feet.

Soon enough, we'd get used to wearing our new shoes and back in the rhythm of school and learning and I still feel that back-to-school excitement when September arrives. I might not have gotten a new loose-leaf notebook and new pencils—or new school shoes—in decades, but I still remember the excitement of it.

I like to think of myself as a lifelong learner. Over the years, I've taken adult education courses on everything from dream interpretation to genealogy. After somewhat rigid restrictions in formal education to study specific topics and read specific books, there's great pleasure in reading and studying anything whatsoever that catches my fancy. For example, I just read a new biography of Bess Truman, the president's wife, simply because I knew nothing about her. Far from being a 1950s-style wife, Mrs. Truman was quite an interesting, progressive woman.

I must credit my innate curiosity to my father. Looking back, he was always asking us if we knew how a particular machine worked or our opinion of some current event. Family vacations meant slowing to a stop in front of every historical marker where it would be carefully read aloud by one of us and then discussed. That intrigue about so many things continues to today, so much so that I think one of the greatest gifts we can give our children is a sense of curiosity.

These days, curiosity is so easily satisfied via the Internet. As I type something into Google dozens of times a day, it's hard to remember life without it. The other day, I was editing an article by Richard Collins for the online journal Air Facts (www.airfactsjournal.com). He wrote, "Pilots of all experience levels flying most all airplanes, including airline

jets, have come a cropper when failing to eliminate this risk on foggy departures." Collins was talking about confirming the correct runway, but what stopped me was the phrase "come a cropper." I knew it, but I was curious about its origin. I Googled, and now know the phrase is from the 17th century, referring to falling off a horse.

I feel as if I have a full vocabulary, but I still follow the practice learned in elementary school: If you don't know what a word means, look it up in the dictionary. I recently came upon a word I didn't know that was used to describe a public figure who "seems more worried about losing internet access than going to prison." He may be an *otaku*, this writer said. It turns out that *otaku* is a Japanese word meaning "someone who has no life"—you know the type living in a parents' basement. Curiosity satisfied.

If you've avoided Twitter believing it's all just about hearing what other people had for lunch, you're missing a world of information. Insights and news bits come my way from the eclectic mix of people I follow: everyone from Cher to President Clinton. One of my favorites is Michael Beschloss, a presidential scholar and author, whose Tweets consist of four or five amazing historical photos a day. They always give me much to think about. Don't forget to follow Women in Aviation, International, too, and find out first about new store items, our events and activities.

Even if you're not heading back to school this month, be studious, whether formally in a ground school class or simply by picking up a book, Googling a question or seeking more information. Everybody has untapped interests—and despite busy schedules, we can find time to satisfy our curiosity if all that means is quickly turning to the computer. So strap on those new school shoes, even if they are imaginary, and try to be relentlessly curious. The world is a fascinating place. ➔

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

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JO DAMATO

LEANING IN

This past spring I got my hands on a book that reaffirmed everything I knew or need to know as a working mom. It was Sheryl Sandberg's *Lean In: Women, Work, and the Will to Lead*. As a working mom it is an essential read, in my opinion. I think spouses should read it, male and female bosses should read it, stay-at-home moms should read it. I keep re-reading it. I joined

Lean In at www.leanin.org, a global community committed to encouraging and supporting women leaning in to their ambitions, and I joined the Lean In group on Facebook. I have never read a book before where the author wrote as if she were writing from inside of my deepest personal thoughts that I had only ever admitted to myself with chapters titled: "Sit at the Table" and "Make Your Partner a Real Partner." Sandberg, as COO at Facebook, wife and working mom of two children, is real and relatable, facing the same dilemmas we all face—being home for dinner, leaving work at the office, succeeding professionally without compromising family time.

