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AviationforWomen®

NOVEMBER/DECEMBER 2013

The official publication of Women in Aviation, International®

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Management
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Jerrie Mock, first woman to fly around the world, was honored in her home town of Newark, Ohio, with a statue at the Works: Ohio Center for History Art & Technology. Read more about it on the WAI Blog (click through from www.wai.org)

GARY CHISOLM / CHISOLM STUDIOS PHOTOGRAPHY

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COVER PHOTO

WAI member Janine K. Iannarelli, President of Par Avion Ltd., shows an aircraft for sale. Photo by Evin Thayer Studios

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PRESIDENT'S MESSAGE



DR. PEGGY BATY
CHABRIAN

Paul and Audrey Poberezny joined me for a photo op when Paul was the Banquet Speaker at the 2nd Annual WAI Conference in St. Louis, Missouri.

I was so inspired by the convention that I wrote a letter to Paul upon returning home to thank him. He wrote a letter back and suggested I become a volunteer the next year, which I did.

Later, as a faculty member at Embry-Riddle Aeronautical University in Daytona Beach, I initiated a class called "Oshkosh," which included taking the students—20 of them the first year—to the EAA event. Part of their experience was to meet and talk with Paul Poberezny. He was always very gracious with his time and answered the students' questions.

For 16 years I served as an EAA board member and always treasured the conversations I had with Paul, one in particular I'd like to share with you. One January day in 1995, I asked Paul if I could have about 15 minutes of his time. We sat down and I asked him, "If you were to begin EAA all over again today, what would you do the same and what would you do differently?" We sat and talked for almost an hour and a half and he shared many concepts including the conviction that chapters were one of the strengths behind

Dear WAI Members:

Many of us have mentors or have individuals in our lives who have played an important role in our careers. One of those individuals in my life was Paul Poberezny, founder of the Experimental Aircraft Association. When I was a student pilot and became active with a local EAA chapter I learned about the event EAA hosts each year in Oshkosh, Wisconsin. I met him that year, at my first "Oshkosh" in 1978.



Paul Poberezny was a speaker at our WAI breakfast at the Pioneer Inn in Oshkosh.

Paul passed away in late August and will be missed by many of the aviation community for his work in founding and serving as President of EAA for many years.

In October we returned to the location of our first WAI Conference, held in 1990, before the organization was founded, at ERAU in Prescott, Arizona. I want to thank all of the individuals who attended this special kickoff event to our 25th anniversary Conference to be held in March at Disney's Coronado Springs Resort. And I want to recognize Dr. Frank Ayers, Chancellor; Melanie Wilson and Dr. Jackie Luedtke, ERAU faculty; and Cathy Wylet, who served on the planning committee, for their tremendous work leading to a successful event.

I want to say a special thank you to Amy Laboda for her many accomplishments and contributions that she has made during her nearly 13 years as Editor in Chief of *Aviation for Women* magazine and her contributions to WAI as a whole.

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian, President

INSIDE THIS ISSUE



JACOB RUSSELL

Talar Faiq is the only female airport CEO in the Middle East. Read her interview with Mariola Ziolkowski on **Page 32**.



Join us for our landmark 25th WAI Conference in March 2014. The information you need starts on **Page 17**.



BARRY MARZ

Amy Laboda passes the Editor in Chief position at *Aviation for Women* magazine to a fresh face. She reminisces on **Page 48**.



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



Smithsonian
National Air and Space Museum

WAI on the Road

WAI President Peggy Chabrian spoke to the inaugural class of aviation students at California Baptist University at the end of their first day of classes, during a dinner in their honor. Speakers also included Rusty Bailey, Mayor of Riverside, California, Jonathan K. Parker, Ed.D., Provost and Dean of Arts and Sciences, and Dr. Daniel Prather, chair and initiator of the aviation program at CBU. The new aviation program includes a flight major and an aviation management major. The program received a donation of a FedEx Express Boeing 727 aircraft in 2013; a wonderful asset for the new program. Chabrian also spoke to the students in the Private Pilot ground school

class about WAI and the benefits of having a chapter. We are expecting the chapter application soon.

October was a busy month for WAI staff, who attended and staffed exhibit booths at both AOPA Summit in Ft. Worth, Texas, and NBAA's Convention and Trade Show in Las Vegas, Nevada. The staff and local volunteers reached out to members of both groups of attendees, inviting them to our Conference in Florida this coming March.

Are you interested in volunteering with Women in Aviation, International? It takes more than 200 volunteers to staff our International Conference. You'll have the opportunity to work with some fantastic, talented individuals and meet more people than you can count. Even better, you become directly responsible for our success! Take ownership of your organization. Volunteer positions are listed on the WAI Conference web pages. There you can learn about all of the different ways you can help out at the Conference and how to apply for specific jobs. See you there! ➔



CBU Aviation Program
Department Chair
Dr. Daniel Prather and
assistant Kim Roper.



This FedEx Express B-727 airplane was awarded to California Baptist University at the 24th Annual International Women in Aviation Conference. They've had it repainted with the University colors, logo and theme, "Live Your Purpose."

200 volunteers to staff our International Conference. You'll have the opportunity to work with some fantastic, talented individuals and meet more people than you can count. Even better, you become directly responsible for our success! Take ownership of your organization. Volunteer positions are listed on the WAI Conference web pages. There you can learn about all of the different ways you can help out at the Conference and how to apply for specific jobs. See you there! ➔

WELCOME NEW WAI STAFF



Kelly Nelson

Kelly Nelson becomes Editor in Chief of Aviation for Women magazine

Kelly Nelson is taking over the helm as Editor in Chief of *Aviation for Women* magazine starting with the January 2014 issue. Kelly is a private fixed-wing pilot working on her helicopter add-on. She has spent the last eight years as an integral member of the EAA *Sport Aviation* staff, most recently as Managing Editor. Kelly is the president and a founding member of the WAI-Oshkosh Chapter, where she helped to create an award-winning Chapter newsletter. We'll be transferring the AFW offices to Oshkosh, Wisconsin, where she lives with her husband, Nate, and their son, Hunter.

Kerisa Citro is the new Conference and Events Manager

Kerisa Citro has been named the new Conference and Events Manager for Women in Aviation, International. Citro has honored the pioneers of aviation from the past and present for the last 14 years at the National Aviation Hall of Fame (NAHF). Kerisa joined the NAHF in 1999 and was key in planning and executing the prestigious Enshrinement ceremony. When not preparing for Enshrinement, Kerisa oversaw various other duties including managing membership and merchandise, working as a liaison to the NAHF Board of Nominations and aiding in fundraising. Outside of her time spent at the NAHF, Citro volunteers as an event manager for the annual "Cure Starts Now" Gala, which raises money for pediatric cancer research, in Cincinnati, Ohio, along with various other local charities. Kerisa resides in Farmersville, Ohio, with her three children. ➔



Kerisa Citro



This spectacular photo of Mark Chapman flying low over Elaine Larsen's jet drag racer at ERAU Prescott was taken by WAI Member Marilyn Schey (WAI #29192) and we inadvertently left off her credit when the photo ran in the September/October issue. Marilyn wrote to correct our error and told us, "I am thrilled that my photo made it into your magazine. I am an ERAU alumni, flight instructor and Pilot Examiner, and I enjoy taking pictures of the thrill of aviation. I have enjoyed my membership within WAI. Few organizations offer the level of support that yours does!"

WAI Regional Conference in Prescott a First with Air Show Performers

Women in Aviation, International kicked off its 25th Anniversary year by going back to the site of its very first Conference in 1990, held on the campus of Embry-Riddle Aeronautical University in Prescott, Arizona. More than 100 students and attendees enjoyed a busy Friday of networking, speakers and breakout sessions, followed by a chance to participate Saturday in a special air show at the Prescott airport, with performers Elaine Larsen (jet dragster team leader), Matt Chapman, Julie Clark and Melissa Pemberton. The wrap-up luncheon speaker was aviation policy specialist and trained astronaut Barbara Barrett.

If you missed us in Prescott, fear not. Our International Conference is on track for March 6-8, 2014. Find out more about it on pages 17-23 in this issue. ➔



Debbie Harvey crafted a huge 25th Anniversary fleet for WAI. She photographed them "on the ramp" (her pool table) at the factory (her home) prior to shipping. Debbie and some ERAU students built a similar fleet in 1990 for the first Conference.

Announcing the first WAI Chapter Member of the Year Award

WAI Chapters are the lifeblood of our organization.

In recognition of this, we are requesting that Chapters nominate one of their chapter members to be Chapter Member of the Year. The nominees should be members who have been leaders for the chapters nominating them. Anyone in the chapter may submit the form to nominate a chapter member but only one nominee per chapter per year may be submitted.

This new award is being sponsored by Buck Hilbert, in memory of his wife Dorothy, a long-time EAA volunteer. Send your nomination form to Chapter Relations Manager Audra Hoy, ahoy@wai.org, by February 1.



Candy Adamek, pilot and wingwalker Ashley Battles, Kayla Graham, and a visitor, Meredith

MILE HIGH CHAPTER

The Mile High Chapter had an information table at the Metropolitan State University of Denver's New Student Orientation day. The chapter members met a lot of incoming aviation students who showed interest in becoming a part of the chapter. Chapter members **Gail Steger Mock** (WAI #4020) and **Amber Channel** (WAI #50753) participated.

The chapter also volunteered at the Rocky Mountain Metropolitan Airport Airshow. Members Gail Steger Mock, **Kristi Brouwer** (WAI #16682) and **Candy Adamek** (WAI #12504) scanned tickets, handed out wristbands, and earned funds for future chapter scholarships. ➔



AIR CAPITAL CITY CHAPTER

Sixteen girls in Wichita, Kansas, attended the Kansas Cosmosphere Museum and Space Center annual space camp because of the Air Capital City Chapter. The chapter raised \$1,600 to send low-income girls to space camp by creating a fundraising event called "Breaking Through the Clouds—Movie, Dinner & Auction." Working with Heather Taylor, the film's producer/director, the chapter booked a movie theater to show *Breaking Through the Clouds*, *The First Women's National Air Derby*. ➔

YANKEE LADIES CHAPTER

The Yankee Ladies Chapter enjoyed a Behind the Scenes Tour of Willow Run Airport (YIP). Part of the tour included a private history lesson and viewing of the world famous B-24 bomber plant. (see photo below) ➔



Yankee Ladies Chapter members at the doors where the bombers rolled off the production line.

Brampton Flight Centre open house participants included (left to right) Lisa Graham (WAI #8030), Leili Foster (WAI #30336), Afsha Noorian (WAI #50287) and Allison Couch (WAI #44181).



UPPER CANADA CHAPTER

The Upper Canada Chapter exhibited at the annual Brampton Flight Centre open house in September. This event is in conjunction with the Great War Flying Museum that invites the local community to attend their Annual Fly-In and Open House. This year it was exciting to watch the World War I replica fighter biplanes and triplanes flying every half hour. One could take a sightseeing flight around the airport or sign up for an airside tour, all the while enjoying an outdoor barbecue with live music. Thanks to the members who volunteered, the chapter was successful in recruiting as many as seven new members from this event to be a part of Women in Aviation, International. ➔

SALUKI AVIATORS CHAPTER

Students helped organize United Airlines Career Day. A flight of around 100 prospective aviation students flew to the university courtesy of United Airlines for a chance to tour the aviation facilities, meet current students, and ask industry professionals questions. This event is organized and run by SIU Aviation student groups working together, and is held each spring. WAI members were responsible for organizing and serving meals to all of the prospective students and visiting United employees.

Students helped the airport host their first Warbird Salute to Veterans fly-in. Warbirds mainly operated by the Commemorative Air Force (CAF), including a C-45, AT-6, PT-17, B-24, B-25 and B-29, came to Southern Illi-

nois and Williamson County Airports for a three-day event. Many WAI students helped organize the event, assisted the general public who visited, and represented the aviation programs. **Mike Szemplinski** (WAI #46279) had a B-29 internship for the summer. He made many connections across the country as he flew with the B-29 crew and became checked out as a B-29 scanner. His assistance and relationship with the CAF was integral to the success of the event. ➔



WAI Member Mike Szemplinski, summer intern with the CAF in 2013, helped organize the Warbird event.

New Provisional Chapters

Women in Aviation, San Antonio Chapter #126P

San Antonio, Texas

Melinda Vasquez, President

Aurelina Prado, Vice President

Crystal Harris, Secretary

Olga Custodio, Treasurer

Jennifer Rodriguez, Membership Chair

Dana Perez, Outreach Chair

Women in Aviation, Rancho High School Chapter #127P

Rancho High School is an Aviation Magnet School. Students in the Aviation program take aviation course work in addition to traditional high school classes.

Las Vegas, Nevada

Mikayla Myers, President

Brandy Minniear, Vice President

McKenna Black, Secretary

Dahena Lugo, Treasurer

Stefannie Gonzalez, Membership Chair

Devorah Stein, Outreach Chair

Andrea Connolly, Advisor

SEA TO SKY CHAPTER

The Sea to Sky Chapter President **Amy Robertson** (WAI# 54867) in partnership with the founder of the Aviation Leadership Foundation, **Teara Fraser** (WAI #14156), hosted "The Spirit of Leadership: A High Tea Adventure" at the Rosewood Hotel Georgia in Vancouver, British Columbia. This event was the perfect afternoon escape for all people who love adventure, high tea, aviation, leadership and history.



Tea Planning Committee, left to right, Amy Robertson, Chelsea Reed, Louise McIver and Teara Fraser

With a focus on adventure, all guests had the opportunity to connect with other professionals who share a passion for leadership and aviation. Centered on a vintage aviation theme and all the makings of a proper English afternoon tea, the

audience took a journey through time that tantalized the taste buds with the stories and spirit of leadership. The event was a huge success with two main guest speakers, **Jeff Glickman** who led the group on an exploration for Amelia Earhart's aircraft and remains, and **Barbara Ross-Denroche** who spoke about the true impact and value of leadership.

At the end of the program there was an introduction to an Aviation Leadership Foundation initiative called "Tea Talks." The Tea Talks Program is inspired by TED (Technology, Entertainment, Design) talks, PechaKucha and the book *Three Cups of Tea*. The four women Tea Talk storytellers, all involved in different facets of the aviation industry, focused on courage, adventure and leadership in their short, yet captivating speeches. The audience was inspired and already looking forward to the next tea! You can find more info at www.aviationleadership.com. ➔



Tea Talker Kelly Jamieson



EDELWEISS CHAPTER

The Edelweiss chapter met to share a good moment on the terrace of the aircraft owners' association at the airport of Lausanne. Outreach Chair **Anne Brousoz** (WAI #52192), Membership Chair **Anne Knabe** (WAI #47659), **Lise** (sister of Anne Knabe), **Jose Moreno** (WAI #50979), **Eladio German** (guest and potential future member), and Chapter Treasurer **Gilles Demierre** (WAI #52133) all joined in the camaraderie. It was a time to have a look at 2013, and to build projects for 2014.

The chapter was invited to host a booth during the biggest Swiss Fly In (International Fly-In, Prangins 2013). It was a marvelous day with a lot of different planes and demonstrations (Super Puma, DC-3, Avenger, Extra Aerobatic Team). Definitely a place to be! ➔



Nigeria Chapter members join Chapter President Rejoice Ndudinachi to present donations to Mrs. Mary Samson of the Little Saints Orphanage.

