

The Conference Turns 25 This Year!

AviationforWomen

JANUARY/FEBRUARY 2014

The official publication of Women in Aviation, International

**ADVICE FOR
PURSUING
MILITARY
WINGS**

Deanna White:
**FLEXJET'S
RISING STAR**

Pilots of the
CARIBBEAN



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Peggy Chabrian, Ed.D.
Publisher

Kelly Nelson
Editor-in-Chief

Nancy Bink
Art Director

Meghan Hefter
Proofreader

Columnists

Paula Corrigan MD, MPH

Jo Damato

Meg Godlewski

Patricia Luebke

Sherry Parshley, Ph.D.

Contributors

Ted Davis

Amy Laboda

K.D. Leperi

Anne Salafia

Scott M. Spangler

Advertising Director

Lisa DeFrees

(315) 272-3821

ldefrees@wai.org

Advertising Sales Coordinator

Holly Crandall

(315) 272-7275

hcrandall@wai.org

Visit the WAI website at
WWW.WAI.ORG

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BILL BERNSTEIN ON BEHALF OF FLEXJET

Deanna White, president of Flexjet, gives AFW readers insight into how the fractional jet business works and how to mix business and family life, starting on Page 30.

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COVER PHOTO

Amy Dunn, a first officer for Seaborne Airlines, is a Colorado native who now flies Twin Otter seaplanes between St. Croix and St. Thomas.
Photo by Ted Davis

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PRESIDENT'S MESSAGE

AUDRA HOY



DR. PEGGY BATY
CHABRIAN

WAI Operations Manager Connie Lawrence and I joined Hal and Sandy Shevers for lunch during our WAI staff meeting at Sporty's in Batavia, Ohio, in November.

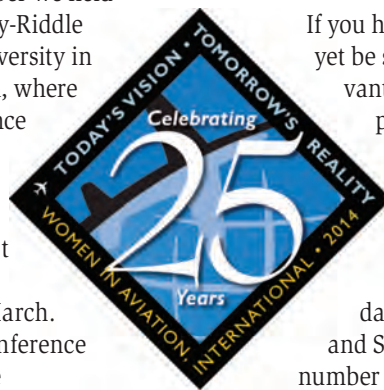
attendance, and many will be joining us again in March. There were less than 150 attendees at our first Conference and we anticipate more than 3,500 in 2014. A true success story!

Looking forward to the next 25 years, there will be a time capsule created at the Conference for participants to share their thoughts and expectations for the next 25 years. Read more about this in Pat Luebke's column on Page 38. Be thinking of what you'd like to add to the capsule.

Our membership has grown steadily over the past several years, with an average of 5 percent growth each year over the past six years—this at a time when other organizations are experiencing a slower growth rate. Even more exciting are the results from a recent membership survey showing the age of

Dear WAI Members:

This is a year to celebrate! WAI is holding its 25th annual Conference in March at Disney's Coronado Springs Resort in Lake Buena Vista, Florida. To kick off the celebration, in October we held an event at Embry-Riddle Aeronautical University in Prescott, Arizona, where our first Conference was held in 1990. Some of the individuals who attended that first event were in at-



our membership is distributed equitably. There are similar percentages of members in their 20s, 30s, 40s, 50s, 60s, and older. The average age of the WAI membership is in the 30s—providing a youthful perspective. And we recently surpassed the 10,000-member level! We welcome all of our new members, and thank our renewing members for their continued support of our mission. We're glad you're all here for our 25th year!

If you have not registered for the Conference yet be sure to do so by January 10 to take advantage of the early registration discount prices. Come a day early and participate in one of the tours to Kennedy Space Center, Embry-Riddle Aeronautical University, or Fantasy of Flight. Take advantage of the professional development seminars on Thursday, and the education sessions on Friday and Saturday. As this issue goes to press the number of exhibitors who have reserved their space is already higher than last year at this time.

We have some fun special events planned for this year to help celebrate our 25th birthday. This is one Conference you won't want to miss!

See you in Florida,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian
President and Founder

INSIDE THIS ISSUE



COURTESY OF EMILY CROMBEZ

Emily Crombez used her Ride the Sun scholarship to take aerobatic and emergency maneuver training. **Page 12**



ANNA MRACEK DIETRICH

The ERAU Wings Out West Air Show was a highlight of the WAI Regional Conference in October. **Page 16**



NASA

There are many great events planned for our 25th annual Conference—we hope to see you there! **Page 19**



EXPLORER

is a **Gender-Neutral** word



Young Women Are Aviation Explorers, Too

The aviation community needs the involvement of all its members to continue to thrive. One way you can do your share is by hosting an Aviation Exploring post. Explorers are young women and men from ages 14 to 20 who have a demonstrated interest in aviation.

We need you to start an Explorer post at your airport, office or community building. Beyond the benefits of “doing good” for the aviation community, you will also be creating future pilots, future employees and future customers.



To find an Aviation Exploring Post near you or to start a Post, visit www.AviationExploring.com or contact **Mark Wiesenbahn** at 513.735.9100, ext. 338

WAI Staff Gathers in Ohio

WAI staff members from across the country came together in Ohio for a two-day retreat mid-Novem-



TY GREENLEES

ber to plan for the upcoming year. The first day's activities were held at WAI offices in West Alexandria, Ohio, and the second day the group visited the Sporty's offices in Batavia, Ohio, for meetings there—a special thanks to Sporty's for hosting our group! On the agenda were discussions regarding member benefits, *Aviation for Women* magazine, social media engagement, planning for the upcoming 25th Annual International Women in Aviation Conference, and future regional conferences. Stay tuned for new ideas and improvements to your WAI membership!

WAI on the Road

WAI staffed booths at the AOPA Summit in Fort Worth, Texas, and the NBAA Business Aviation Convention & Exhibition in Las Vegas, Nevada, in October, meeting with current members, as well as signing up several new individual and corporate members.

WAI President Dr. Peggy Chabrian also met with new AOPA president Mark Baker to discuss ways the two organizations can work together to promote aviation. At the NBAA convention, Peggy spoke at the Women in Corporate Aviation luncheon about the success of the WAI scholarship program, inviting their membership to join us at the Conference in March.

New Speakers Confirmed for Annual Conference! Early Registration Deadline Is January 10.

Excitement is building for WAI's annual Conference, March 6-8, 2014, at Walt Disney World, with three more speakers confirmed for the event. Joining us will be:

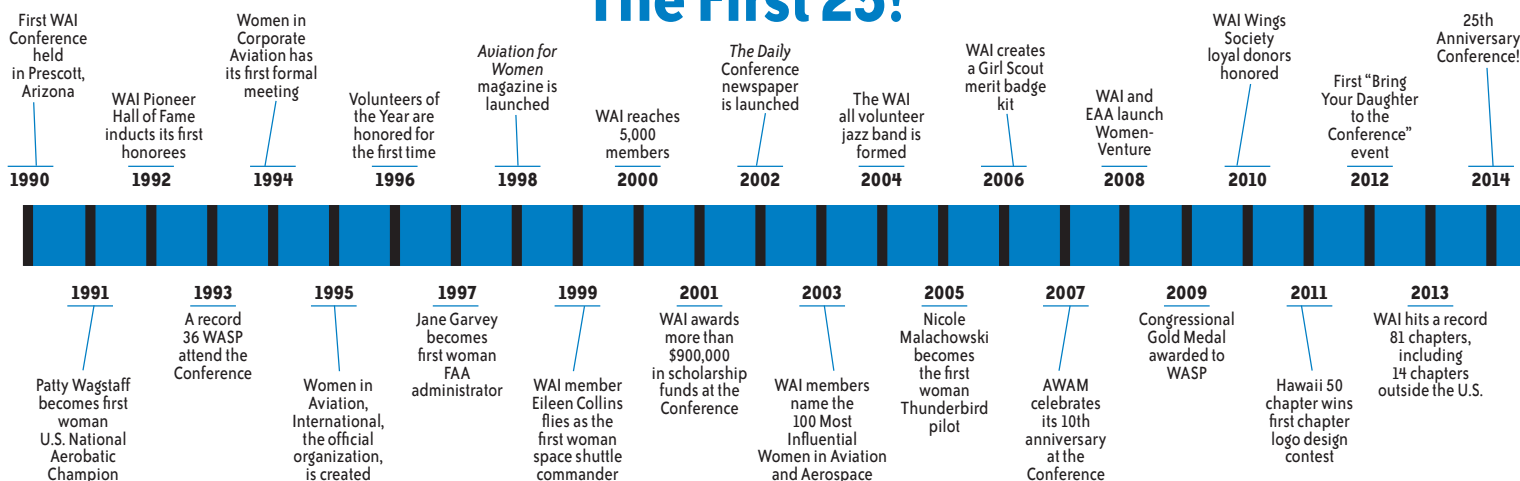
- **Deborah Hersman**, Chairman of the NTSB
- **Joy Brant**, Vice President and Program Manager for Boeing Space Exploration
- **Elaine Larsen**, Jet Dragster Driver for Larsen Motorsports

The early registration deadline for the 2014 Annual International Women in Aviation Conference is coming up on January 10! Save \$49 on a full registration when you register early to join us at Disney's Coronado Springs Resort in Lake Buena Vista, Florida, March 6-8. For details visit www.wai.org. See you there!



WHAT DO YOU WANT THE NEXT 25

The First 25!



Special Student Membership Created for ERAU Students



Mykela Myers; Brandy Minnear; Alexis Payton, WAI 56105; and Breanna Lint, WAI 56117 from the Rancho HS Aviators chapter at the Wings Out West air show during the WAI Regional Conference at ERAU Prescott in October 2013.

Through a special partnership between WAI and Embry-Riddle Aeronautical University (ERAU), female students at ERAU's Prescott, Arizona, and Daytona Beach, Florida, campuses have been provided a complimentary one-year WAI membership. Students were notified of the digital membership in November and were encouraged to apply for the scholarships to be awarded at the 25th Annual International Women in Aviation Conference in March.

"Women in Aviation, International has had a long connection to ERAU and this project is a new facet of our relationship," said Dr. Peggy Chabrian, WAI founder and president. "We thank ERAU for their part in this program and look forward to the possibility of similar partnerships with other aviation colleges and universities." ✈

Virtual Job Fair

Aeroindustryjobs is hosting

**a virtual career fair in association with the
25th Annual Women in Aviation Conference**

February 15 through March 14, 2014.

The event is free for job seekers and WAI exhibitors.



WOMEN IN AVIATION VIRTUAL CAREER FAIR

Exhibitors may submit up to 10 job postings by

February 14, via e-mail in Word or text format to

vcf@aeroindustryjobs.com.

Each description must include a brief summary of your company, the full job description, the job city/state, and the e-mail address résumés should be forwarded to.

Job seekers will find the virtual career fair live on
www.aeroindustryjobs.com beginning February 15.

YEARS OF AVIATION TO LOOK LIKE?

The Next 25?

In the years since the first Women in Aviation Conference in 1990, we've seen the birth of an organization—now 10,000 members strong—and the growth of a scholarship program that awards hundreds of thousands of dollars annually toward helping members make their dreams a reality. The success and growth WAI has enjoyed over the last 25 years would not have been possible without the generous support of its members, corporate sponsors, and industry partners.

We hope that you'll help us continue to provide opportunities for eager women who have aviation dreams and ambitions.

Your generous contribution to Women in Aviation, International will fund scholarships, industry outreach, marketing initiatives, educational programs, and dozens of other programs designed to ensure opportunities for women during the next 25 years. What we achieve in WAI's second quarter century is up to you. We have accomplished so much, yet there's so much more to do. Please join us in our efforts to increase the visibility and possibilities for women in aviation.

Together we can shape the future! It's not too late to make your contribution—

fill out and return the annual fund mailer you received in November, or visit **www.wai.org/donate**.

Fun and Games!

ATLANTIC AVIATORS CHAPTER

The Atlantic Aviators Chapter cut the ribbon on an aviation-themed playground in November 2013 at the New Bedford Regional Airport (KEWB) in New Bedford, Massachusetts. The playground was the culmination of five years of planning, fundraising, and hard work by members of the Atlantic Aviators Chapter. After raising the staggering amount of \$175,000 through private and corporate grants, donations, and in-kind, there were more than 50 community volunteers who came together to build the playground.

The design included a control tower equipped with a functioning wind-sock, two slides, a cloud climber, numerous activity panels, and a talk tube that allows the “controller” to talk to the “pilot” of the custom built biplane poised at the end of the runway. A helicopter and airplane spring rider wait their turn on the taxiway, and the luggage climber is engraved with words of inspiration.

The goal has always been to inspire young people to develop and pursue an interest in aviation, and the playground is just one avenue to help do that. A truly amazing accomplishment and it is a fitting way to celebrate the chapter’s 10th anniversary! ➔



ATLANTIC AVIATORS CHAPTER



CHICAGO'S LEADING EDGE CHAPTER

Chicago's Leading Edge, left to right: **Megan Zahos**; **Jen Melvin**, WAI 17419; **Jen Pfeifer**, WAI 44394; **John Pfeifer**; **Jen Alicz**, WAI 41413; **Rob Delaney**; and **Tiffany Bilski**.