A long time before this book was published, 15 years ago in fact, I recall attending my first morning briefing as the new training director at the aircraft management company where I worked. The morning briefing was reserved for senior managers. When I walked into the room I took a seat along the back wall away from the intimidating conference table because I was worried that there were assigned seats. After the meeting I remember another woman in the meeting, Glenna, taking me aside and telling me I should have taken a seat at the table. I had as much right to be there as anyone else in the room. That one comment, that moment Glenna took to give me a boost of confidence, was life-changing and I've never taken a perimeter seat again.

Sandberg said that this situation "illustrated how women hold themselves back, literally choosing to watch from the sidelines." That is exactly what I did all those years ago. She went on to quote a keynote speaker she once heard, Dr. Peggy McIntosh, who said, "women feel fraudulent when they are praised for their accomplishment. Instead of feeling worthy of recognition, they feel undeserving and guilty, as if a mistake has been made."

I thought to myself, "How does she know that I sometimes feel like I've got them all fooled and that one day they'll fig-

ure out I'm not as smart/creative/qualified as they think I am?" The point is if I feel that way, and Sandberg has felt that way, and there is a Dr. McIntosh talking about women feeling that way then, for the first time, I don't feel alone. In

fact, maybe we working moms should spend more time talking about these thoughts and perceptions. This book proved to me that, in so many ways, we are not alone. And we should be talking about this.

Another part of the book that spoke to me was about the importance of having a true partner in a mate, someone who we treat as an equal in parenting. I again wondered how Sandberg got into my head when she wrote, "I truly believe that the single most important career decision that a woman makes is whether she will have a life part-

ner and who that partner is. I don't know of one woman in a leadership position whose life partner is not fully—and I mean fully—supportive of her career. No exceptions." I have been proudly writing about this balance in my household for years and I know many of you enjoy the same balance with your spouses. I married my college sweetheart from Florida Tech and I remember always knowing how fortunate I was to share my journey with another aviation professional who understood and shared my passion. So why did Sandberg write this book? She wanted it to be a conversation starter. So consider giving it a read, debate its merits, and share it with your support circle. The more I talk about it, the more women I find who have been craving a discussion about it.

I leave you with my favorite line from the book which is one that I will try to keep in mind as I weigh my own future choices in my personal and professional life. "If you're offered a seat on a rocket ship, you don't ask what seat. You just get on." Lean In, ladies. Lean In! ➔

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

***I don't know of one
woman in a leadership
position whose life
partner is not
fully—and I mean
fully—supportive of
her career.***



EXPLORER

is a *Gender-Neutral* word



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SHERRY
PARSHLEY PhD

THE ABCS OF QTPS (QUALIFIED TUITION PLANS)

As part of our focus on education, let me teach you how to save for college using a Qualified Tuition Plan, also known as a 529 plan. A Qualified Tuition Plan is a tax-advantaged savings plan designed to encourage saving for future college costs. The plan is considered tax ad-

vantaged in that state and federal taxes are not incurred on investment earnings from the plans, as long as the funds are used for eligible college expenses. 529 plans are sponsored by states, state agencies or educational institutions and are authorized by Section 529 of the Internal Revenue Code (hence the name).

plan and do not use it on eligible college expenses, you are generally subject to income tax and a 10% federal tax penalty on earnings only, not principal. Some states also provide tax credits or deductions for contributions.

What are the differences between pre-paid tuition plans and college savings plans?

There are two types of 529 plans: pre-paid tuition plans and college savings plans. All fifty states sponsor at least one type of 529 plan. In addition, some private colleges and universities sponsor a pre-paid tuition plan.

Pre-paid tuition plans generally allow college savers to purchase units or credits at participating colleges and universities for future tuition and, in some cases, room and board. Most pre-paid tuition plans are sponsored by state governments and have residency requirements, which is a disadvantage over a college savings plan. A pre-paid tuition plan locks in tuition prices at eligible public and private colleges and universities.