NIGERIA CHAPTER

Women in Aviation, Nigeria Chapter has added smiles to the faces of children in the Little Saints Orphanage in Egbeda, Akonwonjo, in Alimosho Local Government Area in Lagos with several gift items and cash donations.

The chapter's Welfare Committee selected the orphanage and was received on arrival at the orphanage by Mrs. Mary Samson, one of the managers of the home. Gift items donated included noodles, toiletries, fruit drinks, detergents, diapers, canned foods, bag of rice, writing materials, and snacks. ➔

ATLANTA GONE WITH THE WIND CHAPTER

What could be better than taking a flying lesson where failure is not an option? Twelve enthusiastic members and guests of the Atlanta Gone with the Wind Chapter were privileged to take the yoke in either a Lear 45 or a Lear 60.

Lots of smiles were apparent as they toured the very comfortable FlightSafety International facility. In groups of three or four, chapter members and their guests were each able to take command of a top-of-the-line bizjet. The instructors **Wes Dixon** and **Barry Head** let each of them fly to the best of their abilities, but deftly took over if things were not straight and level. All in all, it was a great opportunity to



experience a couple of very powerful airplanes and do some Chapter bonding. Great way to start the weekend! ➔

experience a couple of very powerful airplanes and do some Chapter bonding. Great way to start the weekend! ➔

UNO MAVERICK CHAPTER

Every year, the UNO Maverick Chapter utilizes the Annual Aviation Expo to recruit and showcase the chapter to incoming aviation students. This year's event generated a lot of interest and several new people signed up to become members.



Mavericks Arlene Steier, Zane Smith, and Eric Guzman speak to a visitor about the benefits of membership.

K-STATE AT SALINA CHAPTER

The Kansas State University Salina Chapter kicked off the school year with an ice cream social to promote Women in Aviation, International to new students on campus. Returning WAI members spoke to 30 new students and prospective members about what WAI means to them and what events the university chapter held as a club throughout the year. In addition, they addressed fundraising activities and opportunities for volunteer service in the community. The students were interested in a variety of aviation fields and becoming more involved on campus. The Kansas State Salina Chapter hopes to meet these students' interests by hosting regular Monday night meetings and getting students involved in chapter activities and events. ➔

CENTRAL FLORIDA CHAPTER

The Central Florida Chapter tested their survival knowledge during a Jungle Survival Exercise facilitated by Chapter member **Judith-Ann Jarrette** (WAI #45359). This team building scenario highlighted the advantages and drawbacks of group decision-making. But most importantly, through this fun and enlightening exercise, they learned that the Central Florida Chapter probably would survive a plane crash in the jungle.

The Central Florida Chapter also partnered with Aerosim Flight Academy at their "BeAPilot Career Expo" in Sanford, Florida. The Chapter had an information table that generated a lot of interest in WAI while supporting the promotion of careers in aviation. The event was a huge success. Many thanks to Aerosim Flight Academy. ➔



NEW YORK CHAPTER

For the fifth year in a row, the New York Chapter participated in Camp G.O.A.L.S. for Girls, onboard the Intrepid Sea, Air & Space Museum during Aviation Week. Camp G.O.A.L.S. seeks to provide Greater Opportunities Advancing Leadership & Science for girls in the 8th and 9th grades in the New York City schools by learning about the fields of STEM (Science, Technology, Engineering and Mathematics). **Maura Walsh** of USAIG, **Alice Chan** (WAI #12990) of Fitzpatrick & Hunt, Tucker, Collier, Pagano, Aubert, LLP and President of the NY Chapter, **Rosalie Palazzolo**

of Dover Corporation and **Diane Gallagher** (WAI #29526), Marsh USA, Inc. and Treasurer of the NY Chapter, mentored and shared with the 50 girls their experiences in the aviation field. As usual, the WAI participants gained as much from the experience as the girls did. ➔



CHANGES

CAREERS

Olga Ciura (WAI #45722) has a Cape Air co-op where she flies two days a week for them and the other days works as a CFI for SIU Aviation. She piloted the Cape Air flight that **Cory King** (WAI #54348) and **Ron Addison** (WAI #54301) took on their recent trip to the Organization of Black Aerospace Professionals Conference.

Angela Inman (WAI #53536) worked at the Flight Line at ERAU over the summer doing dispatch, checking students and instructors in for flight activities and talking to planes on the ramp. She also worked as a team manager assistant at the flight line. Inman finished her commercial single-engine rating at the end of the spring 2013 semester.

Emily Meczkowski (WAI #53817) soloed in a Cessna 172 on August 12. Emily is a program coordinator at AOPA and began flight lessons in the spring.



Meczkowski and CFI Shannon Yeager

SIU Aviation Technologies student **David Delli Paoli** (WAI #54347) has just completed Officer Candidate School and has been offered a flight slot with the U.S. Marine Corps.

Angela Stearn (WAI #50771) and **Cory King** (WAI #54348) have both been selected for U.S. Navy flight slots when they graduate next spring. Both Angie

and Cory are completing degrees in Aviation Technologies (maintenance) and Angie is also completing a degree in Aviation Flight (pilot training).

Dylan Smith (WAI #52498) went home to Michigan to work on his physical training for the U.S. Air Force. As a member of Embry-Riddle's Air Force ROTC program, he has already received a pilot slot in the U.S. Air Force when he graduates.

Janelle Walsh (WAI #44329), ERAU Chapter president, had an internship with Delta Air Lines in Atlanta during the summer. She was a Network Planning Intern and learned a lot about Delta and the airline industry as a whole.

PASSAGES

If you've been to a Women in Aviation Conference in the past 10 years and stopped by the Silent Auction tables you've probably been greeted by EJ Waters. EJ has been a faithful volunteer at the Silent Auction for nearly as long as there has been a Silent Auction. In 2010, she was awarded WAI Volunteer of the Year.

She loved people and especially enjoyed the volunteers at Silent Auction. It gave her the opportunity to get to know them. People were entranced with her infectious smile and sparkling eyes. Before you knew it she made you feel like a friend, and to EJ you were.

While most of you knew her as EJ, I first met her as Jane. She was married to Dick Waters. About a year after her husband passed she informed me that she had changed her name to EJ. Of course I had to ask her about the name change, and she informed me that it had always been Dick and Jane and since Dick was gone she needed to move on. While changing one's name may not seem significant you need to know that this happened in her early 80's. I can only hope that I am always able to reinvent myself and move forward. Silent Auction will miss its most devoted volunteer and I will miss my dear friend.

—Ruth Maestre

*Sadly missed along life's way,
quietly remembered every day...*

*No longer in our life to share,
but in our hearts, you're always there.*

Memorial contributions may be made to "Tools Beneath Your Wings" aviation scholarship fund at awam.ejoinme.org/tbywdonation or sent to P.O. Box 752, Brewerton, NY 13029.

EJ Waters
working
the Silent
Auction
in 2010

PAULA GRUBB

PASSAGES

Barbara Erickson London was one of Nancy Love's original WAFS (Women's Auxiliary Ferrying Squadron) and member of the first WASP squadron. She died in July at the age of 93.

During World War II, she was Squadron Commander for the 6th Ferry Command. She was the only woman during the war to be awarded the Air Medal for her service. In 1948, she was commissioned as a major in the Air Force Reserve. London founded Barney Frazier Aircraft, Inc., in Long Beach, California, with her younger daughter, Ardiszone. Her older daughter, Terry London Rinehart, is a commercial pilot.

Barbara "BJ" Erickson London was inducted into the WAI Pioneer Hall of Fame in 2005. ✈



Pioneer London

JOHN RIEDEL



NANCY HULTGREN

WRITING “SCHOLARSHIPS!” ON THE BACK OF MY BUSINESS CARD

One of my favorite things about being a pilot is meeting young women who say their dream is to fly. One can sense their excitement over this endeavor, and perhaps their joy in meeting someone who is already fulfilling her dream of flying. Their eyes shine. But from the mom or dad standing behind this future pilot, you will sense a frenzied terror. “How will we pay for

this? Where do we start? Are there colleges for this? ...How will we pay for this?!”

Finding a mentor is the best way to get started. That is my cue to pull out my business card so they can contact me with any questions, but first I write on the back “wai.org Scholarships!” and explain about Women in Aviation, International. Now the parents’ eyes shine. “What? Free money you say?”

After these encounters I reflect on how far I have come in my career. The accomplishment I am most proud of is my WAI scholarship for a type rating sponsored by Delta Air Lines. Before applying for this scholarship I was a first officer at Republic Airlines flying the Embraer 170/175. A year and a half later... I am a first officer at Republic Airlines flying the Embraer 170/175. I know, perhaps that is not the inspiring story of rapid career advancement you were anticipating. However, amidst the turmoil that the industry and many fellow pilots have seen over the last decade, retaining a job that

I love can be its own accomplishment. A lesson in patience is an added bonus while I wait to upgrade to captain or interview at a legacy carrier.

In the meantime I can appreciate all I have received from the scholarship. By earning a Boeing 737 type rating, I was able to show Delta Air Lines that I could finish their training and be an asset to their company. After five demand-

ing weeks of training I walked out of the simulator with a B-737 type, an ATP, and the confidence I would need to move on to a major airline. I had the honor of meeting Delta instructors, managers, ambassadors, and recruiters, all of whom have

treated me like I am part of the Delta family. Also, through my training partner, I made a new best friend. For a few years my career had felt stagnant. Earning a WAI scholarship gave me a project to work on, and a glimpse at what the future has in



PHOTO COURTESY OF NANCY HULTGREN

After five demanding weeks of training I walked out of the simulator with a B-737 type, an ATP, and the confidence I would need to move on to a major airline.

ing weeks of training I walked out of the simulator with a B-737 type, an ATP, and the confidence I would need to move on to a major airline. I had the honor of meeting Delta instructors, managers, ambassadors, and recruiters, all of whom have

store. I am good at staying positive and finding the bright side in a situation. This scholarship has reinforced that attitude.

I recalled all of this recently when I once again handed out a card with “Scholarships!” written on the back. My advice to her and others who apply is to find what inspires you and convey that to the scholarship committee in your essay. Through feedback on my interview, I believe that my optimism helped me stand out more than my past accomplishments or flight hours. Most importantly, if you do not win this year, try again next year. Or in my case, try again, and again, and again. After four attempts at many of the scholarship choices, I was finally qualified to accept the one that could further my career. ✈

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Be sure to catch up with Nancy Hultgren (WAI #43600) and her fellow Delta Air Lines scholarship winner, Afton Benassi, at the 25th Anniversary International Women in Aviation Conference, where they will be presenting the Professional Development Seminar “Your Best First Impression” on Thursday, March 6, 2014.



PROFILE

UTAH VALLEY UNIVERSITY

Longtime Women in Aviation, International Corporate member and Conference exhibitor Utah Valley University (UVU) is accredited by the Northwest Commission on Colleges and Universities (NWCCU). UVU offers an alternative route for aviation students, allowing them to complete a Professional Pilot or Aviation Administration degree online. With the flexibility

of online learning, an aviation student can remain in his or her hometown, maintain a job and fulfill family responsibilities.

The program is one of the first in its genre, and recently was selected as a semifinalist by the Adobe Design Achievement Awards in the category of Innovation in Interactive Media in Education. It also sent a team to the NIFA national finals in 2013. And just this past summer United Airlines selected two Utah Valley University School of Aviation Sciences students, Emma Gunn and Trevor Snyder, for pilot internships.

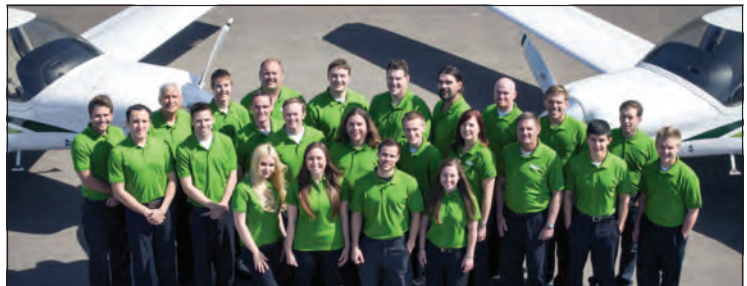
UVU is educating nearly 2,000 students worldwide through innovative online education. Along with the faculty, full-time and part-time staff work together to develop and deliver education opportunities that are built with the student in mind.

"The quality of our aviation students is high," said Jim Green, UVU aviation professor, internship mentor and former professional pilot. "In past internships with United and other airlines, our students have proven to be hardworking, reliable and honest. That, and the fact that we have good faculty and good flight instructors, has earned our aviation program great respect in the industry."

Graduates of the Associate in Applied Science or Associate in Science are qualified to become a commercial pilot or certified flight instructor and should qualify for entry into a four-year degree program for upper division course work. Graduates of the Bachelor of Science in Aviation Science Professional Pilot are qualified to be hired by an airline or corporation after obtaining adequate flight hours and experience. Individuals who complete the Associate in Aviation Science constitute the majority of program employed flight instructors.

The programs, whether on campus or online are rigorous. Students must complete private, instrument, commercial pilot and multiengine certificates issued by the Federal Aviation

Administration for the Bachelor of Science Professional Pilot or Tech Management, Associate in Science Aviation or Associate in Applied Science Aviation. The Aviation Administration Degree is designed to prepare students for careers as leaders. The number of individuals who travel by air will continue to grow



in the years to come. Airlines and airports are looking for dedicated, qualified personnel. The Federal Aviation Administration will need to employ increasing numbers of individuals to keep up with the demand. Courses include but are not limited to: airport management, security, transportation and corporate management, and cargo operations.

The Aviation Administration Degree imparts practical management and leadership skills for students with career goals in the aviation industry. Classes are based on real world aviation needs and prepare them for employment in a broad range of positions including airline, corporate aviation, fixed base operator, and airport management. The Bachelor of Science Aviation Administration does not require a pilot certificate.

The school operates an all-Diamond fleet of 25 aircraft out of the Provo Utah Municipal Airport. UVU's state-of-the-art facilities in Provo house approved flight simulation devices, including a CRJ flight training device used by a number of regional airlines. Online students who live outside of the Provo, Utah, area can select any convenient flight school.

Admission to the University requires ACT/SAT scores; an official high school transcript; and a \$35 application fee. To apply for admission, go to www.uvu.edu/aviation and click the "Get Started" tab in the left-hand column. All UVU students, including those online, can apply for Federal Financial Aid to help with tuition, books, and other expenses. ➔

**Women in Aviation, International Welcomes
New Corporate Members**

Aviation Homes & Land
Rancho High School



MEG GODLEWSKI

I am attending a Part 141 flight school that offers an organized ground school. Sometimes the instructor has the students enrolled in the class "teach" a topic as part of the class work. Since these students aren't CFIs, isn't this illegal?

Not at all. What you are describing is a form of student teaching. The CFI who is in charge of the class is overseeing the material that is presented, so the FAA is fine with it. I have always said that I really began to learn when I began to teach. You truly have to understand a topic to be able to communicate it to others, so it is a great training exercise for students. It is also how CFI candidates learn the craft. You didn't think we were born fully formed and informed, did you?

I'm a 750 hour CFI with airline career aspirations. I'm already applying for other flying jobs to further my career, and I am concerned that my students will be left in the lurch. Any tips on making a smooth transition?

First, kudos for your professionalism. Make sure that you keep the student's training folders/logbooks up to date so that when you do leave, the CFI who replaces you will have a clear

indication of the training that has been completed. Be upfront with your students, letting them know that you are looking for the next opportunity, but assuring them that you have a transition plan so that they don't lose any training time.