CHICAGO'S LEADING EDGE CHAPTER

Several members of Chicago's Leading Edge Chapter met up to take part in a unique 5K on Runway 10/28 at O'Hare International Airport on September 29, 2013. The new runway, which is part of the O'Hare Modernization Program, opened on October 17. Chapter members had the opportunity to observe the operations of one of the world's busiest airports from an entirely different perspective. There was live music, food, and fun following the event. All proceeds from the walk benefited the Wounded Warrior Project.

The chapter held a social event at the Adler Planetarium in downtown Chicago in October 2013. The planetarium opens its doors to the public once a month, allowing exclusive access to the observatory, displays, and featured shows. October's theme was "Nightmare." ➔

New Provisional Chapter

**Women in Aviation,
Philly Flyers Chapter 128P**
Philadelphia, Pennsylvania

Peggy Chan, President
Brittany Selman, Vice President
Michele Kendra, Secretary
Deena Ghoul, Treasurer
Renee Rainboth, Membership Chair
Raevon Pulliam, Outreach Chair



CENTRAL FLORIDA CHAPTER

CENTRAL FLORIDA CHAPTER

Members of the Central Florida Chapter were treated to an in-depth tour of the control tower and F11 TRACON at Orlando International Airport (KMCO) in September 2013. KMCO is the second busiest airport in Florida with 35 million passengers per year, and its control tower is the third tallest in the world. ➔

NW ARKANSAS CHAPTER

The NW Arkansas Chapter hosted the Sky's the Limit Aviation Career Day for Teens on October 19, 2013. The free event brought 22 teens to Rogers Municipal Airport-Carter Field (KROG) to learn more about the broad scope of career opportunities in aviation. They toured the Rogers control tower and the Beaver Lake Aviation FBO and learned about aviation maintenance. They also toured aircraft, including Walmart Aviation corporate jets, a Piper Cherokee, and an Air Methods helicopter. For more pictures from the day, take a look at the chapter's website at www.womenflyarkansas.com. ➔



NW ARKANSAS CHAPTER

HOUSTON CHAPTER

The Houston Chapter participated at the Challenge Air Fly Day on October 19, 2013, at the Conroe Airport (KCXO). Challenge Air is an event for children and youth with special needs, to provide confidence through the experience of flight. This year's event was led and organized by chapter member **Vickie Croston**, WAI 14291. Chapter members **Joni Schultz**, WAI 39079; **Elizabeth Frankowski**, WAI 36725; **Cecilia Allan**, WAI 18007; **Wyn Croston**, WAI 17801; and **Eve Hanley**, WAI

46170, also participated. During the event 94 children, their families and friends, and several special volunteers flew with 21 pilots and 19 aircraft. The kids' reactions to the "wing pinning" and red-carpet reception were priceless.

Chapter members also volunteered at the Wings Over Houston Airshow in October. **Sarah Rovner**, WAI 50160, performed in the airshow as a show-

case to general aviation in the local area. Nine general aviation aircraft flew including RVs, a Long EZ, a SeaRey, Diamond DA-40, Cessna 120, and the Cessna 172 flown by Sarah. Top-ranked

U.S. Women's Aerobatics

competitor and chapter member, **Debby Rihn-Harvey**, WAI 14690, also performed in her Cap 232. Vickie Croston; Wyn Croston; **Pam Loughmiller**, WAI 29458; and **Erica Dugger**, WAI 46310, volunteered in the Eagle Squadron VIP area. ➔

LOUISIANA TECH UNIVERSITY

The Louisiana Tech University Chapter reached out to the local community during the NIFA Safecon Region IV Flight Team Competition by serving lunches to participants. The meals were provided by local businesses from the Ruston, Louisiana, community. Many chapter members also contributed service hours by helping lay chalk on the runway and ramp for the flying events, selling T-shirts during the event, and meeting the varying needs of the teams and administrators in town for the competition. It was a great event to promote Ruston (home of Louisiana Tech University) as a community that loves and supports aviation. ➔

Louisiana Tech Chapter at NIFA (below, left to right): **Megan Hotard**, WAI 47233; **Lauren Broussard**, WAI 54363; **Trish Carter**, WAI 51302; **Kary Randall**, WAI 7560; **Megan Lemaire**, WAI 54196; **Tierra Nelson**; and **Ellis Ducote**.

WOMEN WITH WINGS CHAPTER

Members of the Women With Wings Chapter and a local Girl Scout troop washed planes of all sizes at the LSA Expo at Mount Vernon Airport (KMVN) in Mount Vernon, Illinois, in September 2013, and raised more than \$1,000 for their scholarship fund.

In October, chapter members exhibited at St. Charles Flying Service in St. Charles, Missouri, to promote aviation during the Pumpkin Drop Competition and Open House event. It was an exciting day of watching pilots toss pumpkins out of planes, seeing the TBM Avenger unload its pumpkin payload on the target, enjoying barbecue and music, and spreading the love of aviation. ➔

SAN FRANCISCO BAY AREA CHAPTER

Members of the San Francisco Bay Area Chapter attended and "womanned" a booth at Reid-Hillview Airport Day at Reid-Hillview Airport of Santa Clara County (KRHV) in San Jose, California. The event was a great platform to interact with the community and share the chapter's passion for aviation with younger generations. ➔



HOUSTON CHAPTER



HOUSTON CHAPTER



HOUSTON CHAPTER



LOUISIANA TECH CHAPTER

A TRIBUTE TO CHAPTER RELATIONS MANAGER

Betty Huck



A special thanks to Betty Huck, WAI 1398, who served as WAI's chapter relations manager for the last seven years, and grew our chapter program from 42 chapters to 82 chapters worldwide. During her tenure, Betty developed an annual Chapter Leadership Workshop at the WAI Conference, as well as a "How to Start a Chapter" session. She was a welcoming presence in the WAI exhibit booth at aviation events around the world. Among the things Betty did extremely well: visiting chapters, encouraging chapters who needed motivation, engaging hundreds of members to start chapters, working with provisional chapters, and developing opportunities for chapters to grow their membership.

Women in Aviation, International wishes Betty blue skies and tailwinds as she moves to her next adventure (which probably includes travel!). Betty has served us well for nearly seven years and we thank her for that and know she will continue to serve WAI in other volunteer roles in the years ahead.



CAREERS

Eve Cascella, WAI 29490, is now employed by Ideal Aviation in St. Louis as a radio traffic pilot for KMOX.

Women With Wings Chapter's newest member, **Ruth Faibisoff**, WAI 55133, recently had her first solo in a glider at Silvercreek Glider Club of St. Louis, Missouri.

NW Arkansas Chapter member **Natalie Garner**, WAI 53550, earned her dispatcher certificate.



Paula Wivell

Nicole Hester, WAI 46953, completed her commercial pilot certificate.

Sherry Kremko, WAI 45170, completed her commercial pilot certificate. Sherry has also started working on the ramp for Swissport at Toronto Pearson airport.

Cheryl Marek, WAI 28672, completed her commercial pilot certificate this past summer.

President of the Women With Wings Chapter **Sara Maurer**, WAI 47899, earned her commercial pilot certificate on September 15. She earned her commercial multiengine rating on November 3.

Margaret Viola, WAI 49940, recently started a new job as executive associate at The Spaceship Company in Mojave, California.

AOPA Chapter member and Outreach Chair **Paula Wivell**, WAI 49380, passed her private pilot checkride in September at Frederick Airport (KFDK).

PASSAGES

Longtime WAI supporter **Dorothy "Dot" Swain Lewis**, WAI 8114, passed away on September 9, 2013. A 2004 inductee into the WAI Pioneer Hall of Fame, Dot was one of 10 female pilots taught to be an



Lewis at 2008 Conference

KRISTINE VOLK

instructor at Phoebe Omlie's Women's Research Flight Instructor School from late 1942 to early 1943. She went on to accept a position teaching the WASP to fly and later became a WASP herself.

Her first passion was as an artist and teacher, having studied at the New York Art Students League after graduating from Randolph Macon College for Women in 1936. She earned her Masters of Fine Art from Scripps College in the 1950s.

As a flight instructor she trained four classes of Navy pilots in the V-5 program. During her time as a WASP she flew various fighters and bombers including the P-63, B-26, and P-40. After the war, Dot worked as chief flight instructor at the Daytona Beach airport and served in the Air Force Reserves until 1957.

Later, Dot moved to Arizona where she taught science, history, horsemanship, flying, art, and art history at the Orme Ranch School. She also established the Orme Fine Arts Festival, now in its 45th year.

Dorothy Swain Lewis passed away at the mountain home she built in Fern Valley, Idyllwild, California, days before her 98th birthday. A memorial service was held on September 14, 2013, at her home for close family and friends. ✈

FAREWELL TO AN OLD FRIEND

We all meet people through work with whom our relationships transcend the business world. Such was my friendship with **Katrina Bradshaw**, WAI 16280. I first met Katrina years ago when we were head-to-head competitors, she as advertising director of AOPA Pilot and me as advertising director of Flying. We couldn't help but be drawn to each other and we became close friends.

Using her extensive marketing experience, Katrina went on to excel at a variety of positions at EAA and NBAA, as well as a successful stint as an independent consultant. She was also executive director of Build A Plane. All who came in contact with Katrina were impressed with her energy, her creativity, and her willingness to roll up her sleeves and get the job done. Plus, she was just fun to be around.

Much to our sadness, Katrina passed away on November 16, 2013. She had been diagnosed with pancreatic cancer some months earlier and we all thought that if anyone could beat that, she could. Although I will miss her professionally, as she was always someone I could count on, I will miss our friendship much more. Our thoughts and prayers go out to her husband Jerry and her son Nicholas, as well as to the countless others in the aviation community whose lives she touched with her zeal and grace.

—Patricia Luebke, WAI 1954



Katrina Bradshaw

PHOTO COURTESY OF EAA

CFI TIPS



MEG GODLEWSKI

I hold a private pilot certificate and instrument rating. I have about 340 hours but I haven't flown in 14 years. Any tips on scraping the rust off my ticket?

For starters, I would get a copy of the Practical Test Standards for both private pilot and instrument. This will help you establish a training

plan and see what areas of emphasis have changed over the last 10 years.

Obtain a sectional and start studying airspace, then study the POH for the airplane you intend to fly. You will likely find that the muscle memory—knowing when to flare and the like—comes back quicker than the knowledge.

I am a new-hire CFI at a very large flight school (29 airplanes). I've been checked out in four of the models on the line and I have nightmares about getting confused in the airplane—like trying to fly a Cirrus like a Cessna. Any suggestions to keep things straight?

Have you thought about making data cards for each airplane? I did when I was hired at a similar school. Each card had V speeds and approach speeds on one side, emergency

procedures on the other. I carried the cards in a nametag holder worn on a lanyard around my neck. Before each flight I would review the cards, just to make sure I was up to speed on the airplane. Something like that should help you keep things straight.

I started working on my commercial in fall 2011. I was about eight hours into the flying part when I found out I was pregnant. I quit to have the baby, then in August of this year I got back to it. I studied during my hiatus and figured it would take all of five hours or so to finish, but here it is, fall 2013, and I'm still not done.

I'm starting to think I just can't do it, and I should save my time, energy, and money for something else. What do you think?

First, congrats on the baby. Finding the time to care for your family, work, and studying takes time and energy and I think you should cut yourself some slack and do away with this self-imposed pressure to finish.

If you passed your private ride, your commercial ticket is obtainable. Remember, it's often the things that we didn't do—like finishing school, or in this case your commercial ticket—that we regret the most in life. Finish the commercial. ➔

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

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MAKING A DIFFERENCE

Each year WAI awards scholarships in partnership with aviation industry leaders. The scholarships assist WAI members with the flight training and professional development needed to further their careers and pursue their dreams. We love hearing how these awards have impacted our members' lives, and share these stories as inspiration to pursue your own goals.

Dessy Aliandrina, WAI 44019
Tangerang, Banten, Indonesia

My academic career has been long and varied, and filled with accolades. Growing up in Indonesia, it was the spirit of "wanting to build something" that drove me to an undergraduate degree in civil engineering at Sumatra's Bung Hatta University. My interest in people and technology led me to pursue a master's degree in Engineering in Management of Logistics and Transportation Program at Chalmers University of Technology in Gothenburg, Sweden.



Dessy Aliandrina

In 2007, Indonesian airlines were banned from flying to Europe by the European Union because of the high accident rate and safety issues. This event was the reason for my interest in pursuing a Ph.D. from Lincoln University in New Zealand.