College savings plans generally permit a saver to establish an account for the student (beneficiary) for the purpose of paying the beneficiary's eligible college expenses. These plans have investment options such as stock and bond mutual funds and money market funds. The college savings plan does not lock college costs, which is a disadvantage over pre-paid tuition plans. These plans are open to adults and children whereas the prepaid tuition plans usually have age and grade limits for beneficiaries.

What are the tax implications of investing in a 529 plan?

Investing in a 529 plan may offer college savers tax benefits. As mentioned above, earnings in 529 plans are not subject to federal tax, and, in most cases, state tax, as long as you use withdrawals for eligible college expenses, such as tuition and room and board. However, if you withdraw money from a 529

What fees and expenses are associated with a 529 plan?

It is important to understand fees and expenses associated with these plans as they will lower your return on investment. Prepaid tuition plans typically charge enrollment and administrative fees. College savings plans may charge enrollment fees, annual maintenance fees, and asset management fees. In addition, brokerage fees may apply. Many states offer direct-sold college savings plans that allow you to avoid brokerage fees.

Withdrawal restrictions apply to both college savings plans and pre-paid tuition plans. With limited exceptions, you can only withdraw money you invest in a 529 plan for eligible college expenses without incurring taxes and penalties. In addition, participants in college savings plans have

limited investment options and are not permitted to switch freely among investment options. Under current tax law, an account holder is allowed to change his or her investment option once a year.

How does investing in a 529 plan affect financial aid eligibility?

Investing in a 529 plan will generally reduce a student's eligibility to participate in need-based financial aid. Both pre-paid tuition plans and college savings plans are treated as parental assets in the calculation of the expected family contribution toward college costs.

What expenses are considered "qualified higher education expenses" for the purposes of 529 withdrawals?

1) tuition, fees, books, supplies, and equipment required for

Saving for college is only one of many long-term financial goals. You need to consider your overall financial situation before making that determination.

the enrollment or attendance of a designated beneficiary at an eligible education institution;

2) room and board included for students who are at least half-time

How do I determine if my school is an "eligible educational institution"?

To find out if a school is eligible go to www.SavingForCollege.com and use the Tools and Calculators link. Keep in mind that your school may be listed under one state, but cover all campuses (for instance Embry-Riddle Aeronautical University is listed under Florida but covers all campuses).

Can a 529 plan be used for training to become a pilot, mechanic or dispatcher?

The money in a 529 plan can be used for postsecondary vocational or technical training at schools eligible for financial-aid programs administered by the Department of Education. If your school provides these programs and qualifies, then yes, you can use 529 plan funds towards eligible education expenses.

What happens if the intended beneficiary of the plan does not attend college?

You can change the beneficiary to a member of the intended beneficiary's family, which includes parents, siblings, step-children, first cousins, nieces, nephews, aunts or uncles. You could also defer use of the savings and leave contributions in-

vested in the plan for future use or take a taxable distribution with a 10% penalty.

Is investing in a 529 plan right for me?

Saving for college is only one of many long-term financial goals. You need to consider your overall financial situation before making that determination. Building an emergency fund, paying off debt and saving for retirement are other long-term goals that may compete for your hard-earned dollars.

Where can I find more information?

Each 529 plan must provide an offering circular, also known as a disclosure statement, that will have detailed information about investment options, tax benefits, fees and expenses, limitations and risks of the plan. Other useful sources include the College Savings Plan Network, Publication 570 of the Internal Revenue Service (Tax Benefits for Higher Education) and the Securities and Exchange Commission web site, all sources used in providing you with this information. ✈

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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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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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Aircraft Spruce & Specialty Co. Page 17

Aviation Explorers Page 43

DTC DUAT Page 39

Cirrus Aircraft Inside Front Cover

Embry-Riddle Aeronautical
University Back Cover

Flying Magazine Inside Back Cover

Pilot Getaways Page 45

SkyOne Federal Credit Union Page 15

Wings Financial Page 3

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KEN IBOLD

FROM VIRTUAL TO REALITY: FLY-IN BORN ON THE INTERNET

One of the charms of 3M0, Gaston's Riverview Resort in Lakeview, Arkansas, is that the 3,200-foot airstrip is long enough to accommodate most general aviation airplanes. The well-groomed turf strip does have a small hump in one spot, but like the ankle tattoo on a model it serves more as a conversation starter than a deterrent. And it's a one-way strip; Runway 6 is for

takeoff and Runway 24 is for landing. The parking area and resort are at the beginning of the takeoff run/end of the landing run, creating a natural gathering spot.