I fly at a non-towered airport. There is a guy at the airport who jumps on the radio and corrects people's transmissions, makes snide comments and starts arguments with other pilots. I'm a student pilot and I am nervous enough on the radio without this guy's comments. My CFI told me this guy is a CFI (from another flight school) and he does this kind of thing with everyone, not just me, and I should ignore him and file him under what NOT to do. Is there anything that can be done to quiet this guy?

Just because he is a CFI doesn't give him the authority to be your CFI, nor is it permission to be a jerk on the radio. Have you (or anyone) talked to him face-to-face and told him that you don't appreciate his off-the-cuff tutelage? Often people who behave this way are brave behind the anonymity of the microphone. When confronted face-to-face they slink away like a vampire in sunlight. If you aren't comfortable confronting him, another option is to file a formal complaint with the FAA and FCC and let them educate him. ✈

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

24/7 Banking

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***Flying Solo: How Ruth Elder
Soared into America's Heart***
by Julie Cummins
illustrated by Malene R. Laugesen

Set in 1927, Cummins' beautifully illustrated picture biography of Ruth Elder captures a time when airplanes were perceived as a dangerous novelty. Elder set out to prove that women were as capable as men of flying airplanes by flying across the Atlantic Ocean. She didn't make it, crashing spectacularly, but her grit and determination to prove herself are the stuff legends are made of. Read about Elder and her airplane, named *American Girl*. Written for future fliers ages 6-9.

ISBN: 978-1596435094
Published by Roaring
Brook Press, 2013.
Hardcover, 32 pages.
\$12.78
www.amazon.com ➔



Smith & Wesson Captain's Flashlight

Tired of flashlights that are bright enough for preflight but too bright for the cockpit? This custom-made light is the best of both worlds. Independent switches allow the user to select which color of light is needed without having to scroll through multiple colors. The 10 white LEDs provide maximum illumination for outside the cockpit, while the three red LEDs preserve night vision in the cockpit. Still too bright? Switch on the one red LED for just the right amount of light for viewing charts and flight plans without disturbing sleeping passengers. Measures 6.5" long. Operates on three AAA batteries and also includes deluxe nylon holster with extra battery storage compartment. Find it at www.sportys.com.

- Independent switches for each color of light
- Constructed of precision machined anodized aluminum
- Shatterproof LED diodes last over 110,000 hours
- Includes carrying case
- Limited lifetime warranty ➔

PowerSwatch Solar Emergency Panels

Is your kind of holiday "off the grid?" Sun-Warrior's PowerSwatch™ can handle it.

The product's high efficiency monocrystalline solar panels are integrated with a rugged fabric. They are compact, lightweight and imminently portable, and cost less than \$100.00. PowerSwatch is also the only expandable solar charger—go from 3.5 to 35 watts with a simple snap-on addition.

PowerSwatch includes four suction cups, USB to micro USB cable and 12V cigarette adapter cable. Carry it in your backpack, purse, emergency kit or flight bag. It's perfect anytime you spend outdoors or away from another power source. For more information go to www.aircraftspruce.com. ➔





Hard Case

We all know it—travel is hard on equipment. If you travel with a laptop, the Pelican ProGear 1070CC HardBack is one of the most robust protective cases you can buy for an Ultrabook™ laptop (Hewlett Packard™, Lenovo®, Samsung™, Acer®, Dell™ and Asus®) or Apple® MacBook® computer up to 13 inches. This streamlined, crush-resistant case features a water-tight O-ring seal with automatic pressure equalization valve.

Inside the case features a shock-absorbing plush foam liner (with impact-protection cell cushions) and a set of four adhesive backed, memory foam buffers that secure your laptop for safe travel. Also included is a nylon shoulder strap for easy portability and non-skid rubber feet that make the case a stable computer work station. And in a world where orange is the new black, the ProGear 1070CC stays workplace traditional in “old” black. More at www.pelicanprogear.com. ➔



Daredevil: **The Daring Life of Betty Skelton** by Meghan McCarthy

In the 1930s most girls were happy playing with dolls. But one girl, Betty Skelton, liked playing with airplanes, watching them fly around outside, and even flying airplanes herself! She lived for an adventure—in the air, the water, and on land—and nothing could stop her, especially not being a girl. This vibrantly illustrated picture book written for the age 4-8 set reveals the exciting life of a brave pioneer who followed her dreams and excelled in the worlds of aviation and race car driving.

ISBN: 978-1442422629

Published by Simon & Schuster/
Paula Wiseman Books, 2013.

Hardcover; 48 pages.

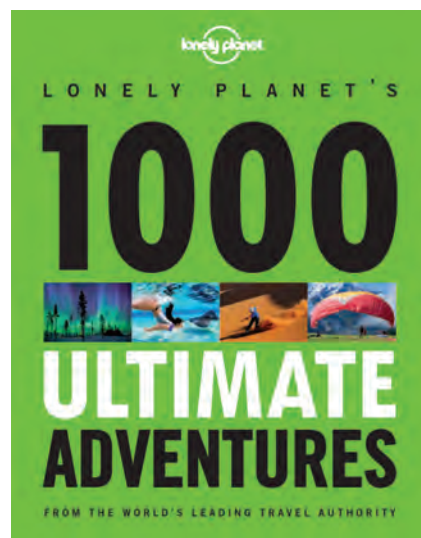
\$12.78

www.amazon.com ➔



Safety is the best gift of all.

ProPilots GmbH is offering comprehensive training software for helicopter crews. ProPilots has analyzed aviation accidents caused by engine fire, tail rotor failure, bad weather and thunderstorms, and has built sequences addressing them into its 3-D training software. With the help of realistic flight animations, pilots and air crews can practice emergency situations over and over until they've perfected their skills, making flight safer for them, and for their passengers. Find out more at www.propilots.com.



Women in Aviation, International members are no slouches when it comes to travel, and Lonely Planet's newest book, 1000 Ultimate Adventures, reads as if it were written for WAI members worldwide.

Divided into chapters based on activity, it is easy for readers to browse directly to escapes that meet their interests or desire for adventures, be they cold or warm, mild or dangerous. From Kakadu to Zanzibar, this beautifully illustrated book will whet your desire for exotic, exciting travel.

ISBN: 9781743217191

Published by Lonely Planet Publications, Victoria, Australia; 2013.

352 pages; \$22.99

shop.lonelyplanet.com ➔



2014 WAI Conference T-shirt

This Walt Disney World® design, exclusive to WAI, commemorates the 2014 WAI Conference in Florida and is available for purchase now. \$25.00 Code: 81001



WAI Pewter Holiday Ornament

Deck the tree with season's greetings from all of us with this classic pewter ornament. It is perfectly weighted to hang beautifully and it won't break. \$9.95 Code: 83000

WASP Mug

Not a morning person? Your WASP mug will speak volumes. \$13.00 Code: 50003



Hooded Jacket

There's nothing like a biplane ride on a snappy, bright morning. Wear this wind-breaking hooded jacket and you'll feel right at home in the stiff breeze. Best of all, it sports the WAI logo. Membership attracts! Three colors to choose from, Black, Pink and Mediterranean Blue. \$39.00 Code: 30134



WAI Mock Turtleneck

Dress for the season with this WAI logo mock turtleneck. The Lake Blue style has a Navy Blue embroidered logo and is 100% cotton. \$19.95 Code: 30093



WAI Fleece Crew Sweatshirt

Are your winters mild? This colorful fleece sweatshirt is the perfect weight for sunny days at the airport. \$29.95 Code: 30094



Salt & Pepper Shakers

Seasonings greetings!

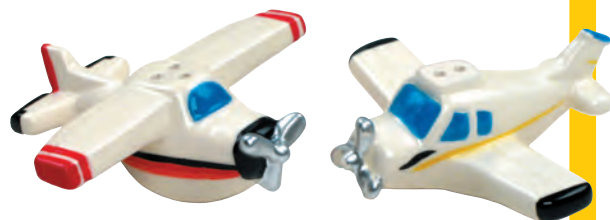
Take your pick from warbird or general aviation themes with these cute little salt & pepper shakers. The warbirds are handpainted ceramic F4U and P-51 aircraft, measuring 3-1/2" x 3-1/2" x 1-1/2".

The general aviation aircraft are ceramic high wing and low wing models, also measuring 3-1/2" x 3-1/2" x 1-1/2".

These little conversation starters are the perfect collectible or table decor to shake things up at your house.

\$10.00/set Warbirds S&P Code: 81001;

General Aviation S&P Code: 81002



25TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

MARCH 6 - 8, 2014



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



Register Early and SAVE!

TODAY'S VISION, TOMORROW'S REALITY

Schedule Overview

Scan here with your smartphone for details online! ➔



Something for Everyone

Times and events are subject to change

Wednesday, March 5

- 1:00 pm – 6:00 pm** Tour-Fantasy of Flight
(Register by February 26; Ticket required \$85)
- 3:00 pm – 6:00 pm** Registration Open
- 6:30 pm – 7:30 pm** WAI Chapter Reception (Ticket required/by invitation only)

Thursday, March 6

- 7:30 am – 8:30 am** Yoga Class with Patty Wagstaff and Debbie Gary
(*\$12 on-site registration*)
- 7:30 am – 3:30 pm** Tour-Kennedy Space Center
(Register by February 18; Ticket required \$95)
- 8:00 am – 4:30 pm** Registration Open
- 8:00 am – 11:00 am** WAI Chapter Leadership Workshop
- 8:00 am – 5:00 pm** FAA Maintenance Recurrent Training (*sponsored by AWAM*)
- 9:00 am – 12:00 pm** Aerospace Educators' Workshop (*Pre-register, sponsored by FAA*)
- 9:00 am – 11:30 am** Professional Development Seminar "You, Inc."
(Ticket required \$25)
- 9:00 am – 3:30 pm** Tour-ERAU Daytona Beach
(Register by February 26; Ticket required \$35)
- 10:00 am – 10:45 am** New Members Social (Ticket required/by invitation only)
- 11:00 am – 12:00 pm** Annual WAI Membership Meeting
(All WAI members are encouraged to attend)
- 12:50 pm – 1:00 pm** Exhibit Hall Ribbon Cutting Ceremony
- 1:00 pm – 5:30 pm** Exhibit Hall Open
- 1:00 pm – 3:00 pm** Professional Development Seminar "First Impression"
(Ticket required \$25)
- 3:00 pm – 4:00 pm** WAI University Chapter Members Meeting
- 4:30 pm – 6:00 pm** College/University Student Meeting
- 6:00 pm – 7:15 pm** Opening Night Reception (Ticket required)
- 7:30 pm – 9:00 pm** Flying the SR-71 Blackbird, Brian Shul

Friday, March 7

- 7:30 am – 8:30 am** Yoga Class with Patty Wagstaff and Debbie Gary
(*\$12 on-site registration*)
- 8:00 am – 4:30 pm.** Registration Open (*Closed during luncheon*)
- 9:00 am – 10:30 am** General Session
- 10:30 am – 5:00 pm** Exhibit Hall Open (*Closed during luncheon*)
- 12:00 pm – 1:30 pm** Luncheon (Ticket required)
- 2:00 pm – 5:30 pm** Education Sessions

Saturday, March 8

- 7:30 am – 8:30 am** Yoga Class with Patty Wagstaff and Debbie Gary
(*\$12 on-site registration*)
- 8:00 am – 1:00 pm** Registration Open
- 9:00 am – 10:30 am** General Session
- 9:00 am – 2:00 pm** Bring Your Daughter to the Conference Program
(Pre-registration necessary; \$10; Lunch is included)
- 10:30 am – 3:00 pm** Exhibit Hall Open
- 12:30 pm – 1:30 pm** How to Start a WAI Chapter Seminar
- 2:00 pm – 5:30 pm** Education Sessions
- 6:00 pm – 7:00 pm** Pre-banquet Reception
- 7:00 pm – 10:00 pm** Awards Banquet/Pioneer Hall of Fame Ceremony
(Ticket required)

Wednesday Tour-Fantasy of Flight
FAA Maintenance Recurrent Training
Yoga with Patty Wagstaff and Debbie Gary
Thursday Tour-Kennedy Space Center
Thursday Tour-ERAU Daytona Beach
K-12 Teacher Workshop
Inspiring General Session Speakers
Exhibit Hall and Career Fair
Seminars and Education Sessions
Bring Your Daughter to the Conference Day
WAI Pioneer Hall of Fame Induction
Gala Awards Banquet

Invited Speakers

Barbara Barrett, Aviation Policy Official, Pilot, Astronaut
Eileen Collins, Astronaut, Pilot, Colonel USAF (ret.)
Nagin Cox, Engineer, NASA Jet Propulsion Lab
Deborah Hersman, NTSB Chairman
Michael P. Huerta, FAA Administrator
Major Caroline Jensen, USAF Thunderbirds Pilot
Linda Markham, Cape Air President
Dorothy Saul-Pooley, Master Elect, Guild of Air Pilot and Air Navigators
Brian Shul, SR-71 Pilot (ret.)
Mariola Ziolkowski, General Manager, MT Global Experts

Education

Nearly 40 sessions cover topics such as:
Futures in Aviation and Aerospace Industries
Career Opportunities in Aviation and Aerospace
Business and Airline Dispatch Opportunities
Aeronautical and Manufacturing Engineering
Aviation Finance and Real Estate Topics
General Aviation Topics
Helicopter Aviation Topics
Women in Aviation History
Aerospace Medical and Health Topics
Aircraft Maintenance Topics
Aviation and Aerospace Business Management
Military Aviation and Aviator Topics
Personal Development and Business Leadership
Aviation Safety Topics

Trip Information

Hotel

Disney's Coronado Springs Resort

1000 W. Buena Vista Drive
Lake Buena Vista, FL 32830 USA

Hotel Reservations: Hotel reservations can be made online by going to:

www.disneyurl.com/25AIWiAC or by calling Disney Group Reservations at 407-939-4686; WAI Rate: \$158/night (Single/Double); Government Room Rate upon request. Cut Off Date: February 5, 2014, 5:00 pm. Other hotels are available, more information at www.wai.org.



©Disney



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Disney's Coronado Springs Resort in Walt Disney World, Florida, provides guests with a host of lakeside recreation activities, on-site dining and the Dig Site, a massive pool complex with a 50-foot pyramid and a 123-foot water-slide. Amenities include:

- Complimentary wireless Internet access throughout the resort.
 - Free bus transportation to most areas of the Walt Disney World Resort.
 - Extra Magic Hours offered to the guests staying at Disney hotels.
- These hours vary daily between parks. Purchase special group theme park tickets at www.mydisneymeetings.com/wai

Airport Shuttle and Luggage Service



©Disney

Disney's Magical Express complimentary bus service will pick your family and luggage up from the Orlando International Airport. Make your reservations at:

www.mydisneymeetings.com/wai

Parking

Self-parking: free.



Car Rental

Enterprise Car Rental

Click on the following custom web link for WAI:

www.enterprise.com/car_rental/deeplinkmap.do?bid=002&cust=32F3422 or Call our National Reservation Center at 1-800-593-0505 and mention the Women in Aviation customer number: 32F3422.