After submitting my Ph.D. thesis for examination, I went on to a traineeship at the International Civil Aviation Organization (ICAO) headquarters in Montreal, Canada, for which I was awarded an ICAO training scholarship in 2011 through Women in Aviation, International. I worked for the Safety Management and Monitoring (SMM) Branch and prepared a report and a project proposal for near-future actions to enhance safety in Indonesian aviation. I worked closely with the Implementation Support and Development Safety (ISD-SAF) Section in relation to Global Strategy for Aviation Safety, on tasks related to my Ph.D. study.

The internship widened my knowledge and understanding of engineering, people, technology, and organization. I decided to work back in Indonesia and applied my knowledge to not only aviation industries, but also other areas of study.

Currently, I work in the Center for Technopreneurship and Innovation (CTI) at Surya University in Indonesia. At the Cen-

ter, I apply my knowledge and experience to develop research and projects in education, safety, and sustainability in the aviation industry.

I love volunteering in community development, education, and after disaster works. I've recently been involved in the Indonesia Mengajar Foundation, a national effort to make a contribution to Indonesian education. My latest project is initiating Kelas Inspirasi or Inspirational Class in my region, West Sumatra.

Emily Crombez, WAI 50016
Thunder Bay, Ontario, Canada

An intro to aerobatics and emergency maneuver training seemed like the perfect preparation and challenge for any pi-



Emily Crombez

lot, especially an aspiring water bomber pilot. Although I was a bit hesitant to apply for such training, a friend who competes in aerobatic competitions encouraged me to pull some g's and challenge myself! Winning this scholarship allowed me to experience the thrill, exhilaration, discipline, and demands of an aerobatic pilot, while also learning the importance of emergency exit training.

This training builds a solid foundation of understanding of what is happening to your aircraft aerodynamically, and therefore greater confidence at the controls. I am work-

ing toward a position flying a CL-415 water bomber. During water bombing activity the aircraft is maneuvered in a high

WHERE ARE YOU NOW?

Are you a past recipient of a WAI scholarship or type rating? Share your story with us! Tell us what you were able to accomplish and how that got you where you are today. Send your words and photos to knelson@wai.org for consideration.

heat zone, which includes poor visibility and a lot of turbulence at low levels. Scoop lakes often contain obstacles, and the aircraft is maneuvered at gross weight after scooping from the lake. Tight bank attitudes and circuits are also part of a regular routine in the fire zone. All of these maneuvers involve precision at the controls, just like aerobatics.

Since completing the introduction to aerobatic and emergency upset training through the Ride the Sun Scholarship, I have continued with further aerobatic training. Each and every flight is a rush! I will continue to work toward completing rolls, loops, hammerheads, and precision spins with greater accuracy and positive energy management. This training has allowed me to fly an aircraft at or near its flight limitations with greater precision, confidence, and ease at the controls. It has also given me a great appreciation for aerobatic pilots and a better understanding of how an airplane flies in all axes.

Thank you to the Ride the Sun Scholarship sponsors for allowing me the opportunity to be introduced to aerobatic and emergency maneuver training. I'm currently a Twin Otter captain for the Ontario Ministry of Natural Resources (OMNR), flying in a forest fire suppression role. I have also transferred many of the skills I learned while flying low-level polar bear surveys over Hudson Bay and dropping aerial rabies vaccinations, which also includes low-level flying and tight turns in mountainous regions. I am eagerly awaiting training on the OMNR's amphibious water bombing float-equipped aircraft. I look forward to continuing to develop my aerobatic skills and transfer them to my current and future flying positions.

Jacqueline Johnson, WAI 41346

Vail, Arizona

I would like to thank Women in Aviation, International and United Airlines for offering these wonderful scholarships and for the excellent training I received at United. It is because of the Continental B737-NG scholarship that I was hired at United Airlines in March 2013 flying the Boeing 737. The training program for the scholarship was very intense and it has greatly improved my skills. Like many pilots in this industry, I have had a long and arduous battle that has finally led me to my dreams.

The first time I seriously considered becoming an airline pilot was when I was in high school on a study abroad program in France. I had worked two jobs during the summer before my senior year to pay for the trip. While I was there, one

could say I found myself and decided to go all-out pursuing a flying career. Upon returning to the U.S., I enrolled in community college instead of returning to my high school and applied to Embry-Riddle Aeronautical University.

In May 2004, I graduated with a bachelor's degree in Aeronautical Science, minor in Air Traffic (CTI), and completed the dispatch program while I worked as a waitress and ramper. I then began flight instructing following my now-husband, who is a pilot in the Air Force, from city to city, slowly building flight time for two years. At the time, none of the airlines were hiring and the FAA contacted me from the CTI minor I had completed from ERAU. They offered me a position at Memphis



Air Route Traffic Control Center. I accepted and completed En Route ATCS training at the FAA academy and spent two years in the FAA.

I had almost given up on my dream of flying when I resigned from the FAA and accepted a job at the regional carrier Colgan Air, which is now part of Pinnacle Airlines. I remember many times thinking to myself something that I had learned from a girl in France. She had to repeat her senior school year after failing and had said to me, "Je n'arrivé pas." (I have not yet arrived.) What an interesting idea—she had not failed, but just needed more time.

At the time I was awarded the scholarship, I had just upgraded to captain on the Saab 340 and had no flight management system or glass cockpit experience.

I am sitting here now on the 737, looking out at the view, remembering this journey. I know now that I made the right choice to chase my true dream. This scholarship made it possible. I hope my path will help inspire other girls to continue on and remember that phrase *je n'arrivé pas* when presented with the many obstacles in this industry. ✈

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More than 85 scholarships will be awarded at the 25th Annual International Women in Aviation Conference in Lake Buena Vista, Florida, March 6-8, 2014. Look for 2015 scholarship opportunities in the July/August issue of Aviation for Women magazine.



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

As the world's oldest, largest, and only fully accredited, non-profit university specializing in aviation and aerospace, Embry-Riddle Aeronautical University is not only educating future pilots and leaders, it is changing the face of the industry. In recent years, the university has launched aviation firsts including the world's first and only Commercial Space

Operations bachelor's degree program. Other new, in-demand degrees include Software Engineering (with a cyber-security focus), Cyber Intelligence and Security, Astronomy, Global Business, and a master's degree in Security and Intelligence Studies.

It's About Students Breaking Boundaries

Students have garnered international attention for everything from a first-place award from the National Science Foundation for a study of hurricanes in space, to helping develop water purification systems for families in Haiti. Teams of students have repeatedly taken top honors in competitions ranging from unmanned and autonomous vehicles to cyber security.

For the second year in a row, Embry-Riddle pilots from both residential campuses have earned top spots in one of the country's oldest and most prestigious all-female, four-day transcontinental flight competitions, the Air Race Classic.

The Golden Eagles Flight Team recently won its ninth National Championship at the SAFECON national competition, sponsored by the National Intercollegiate Flying Association (NIFA). The team also won the Judges Trophy and National Top Pilot Award at the latest competition.

It's About Finding Your Connections

Recent efforts to empower and support female students, as well as the changing face of alumni relations, are having a big impact. One key to this success is the Women's Ambassador Program launched in January 2012.

As more than 300 female alumnae, current staff, and faculty and current graduate students mentor incoming students, hundreds of female prospective and current students have participated in the program directly with these "big sisters" or through representation at aviation and engineering conferences, enrollment events, air shows, and more.

As students graduate and transition to alumni, they can count on firsthand support as, for the first time in the university's history, the entire Alumni Relations department consists of an all-alumni management team.

It's About Building A Future

In 2013, for the 14th straight year, Embry-Riddle's aerospace engineering programs have been in the top three as ranked by *US News and World Report*.

It's this reputation for producing the world's best future workforce that has helped solidify internship and new-hire programs with industry leaders. Partnerships with Delta Air Lines, Jet Blue, Sky West, and American Eagle are just a few announced recently that help Aeronautical Science students secure a career as a pilot as well as engineering, business, and arts and sciences degree holders.

And as the go-to source for industry to innovative and real-world solutions, the Aerospace Research and Technology Park located adjacent to the Daytona Beach campus is building momentum with a recent partnership with Diamond Aircraft.

Embry-Riddle's Prescott campus was the site of the first Women in Aviation Conference in 1990, and remains a strong partner of WAI. The university has exhibited at every Conference as well as generously sponsoring portions of the event through the years. ✈



ERAU has two residential campuses that offer flight training—Daytona Beach, Florida, and Prescott, Arizona. (Prescott also offers helicopter training.)

KEN ANDERSON/COURTESY OF ERAU

Women in Aviation, International Welcomes New Corporate Members

FAM International Security
National Oceanic and Atmospheric Administration
Phoenix Air Group Inc.
Vermont Technical College

GEAR AND GADGETS



SteriPEN Freedom www.steripen.com

Over the years, I've learned to always travel with an emergency medical kit. Nowadays, I add a water purifier to my list. I carry what SteriPEN touts as "the world's smallest, lightest UV water purifier." In just 48 seconds, I can have "safe drinking water anywhere and anytime." On a recent trip to Bhutan and Nepal, I tested the Freedom version (\$119.95), which is compact, lightweight (only 2.6 ounces), and packs easily. Plus, you can power up the internal, USB-rechargeable battery from a wall outlet, computer, or even a portable solar panel. The SteriPEN uses UV light to make water safe to drink. (UV light kills microorganisms such as giardia, e-coli, hepatitis, shingella, salmonella, bacteria, and viruses.) My only regret was not having a SteriPEN when I traveled to Burma last year, as it might have prevented me from an unplanned visit to the emergency room. ➔



Scottvest for Travelers www.scottvest.com

My travel life improved substantially after discovering the Scottvest for Travelers: I am now better organized and carry all my essentials close to my heart—in my vest. And when I go through security,

I simply take off my vest, put it in a bin, get my full body scan, and then pick it up on the other side. It really doesn't get any easier or more secure than that.

After receiving my trial Women's Travel Vest, I was a tad overwhelmed with the 17 pockets and compartments. I envisioned looking like the Pillsbury Doughboy's sister with

pockets stuffed with things like a water bottle, keys, passport, cellphone, digital camera, sunglasses, and an iPad. Much to my surprise, I found the fit to be flattering without telltale bulges advertising my valuables. That's because a lot of technology went into the design of the vest, including the Weight Management System and NoBulge Pockets.

Besides being lightweight, the vest is wrinkle-, water-, and stain-resistant, so I don't look like I've been sleeping in my vest, even though the truth of the matter is that I probably have. My trial wearing of the vest was on a recent trip to Sun Valley, Idaho. I found it to be expedient for taking notes and shooting photos with pockets to stow all my miscellaneous gadgets. ➔

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



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We're 25 And There's Much to Celebrate!



The year was 1990. President George H.W. Bush gave his first State of the Union address, the SR-71 set a U.S. transcontinental speed record, and Janet Jackson's "Escapade" was No. 1 on the radio. In Prescott, Arizona, 150 people gathered for the first Women in Aviation Conference, sponsored by Embry-Riddle Aeronautical University and the Arizona Humanities Council. No one knew what to expect at that first conference, but after a weekend of networking, it was clear there was a need for more women in the aviation industry. A decision was made to hold the event again the following year. Soon, the conference became an annual event, and in December 1994, Women in Aviation, International was established as a professional, nonprofit organization.

The ranks of women working in all areas of the aviation industry are growing, and their contributions are significant. More women are becoming mechanics and dispatchers, and a new emphasis on science, technology, engineering, and mathematics (STEM) curricula in schools offer hope for more rapid growth in the coming years.

WAI's networking opportunities throughout the aviation and aerospace industries have become legendary. The annual conference has gained such a reputation as "the place to be for hiring" that last year saw a significant spike in male attendees in the exhibit hall, like their female counterparts, also hoping to get face time with the industry's top companies.

Membership surveys have indicated the No.1 reason people join WAI is for the networking opportunities—because connections and relationships are an important part of climbing the ladder of success, wherever your particular ladder may lead.

NIFTY 50!

Our chapter network is growing—and we need your help! We're close to having chapters in all 50 states, but we can't do it without you! If you're interested in starting a WAI chapter in your local area, contact Chapter Relations Manager Audra Hoy at ahoy@wai.org to find out what you need to do to get the ball rolling.

Not sure if there's already a chapter nearby? For a complete chapter listing visit www.wai.org/chapters.

States shown in blue have at least one WAI chapter, but there are 17 states (in white) where opportunity is knocking.

As we celebrate the gains women continue to make toward having a greater presence in the aviation industry, it is important to acknowledge the shoulders of those upon whom we now stand. Every year Women in Aviation, International inducts new members into its Pioneer Hall of Fame during the closing banquet of the annual conference. The Women in Aviation, International Pioneer Hall of fame was established in 1992 to honor women who have made significant contributions as record setters, pioneers, or innovators. Special consideration is given to those who have helped other women be successful in aviation, or opened doors of opportunity for other women.