The Gaston's Fly-In started in 2004 when a group of participants on the web-board hosted by the Aircraft Owners and Pilots Association decided to meet. Twin Oaks, Missouri, resident Diana Richards played social coordinator at that first event, and the group picked Gaston's because it had rooms and a runway. She insists the fact that it was a mere 100 miles from her private farm strip had no bearing on the location.

"It is not unusual for someone to post something like, 'Hey, I'll be in Chattanooga next week, anyone live near there?' After my first few personal meetings, I knew I wanted to meet more of these dynamic people, perhaps even finding a way for all of us to meet together," Richards said. "One day Chip Gibbons flew his Pitts into our farm strip to meet us. Soon after, we talked about a forum gathering and thought Gaston's White River Resort in Arkansas would be the perfect place."

That first year poor weather hurt attendance and only 20 people showed up in nine airplanes. In 2005, the weather was better. Because of a year's worth of chat, more people signed on for the trip. The thick and lazy Arkansas summer air couldn't stifle the spirits of the 65 people who flew in aboard 32 aircraft.

The second year marked the appearance of scoring paddles, with a trio of volunteer judges rating landings. In June 2006, GIII had more than 40 aircraft arrive, carrying just short of 70 attendees. The aircraft ran the gamut: twins, vintage airplanes, aerobatic mounts, eastern Europe military trainers, tandem tail-draggers, and production birds from Vero Beach, Wichita, and Kerrville. My ride was my Pitts. A strong high pressure system in the Southeast allowed me to make the 700 nm VFR trip with no worries. More than five hours and three fuel stops later I had begun to reconsider the Pitts as a cross-country mount.

On landing, my senses were dulled by fatigue from a long day in a squirrely airplane. The result was a fast, long, sloppy landing—exactly the thing one does not want to do in front of a

fly-in crowd. Fortunately, the handful of spectators who had arrived already were too engrossed in setting up a shade canopy to watch too closely. Such is the value of getting there early.

Over the years, every part of the country has been represented at the fly-in. From Alaska to Maryland, Minnesota to Texas, Oregon to New York, and Georgia to New Mexico, pilots have begged, borrowed, and bought their way to Gaston's. Even though Gaston's is about flying in, the event is about creating a community.

"It was good for my husband to meet people I 'Internet with' as he calls it, since I'm sure he wonders about my connections with these people and doesn't always understand our relationships," Richards said. "A bonus that defies description was flying with many of these pilots I have grown to respect and admire. Of course, taking some of them and their family members flying in the Citabria was an emotional high for me as well."

"Through this family we share insights and experiences; cheer each other when we're down; pass along a pat on the back and a helping hand," Richards said. "I know I can travel cross-country and connect with these wonderful people wherever I go. Of course, all the pilots know they are welcome to fly into the farm to eat and stay a spell."

That description—family—is one that is repeated again and again by the curious souls who use the Internet to help feed their need for human contact.

For many of the attendees, this is a primary appeal—well, after the pleasure of turning online personas into living, breathing people. It was at Gaston's that I got my first stick time in an Extra 300L and a Cessna 195. I got to fly with a few folks who have far more experience than I will ever have. I got to drool over airplanes I wish I could have flown, but that left me muttering, "Wait 'til next year." All that from turning "virtual" aviation into reality. ➔

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Ken Ibold is a pilot and a consultant in aviation planning for a premiere architecture and engineering firm in Florida.



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

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