Airlines

American Airlines Travel Discount – 5% off lowest published fare

The 5% discount is valid for travel March 3-11, 2014 to Orlando, Florida. Call American Airlines at 1-800-433-1790 (US/Canada) and refer to Promotion Code A6434AY. Book on-line for free at www.aa.com/group for AA/AE flights only (allow one hour for AA.com loading). Use Authorization Number 6434AY as the Promotion Code. May not apply to some contracts. A service charge of \$25.00 USD per ticket applies for tickets purchased through American Airlines Reservations; \$35.00 USD per ticket for tickets purchased at the airport. Outside the US 50/Canada, ticketing charges vary, and will be in that country's currency. Certain aircraft limitations and Box/Baggage embargoes may apply. Please refer to www.aa.com/baggage for current baggage allowance and charges information.

Tours

Wednesday, March 5

Fantasy of Flight

www.fantasyofflight.com

1:00 pm–6:00 pm

\$85 (includes transportation, lunch and general admission)

Register by February 26, 2014

Fire up your sense of

wonder and get ready for an amazing adventure back to the time when flight was a seat-of-the-pants, moment-to-moment adrenaline rush. Fantasy of Flight has activities all day long that let you experience the history of aviation at our authentic 1940s airport village.

- The Flying Collection Is On Display
- Realistic Immersion Environments
- Real Restoration Tours
- Tram Tour
- Aerial Demonstrations (weather permitting)



Thursday, March 6

Kennedy Space Center

7:30 am–3:30 pm

\$95 (Includes transportation and general admission)

Register by February 18, 2014



Experience your very own space adventure by exploring the exciting past, present and future of America's space program at Kennedy Space Center Visitor Complex. Built in 1967 as a means for NASA

astronauts' and employees' families to view space center operations, today the Visitor Complex is one of Central Florida's most popular tourist destinations. Included is the Early Space Exploration facility, the Rocket Garden, Astronaut Memorial, IMAX Theater and a Shuttle Launch Experience.

Thursday, March 6

Embry-Riddle Aeronautical University–Daytona Beach

9:00 am–3:30 pm Register by February 26, 2014

\$35 (includes transportation and lunch) Register by February 26

At Embry-Riddle Aeronautical University, what we do—and do best—is teach the science, practice, and business of the world of aviation and aerospace.

Since it was founded just 23 years after the Wright brothers' first flight, the University and its graduates have built an enviable record of achievement in every aspect of aviation and aerospace.

We will tour the ERAU flight line and visit the Engineering, Flight Simulator and Meteorology laboratories all on campus and enjoy lunch in the Student Center.



Education • Workshops • Training • Seminars

FAA Maintenance Recurrent Training

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

Thursday, March 6

7:00–8:00 am Registration; 8:00 am–5:00 pm Seminar

Wally Funk, former NTSB Investigator, is teaching critical inspection techniques. **Jim Mazeski** from Pratt & Whitney Customer Training Center, will provide the latest training on the new Pratt & Whitney Pure Power Engine. **Gail Rouscher** from Western Michigan University College of Aviation, will define ATA Codes.

This education maintenance seminar meets IA Renewal requirements and provides career development advice. Attend it to achieve your required eight hours training. Participants receive a certificate of completion to present to their local Flight Standards District Office. This seminar is also open to those interested in pursuing or upgrading a maintenance career.

Attend all or a portion of this program.

Aerospace Educators' Workshop

Fly Into the Future! presented by FAA AVSED Team

Thursday, March 6 9:00 am–12:00 pm

The future of aviation belongs to the young. This annual workshop is designed to help you inspire the next generation with exciting aerospace STEM activities ready for the classroom. You will learn about aerospace concepts through fun and simple hands-on activities. During the workshop you will also hear from VIP guest speakers from the aerospace community. Come join us as we “Fly Into the Future!”

Registration Options

Full Registration includes all meetings, meals, exhibits and social events.

One Day Registration includes all meetings, meals (luncheon or banquet) and exhibits for that day.

Student Registration includes all meetings, meals, exhibits and social events, except the Saturday night banquet.

Miscellaneous Tickets are available for the opening reception, luncheon and banquet for registrants requiring additional tickets.

Military Rate available for active duty, reserve and guard members.

Child Rate for children of attendees age 6-12 (3-day rate, excludes all food and social events) **This is Conference fee, not Daughter event.**

Bring Your Daughter to the Conference Ages 10-17. Register online for this exciting Saturday event. All children must be chaperoned.

Professional Development Seminars

Thursday, March 6, 2014

You, Inc.

Presented by Kris Palcho 9:30 am–11:30 am ~ Cost \$25.00



This fun and engaging workshop will show you how to approach your professional future like the best leaders in business approach success.

Discover Your Strengths: At the start you will complete an inventory of essential qualities in both the marketplace and in yourself—discover those qualities within that help you define success. **Write Your Plan:** based on your core values we'll complete an exercise that will help you develop both a mission statement for today and a vision of your future. An exercise in **Balance Your Books** helps you discover exactly what expenses are robbing you of valuable energy, time and money and find ways to reinvest your assets for a more successful you. **Assemble the Board** shares advice on recruiting mentors and coaches that make up your Board of Advisors. **Innovate Future Success** looks at alternate “funding” sources to power up the motivation and keep your batteries charged. Finally we will look at ways to **Measure, Evaluate, and Respond** to personal and professional growth.

Your Best First Impression

Presented by Nancy Hultgren and Afton Benassi

1:00 pm–3:00 pm ~ Cost: \$25.00



Aviation is an industry where first impressions are critical. Aviation jobs require a number of skills, skills that are hard to demonstrate when first meeting a person. How one presents herself makes a lasting impression. Looking and acting like a professional is the goal. What you wear and how you initially act speaks to a person about your character and what type of employee you will be. This seminar will cover the dos and don'ts of attire and accessorizing that are unique to women's fashion in a professional setting. In addition, it will cover tips on how to introduce yourself, present a résumé, and how to make your best attributes stand out. These guidelines will extend to different types of first meetings, whether it is an interview, conference, career fair or casual gathering. After this session, attendees will know how to make their best first impression.

Invest in a Student

Each year there are college students who need financial help to attend the Conference. Please sponsor a student for \$175. Check the box on your registration and send in your donation with your registration fee, or if you can't attend the Conference, simply submit the registration form with the sponsor box checked.

Conference attire: Business or business casual attire is appropriate for most of the events at the WAI Conference. The closing banquet is semi-formal, business attire or military dress, and the tours are casual.

Photos taken by WAI representatives may feature Conference or activity participants. Through participation in WAI activities, all participants grant permission for their photos to appear in any publication or display of the organization.

2014 PWC/TWO National Conference

Two FAA employee associations, the Professional Women Controllers (PWC) and the Technical Women's Organization (TWO) are holding their 2014 conferences in conjunction with the International Women in Aviation Conference in Florida. The PWC/TWO Conference is scheduled for Tuesday, March 4, through Saturday, March 8, 2014, co-located at Disney's Coronado Springs Resort.

The PWC/TWO conference theme is “Live Your Dream.” Speakers will discuss Air Traffic Control (from beginning to present times) and women's roles in Air Traffic Control. PWC/TWO panels include FAA leadership and women pioneers in air traffic controllers and electronics. PWC/TWO has several group tours, including a joint “Fantasy of Flight” tour with WAI on Wednesday, March 5. There is also an Epcot tour and Kennedy Space Center lunch with an astronaut. For more information visit: <http://www.pwcinc.org/Conferences/2014-PWC-TWO-Orlando-Conference>



Exhibit Hall Trade Show and Job Fair

Visit more than 130 exhibitors including aerospace companies, airlines, associations, manufacturers, the military, museums, publishers, universities, organizations and vendors at the Conference. Some companies conduct on-site interviews. Bring your résumé and start your new career here!

Last year's exhibitors included:

AAR Corp.	JetBlue Airways
The Abingdon Co	LeTourneau University
Air Force Reserve	LPL Financial
Air Force Reserve Recruiting Services	Middle Tennessee State University
Air Line Pilots Association International	National Air Traffic Controllers Association
Air National Guard	National Gay Pilots Association
Air Race Classic, Inc.	National Geospatial-Intelligence Agency
Air Wisconsin Airlines Corp.	National Oceanic & Atmospheric Administration
Airbus	National WASP WWII Museum
Aircraft Owners and Pilots Association	The Ninety-Nines, Inc.
Airline Ground Schools	OBAP / Bessie Coleman Aerospace Legacy
Alaska Airlines	Pittsburgh Institute of Aeronautics
Alpha Eta Rho International Aviation Fraternity	PlaneSense Inc
American Airlines	Pratt & Whitney
American Airlines Federal Credit Union	Professional Women Controllers, Inc.
American Eagle	Purdue University
American Eurocopter	Redbird Flight Simulations
Association for Women in Aviation Maintenance	Republic Airways
Atlas Air, Inc.	Ryan International Airlines
ATP Flight School	Signature Flight Support Corporation
Aviall Services, Inc	SkyOne Federal Credit Union
AviaNation.com	SkyWest Airlines
Aviation Exploring, BSA	Society of Aviation and Flight Educators (SAFE)
Aviation Jewelry.Com	Southeastern Oklahoma State University
The Boeing Company	Southern Illinois University Carbondale
Bose Corporation	Southwest Airlines
Bristow Academy Inc.	Spartan College of Aeronautics and Technology
Broward College Aviation Institute	Texas Woman's University
CAE Inc	The Ohio State University
California Baptist University	The Savvy Non-Rev
Cape Air / Nantucket Airlines	Trade-A-Plane
Central Washington University	Transportation Security Administration
Cochise Community College	UND Aerospace
Coradine Aviation Systems	United Airlines
CSC DUATS	United Nations—Department of Field Support
David Clark Company Inc.	United States Marine Corps
Dayton/Montgomery County CVB	University Aviation Association
Delta Air Lines, Inc.	University of Dubuque
Delta State University-Commercial Aviation	University of Tennessee
DOI, Office of Aviation Services	UPS
DTC DUAT Service	US Airways
Eagle Jet International	U.S. Navy Recruiting Command
Embry-Riddle Aeronautical University	USAA
Experimental Aircraft Association (EAA)	USDA Forest Service
ExpressJet Airlines	Utah State University Aviation
FAA / Airmen DUI / DWI Program	Utah Valley University Aviation Science
Federal Aviation Administration	Vaughn College of Aeronautics
FedEx Express	Virgin America
FlightSafety International	WAI Merchandise
Garmin International	Walmart Aviation
Gulfstream, A General Dynamics Company	Western Michigan University College of Aviation
Helicopter Association International	Westminster College
Higher Power Aviation	Wings Financial
Horizon Air	Women in Corporate Aviation
International Society of Women Airline Pilots	Women Military Aviators
International Women's Air & Space Museum	XOJET Inc
Jeppesen	

Bring Your Daughter to the Conference Day



BONNIE KRATZ

**Saturday, March 8
9:00 am–2:00 pm**

Girls ages 10-17 • Register Separately

Saturday is designated “Bring Your Daughter to the Conference Day,” with a day-long program for girls 10 to 17 years old. Designed to introduce girls to the excitement and career opportunities available in aviation, a full day of events is planned, with age appropriate activities organized for the girls. The activities include learning to read a sectional chart, a junior job fair, simulator flying, a scavenger hunt, safety wiring, aviation-related arts and crafts projects, as well as meeting and interviewing female pilots and other aviation industry executives. The girls and their parents/chaperones will participate in these activities in the morning, have a group lunch, and then tour the Exhibit Hall in the afternoon. What a great way to provide your daughter (or niece, granddaughter, or friend) a meaningful experience that might impact their lives for years to come.



BONNIE KRATZ

You must register for Daughter Day separately. Go to https://www.wai.org/eventreg/event_start.cfm?did4=19 or use the QR code at right, or telephone (937) 839-4647 to register yourself and your child. \$10 per child, no charge for chaperone. Lunch is included.



WAI Membership Form *Join or Renew Today and Save!*



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City _____ State/Prov _____

Zip _____ Country _____

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☐ home ☐ work ☐ cell

Fax _____

E-mail Address _____

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(To have a Chapter Affiliation, you must be an active member of a chapter. If you are interested in being a chapter member, please be sure to contact your local chapter. Chapter information can be found at www.wai.org/chapters.)

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WAI Connect Online

☐ Include me in the membership directory in the "Members Only" **Networking** section of the WAI web site.

☐ Include me on the Mentors list in the "Members Only" **Mentoring** section of the WAI web site.



Select Your Membership Category:

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☐ **Individual** Individual in the U.S. **\$39**

☐ **Student** Full-time student (high school, undergraduate or graduate student at a college, university or technical school) **\$29**

(Name of School) _____

☐ **International** Individual outside the U.S. **\$49**

☐ **International Student** Full-time student outside the U.S. **\$39**

(Name of School) _____

☐ **International Digital** Digital magazine only **\$39**

☐ **International Digital Student** Student, digital magazine only **\$29**

(Name of School) _____

☐ **Family** Any family member sharing a common address as the Individual, Student, or International Member (*magazine not included*) **\$20**

☐ **Corporate** Organizations/Corporations (includes member benefits for 1 representative) **\$400**

☐ **Supersonic Corporate** Organizations/Corporations (includes member benefits for 4 representatives) **\$500**

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☐ **AUTO RENEWAL: Save \$5 on your current membership price and future Auto Renewals by choosing this option** **-\$5**

By checking box you prefer to have membership dues automatically charged to your credit card each year. Cancellation is easy, just call (937) 839-4647.

Total Membership Dues and Donation \$ _____

FORM OF PAYMENT

(Payment must be in U.S. dollars – Make check payable to Women in Aviation, International)

☐ MasterCard ☐ VISA ☐ American Express ☐ Check # _____

Acct Number _____

Exp Date _____ Security Code _____ Billing Zip Code _____

Cardholder's Name (Print) _____

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(sign as name appears on credit card)

WAI Member Benefits and Services

- Annual International Conference and Conference registration discount
- Scholarship opportunities
- *Aviation For Women* bimonthly magazine
- Educational outreach programs
- Chapters
- Networking base for career and personal development
- Government and Industry representation
- Resources through our web site: www.wai.org
- Discounts on products and services from sponsoring companies

WAI 2014 Conference Registration



← **Note: You actually save when you join WAI and THEN register as a member! Use the Membership Form on the left to join now.**

Last Name/Surname		Middle Name or Initial	
First Name/Given Name		WAI Membership Number	
<input type="checkbox"/> New Member (please complete Membership Form at left)		<input type="checkbox"/> Renewing Member (please complete Membership Form at left)	
<input type="checkbox"/> Request Address Change			
Preferred First Name for Badge (i.e. Sue)		Emergency Contact and Phone	
Company/School (don't list a company if you do not wish to have it print on your badge)		<input type="checkbox"/> FAA Employee	
Address <input type="checkbox"/> home <input type="checkbox"/> work			
City	State/Province	Zip/Postal Code	Country
Preferred Phone <input type="checkbox"/> home <input type="checkbox"/> work <input type="checkbox"/> cell		E-mail address	
Occupation/Aviation Involvement		<input type="checkbox"/> First time attendee <input type="checkbox"/> I would like to volunteer at the Conference	

Register Early and SAVE!