BACK TO PRESCOTT

Women in Aviation, International kicked off its 25th anniversary year by going back to the site of its very first conference in 1990, with a regional conference kick-off event in October 2013. More than



100 students and attendees enjoyed a busy Friday of networking, speakers, and breakout sessions at Embry-Riddle Aeronautical University's Prescott campus. Speakers included Dr. Frank Ayers, chancellor of Embry-Riddle's Prescott Campus; Virginia Lee Doerr, WASP; Karen Gebhart, vice president of business development and exhibitions for HAI; and Anna Mracek Dietrich, COO and co-founder of Terrafugia. Saturday, attendees had a chance to participate 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 astronaut Barbara Barrett.



Peggy with Barbara Barrett and Dr. Frank Ayers

Among the special touches at the event were a "fleet" of candy airplanes—parked at each place setting for lunch. Debbie Harvey, WAI 77, had invited her local Ninety-Nines chapter to her home to make candy airplanes for attendees to the first conference in 1990. She made 200 for the kick-off event last October!



Julie Clark performed in the Wings Out West air show.

PHOTOS BY ANNA MRACEK DIETRICH

It's a special way to say "thanks" to those who charted new territory, created new opportunities, and broke ground that ultimately benefitted us all.

BUILDING THE FUTURE

Over the years, WAI members have shown time and again they want to help their sisters in aviation succeed. In 1996, WAI awarded its first scholarship, and by 2013 the organization had given away more than \$8 million to help members reach their dreams.

While each year's scholarship offerings vary, the opportunities are diverse, and there is truly something for everyone. Whether you're a college student, or well into your career and looking to make an upgrade or change, from managers and dispatchers to pilots, engineers, and mechanics, there is a generous sponsor looking to help. And the testimony to the impact WAI's scholarship program has had is all around. We share stories of those who have been able to take the next step or reach their goals because of a WAI scholarship in each issue of *Aviation for Women*.

A few years ago we realized there was an opportunity to help younger girls find their path in aviation as well. Now in its third year, "Bring Your Daughter to the Conference Day" has become a welcome addition to the schedule. The day-long program is for girls ages 10 to 17, designed to introduce them to the excitement and career opportunities available in aviation. Activities include learning to read a sectional chart, a junior job fair, simulator flying, a scavenger hunt through the exhibit hall, safety wiring, and the opportunity to meet and interview female pilots and aviation industry executives.

Outside of the annual conference, WAI also partners with EAA each summer to put on Women Soar You Soar for four days during EAA AirVenture Oshkosh. Now entering its ninth year, the event annually introduces 100 high school-aged girls to more than 20 mentors—from engineers to fighter pilots. The goal is to engage, inspire, and educate young women to pursue their dreams in aviation and beyond by giving them one-on-one time with women "living the dream."

Also during AirVenture, WAI and EAA host WomenVenture, a day to celebrate the achievements of women in the aviation industry. The day kicks off with a fun group breakfast, moving on to the now infamous group shot of hundreds of women in the middle of the fly-in's main static display area. Last year also saw the addition of a power lunch after the photo, offering another opportunity for networking and inspiration during one of aviation's biggest weeks. Both programs ensure visibility for women at AirVenture and let girls know they have a place in the aviation industry, and give them pathways to pursue their dreams.

THANK YOU!

There is much to be proud of over the last 25 years, and we're glad you're a part of the Women in Aviation, International history. Whether you're a new member, or someone who has been involved since that very first conference in Prescott, you help make WAI the passionate, dynamic organization it is.

As we celebrate 25 years this March during the Conference at Walt Disney World, we're also looking forward to seeing what the next 25 years will bring, and no doubt, you're going to be glad you are a part of it! ✈

25TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

DISNEY'S CORONADO SPRINGS RESORT
LAKE BUENA VISTA, FLORIDA
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 – 3:30 pm Tour-ERAU Daytona Beach
(Register by February 26; Ticket required \$35)
- 9:30 am – 11:30 am Professional Development Seminar "You, Inc."
(Ticket required \$25)
- 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
Joy Brant, VP and Program Manager for Boeing Space Exploration
Eileen Collins, Astronaut, Pilot, Colonel USAF (ret.)
Nagin Cox, Engineer, NASA Jet Propulsion Lab
Deborah Hersman, NTSB Chairman
Michael P. Huerta, FAA Administrator
Linda Markham, Cape Air President
Elaine Larsen, Jet Dragster Driver, Larsen Motorsports
Dorothy Saul-Pooley, Master Elect, Guild of Air Pilot and Air Navigators
Brian Shul, SR-71 Pilot (ret.)
Mariola Ziolkowski, Managing Director, 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.



Island

Female pilots of the Caribbean

by Anne Salafia

Photography by Ted Davis

AERIAL PHOTOS BY LAURIE LEGRAND



The Caribbean calls to a special breed of pilot. It's not for everyone.

Some pilots can't stomach the abundance of over-water flying. Others tire of all the paperwork that comes with entering another country almost every time they go out for a joyride.

Pilots on American islands file an eAPIS to leave and return to their territory. They complete general declarations, go through customs and immigration, and encounter cultural differences on a steady basis. Air traffic controllers, for example, vary their lingo between the Dutch, French, British, and U.S. islands. And staying alert to international boundaries is a constant.

Female pilots of the Caribbean, few and far between, stand out.

To them, the rewards are worth whatever it takes.

The rich variety of cultural heritages, the relaxed way of life, the opportunities to practice sundry languages—all this speaks to their souls, as do the sparkly waters and big skies.

They would have it no other way.

Flying



Laurie LeGrand



Carol Smith

Carol Smith had never intended to fly airplanes. She liked horses.

Carol taught riding at the Pony Club on St. Croix and rode her horses across the vast acreage of an old plantation on the island's lush west end.

Things went awry when a man spooked her lightning-fast horse of fine lineage and prone to hysterics. "We ended up on a ridge, both of us panting and absolutely blown. Sweat poured from each of us," Carol said. "Then, a little 152 flew nicely across the sky, and I thought, 'What in God's name am I doing down here?'" It was 1979.

Carol helped herself to the gift certificate she'd given her husband for flying lessons and she became a pilot—one of the first female pilots of the Caribbean.

"Amelia Earhart said that flying over the ocean is wonder-

ful but that you've got to have the heart for it," Carol said. She suspects this may account for the scarcity of private pilots flying to and from the Caribbean. "The trip down is what delineates pilots. A lot of them simply won't make the trip—too much over water."

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At 5, Stephanie Harris lay atop her jungle gym at night and stared into the Texas sky, convinced she was destined to become an astronaut—if not a Dallas Cowboys cheerleader. "I couldn't help but imagine exploring the stars," she said.

When she was 11, the Challenger disaster did not deter her aspirations. "It hit home how incredible the feat was—what mankind had accomplished," Stephanie said. But when her

mother took her on a discovery flight at the airport in Temple, she reset her sights. “I *knew* I was going to fly!” she said. And despite her father’s chiding, Stephanie reached for the brass ring.

At Hobby Airport in Houston, she washed planes at night. She went to college and flew in the morning; in the afternoon she refueled airplanes. By age 19, Stephanie had earned a commercial certificate with multiengine and instrument ratings and had become a certified flight instructor.

By the time Stephanie arrived in the Caribbean, she had flown for a charter company with the likes of George and Barbara Bush as her clients. She had worked for eight years with Zachry Construction in San Antonio, flying VIPs in a Sovereign. “We also had a King Air,” Stephanie said. “We would fly to the ranches and land on dirt strips. We buzzed the field to clear the cattle, deer, and coyotes, and then we would come back in and land, always at the crack of dawn.”

On St. Croix, she took a hiatus from the profession and home schooled her young daughter, Houston. Luckily, friends had a jet—a Citation Mustang—and allowed her left seat. Stephanie hit all the different islands. “Once six of us flew into St. Martin where my husband and I kept a 50-foot Beneteau. We all sailed over to St. Barths for Jimmy Buffet’s 40th anniversary of ‘Cheeseburger in Paradise.’ We felt like rockstars!” she said.

These days, Stephanie flies over Caribbean waters and across mainland United States as lead captain for Denali Cor-

poration. She flies the company’s G150 and delivers owners to Vail or Sarasota, St. Thomas, or back to St. Croix.

Her favorite thing about Caribbean flying? “Taking off at sunrise and coming up over a deck of patchy clouds and seeing the water. Or, if there’s a storm in the distance behind the sunrise, the dimensions of color,” Stephanie said. “I love the absolute peace of being in the air that early. There’s something magical about sunrise in the Caribbean; you feel on top of the world.”

Stephanie Harris



“Amelia Earhart said that flying over the ocean is wonderful but that you’ve got to have the heart for it,” Carol said. She suspects this may account for the scarcity of private pilots flying to and from the Caribbean.



Antiguan Anne Marie Delisle tried her hand at hair-dressing but found her heart wasn't in it. Sitting behind an accounting desk also failed to fit the bill. While she worked as a flight attendant for LIAT Airlines, Anne Marie came to understand her calling.

A pilot with LIAT for 23 years, she loves flying for its "feeling of freedom and the constant changes in scenery and weather." Anne Marie has flown into and out of every LIAT destination: Antigua, Anguilla, Guadeloupe, Martinique, Dominica, Grenada, Dominican Republic, St. Thomas, St. Croix, Puerto Rico, Anguilla, Tortola, Nevis, St. Kitts, St. Lucia, St. Vincent, Trinidad, St. Maarten, and Guyana.

"I was the first pilot to go from being a flight attendant on LIAT to the flight deck, and the first female captain on the Dash 8," she said.

Flying runs in her blood. Her uncle, Sir Frank Delisle, founded LIAT in 1959. He and other pilots in the family inspired her, as did Capt. Liz Jennings-Clark, LIAT's first female pilot. Ac-

cording to Anne Marie, the airline boasts one of the highest percentages of female pilots in the industry.

"The Caribbean way of life is not for everyone," she said.

But she would consider living nowhere else, save Australia. "Island flying is picturesque, the colors breathtaking. I love the Caribbean people and our various cultures. No matter which island you visit, you feel at home," she said. Her philosophy: Know your limits—mental, physical, and practical.



Amy Dunn had always sensed her soul belonged somewhere south of the border, if not on a Caribbean island. When she received her diving certification in Belize and headed to Mexico to explore the seas, Amy confirmed what her heart had long known.

Now a first officer for Seaborne Airlines on St. Croix, the 30-year-old Colorado native flies Twin Otter seaplanes between St. Croix and St. Thomas. Before that, she instructed flight students on Puerto Rico and flew for American Eagle out of San Juan.



Her uncle, Sir Frank Delisle, founded LIAT in 1959. He and other pilots in the family inspired her, as did Capt. Liz Jennings-Clark, LIAT's first female pilot. LIAT boasts one of the highest percentages of female pilots in the industry.



The Caribbean pace suits her.

When Amy interviewed with Seaborne in 2012, the series of laid-back evaluations included a mandatory drive around the island. Was island life *really* for the young pilot? No problem. Seaplanes appeal to her too. “It takes time to refine your skills on the water,” she said. “Boat traffic and changing wind directions challenge you—every day is different.”

Like Anne Marie and Carol, Amy had not planned to become a pilot. She was studying psychology at the University of Colorado when a suitor took her up in a Cessna 172, expecting to win her fancy. Instead, he inspired her to fly. “I can’t remember his name; it was about the flying!” said Amy, who changed majors (and schools) forthwith.

Not only did she get her private certificate, but also a commercial multiengine sea rating and flight instructor certification. She also earned a bachelor’s degree in Spanish.

Flying, like the Caribbean itself, may have always been in the cards. “My uncle served as an air traffic controller with the Navy, and my great aunt was a pilot during the World War II era,” Amy said.

• • • • •

Laurie LeGrand tools around the Caribbean in her 1966 Piper Comanche. She takes friends for lunch on Nevis. She drops into Grand Case on St. Martin

for fine dining and romantic weekends with her husband. She hits Anegada when she needs to feel remote, and St. Thomas or Puerto Rico when she’s ready to shop. Sometimes Anguilla calls to her, sometimes Tortola.

Twenty years ago, when Laurie and her husband Phil Holzman bought property on St. Croix, their broker’s wife said, “You could be on Nevis in an hour—if you knew how to fly and had a plane.” It was more than she could stand.

“I had always been a white knuckle flyer,” Laurie said. Even so, she signed up for lessons back home in Massachusetts. “I was hooked after one lesson; I flew every day I could,” she said, then a newly retired teacher. Within two months, Laurie had her certificate and was co-owner of a Piper Warrior. Nevis loomed large.

By 2002 the snowbirds had built a Caribbean home and wanted to fly the Warrior down. (By now, they had bought out their partners, Phil had also learned to fly, and Laurie had heard tales of a pilot named Carol Smith.) “Carol sent me a tome of information—places to stay, good airports, how to pick your way down through the islands, places that had no radio coverage,” Laurie said. “Coming down the East Coast is easy. We like Ft. Pierce as a jump-off spot because it has tons of information and good customs on the return.”

As per Carol’s advice, they came through Stella Maris in

the Bahamas, Providenciales in the Turks, and Isla Grande on Puerto Rico. These days Laurie flies a faster Comanche, eliminating two stops. She and Phil have become instrument rated, and Laurie has earned a commercial certificate strictly because “it really teaches you how to maneuver and gives you a higher skillset.”

Having ferried the plane back and forth 18 times, Laurie likes Caribbean flying best. “I adore flying just above the clouds, looking down at the water and spotting an island off in the distance. First you see the white sand, then that turquoise water!”

While you may catch her flying off to Nova Scotia or Nantucket in the summer, the Caribbean has become Laurie’s home.

• • • • •

Carol, regarded as an authority in transitioning planes to the Caribbean, has mentored other pilots besides Laurie. After all, Carol had made the yearly journey from North Carolina and back—husband and dog in tow—since 1991 when she first brought her Cessna 182 with long-range tanks. Husband JD did not fly; he kept her alert.

Carol did it back when you flew radio station to radio station, her longest stretch being 589 miles. “If you really got in trouble, you could talk with American or United,” she said. “When you got to the Turks, you looked for four little pieces of rock. If you didn’t see them, you weren’t going to see Grand Turk, and you were in trouble.”

When she went for her checkride in 1979, the examiner warned, “I’ve never passed a woman the first time.” Two sweaty hours later, the same gentleman could not disqualify her. “I guess I have to pass you,” he said, and promptly set out to sell her a plane.

Carol rented planes for awhile, flying her contractor husband and his crew between islands. In 1982, they got a permit to build on St. Barths, but, thanks to bureaucratic delays, she only obtained a permit to fly into the airport in 1986—the first woman ever to fly into St. Barths. “It’s the toughest airport in the world, with a 1,400-foot strip, and that was the era when women weren’t supposed to fly,” she said. She and JD lived on the French island until 1997. Then they moved to St. Eustatius and converted the 182 to an aerial pickup for mail, tools, and supplies while they remodeled a historic cottage.

JD died in 2008. Carol and her dog returned to seasonal life on St. Croix where mail, supplies, and groceries were a relative cinch. She stopped flying in 2010—she had cancer. “I had faked-off the FAA for years about my hip replacements, but I was beginning to think I wasn’t flying to my own standards,” Carol said. “It was time. I’d flown for 31 years, as far north as Quebec, as far south as Bequia, and as far west as Oklahoma. I’ve had a perfectly wonderful experience!”

Alive and well, Carol has become a legend in the Caribbean skies. Laurie, Anne Marie, Stephanie, and Amy are still busy contributing to history as female pilots of the Caribbean. ➔

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Anna Salafia is a freelance writer who lives on St. Croix with her husband and their Crucian hound.

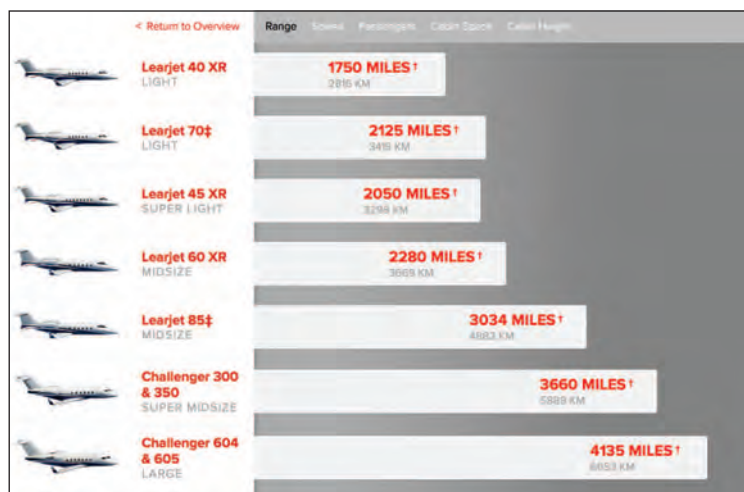
Meet rising star Deanna White

president of Flexjet

With 750 employees, Deanna White's company isn't the largest fractional jet charter company in the world, but it isn't the smallest, either. Even so, in the one year Deanna has been at the helm of the company, she has nearly accomplished her goal to meet every one of her employees, from ramp manager, to pilot, to mechanic, which includes learning their names.

by Amy Laboda

She's done this even as her parent company, Bombardier, sought and found a new owner for Flexjet last fall in rising aerospace juggernaut Kenn Ricci's Directional Aviation Capital. With the news of the sale public, Flexjet's order count for new signature-branded Learjets and Challengers doubled, and Deanna can continue to tout her company's reputation for having the youngest fleet in the fractional business.



PHOTOGRAPHY BY BILL BERNSTEIN ON BEHALF OF FLEXJET





RISING STAR

Deanna never saw herself as an aviation industry leader. She didn't go to Harvard or Yale (University of Tampa, graduating with an accounting degree), and she didn't have prestigious internships (food service paid her way), but she rose quickly through the ranks of finance at GTE and then Genuity—both telecommunications companies—because of her abilities to intuit, her empathy, and her management skills.

"I would not necessarily say that finance is the best track to the executive boardroom," Deanna said. "But I do think it is a good track, and a good way to see the inner workings of a company from an analytical perspective." She pointed out that one key to her success was that she sought mentors within each company she worked. "I think that as you move up to the executive level, the real focus gravitates to your leadership and general management skills," she said.

As for her switch in 2005 from telecommunications to aerospace, it wasn't a stretch. "In telecommunications you are basically managing a network. How do you have the consumer, the customer, pay for the use of your network is one challenge. Do they pay by minutes, by data? The fractional/charter jet market runs on the same model. When you've got a fleet of aircraft, the question becomes, how can you create a combination of options for your customers that will make it successful?" she asked. "I will admit, though, this business is so much more sexy than telecommunications."

Bombardier Flexjet President Fred Reid (now retired) identified Deanna early as someone who has the potential to lead, and mentored her. "Fred Reid, who was president when I got here, told me I was not a finance person, but rather I was a

general manager. I sort of dug in and disagreed for a while. But as you get higher up in the company, you realize what you are really good at. He was right," she said. It wasn't long before Deanna was rising through the ranks at Bombardier, too.

When asked what she liked the most about working with Bombardier, Deanna did not hesitate. "Bombardier is a global company," she said. "Because we use local talent that gives Bombardier the strategic advantage of local knowledge, particularly in emerging countries. There are a lot of nuances to private aviation in, say, Europe versus Asia," she continued. "All of my colleagues from around the world show up to executive meetings. Since English is the common language for most of us, most of the meetings are in English, despite the fact that our offices are in Montreal, Quebec, Canada. It is nice to have so much diversity in the leadership group."

Even though Bombardier is selling its Flexjet division, Deanna contends the two companies will remain aligned for years to come, if for no other reason than Flexjet is both the launch customer for the Learjet 75 and Learjet 85, but also because it is the largest operator of both Bombardier Challengers and Learjets. "The Challenger 300 series is probably our most popular aircraft among the fleet," she said. And with the energy Bombardier has put toward successfully extending the intervals between required maintenance from 300 to 600 hours, the Challengers are about to become a much more affordable fleet aircraft, as well.

DAY TO DAY

There is more to the day-to-day job of being president of an iconic fractional/charter company than executive meetings

and road trips to meet the staff. Deanna explained that her principal job is to set both the company's vision and strategies to achieve the vision.

"Who do we want to be and how do we want to communicate that, both to employees and customers? Those are the questions I answer," she explained. And how does she do it?

"A couple weeks ago I flew up the length of the East Coast, visiting a good number of our customers. I had a chance to not only fly on our product, but I was with my new customer experience officer, Lori Carr," she said, explaining that her decision to create Lori's position marked the first time in company history where the operations and the service portions of the company were separated. Lori is responsible for the entire customer experience, from the pilots to the aircraft. "Every time they touch us the experience should be exceptional," Deanna said.

The East Coast trip was designed to give both Lori and Deanna the chance to experience what their customers were experiencing, and the opportunity to look that over with a critical eye toward refinement. They wanted to hear from their customers, too. Deanna has become known in her short time at the top as an executive who is not afraid to meet and greet company clients (she likes to call those who have fractional shares "owners") at the FBO both before and after their flights.

"I like to meet customers because that is the best way to get feedback and incorporate that into the products we sell and how we do business," she explained. And customers love to share. "When they are fractional owners, many of them feel like they own a portion of the company and that we work for them, which is correct—we do," she said.

As far as getting the customer input to the rest of the company, where it can be put into action for change, Deanna said it is all in your communication skills. "Sixty-five percent of Flexjet employees are not in the office. They are pilots, maintenance people, sales force, and so it is important that I get out on the line and meet them, get their feedback about what is actually going on in the field," she explained. That very night, she said, she was meeting with the night shift at the company's Teterboro facility. "It is a high center for traffic for us. I'll see and meet the crews coming through and be available in the main FBO meeting customers, shaking their hands—that is a really nice feeling for them to see me, the president of the company, there making sure personally that the experience they have is exceptional."

And how do the customers respond? "Most of the time what I've received is validation that we are an exceptional private travel provider," she said. "The fact that we've got some of the best equipment in the system with the Challengers and the Learjets doesn't hurt. We've got the strength of the OEM connections so we are able to have their products first." And Flexjet's Learjet 75/85 aircraft will be signature aircraft, unlike any others in the system in terms of how they are outfitted.

Deanna said that the economic downturn made customers more savvy about purchasing services. "They are looking for value, not necessarily discounts," she explained. "And customers definitely love it when they see their feedback made a

change happen in our system that enhanced their efficiency."

Of course on a day-in, day-out basis White's job does include sitting behind a desk with basic corporate governance tasks, too. "I have to evaluate all the various aspects of the company, making sure we are hitting our numbers, and looking over the operational metrics. When we do have issues we take action to address them to stay on track," she said.

A MIX, NOT A BALANCE

As for how an executive career in aerospace mixes with family life, Deanna insists that you can do it (she does), but you shouldn't even try for balance. "I always hate the 'family balance, work balance' cliché," she said. "If you strive to be in perfect balance, it will never happen. There is a time and a place where each tends to dominate, and you've just got to know when to let that happen naturally.

"I've got a son involved in baseball, and I make it that I never miss one of his games," she said. "I put them on my calendar and schedule accordingly. I think it is great that my son can see his mother being successful, multitasking, and a strong leader." She is quick to point out that her mother and a homework helper from a nearby university are part of what she considers a strong support staff that make her mix of home life and work life, well, work.

One advantage her son also has is that Deanna is both technologically smart (she uses FaceTime and her son's fascination with the iPad to her advantage when she is away on business trips) and she's got access to the corporate jet, which means that when she travels and he can accompany her, he comes along. And we all know, Deanna pointed out, that there is no education better than travel.

A LITTLE ADVICE

Deanna is a proponent of mentoring and more than happy to offer advice to those who would like to follow in her footsteps to the executive branch of their own aviation companies. "Focus on learning emotional intelligence skills, the leadership and management skills, and become attuned to your own strengths and weaknesses," she said. "Watch people and emulate those who are clearly good at what you'd like to do. Be constantly willing to take feedback and develop yourself."

She's proud Bombardier has supported organizations such as Women in Aviation, International by providing scholarship opportunities in both the maintenance and flight tracks.