EARLY REGISTRATION (By January 10, 2014 midnight EST)

	Member	Non-Member or Guest
<input type="checkbox"/> Full Registration (includes opening reception, luncheon, and banquet)	<input type="checkbox"/> \$340	<input type="checkbox"/> \$390
<input type="checkbox"/> Student – Full Time (age 13 and up) Includes opening reception, luncheon. Banquet NOT included	<input type="checkbox"/> \$175	<input type="checkbox"/> \$205
<input type="checkbox"/> Child (6-12 years old, meals and receptions NOT included)	<input type="checkbox"/> \$25	<input type="checkbox"/> \$25

GENERAL REGISTRATION (January 11, 2014 - February 21, 2014 midnight EST – no refunds after this date)

	Member	Non-Member or Guest
<input type="checkbox"/> Full Registration (includes opening reception, luncheon and banquet)	<input type="checkbox"/> \$389	<input type="checkbox"/> \$439
<input type="checkbox"/> One Day – Limit 1 (meal function of the day is included)	<input type="checkbox"/> \$180	<input type="checkbox"/> \$220
If you have chosen one-day registration, please specify the day: <input type="checkbox"/> Thurs, March 6 <input type="checkbox"/> Fri, March 7 <input type="checkbox"/> Sat, March 8		
<input type="checkbox"/> Student – Full Time (age 13 and up) Includes opening reception, luncheon. Banquet NOT included	<input type="checkbox"/> \$180	<input type="checkbox"/> \$210
<input type="checkbox"/> Military Rate (effective through February 21, 2014 midnight EST) Branch of military _____	<input type="checkbox"/> \$340	<input type="checkbox"/> \$390
<input type="checkbox"/> Child (6-12 years old, meals and receptions NOT included)	<input type="checkbox"/> \$25	<input type="checkbox"/> \$25

NOTE: • **Full Registration:** Includes an exhibit hall pass for all three days, opening reception, luncheon & banquet.
 • **Student Registration:** Includes an exhibit hall pass for all three days, opening reception, and luncheon. It does NOT include a banquet ticket (ages 13 and up). • **One-Day Registration:** Includes an exhibit hall pass for one day. Opening reception or that day's Meal is included. **On-site registration fee will be \$50 additional, effective February 22, 2014 at 12:01 am EST**

I WOULD LIKE TO ORDER THE FOLLOWING EXTRA TICKETS:

# _____ Extra opening reception or opening reception only (Thursday)–\$35 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
# _____ Extra luncheon or luncheon only (Friday)–\$50 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
# _____ Extra banquet or banquet only (Saturday)–\$80 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____

I WOULD LIKE TO SPONSOR A WAI STUDENT MEMBER:

# _____ Students–\$175 each	# _____ Student Banquet Tickets–\$80 each	<input type="checkbox"/> _____	<input type="checkbox"/> _____
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TOURS/SEMINARS/WORKSHOPS:

<input type="checkbox"/> TOUR –Fantasy of Flight (Wednesday, March 5, 1:00PM-6:00PM) <i>Must register by February 26, 2014</i>	<input type="checkbox"/> \$85	<input type="checkbox"/> \$85
<input type="checkbox"/> TOUR –Kennedy Space Center (Thursday, March 6, 7:30AM-3:30PM) <i>Must register by February 18, 2014</i>	<input type="checkbox"/> \$95	<input type="checkbox"/> \$95
<input type="checkbox"/> TOUR –ERAU Daytona Beach Campus (Thursday, March 6, 9:00AM-3:30PM) <i>Must register by February 26, 2014</i>	<input type="checkbox"/> \$35	<input type="checkbox"/> \$35
<input type="checkbox"/> Professional Development Seminar “You, Inc.” (Thursday, March 6, 9:30AM-11:30AM)	<input type="checkbox"/> \$25	<input type="checkbox"/> \$25
<input type="checkbox"/> Professional Development Seminar “Your Best First Impression” (Thursday, March 6, 1:00PM-3:00PM)	<input type="checkbox"/> \$25	<input type="checkbox"/> \$25
<input type="checkbox"/> FAA Maintenance Recurrent Training sponsored by AWAM (Thursday, March 6, 8:00AM-5:00PM)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee
<input type="checkbox"/> Aerospace Educators' Workshop sponsored by the FAA (Thursday, March 6, 9:00AM-12:00NOON)	<input type="checkbox"/> no fee	<input type="checkbox"/> no fee

Total Payment \$ _____ \$ _____

Payment Policy: Registration fees will be applied at rates in effect at the time payment is made online, by fax, by phone or postmarked. If discrepancies occur in check payments, the check amount will be applied to Conference fees, and the registrant will be billed for remaining fees. If payment is made by credit card, the full effective rate will be charged to the credit card.

Refund Policy: Full refunds for cancellations will be given until **January 13, 2014 midnight EST. From January 14 through February 21, 2014 midnight EST**, the registration fee less \$75 will be refunded. **After February 21, 2014 midnight EST, no refunds will be given.** If you cannot attend, you may donate your Conference fees to WAI as a charitable donation or transfer your registration to another person in the same registration category.



Registrations are accepted only with accompanying check or credit card payment (no purchase orders). If paying for more than one registration, all registration forms must be together with payment.

FORM OF PAYMENT (must be payable to Women in Aviation, International in U.S. funds)

☐ MasterCard ☐ VISA ☐ American Express ☐ Check # _____

Acct Number _____

Exp Date _____ Security Code _____ Billing Zip Code _____

Cardholder's Name (Print) _____

Authorized Signature _____

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Janine K. Iannarelli explains the ins and outs of

It's just

Busin

an aircraft brokerage career done right.

You might think that a phenomenal high-end business aircraft can sell itself. After all, the machines are built to impress, both outside and in. There are the bulbous powerplants spinning at heady rpms, thrusting the occupants skyward at climb rates upwards of 5,000 fpm; stunning LED full-color graphical interfaces to the electronics in the cockpit (some aircraft even sport touchscreens, keyboards and mice for augmented data entry). And in the cabin? The luxury is rarely understated—designed instead to be upfront, even showy on some aircraft—and certainly not lacking in any creature comforts.

Despite the often overt opulence of the passenger cabins these technological wonders are hardcore business tools for those companies that require their executives and employees to travel often and, yes, efficiently. A dedicated aircraft can take those workers directly onsite—no lengthy waits in security lines or airport terminals; no rental cars, extra hotel nights or long commutes from regional airport hubs to small-town job sites—and then bring them back inside a normal workday, if necessary. Companies that use aircraft as business tools can document their productivity advantage. It is as simple as that.

But selling or even buying one of these sophisticated craft is no simple business, and fraught with pitfalls. Janine K. Iannarelli, founder and president of Par Avion Ltd., a Houston-based aircraft sales and marketing firm, knows this. She cut her teeth researching business aircraft for AMSTAT while still in college at Montclair State University in New Jersey.

“Flying aircraft was never for me,” said Iannarelli. “But I found the business of aviation very intriguing,” she continued. It wasn’t until she’d been involved in the business for awhile through her internship, then a subsequent job at AMSTAT, that the aviation bug bit. AMSTAT performs business aircraft market research and presents detailed information on the worldwide fleet of corporate, business and private jets, turboprops and turbine helicopters. “It is a great concept,” said Iannarelli. “Eventually they put me on the road meeting the clients.” It was a tremendous education for the Marketing major, and it launched a career that has spanned 30 years.

Janine worked for the AMSTAT Corporation approximately 18 months, initially as a researcher and then segued into sales. She credits her second business aviation employer (Aerosmith/Penny) with mentoring her, shaping her career

development and equipping her with the understanding and skill sets necessary for long-term success in the business aviation sector. Aerosmith/Penny facilitated Iannarelli’s flying lessons by purchasing the aircraft in which she could train (she did take a few lessons). She learned about aircraft maintenance and the business of aviation from Aerosmith/Penny, as well. The company placed its emphasis on product knowledge and understanding how to meet the client’s needs. “I gleaned valuable information and insights from Chief Pilots and Directors of Maintenance that

helped me to develop a better understanding of the flight department and the challenges they faced,” she explained. “I also learned that the deal was made or broken on the mechanical condition of the aircraft.”

Iannarelli will tell you that she had more than just great mentors to thank for her success. “For me, I remember my father telling me, in front of my brothers, that I could do anything they could do—that was formative,” she said. “And my mother worked, too, which definitely influenced me, as well.”

Even more so, her time at Aerosmith/Penny showed her that a good marketer not only understands market dynamics, but, as important, can position a product to achieve maximum exposure to that market. “I work with my clients and their aircraft as if the deal was for me,” said Iannarelli.

One test of Iannarelli’s mettle was during a huge economic transaction in the 1990s for a client in southeastern Asia—buying a nearly new Hawker XP located in Germany. It required a back-to-back transaction because the client in Germany didn’t want to sell to the southeast Asian corporation. The aircraft had to be moved from Germany to the United Kingdom, to southeast Asia, ultimately. A lot of hands were involved to facilitate the transaction, and Iannarelli spent the better part of the summer in England to facilitate.

“There was a conference call at one point,” she remembered. “I’m being peppered with questions, and I can remember thinking to myself, ‘Don’t rush to answer.’ I had to remember all the components of the deal and what we were contractually bound to, and it was absolutely exhausting. It was a huge deal, with good profit, and a lot of people depending on me—a baptism by fire. It is moments like that where you find out what you are made of,” she smiled.

By 1997 she was ready to go out on her own, founding Par Avion Ltd. A quick learner, she realized that having your own

by Amy Laboda

PHOTOGRAPHY BY EVIN THAYER STUDIOS

“I work with my clients and their aircraft as if the deal was for me,” said Iannarelli.

Verbal and written communication skills are key in business aviation sales.

company was a whole different beast from being an employee, even a high-level employee. “Small companies can never hire enough people to get all the work done. It is just not cost effective, so as the principal you find yourself working all the time,” she explained. “The job never ends for a small business owner. It was thrilling, though, to be in control of my own schedule. If I wanted to carve four hours out of the middle of the day for a personal project, then I could. I was beholden only to myself (significant, yes, but something I discovered I could handle just fine). So, the ability to have that flexible schedule was a huge appeal, beyond the financial reward.”

Par Avion excels in developing and executing an extensive marketing plan for each client. A client can expect the company to use print, internet, video and direct word-of-mouth to get the word out. “I’m actively involved at all stages of the transaction. From helping our buyers construct the initial offer to buy, to the development of the purchase and sales agreements, all the time using counsel. I give them the template, and let legal counsel adapt it to the client’s needs,” she explained. “We are involved with the escrow agent. I understand all the mechanics of the deal. We go to the prebuy inspections to learn what is going on and catch potential problems before they become real problems. This is the benefit of working with me. I spend a lot of time with each client on a deal.”

It has not been all smooth sailing. “You do sometimes find yourself wishing that you had others to share the risk with on some of these deals. And you are only as good as your last deal, no matter what you’ve done in the past. When you get to thinking ‘I remember when...’ it is probably time to move on to doing something else in life, I think.”

That said, Iannarelli will tell you that her career has allowed her to fulfill many of her life’s dreams. She’s an avid horsewoman, a member of the U.S. Equestrian Federation and the Texas Hunter Jumper Association, and competes in its amateur division. To do that she needs to ride five to six hours a week, not easy to do when you are working 60-hour weeks and traveling internationally for business. She’s also a philanthropist, contributing both with time and financial support to many institutions that have captured her energy.

Her advice to anyone interested in aircraft sales? “You’ll need some luck, sure. But more than that, you need to come to the party better educated and more knowledgeable than your competitors. Verbal and written communication skills are extremely important regardless of the job you do. You must be articulate. An effective salesperson also needs to be aware of generational and cultural nuances as well as regional customs and behavioral norms. The job requires it!” she exhorted.

Iannarelli advises wanna-be aircraft sales brokers to carry-through with a business degree in college, and take that time, through various internships, to explore their own strengths. A



COURTESY OF JANINE K. IANNARELLI

Iannarelli’s horse, Meacham Field, is named after the airport in Ft. Worth, Texas. It’s just one of many dreams her career has allowed her to pursue.

marketing degree, lots of management courses, and yes, even math and engineering courses can add to an aircraft broker’s tool chest, she insists.

“You’ve got to invest yourself, and ask the question: what are you going to do for your employer?” she implored. “Focus on what you can learn in the position, not what you can earn! In a few years’ time you’ll see you can parlay that knowledge into a raise, a position with more responsibility, or another job altogether. You’ve got to make yourself valuable to the people who employ you, otherwise you are just another employee.”

“Just another employee....” You can be assured, no one ever accused Janine K. Iannarelli of that, and perhaps, that is precisely where her rise to success began. ➔

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Amy Laboda (WAI #14) is a founding board member (emeritus) of Women in Aviation, International.





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CHELSEA WELCH

THE FACE BEHIND ABINGDON WATCHES

Even though her first interest in aviation was in high school, it took Chelsea Abingdon “Juice” Welch until 2006, when she turned 22, for her to begin training to be a private pilot. “I had just returned from service in the Peace Corps, so I had no job and little money,” she explained. She was sorting it out in the place she’d grown up, Southern California, hoping to realize a few pre-college, pre-Peace Corps dreams. Flying was part of that.

by Meg Godlewski

“I walked onto Santa Monica airport to interview each of the schools,” Welch recounts. “The questions I asked each of the five flight schools were, ‘Can you teach me how to fly quickly? Do you have any jobs available? And will you pay for my flight training?’ To my surprise, one school said yes to all three questions and I began a paid internship there that involved trading work for flight lessons. One year later, I left with a Commercial rating and 230 hours of flight time paid for. It was an excellent experience.”

Like most fledgling aviators, she wanted to look the part, which included having an aviation watch. That’s when she made a life changing discovery—there were no pilot watches specifically designed for her petite wrist.

She recalls, “You could buy a man’s watch, but it was bulky and black or brown—in short—a man’s watch. It wasn’t made for women. I decided that I wanted something that would go with my outfit but still be functional.” Abingdon Watch Company was born.

“A bunch of women got together and we did the first two designs which were the Jackie model and the Amelia model (named after Jackie Cochrane and Amelia Earhart),” Welch explains. “They had to have Zulu time, a stop watch, an E6-B, everything you need to make calculations in the cockpit. And it had to look good. We designed the faces with mother-of-pearl, diamonds, crystal and the like. It had to have good aesthetic appeal.”

Not one to rest on her laurels for long, Welch got to know all the other pilots and business owners at Santa Monica airport while she trained there. The Cirrus sales office happened to be



MEG GODLEWSKI

next door to the flight school. “As I was approaching my commercial check ride, I started to ask the local aviation businesses—including Cirrus—if they needed to hire a pilot. Cirrus hired me right after I passed my commercial check ride,” she said.

Soon Welch was flying around the country demonstrating Cirrus SR-20 and SR-22s. In her spare time she nursed the Abingdon Watch company. She was careful to keep the development of the watch company separate from her job at Cirrus, though. “I always kept the two separate,” she recalled. “In fact, most of the people at Cirrus never knew about The Abingdon Co. If I went to a trade show for Cirrus, then I was dedicated to Cirrus. It didn’t seem fair to try to market my company when I was on the dime of another. Only in my spare time did I work to grow The Abingdon Co.”

Welch’s first experience with Women in Aviation, International and the power of its Conference was in 2008, when the event

I LOVE THE REACTION OF SURPRISE OR DISBELIEF

was held in San Diego. “What’s great about the Conference is that it is focused on topics related to making women better candidates for careers as professional pilots,” she says. “I’ve been lucky in that I settled into a pretty great job right after getting my commercial license, but I can see where many, many women could really benefit from the discussions, education sessions, and networking that is available at the Conference.”