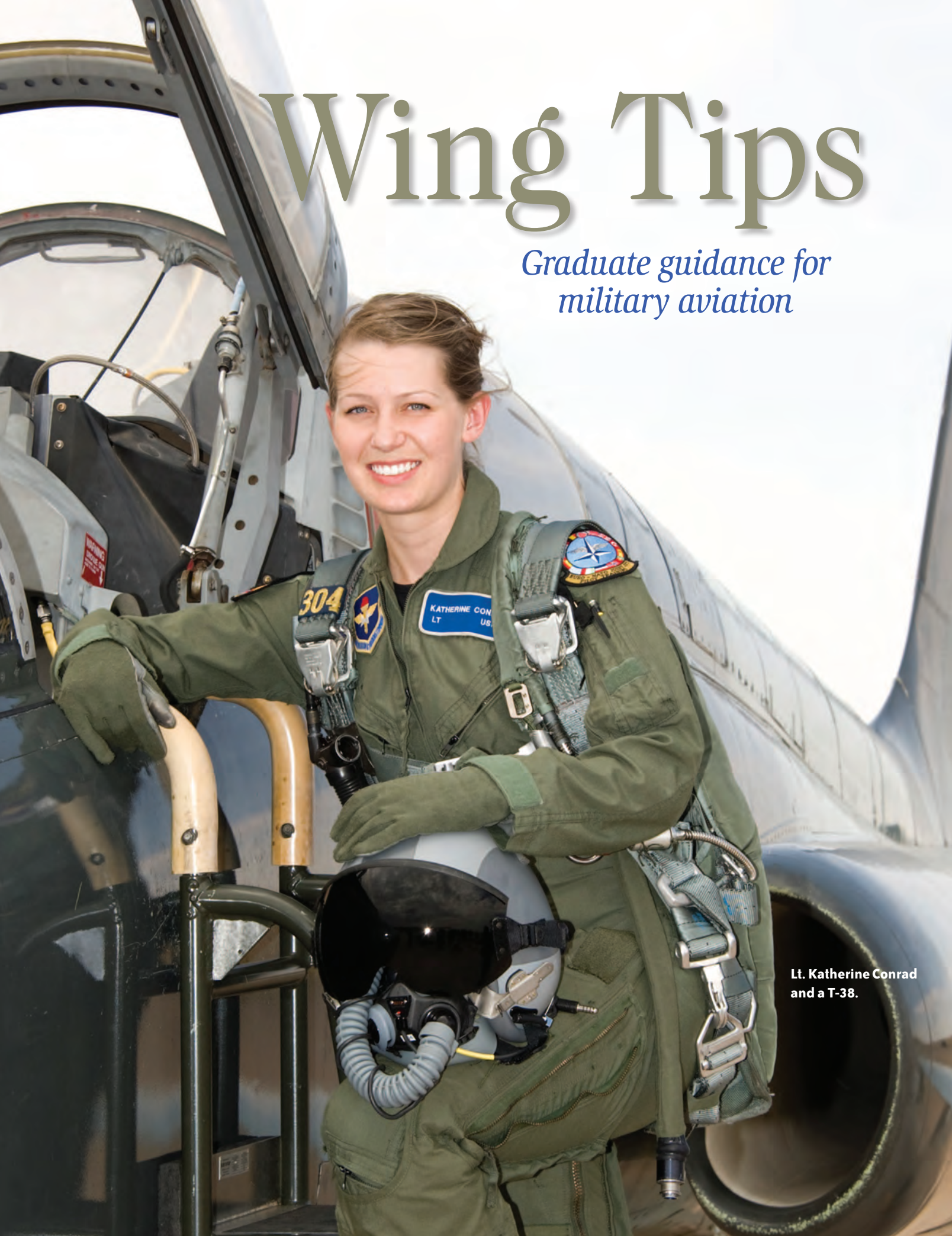
As for Flexjet—where Deanna said more than 40 percent of its managers are women—it is hiring. "Flexjet had a wonderful year in 2013, where Easter week—a peak for us—we flew the sum total of all our flying in 2007," she said. "Our sales pipeline is full, so we are back to hiring pilots and dispatchers for the first time since the downturn. With all the talent we have at Flexjet we'll be able to execute the strategies and fulfill the vision I've got for the company."

For a captain of industry it doesn't get any simpler. ➔

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Amy Laboda, WAI 14, is a freelance writer and founding board member of Women in Aviation, International.

Wing Tips

*Graduate guidance for
military aviation*



**Lt. Katherine Conrad
and a T-38.**

When it comes to flying, many consider the military the epitome of aviation education. Not only do they get paid to fly cool aircraft in often exciting circumstances, but also the instruction is “free,” if you discount the effort required to meet the stringent selection process and training requirements, and the years of service required after earning those coveted insignia—eight for the Navy’s wings of gold and a decade for the Air Force’s silver wings.

What unites pilots of all services is their membership in a small, select family of aviators. The Army’s rotary-wing focus makes it unique among the services, and most of its 9,000 aviators (485 of them female) are warrant officers; becoming one of them is another story. The mission here is to parse the experience of two women who’ve just earned their wings in Navy and Air Force training and to convey their advice to those who want to follow in their footsteps.

In round numbers, of 21,000 Marine officers, 4,000 are aviators, 113 of them female. In the Air Force, 17,000 of its 66,000 officers are pilots, with 621 women. Between them are 53,000 naval officers, 7,100 who wear wings, including 343 women. What matters most for applicants is not how many apply, but how many are selected. As a middle ground example, between 2008 and 2011, the Navy winged 753 new aviators and flight officers, 73 of them female.

As our two just-winged aviators show, aside from being college graduates, there is not a typical military aviation candidate. But those who are successful embody a singular passion for flight.

Lt. Julie Froslee

Julie Froslee didn’t know much about the Navy or aviation until she got an ROTC scholarship at Florida’s Jacksonville University. Even though her dad was a Marine helicopter pilot, the subject rarely came up in the phone calls that connected them after her parents’ divorce. That changed during an ROTC summer orientation that introduced the Navy’s career opportunities.

A flight over San Diego in an SH-60B introduced Julie to helicopters. Their humanitarian missions—such as search and rescue—were a primary attraction, she said, but “I know that the real world is mostly

vertrep,” sling-loading supplies from ship to ship at sea. Already meeting the math and science prerequisites, at the end of her junior year she took the six-section, 2.5-hour Aviation Selection Test.

Spending a month with a San Diego helicopter squadron before her senior year reinforced Julie’s rotary-winged aspirations because she saw that a

“helo crew is a family. Every-one, pilot, copilot, and crew-men, is important, and that was a big draw for me.” She got her aviation orders just before earning her history degree in 2010. Things are different now, she said. Aviation applicants are now tiered by degree with engineering, math, and science leading the list.

Going from first flight to solo in six weeks in a Cessna 172, initial flight screening “was like a test every day,” Julie said. “It can be a career changer,” and being a private pilot “will definitely help,” but it’s not a guaranteed pass. Next was Aviation Primary Instruction (API) at Naval Air Station (NAS) Pensacola, six intense weeks of aviation academics, physical, and operational training, including water survival. “Part of the test is seeing if you can handle it all,” she said. “Don’t neglect your physical fitness. Work out regularly; be self-motivated, responsible for yourself.”

The Navy tells aviation students when and where they must be and expects them to arrive prepared. In addition to official

by Scott M. Spangler



Lt. Julie Froslee before a flight in a TH-57.

Going from first flight to solo in six weeks in a Cessna 172, initial flight screening “was like a test every day,” Julie Froslee said. “It can be a career changer,” and being a private pilot “will definitely help,” but it’s not a guaranteed pass.

Going Military

Aviators can be found in all branches of the U.S. military. If you're considering serving your country as a military pilot, explore these online resources to see which branch is right for you and how you can prepare for the training ahead.

U.S. Air Force

www.airforce.com/careers

U.S. Army

www.goarmy.com/careers-and-jobs

U.S. Marines

www.marines.com/becoming-a-marine

U.S. Navy

www.navy.com/careers/aviation.html

training guides and manuals, unofficial online naval aviation wikis constantly updated by students—like Marine Gouge and Navy Gouge—can help focus study efforts and “give you the play-by-play right down to individual flights,” she said. “Knowing what to expect puts your mind at ease.” Still, performance is an individual responsibility.

Students complete training as a distinct class in API, as Julie did in February 2011, and then move onto the primary training phase. After two weeks in primary training ground school, students progress at different rates. “Learning is the mission, so we don’t push weather or mechanicals. I’ve heard of some getting through in six months, but it took me nine,” she said.

“Primary is where we start paying our dues,” said Julie, who was in one of the last groups to fly the T-34C at NAS Whiting Field’s VT-6. “Every flight is an evaluation. It’s a very competitive field, and resilience and tenacity are part of military aviation’s natural selection process. You have to earn those wings of gold.”

As primary concludes, students rank their advanced training desires on a dream sheet. Everyone’s options are jets, E-2/C-2, multiengine, and helicopters, and Marines have tilt-rotor. What students get depends on the Navy’s needs, their numerical rating earned during primary, and their first choice. Jets are typically the most desired and the hardest to get. Julie got her first choice: helos.

With students progressing at different paces, counting female classmates was hard. “There were four of us in IFS [initial flight screening], seven in API, two in primary, and just

me in advanced,” she said. Forging friendships revealed an unexpected reality of the risks involved. “It didn’t click until a few months ago that the loss of friends is what affects you the most. I haven’t experienced that, and never hope to, but I know it’s a risk of the job.”

Julie started advanced training in October 2011 and, with two classmates, received her wings on June 8, 2012. Her mother, Kathryn, pinned the wings her father earned, “legacy wings,” to her uniform. Her father, Nick, commissioned Julie at her college graduation. Transferring to San Diego, Julie will spend seven months learning the MH-60S at a fleet replacement squadron. Looking back, “I don’t know if I’d change anything. I’m pretty happy with my life right now, with my choices,” she said.

That includes her personal life. Watching her classmates, she’s learned that the military challenges relationships and marriage, especially in training. Right now, “I feel that career should be a bit more important,” she said. Ultimately, success depends on being a well-rounded individual and being true to your character. In the military, females don’t have to give in to the stereotype that all military aviators are macho adrenaline junkies to do their jobs.

Lt. Katherine Conrad

The daughter of a C-130 pilot whose life was flying, Katherine Conrad, WAI 12946, grew up at the airport, and in her dad’s Cessna 182. As her passion blossomed, he offered a bribe: “Get good grades, be a good person, and when you turn 16, I’ll pay for your first round of flying lessons,” he said. Jim Conrad, now flying for NetJets, retired from the Ohio Air National Guard in 2003, the year his private pilot started her aviation technology degree at Purdue. Katherine passed on ROTC because her eyesight didn’t then qualify for flying. Graduating in 2007, “I was lucky enough to get a job with American Eagle,” she said.

Hungry for more aviation adventure, when she learned that the Air Force would consider those with corrective surgery she underwent Lasik. According to her research, it combined shorter recovery with better results than PRK (photorefractive keratectomy). It took seven minutes. “My dad timed it. I have 20/15 vision now, and it’s holding strong,” she said. Evaluating her corrected vision added a half-day to her Air Force physical. It involved “a lot of low light and glare tests and reading charts while wearing night vision goggles.”

Four paths lead to Air Force pilot training: the U.S. Air Force Academy, ROTC, Officer Training School, and the Air National Guard. With its own training slots, the Guard guarantees it, Katherine said, because each unit “hires” the pilots it needs. Openings usually depend on retirements.

To get an interview, applicants must take officer qualification and pilot aptitude tests, scheduling them through an

Conducted on a PC flight simulator, Katherine Conrad, a 1,000-hour pilot, was nervous about the pilot aptitude test. She’d never played a video game and was worried about her hand-eye coordination.

Air Force recruiter or ROTC unit. Study guides are available for the former. Conducted on a PC flight simulator, the 1,000-hour pilot was nervous about the latter. She'd never played a video game and was worried about her hand-eye coordination. "You can take the tests twice, but if you do poorly, it's the end of the line. Each step is important," she said.

A combined score of 85 denotes passing pilot aptitude, she continued, but one needs 90 or better when applying for fighters. And that's what Katherine wanted, specifically the A-10, which had saved the life of her best friend and his Marine recon unit. "There's no better cause for an airplane than that, to help out the guys on the ground," she said.

Earning a competitive score, Katherine did an Internet search for Guard units flying the A-10 and called their pilot hiring officers to learn about openings and the application package. Usually, it's test scores, résumé, cover letter, and recommendations. Pilots include copies of their certificates and logbook totals. "You don't have to be a pilot to apply," Katherine said, but a private pilot certificate proves an aptitude for flight.

Out of 100 applicants for a single opening, the 107th Fighter Squadron, an A-10 unit at Michigan's Selfridge Air National Guard Base, hired Katherine in 2009. "Rushing a guard unit is much like rushing a sorority or frat because it is hiring not just a pilot but a family member who'll be with the unit for 10 to 20 years, so they want to make sure they hire someone who fits in well," she said.

After officer training school, Katherine started training in

June 2010 with six weeks of initial flight screening in a Diamond DA-20. Then she began 56 weeks of undergraduate pilot training at Sheppard Air Force Base (AFB) in Texas, flying the T-6 and then the T-38. Her father pinned silver wings to her uniform in November 2011. After six months of A-10 training at Arizona's Davis-Monthan AFB, she'll return to Michigan for at least 10 years of service.

Her previous flying experience was an advantage that evaporated with embarrassing speed, Katherine said. Military training works to higher standards, so "if you're already a pilot, put your ego away. Start with an open mind and ready to learn, because always striving to learn is what a professional is."

Getting eight hours of sleep every night is key, so you're ready to meet the next day's challenges. "Accept that you're going to have bad days. Don't be so hard on yourself that you can't learn from them," she said. Bond with the 20 to 25 students in your class, said Katherine, who was the only female. "When you're stressed and struggling, you really depend on each other for support and encouragement."

Finally, "be tenacious," Katherine said. Women often surrender what's important to them because they want to be nice, to be liked, and to take care of those around them, she said. "In giving yourself up inch by inch like that, you lose your identity after a while. So whatever sparks the flying in you, hold on to it and don't let go." ✈

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Scott Spangler, WAI 3256, is a Wisconsin-based freelance writer and editor of the blog at www.JetWhine.com.



Lt. Katherine Conrad and some of her classmates.



PATRICIA LUEBKE

TIME AND TIME AGAIN

When renting a car a few years back at Kansas City International Airport, the rental car clerk looked at my driver's license and boomed, "Greetings fellow mid-centurion!" I had no idea what he was talking about and thought he had mistaken me for a conventioneer in town. Seeing my puzzlement, he said, "You're a mid-centurion like me, born in 1950!" Oh, that explains it.

As a mid-centurion, but no math whiz, I appreciate the ease in computing how old I was or would be in a certain year. For the first half of my life, the year 2000 loomed large, and, as a young girl, I wondered what the world would be like in that far-away year. When the iconic cartoon series *The Jetsons* debuted in 1962, it showed me a vision of what the year 2000 may look like. Although we may not have flying cars that fold into a briefcase like George's commuter vehicle, some of the other gadgets the Jetsons used—microwave ovens, smartphones, and yes, even an iPad-like device were foretold.

As WAI celebrates 25 years of conferences this March in Lake Buena Vista, Florida (near Orlando), it's a good time to look back and look forward. The first 25 years have been filled with growth and accomplishment—an organization, a magazine, a hall of fame, dozens of "firsts"—still—for women, hundreds of scholarships, and thousands of lives touched and changed in a positive way. What started as a small gathering of women turned into an international association that has grown larger year by year. I often think of all the women whose careers have gotten a huge boost as a result of WAI.

And now it's time to look forward. What about the next 25? What will aviation and WAI look like 25 years further into the future? What will we be like in 2039? As I thought about this, an idea popped into my mind: Let's do a time capsule! If you think about a WAI Conference, you think of having fun. So even though we have a whole host of events and special activities planned to commemorate the 25th annual WAI Conference, the idea of a time capsule intrigued me as something fun to do.

As an aside, if you're new to WAI, it may surprise you that in the Which Came First? category, WAI was a conference before it was a membership organization. It was only after several years of conferences that the attendees decided they'd prefer to be members of an association and not simply annual attendees. Thus, WAI as an organization was launched.

But back to the time capsule. Being somewhat impatient, I didn't want to wait 100 or even 50 years to re-open the capsule. Heck, I wanted to be there when the capsule was opened again. I wanted to be part of the fun. That's why I suggested that we keep our time capsule sealed for 25 years. We could re-open it at the 2039 conference (date and location to be announced later...) when WAI celebrates 50 years.

What should go inside? As a magazine person, I thought we should put in a current issue of the major aviation magazines. We will be able to look back and see what challenges aviation faced, what topped the list of hot aircraft and what new avionics were making flying easier and safer.

Of course, we'd want to include photos of WAI members enjoying themselves at the 25th anniversary Conference. I wondered if the 2014 WAI conference-goers would look silly to us 25 years from now, just like

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1980s women with huge shoulder pads and permed "big hair" look silly to us now. (Yes, we thought we were quite stylish at the time.) Would our smartphones look enormous? Would we chuckle that anyone ever dragged around something as heavy as a laptop? "And we thought they were light and portable," some old, wise woman will comment. Would cameras be obsolete, relying only on a phone/computer/camera all-in-one device?

Since we're a membership organization, we want our members' thoughts and opinions to be part of the WAI time capsule. When you check in at registration and receive your Conference credentials and bag, look in the bag for a card that you will fill out and deposit directly into the time capsule. We'll ask a few questions about your thoughts looking forward—for aviation technology, for women's position within the aviation community, and for you personally. What will the aviation landscape look like in 2039?

The WAI 25th anniversary time capsule will be located somewhere accessible for you to deposit your cards—within the exhibit hall or outside the general session. We'll be sure to let you know. At the close of this year's Conference, we'll seal the time capsule, lock and duct tape it, and bring it back to headquarters where it will be stored for the next 25 years in a

dark, distant corner of a storeroom, doing nothing but collecting dust.

Do you have any ideas for what should be placed in the time capsule? I'll be heading up a list of items so I'm open to your suggestions. Just drop me an e-mail with "time capsule" in the subject line to pluebke@wai.org. All ideas will be considered.

Of course, I wondered about my own future. As a mid-century, I'll be 89 when the time capsule is opened again. Normally I would say I'm too old for that event, but the image of the WASP dances through my head. Their energy and vitality remind us

that anything is possible, even, or especially so, when you are in your 80s. See you in the future! ✈

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



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PAULA CORRIGAN,
MD, MPH

SWEET DREAMS

Q *uestion: I often wake up still feeling tired and my doctor suggested doing a sleep study to rule out sleep apnea. If I am diagnosed with this, what are the implications for my FAA medical*

certification? Answer: Obstructive sleep apnea (OSA) is a very common condition that can lead to disruptive sleep and daytime drowsiness and has been linked with serious health

problems. These can include increased risk of hypertension, heart failure, heart rhythm problems, glucose intolerance, stroke, and early death.

Although more commonly diagnosed in men, a recent study from the UCLA School of Nursing shows that women may be more susceptible to the negative effects of this disease on the autonomic system, which controls blood pressure and heart rate. The symptoms of OSA may be more subtle in women, which mean this diagnosis may be missed more commonly. Postmenopausal women are at increased risk of OSA compared to other women.

OSA is a condition that causes an individual's breathing to be disrupted during the night due to airway obstruction. As the muscles relax during sleep, soft tissues and the tongue can then fall back and block the airway. This can lead to a drop in blood oxygen levels and brief cessation of breathing (or apnea), which can result in momentary arousal and disturbance of sleep. More than 20 million adults in the United States have been diagnosed with this disorder. An overnight sleep study (polysomnogram) is performed in a lab to diagnose OSA and record your oxygen level and number of apneas and arousals during the night. Treatment typically consists of a continuous positive airway pressure (CPAP) mask worn at night to keep the airway open and allow normal sleep. Other treatments include an oral appliance that brings the jaw and tongue forward that is worn at night, or surgery, which reduces soft tissue in the airway. Sometimes significant weight loss can also improve or cure OSA. Lifestyle changes like avoiding tobacco, avoiding alcohol within four hours of bedtime, and sleeping on your side may also help with symptoms.

Anyone can develop sleep apnea, but it most commonly affects overweight or older adults. The most noticeable sign of sleep apnea is loud snoring, and a partner may actually witness periods of apnea. It is not uncommon for the affected individual to have no awareness of arousals at night, but will notice that she wakes up feeling unrefreshed and may have daytime drowsiness. Other symptoms can include morning headaches, irritability, depression, and impaired concentration. The FAA considers any diagnosis of OSA (even mild) as a disqualifying condition. Once the pilot or controller can dem-

onstrate adequate control of the OSA with treatment (usually CPAP), the FAA will typically put them on an Aeromedical Examiner Assisted Special Issuance that is valid for six years, but would require a current status report to be submitted to your aeromedical examiner annually.

For the initial special issuance or waiver submission to the FAA it will be necessary to submit the sleep study results as well as a follow-up sleep study demonstrating adequate control with treatment. If a split-night sleep study is done initially, a follow-up sleep study is not needed. In this type of study, if sleep apnea is clearly documented the first half of the night, CPAP titration is performed the second half. The FAA may also accept a follow-up home sleep study if it includes specific parameters. If CPAP is used, the FAA will require that the data from the card in the machine be downloaded after using the machine for at least two weeks. This will document compliance with using the machine at least six hours per night and other data showing control of the OSA. Additionally, a note is required from your treating provider to state you are tolerating the treatment without problems and sleeping well without daytime drowsiness or fatigue. It is helpful to have an Epworth Sleepiness Score to document this. Once the paperwork is submitted to the FAA, it can take 6-12 weeks for them to process the paperwork and send the special issuance letter. Sometimes your aeromedical examiner can speed up this process by making phone calls to the regional flight surgeon office and faxing them the paperwork for review.

You can read more about OSA online at <http://yoursleep.aasmnet.org>. This site from the American Academy of Sleep Medicine has many useful resources, including tools to evaluate your sleep to decide if you may benefit from a sleep study. Not only is it important to identify and treat OSA to prevent future health problems, but from a flying perspective, maintaining restful sleep is also crucial for safety. I would encourage you to see a sleep specialist if you have any difficulties sleeping or symptoms of sleep apnea. ➔

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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.

Join Women in Aviation, International Today...

Mariola Ziolkowski joined for the international chapters.



As a Managing Director of the recruitment agency MT Global-Experts, the owner of the job portal www.best-aviation-jobs.com and founding member of the WAI Deutschland Chapter, Mariola is convinced that active participation in Women in Aviation, International's projects is crucial for every woman in aviation worldwide.

"We have to stand together to achieve a better future for our daughters. I want to see more female CEOs of airports and airlines in the next 20 years—at the moment you can count them on your fingers! I want to hear more female voices from the cockpit! I want to meet more and more female captains when I travel around the world."

Do you want the same?
Join WAI and start or join a chapter in your area!

○

Mariola Ziolkowski

Managing Director

MT GlobalExperts

WAI Deutschland Chapter President



Discover more at www.wai.org

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

Support the Worldwide Traveling Photo Exhibition—Women in Aviation! You can learn more about this project during the 25th WAI Conference in Florida.

SHERRY
PARSHLEY, PhD

FINANCIAL LESSONS LEARNED

In 2013, my twin and I had a milestone birthday, one that causes you to reflect on life so far, and think about where you have been and where you are headed. In that spirit, I considered the financial lessons I have learned so far and thought I would share them with you in hopes they might help you make your own good financial decisions. My 15 lessons learned are:

Lesson 1: Spending my college savings on flying lessons was money well spent! When we were 14 years old, my father took my twin sister and me to the local airport for a scenic flight. We loved it and the airport manager, who was also a flight instructor, suggested we take flying lessons. We went home and told our mother that we were going to use the \$2,000 in our college savings accounts to pay for it. She was not happy. We did it anyway and have never regretted it. The payoff has been priceless, both professionally and personally.

Lesson 2: Be smart about spending on education. Since I had spent my college fund on flying lessons my choices for college were more limited. I earned a business degree from the local state university that I financed by working two jobs. In hindsight, this was a wise decision in terms of my college choice and my career path. It was a good value for the money and I learned skills that have been valued in the workplace.

Lesson 3: Career counseling can be a worthwhile investment. In my early 20s I lost my job during a workforce reduction. It was one of my first corporate jobs and I was single with very little financial support from family. A friend suggested career counseling. Even though I had no income and no job prospects, I spent \$1,000 on career counseling (equivalent to about \$2,000 in today's dollars). It was one of the wisest financial investments of my life. My counselor helped me grieve the loss of my job—which is a necessity for moving on—and also taught me how to network, write a résumé, interview, and develop my talents. That was more than 20 years ago and I still use his advice.

Lesson 4: Be smart about (romantic) relationships. One of the top reasons for relationships ending is differences about money. And one of the biggest causes of financial hardship is the fallout from relationships ending. I have spent the past

22 years with a man who is on the same page when it comes to spending money. Having two incomes has saved us more than once. Between the two of us, we have lost four jobs and were able to pay our bills on one income.



Lesson 5: You have more control than you think. One of the first actions I took after losing my job was to build a new budget and I found that I could survive on my savings if I cut out discretionary spending.

Lesson 6: Live below your means. We all tend to spend more when we earn more, but one of my best decisions was to pay off all of my debt during my best earnings years. Now if my earnings decline, it is not as noticeable or concerning.

Lesson 7: Have a backup plan, and a backup plan to the backup plan. If you are going to be involved in aviation, particularly as your means for financial support, you may want to have an alternative way to earn a living, either within or outside of aviation. When I first got a job with an airline, I started teaching part time as a backup plan. Four years later, I lost the airline job but was able to pay my bills through my teaching jobs.

Lesson 8: Don't rush into buying a house. One of my worst decisions was buying a house when I first moved into a new community. Just a year later, we had to unexpectedly relocate and could not sell that house for more than a year. It was a huge financial burden. In hindsight, I would rent for at least a year if I was moving to a new area, particularly if moving for a new job, just to see how it works out.

Lesson 9: An emergency fund is a necessity. If you have been reading this column carefully, you may have noted that I have lost two jobs in my lifetime. Thankfully I had an emergency

fund that covered my expenses until I found new employment.

Lesson 10: Don't bother to financially justify owning an airplane. I have owned two airplanes and I often get asked how I justify ownership from a financial perspective, and I answer it simply: "I don't." If I added up all of the money I spent on aviation, including my airplanes, I could easily be retired.

Lesson 11: Don't rebuild your magnetos—for a few dollars more you can buy new ones. (See Lesson 10.)

Lesson 12: Don't fix it if it isn't broken. (See Lesson 10.)

Lesson 13: Do spend money on relationship building activities. I have had women tell me that they are not going to the Women in Aviation Conference because of the expense. I think attending the Conference is money well spent, particularly if you are a college student or building a career. The relationships you can build at events like this are priceless and well worth the cost of attending.

Lesson 14: Start saving for retirement in your 20s. I began saving for retirement with my first job in my early 20s. I nev-

er touched that retirement savings and now a financially secure retirement is a possibility for me. Of course, had I not spent money on aviation, I would already be retired. (Again, see Lesson 10.)

**The relationships
you can build at
events like the WAI
Conference are
priceless and
well worth the cost of
attending.**

Lesson 15: Your best investment may surprise you. My best financial investment was not a stock, bond, or mutual fund—it was a big metal shed on leased land, otherwise known as an aircraft hangar.