Soon the watch company began to take more of her time and she left Cirrus, but she never stopped coming to Women in Aviation Conferences. In fact, she became a regular vendor and a Corporate Member of WAI as Abingdon Watches grew to become The Abingdon Co. Today you’ll likely find Welch at all the major aviation events promoting her watches, jewelry and other products. She has a crew of approximately six people who help out with marketing and at shows.

“We have eight models, along with a jewelry line and

It's About Time Scholarship

The It's About Time Scholarship is overseen by The Abingdon Co. each year and awards a full registration to the WAI Conference, round trip airfare, and room and board during the Conference. Also included is an Abingdon watch provided by an anonymous donor. Applicants are not required to be pilots or in the aviation industry. The goal is to invite someone to see all of the different avenues of aviation from engineering to aerobatics to maintenance and airlines. The criteria are simple: tell or show why you deserve to go. The applicant chooses the format for their application. Applicants have designed stickers, written essays, or submitted videos, and someone once translated www.TheAbingdonCo.com into Spanish! The one who exhibits the most passion will receive the award. Abingdon Co. CEO, Chelsea Welch, stressed during the application process to be as creative as necessary. “I dreaded writing essays for scholarships. I always felt I would have had a better chance if I could make a video, write a song, or create something that showed why I was worthy of the scholarship. I wanted to make that possible for people applying for this scholarship.”

(Scholarship value \$3,000)

Reminder: Application deadline is November 18.

plans for other products. We also want to branch out into the car industry and some of the other sporting industries in which women are minorities so that women don’t need to buy the men’s version of desirable, sport-specific products.

The watches are as international as their wearers! Parts come from all over the world with movements from Japan and Switzerland and assembly in Hong Kong and the USA.”

Through all the company growth, however, Welch continued flying. The acquisition of her CFI ticket and a chance meeting at AirVenture led her to a role on the television show *Flying Wild Alaska*, shown on the Discovery Channel. It is a reality show revolving around the Alaska-based Tweto family and their airline. The small airline is a lifeline for the community. The pilots of Era Alaska haul everything from livestock to medicine to groceries.

“I met some of the cast at Oshkosh in 2011. I honestly didn’t have a TV so I had never seen the show,” Welch noted. “I asked one of the characters, Ariel Tweeto, what they flew. She said ‘Oh a bunch of Cessnas: Caravans and 207s. I said, ‘Caravans! That’s my favorite airplane!’ I told her that my idea of a good time was go get a Caravan and put it on floats and pack it full of beer and friends and disappear into a lake in Canada for a couple of weeks. It’s my idea of a vacation. She said ‘Great, I need your number!’” We ended up becoming good friends.”

At the time Tweto was working on her private pilot’s certificate while attending college in Southern California. “She hadn’t flown in a few months. I helped her get her landing back,” Welch says. “Then when she went to



MEG GODLEWSKI

CHELSEA WELCH

I GET WHEN I TELL THEM

IT'S MY COMPANY.



THE LAUNCH

"The WAI Conference is coming and I'm totally excited!" Welch remembered thinking before her first time attending, in 2008. "I read *Aviation for Women* magazine, and I could only imagine that the same type of interesting and helpful information I got from my monthly magazine would be super condensed and jam packed into each of the breakout sessions," she recalled.

It was all that, and more. "What's great about the Conference is that it is focused on topics related to making women better candidates for careers as professional pilots. I've been lucky in that I settled into a pretty great job right after getting my commercial license, but I can see where many, many women could really benefit from the discussions, education sessions, and networking that is going to be available at the Conference," she said. Welch has made every International WAI Conference since. In recent years she has come with her own booth, selling her uniquely feminine aviation watches and jewelry.

"Perhaps it is the meeting and talking with a wide variety of women pilots that intrigues me most [about the Conference]," she said. "I'm a member of the Palms Chapter of the 99s and we are a fun bunch, but with the exception of the CFIs and myself, most of the women I have met through the 99s have been GA pilots. The diverse tapestry of women in aviation at the WAI Conference is something else. It truly is a magnificent feat, the paths each of us have taken: fascinating. I strive daily to promote future women in flight and to honor those who have come before me. Going to the WAI Conference, looking about, and seeing thousands of us all writing the history of today's aviatrixes is certainly a sight to see."



KRISTINE VOLK

WELCH SPLITS HER TIME AS FLIGHT INSTRUCTOR BETWEEN NEVADA AND SOUTHERN CALIFORNIA.

Alaska for the show, without my knowledge she pitched it to the producers to bring me up as a flight instructor."

When Welch was offered the opportunity to fly in Alaska, she couldn't pass it up.

"I thought, 'I've always wanted to fly in Alaska so I went up there and wrapped up Ariel's private pilot ticket and checked flying in Alaska off my bucket list.'"

The first question pilots who watch the show often ask is, 'Is Ariel Tweto really a pilot?' to which Welch replies, "Ariel is one of the best sticks I have ever flown with."

According to Welch, Tweto's private pilot check ride, which was administered by an FAA inspector, was well beyond the normal two to three hour event. "The FAA inspector came out from Anchorage to do her check ride. It was a seven hour check ride! Not because she was wasn't doing well, but because the inspector hadn't done a private check ride in so many years that he had to go down the list in the practical test standards line by line to make sure they covered every single thing."

Welch notes with pride that the FAA examiner remarked that Tweto's check ride was one of the best check rides he had ever administered.

These days Welch splits her time as flight instructor between Las Vegas, Nevada, and southern California. She wears two of her watches—one on each wrist—at aviation events. Many people are surprised when they learn the pixieish 28-year-old is the founder and owner of the Abingdon Watch Co.

"I love the reaction of surprise or disbelief I get when I tell them it's my company. Most people think I work for the company as a sales rep or something and not imagine I run the company. That's fine, but when they do understand my immersion with the company, they are always taken aback."

AirVenture was particularly good for the Abingdon Watch Co. "The reception we got at Oshkosh was amazing! A lot of people saw our watches on *Flying Wild Alaska*. A lot of people found us when they searched for 'female pilot watches' on the Internet. We are the only company that comes up when you do that."

Welch has often said that the typical WAI member is her prime customer at Abingdon Co. For that reason she's become a welcome fixture at WAI Conferences in the exhibit hall.

The influence of the Abingdon Co. is growing in the aviation industry. The company is a sponsor of the Think Global Flight, an around-the-world flight aboard a Cirrus SR-20 G3 to promote the importance of Science, Technology, Engineering and Mathematics in education and the opportunities in the aviation and aerospace industries around the world.

Abingdon Co. is also helping foster interest in aviation through its own scholarship. "It's called the 'It's About Time' scholarship. It's designed to introduce people to the amazing world of aviation." ➔

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Meg Godlewski (WAI #8165) is a Master CFI and aviation writer for General Aviation News.

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

Truth is, I'm one in 1.2 million.

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



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An Interview with
Talar Faiq
 DIRECTOR OF ERBIL INTERNATIONAL AIRPORT
 IRAQ

Erbil International Airport was a military base used by Saddam Hussein. In 2003, following the liberation of Iraq, the coalition forces led by General Patreus handed over the base to the

Interview by Mariola Ziolkowski

Kurdistan Regional Government. Its subsequent development, with, at first, an interim facility, then completion of the present international standard airport, is a story of transformation from a means of oppression, to one of liberation.

Commissioned in 2004 by the then Prime Minister Nichervan Barzani, the introduction of civilian aviation in Kurdistan brought to end years of isolation and is a modern day reminder of the clear link between aviation and economic development, which is an equation sometimes obscured in more mature aviation markets.

Passenger embarkation grew 53% in 2012, to 947,600, and grew in 2013 another 30%. The airport is rapidly becoming the gateway of choice to Iraq. The Kurdistan region's 5.3 million people are enjoying security and stability that stands in stark contrast to the continuing troubles in the south of the country.

Currently more than 50 oil and gas companies from around the world are exploring or developing discovered deposits of gas and oil. Known reserves are estimated at around 40 billion barrels. The growth at the airport reflects the growth of the region, which is enjoying unparalleled economic development as roads, schools, housing, hotels, offices and other facilities are built.

Talar Faiq's leadership of Erbil International Airport is an integral part of the unfolding story. She is the only female airport CEO in the Middle East and has played a key role in overseeing her airport's rapid development.

Faiq recently hosted women from around the airport to answer their questions and share her experience about her successful career.

PHOTOGRAPHY BY JACOB RUSSELL/METROGRAPHY/COURTESY OF TALAR FAIQ



How did you come to be Airport Director at Erbil International Airport?

I was one of the first women working for United Nations in Iraq, starting as I did in 1991. At the time my father was criticized by neighbors and even family, surprised at how he could let me work alone together with foreigners. However he always supported me and was always on my side.

When the situation in Kurdistan became very difficult, it was decided I should escape and sought refuge in the United Kingdom where I worked in a number of roles, first for the Institute of Migration (IoM) and subsequently for the Kurdistan Regional Government in London. I was asked to return to Kurdistan in 2009 to take up the role at the airport, first as deputy Director General and subsequently in 2010 as Director General.

Did you take the offer straight away, I heard you had to be persuaded?

I had to think to come to the airport, because it was something new for me. Even with an IATA certificate back in 1990, still I was not sure if I could take up the role. However, I had to be comfortable taking on such a big role.

What are the biggest challenges you face?

Being a woman can make it more difficult because of the culture in the Middle East. It's difficult due to the fact that we do not have aviation history in Kurdistan and many things are new for everybody. Sometimes when you try to explain something to somebody, they do not understand what are you talking about, and perhaps more than anything trying to keep a





balance between rules and regulations of the Iraqi Civil Aviation Authority, Kurdistan Ministry of Transport and other KRG Authorities.

Can you tell us a little about yourself?

I am married with a daughter who is eight years old. My husband has a successful career and this is the reason he still could not move to Erbil. We are trying to find the balance and meet between our busy times. I am very much committed to my job and sometimes feel guilty for not being at home with my daughter the whole day. But I always say quality before quantity.

Even if I would spend one hour with my daughter it will be 100 percent only for her. I check her homework, read her stories and devote my attention to her. My daughter is used to my work now and we just get on with things, really.

What do you love about your job the most?

I think the variety; you are dealing with different things all the time, from the media, to commercial issues, to operational matters. I still come into the office each day with a clear idea of what I want to try and achieve, but often such priorities take second place to events and solving problems that are more immediate—from issues about Air Navigation Services, air conditioning, duty free, security, HR and administration. Weighing up the regulatory, commercial and political impli-

cations is always a challenge. But if I was afraid to make decisions I would not be doing the job.

What do you dislike about your job the most?

Sometimes I have the feeling I do not get the support and understanding that I need. It is frustrating, but I have my long-term goal to support the country and do not let the frustration keeping me away from achieving what I can.

What qualities do you think are the most important in leading an airport?

You need an open mind, flexibility, be open to change and be able to update your thinking. You also have to be prepared to make sacrifices to your private time.

Do you think you would have achieved more if you were a man in the same role?

No, not at all. For me it is never about gender and is much more to do with your determination. It depends on you and your motivation what you want to achieve and where you want to be. Often that involves having to make choices, sacrifices along the way.

What is the reason that there are few females in Director positions in the aviation industry? In the Middle East you are the only female Airport Director.



Society and family life in the Middle East are arranged such that it is often not an easy task for a woman to balance the constant demands of a career and a family. You should decide where you want to go and what to achieve in your life. For myself, well, I can say it is not easy for people to stop me, as I am very determined to have both.

What would you recommend to us in order to achieve our career development wishes?

Never stop and never give up! You have to have your own personality. I am sure all of you will have a lot of difficulties, but if you have your aim in front of you, then you just go for it!

We are building up Kurdistan from nothing, so all of us have to serve our country and this generation and the next have a huge role to play. We are all the same, I do not see myself as different, or better than you around the table. I am the same as you and we all have a lot to do in front of us. I see you here at the airport and it gives me hope and courage to carry on. Men have their roles and women have roles, too. Women have an important role to play in building Kurdistan and we should not let barriers and obstacles prevent us progressing, for the sake of everyone. ➔

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Mariola Ziolkowski (WAI #47896), WAI Deutschland Chapter President, is the Managing Director of the aviation jobs site www.best-aviation-jobs.com.

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.

Everything you need to know is at www.wai.org/education/scholarships.cfm

Remember, the deadline to apply is November 18, 2013. WAI has offered 79 scholarships published in previous AFW issues. And here are five more:

New for 2014

Bombardier Learjet 45 Type-Rating Scholarship

This scholarship is in memory of Richard E. Blose, Learjet Instructor Pilot. Bombardier Aircraft Training is proud to offer a 2014 Scholarship for a LR-45 type-rating course. Upon successful completion of the LR-45 pilot initial training course, the recipient will be able to conduct a 100 percent type rating check ride in the Learjet 45 simulator. The scholarship winner must, as a minimum, be a holder of a Private Pilot Certificate with Multiengine and Instrument-Airplane Rating.

The course lasts 16 days and will be conducted in Dallas, Texas. The scholarship winner is

responsible for all lodging and travel costs. The scholarship award must be started within one year of the scholarship award date. Customer Support information for hotels and rental cars is available by calling 1-888-679-4200.

(Scholarship value \$32,200)

New for 2014

Bombardier LR-45 Type Maintenance Scholarship

Bombardier Aircraft Training is proud to offer a 2014 Scholarship for LR-45 Type Maintenance training. You must hold a current A&P license and must be willing to work for Bombardier Aerospace Service Center after completion or at least interview for a position in order to apply for this scholarship. Service Centers are located in: Bridgeport, West Virginia; Dallas, Texas; Fort Lauderdale, Florida; Hartford, Connecticut; Macon, Georgia; Tucson, Arizona; and Wichita, Kansas.

The course lasts 16 days and will be conducted in Dallas, Texas. Customer Support information for hotels and rental cars is available by calling 1-888-679-4200.

The scholarship winner is responsible for all lodging and travel costs. The scholarship award training must be started within one year of the scholarship award date.

(Scholarship value \$11,400)

New for 2014

Cochise Community College Scholarship Sponsored by Northrup Grumman Flight Training

Flight training provides opportunities for personal development, enhanced self-esteem, exploration and experimentation. The cockpit of an airplane is a place where a person learns to think, rely on themselves, develop their strengths and overcome their weakness. Cochise Community College has over 45 years of experience, helping individuals achieve their dreams of flying. In cooperation with Northrup Grumman we are pleased to offer a \$5,000 flight training scholarship to a WAI member pursuing a private pilot, instrument rating or commercial pilot certificate at Cochise Community College in Douglas, Arizona. In addition to WAI requirements the applicant must:

- Be U.S. Citizen
- Hold a valid third class medical certificate
- Desire to pursue aviation as a career
- Submit a 500-word essay describing their desire and goals in aviation

(Scholarship value \$5,000)

New for 2014

Thrush Aircraft 2014 Agricultural Aviation Scholarship

Recognizing the growing need for agricul-

tural pilots worldwide, Thrush Aircraft of Albany, Georgia, is offering a \$10,000 scholarship for both ground and flight training in a Thrush agricultural aircraft. The scholarship recipient will develop the skills to be a capable agricultural application pilot. Scholarship applicants must be U.S. citizens, have a commercial pilot certificate with tailwheel endorsement at the time the scholarship is awarded, and be willing to complete the final step in their transition and orientation training on location at Thrush Aircraft. All training must be conducted in the United States.

Applicants should submit a 500-word essay outlining their career ambitions and goals, along with their current qualifications, for consideration by senior management at Thrush. Scholarship funds are to be used for approved flight training and course materials, and may be used for travel to and from the flight training location, and to Thrush Aircraft during the training period. On-going reports of training progress will be required, and the training is to be completed within one year.

(Scholarship value \$10,000)

WAI Mile High Chapter Empowerment Scholarship

WAI's Mile High Chapter is awarding (1) \$4,000 scholarship this year. Scholarship includes tuition, books and supplies for Jeppesen's Commercial Aviation Dispatch Training. It does NOT include FAA examination fees of \$500. This will prepare applicants to take the comprehensive FAA written, oral, and practical exams leading to issuance of the Aircraft Dispatcher license. The FAA Aircraft Dispatcher written exam is the same as the FAA Airline Transport Pilot (ATP) exam, so this course provides the ATP body of knowledge, plus flight planning and practical dispatching skills—applicable to many aviation careers. This is not an ATP course. Jeppesen graduates can receive transfer credit towards a Bachelors of Science degree at the Metropolitan State College of Denver, Honolulu Community College, and other worldwide partner Universities.

Applicants can be full or part-time students; or graduated, male or female. Include in your essay your activities, goals, and your reason for applying. At least one of your required letters of recommendation must be from an employer, instructor or personal acquaintance.

The training is to be held at Jeppesen's Corporate World Headquarters in Denver, Colorado. Travel and lodging expenses not included in scholarship. Scholarship must be used within one year of receiving the award. Award preference is to a Colorado resident, however, the Chapter will consider applicants worldwide.

(Scholarship value \$4,000)





A T R I B U T E T O E D I T O R I N C H I E F

Amy Laboda

Founding Board Member, Inspirational Speaker, Editor in Chief of *Aviation for Women* magazine, Audio-visual Technician, International Goodwill Ambassador, Creator of the Conference Show Daily, Head of the Conference Press Room, Radio Announcer, Women Soar Mentor, Participant in the very first WAI Conference in 1990, Pilot, Instructor, Writer and Mom to us all.



Women in Aviation, International wishes Amy blue skies and tailwinds as she moves to her next adventure. Amy has served us well for nearly 13 years as Editor in Chief of Aviation for Women. We thank her for that and know that she will continue to serve WAI in other roles in the years ahead.





JACQUE BOYD PhD

PUT A BOOK IN YOUR STOCKING

Around my house it isn't Christmas without a book in your stocking. Frankly, it isn't a birthday without a book. And, when you get right down to it, it isn't any "occasion" without a book. My husband gave me a book as a wedding present. For Christmas we've gotten to the point where we give group donations in our family name, but I always slip in books for my grandkids and they

remind me of it shortly before the holidays. So, read on and I'm going to give you some great ideas for holiday gifts with your budget in mind.

My writing area is tucked neatly into my wall of bookcases. As I began to research my own book-stash for this piece I found some pleasant surprises. Whenever I actually dust I think I ought to cull some of my books out, but I just can't. For me it would be like throwing away some friends.

As an educator I've gotten used to the pendulum swinging on what's important or in the spotlight at any moment. For the past few recent years there's been an emphasis on STEM education: Science, Technology, Engineering and Math. There's been a particular emphasis on how to get young women interested in the subjects. As I looked through my books I found one entitled *Needed—Women in Aviation*, by Dickey Meyer. She wrote this book in 1942. I also found one entitled: *Aviation Science for Boys and Girls*, written in 1944. Concern for getting young people interested in the sciences isn't new, it's just been repackaged. I have several books about air-age education, aviation education and aerospace education. We can follow the chronology simply through the use of terminology.

Many years ago a friend and I began a friendly competition concerning our collection of aviation books. Occasionally we'll send each other a blurb when one of the special books comes up and laugh about the change in the prices. There are still some fun books out there and most are less than \$10 to \$15 USD, even for a fairly well maintained copy. Go to eBay, ABE books, your favorite half-price or used book store and you can find some treasures.

The moment Wilbur and Orville took off, some writer somewhere began the process of storytelling—some aim-

ing specifically at the girls' market. The earliest book series I have was published beginning in 1911. The Flying Girl series, which includes *The Flying Girl* and *The Flying Girl and her Chum* came out in 1911 and was written by Edith Van Dyne. Margaret Burnham embarked on The Girl Aviator series at the same time. Her books include: *The Girl Aviators and the*

Phantom Airship, *The Girl Aviators on Golden Wings*, *The Girl Aviators Motor Butterfly*, and *The Girl Aviators Sky Cruise*. I love these stories, but what's even better are some of the inscriptions to the young women who originally received these books as gifts. There are words of encouragement: the "continue to dream, you can do anything you put your mind to" sorts of phrases that make us all take those few extra steps toward something. These titles are still floating around out there on eBay and other book sites.

During the 1930s more girls' aviation series entered the market. The Girl Flyer series came out in 1932. Bess Moyer wrote these books: *Gypsies of the Air* and *The Girl Flyers on Adventure Island*. The Girl Sky Pilot series by Harrison Bardwell also came out in 1931 and included *Roberta's Flying Courage*, *The Mystery of Seal Islands*, *The Airplane Girl* and *The Mystery Ship*, and *The Cur-*

tiss Field Mystery. Mildred Wirt (best known as Mildred Wirt Benson, who penned 23 of the original 30 Nancy Drew mysteries under the name Carolyn Keene) wrote the Ruth Darrow series which included *Ruth Darrow in the Yucatan*, *Ruth Darrow in the Air Derby*, *Ruth Darrow in the Fire Patrol*, and *Ruth Darrow in the Coast Guard*. There was also a Honey Bunch series for younger readers by Helen Louise Thorndyke which included: *Honey Bunch: Her First Trip in an Airplane*. The Dorothy Dixon series by Dorothy Wayne also showed up in the 1930s. The series was entitled *The Dorothy Dixon Air Mystery*



**Whenever I actually
dust I think I ought to
cull some of my books
out, but I just can't.
For me it would be
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some friends.**

series. I have four of the Dorothy Dixon books but I've heard there are more titles out there. The Linda Carlton series was also published in 1931 and included *Linda Carlton Air Pilot*, *Linda Carlton's Ocean Flight*, and *Linda Carlton's Island Adventure*. The 1930s seemed to be a market ripe for girl aviator mystery series!

During the 1940s with the entrance of women into the British Air Transport Auxiliary and the WASP there are books such as *Sally Wins Her Wings*, by Margaret Irwin Simmons and *Joyce of the Secret Squadron* written by Joyce Frame for the Captain Midnight adventure series. The Fighters for Freedom series included the title *Sparky Ames and Mary Mason of the Ferry Command*, which also included titles such as *Sally Scott of the WAVES*; *Barry Blake of the Flying Fortress*; *Nancy Dale, Army Nurse*; *Kitty Carter, Canteen Girl*; *Dick Donnelly of the Paratroopers*; and *Norma Kent of the WACS*. After WWII, in 1947 another girl series emerged; the Vicki Barr Flight Stewardess series with the first book, *Silver Wings for Vicki*. Although the title portrays her as a stewardess, Vicki did learn to fly in one of the 13 books that came about in this series.

After WWII, during the 1950s some of the women who

served in the British Air Transport Auxiliary began writing their memoirs. *Golden Wings* by Alison King is one of them. Some of the WASP began to write their memoirs at the same time. We are fortunate to have even more of them come out with lovely publications in the past few years and there are some great biographies to choose from. *Heroes Without Legacy* is one of the best books chronicling the history, in fact, the entire role of women in aviation's media and books. It was written by the late Dean Jaros. This would be a tremendous gift to anyone interested in a broad view of our entire female aviation history.

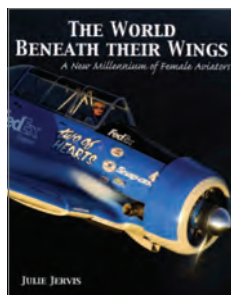
Because I've gone through a small portion of the titles on my bookcases in the process, writing this article has helped me immensely. You see, I've dusted my books, I've found some new-to-me books to read and I've made a to-do list of books to buy for friends for the upcoming holiday season. So do like I am—put a book in someone's stocking for the holidays and make them a happy person. ✈

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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.

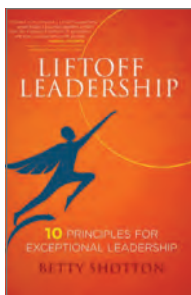
You never know where a good book will take you.



*East to the Dawn,
The Life of Amelia Earhart*
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*The World Beneath Their
Wings, A New Millennium
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Code: 20014
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Legends All*
by Ann Cooper
illustrated by Sharon Rajnus
Code: 20005
Price: \$19.95



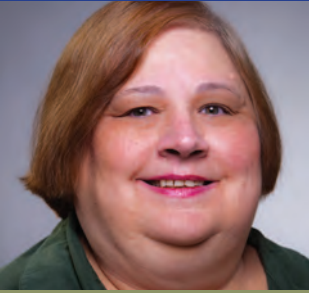
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PATRICIA LUEBKE

HACKING AND SCAMMERS AND CONS...OH MY!

A few months ago, I was pleased to see an email from a friend I had made at a WAI Conference. This woman had volunteered in the press room and brought great enthusiasm to her work. We had stayed in touch, not regularly, but periodically, so I wasn't too surprised to see an email from her. When I opened and read the email, it described how she and her family had been

robbed of their possessions—cash, passports, credit cards—while in the Philippines and how the hotel was demanding payment. Could I send her a loan of \$2,000 to get her out of this jam?

I knew this was a scam because I'd received a similar email from another friend. (Either that or I have the world's unluckiest friends when it comes to travel.) Even if I didn't know this was a scam, I wouldn't have believed it. My WAI friend has traveled all over the world, and I knew that she is too street-savvy to not realize she had options via her bank or credit card companies to get an emergency loan.

As a side note, I wrote an article a while back about the help the United States State Department gives U.S. citizens traveling abroad—and that includes an emergency loan. You are required to repay the loan, and if you don't, the amount is withheld via an expected tax refund. Fair enough.

I never say I'm too smart to fall for a scam because these con artists are students of human nature. I got a phone call a few weeks ago on a Saturday morning. The man asked for me by name, told me my laptop had been "seriously hacked" and he would guide me through restoring my computer. He was calling, he said, from a formal sounding organization like the "International Anti-Hacking Bureau." I hadn't turned on my laptop yet that day, but the red flag that waved in my head was that it's next to impossible to get technical help by phone, even when you want it—and no one is making helpful, outgoing tech support phone calls. I hung up on him and turned on my computer (See? I kind of believed...) and all was well.

Five minutes later, as I thought about the call calmly, it was so clear to me that the call was a scam. If someone tells me my computer has been hacked, my impulse is to do anything to fix it. Right that second. Out of curiosity, I googled "hacking computer telephone" and sure enough, I found information about this type of call. The scammers sometimes identify themselves as calling from Microsoft or a computer manufacturer.

Another time I got a call from American Express. I answered some questions, but then got uncomfortable with a particular

question, and said so. The woman urged me to hang up and call her back on the number on my Amex bill. She was totally fine with that. It turned out that it was a bona fide Amex call.

I recently learned that scammers will buy fake online ads in the names of the credit card companies with their scam phone numbers in the ad, hoping you'll call their scam phone number. You think you're calling Visa, but you are the lamb being drawn to the wolf's door.

Most people eventually get their email hacked—I have—and we are also on the receiving end of the hacked emails of our friends and colleagues. One friend

whose email was hacked had the misfortune of sending out an email link for a magic weight-loss potion. Some of his contacts hadn't recognized his email as a scam and took the advice personally. In fact, one woman fired back, "People in glass houses shouldn't throw stones."

By now, most of us know not to open attachments or click on a link. Here's something else: if you click on a link, it often takes you to a web site where you're asked if you want to download software. Of course you don't, so you click on "no." What I learned is that the scammers have programmed this box so no matter what you click—yes, no or even the little x in the upper right hand corner of the box to close it, you could be damaging your computer with a virus or spyware.

As the world becomes overwhelmingly electronic we have to increase our vigilance to protect ourselves. A good rule of thumb is to first assume something is a hoax and that someone is scamming you. Okay, you might miss seeing a friend's photo of her dog dressed for Halloween if you don't open an iffy attachment, but better you miss a photo than to mess up your computer or smartphone. Don't be afraid to hang up the phone or delete the email. It's sad but true: Don't give anyone the benefit of the doubt. ➔

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



PAULA CORRIGAN
MD, MPH

MY HEAD HURTS!

Question: *I have started having severe headaches and I am worried I may have migraines. If I go for an evaluation, how will this affect my FAA medical certification?* Good news! The FAA has

recently liberalized their medical policy on headaches, so that your Aeromedical Examiner (AME) can still issue your medical certificate for most types of headaches, as long as

you bring in documentation from your treating provider and meet certain criteria:

1. Your headaches must have been diagnosed to be either classic or common migraine, cluster headache, or chronic tension headache.

Migraine headaches with complicated features to include any type of neurologic symptom (blurred vision, numbness, tingling, weakness, dizziness, vertigo, syncope, confusion) would require a waiver or Special Issuance from the FAA. Your AME would not be able to issue your certificate if you report this type of headache.

2. You must show documentation that you are not having more than one episode per month.

Your doctor should confirm that you are only having one incapacitating episode per month (or less). You must show documentation that you have not been admitted to a hospital for your headaches in the past year and have had no more than two outpatient clinic, urgent care or emergency rooms visits for headaches in the past year. If you have very mild, non-incapacitating headaches in between your major episodes, treated with over-the-counter medication, this would likely be allowable.

3. You must be on an acceptable preventive medication.

Preventive medication is commonly used to reduce (or eliminate) the frequency of your headaches to an acceptable level. However, the only preventive medications that would be FAA approved would be daily calcium channel blockers or beta blockers. Your doctor should confirm that you are tolerating the medication without significant side effects. Botox injections may be allowable with a 72 hour restriction after each injection. Anti-depressants, anti-seizure medications, and gabapentin are specifically not allowable to take while performing duties. These medications would also not be waivable..

4. Abortive medications are allowable with restrictions.

The FAA will allow you to use abortive medications in the event you do get a severe headache, but these are not to be used more than once a month. For Triptan medications such as Imi-

trex and Maxalt, there is a 24 hour restriction before returning to work. For metoclopramide (Reglan), there is a 36 hour no-fly restriction and a 96 hour no-fly restriction after taking promethazine (Phenergan). Narcotics and injectable medications are not to be used as abortive treatments. Air traffic controllers should check with the Regional Flight Surgeon regarding use of these medications as guidelines may vary from these.

5. You must bring in a current note from your treating provider.

The note should confirm you meet all of the above criteria. It should state frequency and severity of headaches, current preventive and abortive medications, to include mention of any side effects, stability of the condition, and recommended treatment plan. If you have had any testing for the headaches to include head imaging or laboratory tests, bring a copy.

If your AME can confirm you meet all the criteria, they are able to issue your medical certificate, and they will ask you to bring in similar documentation on an annual basis. If, at any time, you do not meet all of these criteria

(for example, you are admitted to the hospital for headache), then you have to report this to your AME and they may defer your case for further review by the FAA. Call and discuss your case with your AME before you initially report the diagnosis of headaches to make sure you bring all needed records to your exam and that your AME can to issue your medical certificate. Air Traffic Controllers should report any headache diagnosis to their Regional Flight Surgeon, but it is likely they will be allowed to continue to work if they meet the above criteria. Have an evaluation for severe or worsening headaches to make sure you don't have a life threatening problem. But if this is ruled out, the streamlined process should work for you. ➔

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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.