I hope you have enjoyed reading this column and my other columns over the past few years. I am embarking on a new adventure, moving from Arizona to Hawaii to be the manager of financial planning and analysis at Island Air in Honolulu, so this will be my last col-

umn for now. May your financial future be free of turbulence and your net worth soar to new heights. ✈

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Dr. Sherry J. Parshley, WAI 4959, 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. She welcomes questions and suggestions for future columns e-mailed to sherry@spaviationconsulting.com.

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JO DAMATO

THREE TIPS FOR PRE-CONFERENCE PLANNING

Happy New Year! I'm so excited for 2014, and I can't believe it's finally here. In the next few months I get to celebrate three wonderful anniversaries. The first two are NBAA's 25th Annual Schedulers & Dispatchers Conference happening January 14-17 in New Orleans and then, of course, the 25th Annual International Women in Aviation Conference in March at

Walt Disney World. The third event is my 15th wedding anniversary, which I am also hoping will have a great destination attached to it, but I'll save that for a future column.

As I write this I have just returned from NBAA's Business Aviation Convention and Exhibition, which had more than 25,000 business aviation professionals in attendance. If you have not been to this event before—it is quite the show! Can you imagine trying to network with that many people? Trying to find the people you want to connect with and, once you find them, actually finding their location in a 1-million-square-foot exhibit floor? Luckily there was an app for that, and finding the booths I needed to go to and the people I needed to connect with was all literally at my fingertips.

I love technology! The same iPhone that guided my work week was used to text my husband back and forth from Pacific to Eastern time-zone throughout the event, and the same iPad I used to follow along with session presentations allowed me to FaceTime with my 6-year-old to help him with his spelling homework (although mostly we just made funny faces at one another).

But nothing really beats face-to-face interactions, and there were as many people who I wanted to see that I could not sync up with as those I did get to spend time with in the session hallways and exhibit aisles. These were passing conversations like, "Hi, how are you?" "How old are your kids now?" "Can we meet for coffee later?" followed with promises to find each other later in the week and the impossible task of doing so.

If you are waiting until you get to an event to connect with friends and colleagues to make plans then you are likely too late and that person is already booked. This can leave you feeling quite lonely in a sea of people, which brings me to my top three tips for pre-conference planning.

First, do you have a conference buddy or buddies? I define this as the person you will be traveling with or rooming with, or a co-worker or friend attending the event with you. My buddy at this most recent convention was my colleague and good friend,

Kristi. Weeks in advance of the event we made plans to coordinate our travel schedules and to stay at the same hotel. We shared our schedules with each other through NBAA's convention app so we would know where the other one was during the show. We looked at the education sessions to see if there were any we wanted to attend together. We looked at our professional

evening commitments to determine if we could share taxis if headed in the same direction. And we tried to make time to exercise together in the hotel gym, share a few meals, and treat ourselves to gelato on the last night in town. We also served as a safety backup for each other, knowing that we were pretty much where we were supposed to be and when, as Las Vegas is a pretty big city. We had different agendas and responsibilities for the week, but it was great to know the buddy system was part of the plan.

Second, make the most out of your travel experience. Do you work out regularly? I like to run when I travel to new cities and I can usually get up early, run, eat breakfast, and still be ready for a full conference day. Could that have anything to do with the fact that I got a good night's sleep without having to tuck my kids in seven times the night before, or possibly because I wasn't trying to get two kids ready for school first? Yes, that is highly likely. It may be exercise, but it is also "me time."

Sometimes I luck out when I go to the hotel desk and ask them if there are any recommended running routes that are safe and scenic. Other times, depending on the locale, I'm too nervous to venture beyond the gym treadmill. Take some time now to find other exercise buddies who want to do a group run, or check and see if the city has a running tour company where you can get a tour guide to show you the city while you exercise. Make some room in your suitcase for your exercise clothes and sneakers, and talk to your conference buddies about group motivation. You'll have a spring of accomplishment in your step all day long!

If I don't have time to work out then I grab a pedometer for the 18-hour day and set a goal of at least 10,000 steps. There's

*If you are waiting until
you get to an event to
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friendly group competition with that too. I raced some people in Las Vegas and in one day I reached 7.2 miles' worth of steps from convention business!

Now, especially if you get your a.m. exercise on, get your p.m. appetite on too. Do you have any scheduled commitments such as a lunch or dinner, and do you need to make a reservation somewhere to host that commitment? Restaurants near convention centers fill up fast. Make the most out of your travel experience. Many of you are used to grabbing a quick meal near your gate and many are also used to eating the leftover mac and cheese on your kids' unfinished plates. Be a foodie. Let go of comfortable chains and eat locally. Look at some places and try a new cuisine or a celebrity chef restaurant. This conference may be for your professional development but this is also a night or two out for you—no sitter, no home by a certain time—so schedule an enjoyable meal with good company as a treat for yourself!

When I was in Las Vegas I finally tried a restaurant my family members have been raving about for years. My colleagues and I were lucky enough to get a reservation with advanced planning and the meal was everything I had hoped it would be—a long, leisurely dinner with delicious food, great company, and wonderful service. (It was Hugo's Cellar, by the way, if you are ever in LAS).

Finally, pack sensibly in advance. Make a list of what you'll need and even do a dry run of what you'll wear each day. I try to see which outfits can use the same shoes and jewelry so that I don't end up with seven pairs of shoes in my bag or more

necklaces than I'll ever wear. It's fun to bring out your wardrobe faves for an event like this. I work remotely for NBAA so my typical work gear is yoga pants and anything with the Phillies logo on it. Many of you wear uniforms to work so you, too, may not be used to packing for a few days in a professional business casual setting. I firmly believe that when I feel good about what I'm wearing—not just looking good while wearing it—that my confidence improves and I project a comfortable smile and positive attitude. I'd much rather wear a pair of well-fitting and flattering pants and top with a nicely cut jacket and stylish flats than a dress with uncomfortable 3-inch heels, a strapless bra that keeps slipping, and a slip that keeps rolling up.

A conference is not the place to try an outfit you haven't tested out beyond looking at it in the fitting room mirror. Days are long and stylish comfort is a must! Oh, and take lots of pictures while you're there! You'll love seeing what you look like when you are put together after a great night's sleep away from home.

One last item—please keep your personal safety in mind when packing, especially if you are not used to traveling alone. I always pack rubber doorstops for my hotel room door and a small flashlight to keep on the hotel nightstand and, of course, I encourage you all to create your own version of my conference buddy system! I'll see you in Orlando! ✈

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Joanne M. Damato, WAI 6829, is a mom, pilot, and director of operations and educational development for NBAA.

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Dorothy Hilbert Chapter Volunteer of the Year Award

Chapters are reminded to submit nominations for the Chapter Volunteer of the Year Award, in memory of Dorothy Hilbert. One nominee per chapter may be submitted. Nominations should be sent to chapter relations manager Audra Hoy (ahoy@wai.org) by February 1.

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Hosted Online by
AEROINDUSTRYJOBS

in conjunction with the 25th annual International
WOMEN IN AVIATION CONFERENCE

- Online for Job Seekers February 15th - March 14th, 2014
- WAI Exhibitors must submit job postings by no later than February 14th. Please note instructions on "Career Events" page on Aeroindustryjobs.com website.
- This event is free of charge for Job Seekers and WAI Exhibitors.

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



THE YEAR 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. If you would like to add your event to this calendar, please send information to knelson@wai.org for consideration.*

2014

January 14-17

NBAA Schedulers & Dispatchers Conference
New Orleans, Louisiana
www.nbaa.org/events

February 24-27

HELI-EXPO
Helicopter Association
International
Anaheim, California
www.rotor.com

March 6-8

25th Annual
International
Women in Aviation
Conference
Disney's Coronado
Springs Resort
Lake Buena Vista, Florida
www.wai.org

April 1-6

Sun 'n Fun International
Fly-In & Expo
Lakeland, Florida
www.sun-n-fun.org

July 28-August 3

EAA AirVenture Oshkosh
Oshkosh, Wisconsin
www.airventure.org

October 21-23

NBAA Business
Aviation Convention
& Exhibition
www.nbaa.org/events

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

The 25th Anniversary Conference will be full of famous characters.



Get the Official Gear of the 2014 WAI Conference
This design, with Minnie Mouse as pilot and Daisy Duck
as mechanic, flying in an airplane, was designed by the
Disney Imagineers just for WAI. Disney has stopped
creating specialized graphics for outside organizations,
but gave us special permission to use this design to
commemorate our 25th Anniversary Conference being held at
Disney's Coronado Springs Resort.

We have a huge variety of styles to choose from:

2014 Adult T-Shirt • White • S-XL - \$25.00 (2XL - \$27.00)
Code: 30114; Price: \$25.00 (2XL - \$27.00)

Sweatshirt • Women's sizes S, M, L, XL, 2X. Navy Blue, Stone Blue
Code: 30216; Price: \$39.95

Sweatshirt • Women's sizes S, M, L, XL, 2X. White, Heather Grey
Code: 30214; Price: \$39.95

Infant T-Shirt • Sizes 0-6, 12, 18, and 24 mo. • Light Blue, Light Green,
Heather Gray, Pink Code: 30135; Price: \$15.95

Toddler T-Shirt • Children's sizes 2T, 3T, and 4T.
Light Pink, Royal, White Code: 30136; Price: \$16.95

Youth T-Shirt • Children's sizes XS 2/4, S 6/8, and M 10/12. Light Blue, Purple, Light Steel, Yellow
Code: 30137; Price: \$17.95



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



KELLY NELSON

HAPPY TO BE HERE

Eight years ago a co-worker handed me a copy of *Aviation for Women* magazine and suggested I check it out. Amy Laboda, the editor, was also a columnist in *EAA Sport Aviation*, the magazine

I was working on at the time. I think she had written about Women in Aviation, International in her column, and as a new pilot I had yet to encounter many women doing what I did

and living out dreams similar to mine. The notion that there might be a whole *organization* devoted to people like me had me excited—and curious.

After reading through that issue, I dutifully submitted my membership dues and became WAI 18201. A few months later I was happily giving a presentation to a room full of female co-workers about starting our own WAI chapter.

I attended my first WAI Conference in Nashville in 2006, and vowed then and there to do whatever it took to make sure I would attend the Conference every year. So far, so good.

To make a long story short, I've got nothing but love for this organization that has given me endless support and encouragement to continue my professional path in aviation. I am honored to now be editor-in-chief of *Aviation for Women* magazine and have the responsibility of creating publications my fellow members will read, and hopefully share with other women in aviation, just like someone did for me.

WAI members are passionate—it's what makes WAI such an amazing organization to be a part of. I'm looking forward to sharing your stories in these pages and building on the strong foundation Amy Laboda, and Carolyn Williamson before her, left me to give you a bi-monthly magazine you can't wait to read and share. I hope you'll get in touch when you hear of stories that need to be told, have something to celebrate, or if you have information that the rest of the membership would benefit from. I also would love your feedback on each issue.

I'll be based in Oshkosh, Wisconsin, but will see you across the country at trade shows and fly-ins throughout the year. Don't hesitate to track me down. I'm always up for a cup of coffee (or glass of wine!) and engaging conversation.

As for my background, aviation journalism is the path I've been on since one of my journalism professors saw me study-

ing a Jeppesen *Private Pilot Manual*. He encouraged me to contact EAA for opportunities in their publications department, and it's some of the best advice I've ever received. I spent more than eight years working on their flagship member magazine, doing everything

from making news stories out of press releases, designing pages, and most recently, managing the department, the deadlines, and the production schedule.

In 2006, shortly before heading to that first conference, I passed my private pilot check-ride in a Cessna 172. It was empowering in ways I had never imagined. A few years ago, thanks to a scholarship award-

ed at WAI's annual conference in Orlando, I earned my tail-wheel endorsement in a J-3 Cub. In 2012, again thanks to a WAI scholarship, I began work on my helicopter add-on. I still have quite a way to go until I can call myself a Whirly-Girl, but I know I'll get there eventually!

I'm looking forward to celebrating the 25th anniversary of the Annual International Women in Aviation Conference at Walt Disney World this year—probably almost as much as my 5-year-old son is looking forward to joining me there! The growth of this organization over the last 25 years has been nothing short of inspiring, and I'm so excited to be a part of the team as we kick off the next 25 for Women in Aviation. ➔

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Kelly Nelson, WAI 18201, is editor-in-chief of *Aviation for Women* magazine. You can reach her at knelson@wai.org.

The growth of this organization over the last 25 years has been nothing short of inspiring, and I'm so excited to be a part of the team as we kick off the next 25 for Women in Aviation.

We want to hear from you!

"In Our Own Words" is a place in the magazine for you to share why you fly, how someone has inspired you (or how you inspire others!), or whatever else is on your mind. Send your 600-700 word essays and photos to knelson@wai.org for consideration.

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

FLYING Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



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