Call and discuss your case with your AME before you initially report the diagnosis of headaches.



JO DAMATO

BOY TOYS

Recently two of my brothers, my husband, my brother-in-law, my two nephews, my son, me and my three-year-old niece played a game of touch football at my parents' house. Did you catch my favorite part of that sentence? Yes, my three-year-old niece was playing. When we were done we all went back inside where she joined the boys playing with toy trains and planes.

It doesn't stop there. She loves to come to our house to play with my sons' toys, so we sent her home with our entire wooden *Thomas the Tank Engine* set that my sons were outgrowing. These are now her favorite toys.

Here's the thing. She is totally a "girly-girl" too. She loves to pick out pretty outfits, play dress up in her princess costumes, and have her nails painted. I love that my sister encourages both sides of her personality so that my niece never thinks twice about dressing up as Belle while using her remote control cars. If I had a daughter I have a feeling we'd be playing mani/pedi spa as often as we'd be having a catch in the backyard.

Also, recently, we've had a few family playdates with friends who have daughters. On one of these outings we were at dinner with my eight-year-old son and my friends' eight-year-old daughter sitting across from each other. They were adorable conversationalists trying to discover what they had in common. They discussed the book series they were reading, the summer camps they liked best, and the levels they had each achieved in their karate lessons. When they joined our adult conversation the daughter asked me where my husband was flying to that week. She had so many questions about airplanes, and his flights, and couldn't wait to go home and look on YouTube for St. Maarten approaches when I told her he was heading there soon. Her mom called me later to tell me how amazed she was by the approach and that she couldn't wait to hear my husband's account of the experience.

I was happy about this for two reasons. One, that we might have a future female aviator and, two, that I had successfully talked to a young girl the way I think I am supposed to talk to her. Have you read Lisa Bloom's viral blog post, *How to Talk to Little Girls*? This post haunts me every time I am in a situation to talk to a young girl. She cautions against focusing on the girls' appearances. That instead of greeting them with "you are so cute" and "I love your pretty dress" which makes them internalize that their appearance is more

important than anything else and that her own research indicates that "even bright, successful college women say they'd rather be hot than smart" we try this instead: "Try this the next time you meet a little girl. She may be surprised and unsure at first, because few ask her about her mind, but be

Lisa Bloom's research indicates that "even bright, successful college women say they'd rather be hot than smart."

patient and stick with it. Ask her what she's reading. What does she like and dislike, and why? There are no wrong answers. You're just generating an intelligent conversation that respects her brain. For older girls, ask her about current events issues: pollution, wars, school budgets slashed. What bothers her out there in the world? How would she fix it if she had a magic wand? You may get some intriguing answers. Tell her about your ideas and accomplishments and your favorite books. Model

for her what a thinking woman says and does."

We've come such a long way in encouraging young girls to be whatever they want to be. When they find out we are aviators they are usually instantly curious at this field/hobby that they never considered. That there are very few fields for men only. And, there are great ways to encourage their curiosities with books and toys that appeal to their sense of adventure and their feminine sides at the same time. Since it is the season for buying gifts for the special little girls and boys in our lives, I've been noticing what is actually out there for these kids.

Shopping for my sons is easy. They love any toy that is a vehicle—airplane, helicopter, truck, Batmobile, pirate ship, or garbage truck. It really doesn't matter as long as it can fit in their hands and they can make exaggerated movements with it while mimicking the sound they think it makes. I once watched my six-year-old play with a Lego City garbage truck for over an hour at our kitchen table. He just kept loading and unloading the garbage from the toy can that came with Lego garbage. I was amazed. There is no shortage of toys for a child interested in this kind of play. Nearly every "boy-targeted" aisle offers some fun. When they were little

we started with *Thomas the Tank Engine* and then we moved up to *Geotrax*. Now we have slot cars racers. Fisher-Price has an awesome aircraft carrier and plenty of airplanes that coordinate with it. It's really fun being the mom of two boys with such cool toys. This year their Christmas wish lists include a metal detector, catcher's gear, and a RC helicopter.

Shopping for my niece and my friends' daughters is not as easy. I know that Barbie is still popular and I was definitely a Barbie fan when I was a little girl. Remember how the dream house smelled like vanilla and had an elevator? Anyway, I saw an ad for the Barbie jet and thought I'd found a great gift that could encourage aviation while checking the "pink" box. Then I found out that my spending \$60 on the hot pink and purple Barbie Glam Vacation Jet would not encourage them to put Barbie at the controls and I'm not sure she would even fit. The jet is described as a "two-in-one jet and vacation play set for budding fashionistas.... This luxury jetliner converts from a first-class cabin into a glitzy dining area and island getaway spa. You and your little jetsetter will be amazed by this play set's every nuanced detail—from the fully-stocked dining cart to the generous spa amenities." What? I'm sorry if you have already purchased one of these to hide under your tree but I'm perplexed. Aren't the girls supposed to want to FLY the plane and not be the Kardashian "fashionistas" riding in the back? If you have already bought this, I am not judging you. I was just thinking that I had to do better. Shopping for girls is not my area and I'm now paranoid about how to even properly talk to them without giving

them a bad body image per Lisa Bloom's blog so I wanted to get this just right.

I was discouraged but I kept looking and it turns out the answer was already in one of our favorite aisles—*Lego*! Kudos to this toy company for finally figuring that girls like to make things with their hands as much as boys as long as those things are appealing to them. I would not find playing with the Lego garbage truck as fascinating as my six-year-old but I would love to build any of the following from their new line, Lego Friends, a "world where girls can build, create, remodel and redecorate!" I love this product and am the proud owner of the Heartlake Flying Club—"join Stephanie for sky-high adventures at the controls of her own seaplane" which I had to build myself. I have definitely found my new standard "girl" gift.

I'm going to keep at it and look for great ways to get the young girls and women in my life engaged with science, technology, engineering, and math. I know that aviation is my hook with them and I'm going to try to make the best of that. If you are looking for a way to do the same at 2014 WAI Conference there will be a Daughter Day open to all girls ages 10 to 17. This is a day-long program of age-appropriate aviation activities that include flying a flight simulator, reading a sectional chart, a scavenger hunt, a group lunch with an inspirational speaker and a tour of the Exhibit Hall. ➔

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



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NAVIGATING THE AFFORDABLE CARE ACT

One of the most important considerations for our physical and financial well-being is having adequate health insurance coverage. While maintaining good health is important to all of us, it takes on special significance for those whose jobs require passing periodical medical exams, such as pilots and air traffic controllers. On March 23, 2010, President Obama signed the

Affordable Care Act, commonly known as “Obamacare”. The intent of the Act was to provide affordable access to health care for everyone. Some key provisions have already been put in place and may have already impacted you. For instance, young adults are now allowed to stay on their parents’ plan until they reach age 26.

Of particular interest to women is that the Act greatly expanded access to preventative services specifically for women that were often excluded from health insurance plans. Women are more likely to need preventative care, but often have less ability to pay. The Act now requires most health plans to cover and eliminate cost sharing (co-pays, co-insurance and deductibles) for preventative services such as well-woman visits, mammograms and some contraceptives.

The Act includes many new consumer protections that become effective January 1, 2014 including the following:

Prohibiting discrimination due to pre-existing conditions or gender is now prohibited. The law prohibits insurance companies from refusing to sell coverage or renew policies because of an individual’s pre-existing conditions. Also, in the individual and small group market, the law eliminates the ability of insurance companies to charge higher rates due to gender or health status.

Annual limits on insurance coverage are eliminated. The law prohibits new plans and existing group plans from imposing annual dollar limits on the amount of coverage an individual may receive.

Tax credits are available to make health care more affordable. Tax credits to make it easier for the middle class to afford insurance will become available for people between 100% and 400% of the poverty line who are not eligible for other

affordable coverage. Currently, 400% of the poverty line comes out to about \$45,960 for an individual and \$94,200 for a family of four. These individuals may also qualify for reduced cost-sharing (co-payments, co-insurance and deductibles).

The Health Insurance Marketplace, also known as the health insurance “exchange,” is a new way to find health insurance that fits your budget and needs.

Establishment of the Health Insurance Marketplace. Starting in 2014, if your employer does not offer insurance, you will be able to buy it directly in the Health Insurance Marketplace.

The Health Insurance Marketplace, also known as the health insurance “exchange,” is a new way to find health insurance that fits your budget and needs. You can fill out one application and determine all of your options. Open

enrollment began on October 1, 2013, with coverage starting as soon as January 1, 2014.

Insurance plans in the Marketplace are offered by private companies and cover the same core set of benefits, known as essential health benefits. While private companies run the insurance plans, either your state or the federal government runs the Marketplace. (Some states opted to let the federal government run the exchanges; others are running their own Marketplace). Information on the Marketplace can be found at www.healthcare.gov.

The Marketplace also simplifies your search for health coverage by gathering the options available in your area in one place. Insurance companies must provide you with a short, plain-language Summary of Benefits and Coverage (SBC) and a Uniform Glossary of terms used in health coverage and medical care. This information is important because it allows you to make an “apples-to-apples” comparison when evaluating different plan options.

What if you choose not to obtain health insurance coverage? The law contains an “individual mandate” that requires most Americans to purchase health insurance or to pay a

fine. If you claim dependents on your tax return, you are responsible for paying the mandate fines if your dependents do not have health insurance. There is also an “employer mandate” that employers with more than 50 full-time equivalent workers are required to offer health coverage to their employees and dependents under the age of 26. Employers are not required to offer coverage to employees’ spouses.

In 2014, the fine for not carrying insurance is the higher of \$95 per person or 1.0 percent of taxable income. In 2015, the fine is the higher of \$325 per person, or 2.0 percent of taxable income, and in 2016, increases to \$695 per person or 2.5 percent of taxable income. If you do not pay the fine, the IRS can deduct it from your payroll withholding and/or any tax refund owed to you.

The success of the Act will depend, in part, on getting young, healthy adults to enroll in health insurance plans. Their premiums will essentially subsidize the costs of covering older adults who may have more health care issues. Some individuals will decide that it is more cost effective to pay the fine than to pay the premiums for health insurance. That decision could have costly consequences, both to your physical and financial health.

A common misconception is that if you do not have health insurance, you can always go to a hospital emergency room and they will be required to treat you, and this is not true. The Emergency Medical Treatment and Active Labor Act (EMTALA) was passed by Congress in 1986. The purpose of the Act was to ensure that acutely ill patients who were un-

insured or underinsured received emergency medical treatment. Emergency rooms are not required to treat non-emergencies and only hospitals that accept federal funds such as Medicaid and Medicare are required to comply.

More importantly, access to health care is dependent upon having adequate health insurance coverage. Without health insurance, you will be forced to obtain health care at providers that offer free or reduced cost coverage. These services are much more limited in scope and when you are ill, you want to be able to choose the best care available.

Some individuals who are healthy, particularly the young, will assume they do not need health insurance. Nothing could be further from the truth. The reality is that any of us could get sick at any time. You could have an accident resulting in a broken bone. You could need your appendix removed. These are common ailments that could strike even the healthiest individuals and can easily cost \$15,000 or more.

There is a lot of “hangar talk” out there about Affordable Care Act. Make sure you get all of the facts so you can navigate your way successfully. ✈

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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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AVIATION CALENDAR

PAULA GRUBB



LOOKING AHEAD

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, 3007 Clairville Road, Oshkosh, WI 54904-9156; Email: knelson@wai.org. Events will be considered on a space available basis. ➔

2013

November 30

WAI Concorde Chapter
Networking Luncheon
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Sofitel
concordechapter.org.uk/
concorde-chapter-luncheon

2014

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www.nbaa.org/events/

February 24-27

Heli-Expo
Helicopter Association
International
Anaheim, California
www.rotor.com

March 6-8

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International
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Conference
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www.wai.org/14conference/index.cfm

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AMY LABODA

GROUP GEOMETRY

In one of the first stories I wrote for this magazine as editor, way back in 2001, I asked you to use your imagination and visualize us all as points on a line. No, actually, I wanted you to see the number zero. Not just any zero, but rather a big, rotund number; a number that was anything but empty—it was a pregnant number, swollen with possibilities and all the numbers, positive

and negative, that would come before and after it. It is how I saw myself and my new position. That was then.

And now? Nearly 13 years into my position, a position at Women in Aviation, International that I've come to look at more as curator of the organization rather than as editor of a magazine, I've got a different vision of what the organization does for people, and how we are forming up in the world, a world constantly in change.

Today when I look at WAI and its members I no longer see points on a single, straight line. Instead I see lots of lines: a hexagon, even, but a hexagon with some very interesting characteristics. Stretch with me—read this and then close your eyes. Imagine that hexagon is growing, and the lines that make it are developing into more and more sides, becoming a decagon, and more. Eventually, what will it look like? As it develops, its sides must become shorter, even as it grows larger. And ultimately? Those sides, all lines on their own, tangents, really, become so short that their corners are imperceptible, and to the naked eye our shape is clear: an ever expanding circle.

That's how I see WAI now; a kaleidoscopic, ever-expanding circle of people, as diverse and colorful as the world we live in, all willing to work together across the globe to help each other explore and, ultimately, achieve our dreams in aviation and aerospace. And those dreams are as different as our membership, as numerous as the tangents that make up that circle that is us.

We encourage and support those dreams through visualization (that's the magazine, our social media outlets and

our educational outreach), through networking (think chapters and conferences) and by putting our money where our collective "mouth" is (our scholarship program). We even lend a hand to other groups that have organically evolved through exposure and inspiration from WAI. After all, we are sharing a mission.

As editor of *Aviation for Women* these past years I've had the opportunity to travel and meet so many of you either in person or through the stories you have submitted to the magazine, and I feel as if I have had a part in implementing so many of your dreams. Nothing has inspired me more.

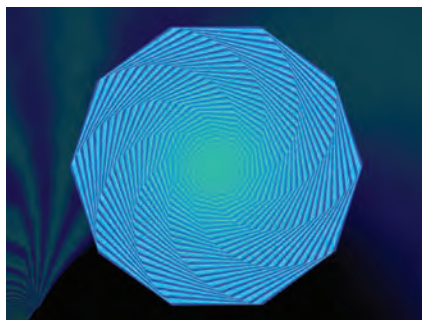
Now it is time for me to follow my own dream. With the next issue I'm passing the position of editor on to Kelly Nelson, who has a few aviation aspirations of her own to fulfill. Our hope (hers and mine) is that by playing curator to your dreams for a time, she'll discover paths to her own vision of her future in aviation.

I know I did. And from here on out that is the direction I'm heading.

So look for me. I'm a point on one of those infinite sides to that circle that is WAI, its members, its mission. You'll find me volunteering my time, attending meetings and educational sessions, taking notes, and reaching out to you face-to-face. I'm

looking forward to growing in the direction of my dreams as a part of that circle that is WAI with you. ➔

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Amy Laboda (WAI #14) is a founding board member (emeritus) of Women in Aviation, International. She is a freelance writer, and has been Editor of Aviation for Women since 2001.



***That's how I see WAI now;
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ever-expanding circle of
people, as diverse and
colorful as the world we
live in, all willing to work
together across the globe
to help each other explore
and, ultimately, achieve
our dreams.***

> **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.

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