

2014 WAI Conference Program Inside!

Aviation *for* Women[®]

MARCH/APRIL 2014

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

Helping the
Next Generation
Network

**FINDING
PHOEBE**
A WRITER'S
JOURNEY

Debbie Travis King
B-29 PILOT

Do your dreams have Wings?

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

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

Take your dreams to the next level: reality.

Join today!

wingsfinancial.com | 1 800 692-2274

Proud sponsor of the WAI Conference

Visit us! Booth 532

Free money management seminars
Friday, March 7th and Saturday, March 8

Wings Financial Credit Union is federally insured by NCUA.

Wings
FINANCIAL
CREDIT UNION

MARCH/APRIL 2014

AviationforWomen®

Peggy Chabrian, Ed.D.

Publisher

Kelly Nelson

Editor-in-Chief

Nancy Bink

Art Director

Meghan Hefter

Proofreader

Columnists

Jacque Boyd, Ph.D.

Paula Corrigan M.D., MPH

Jo Damato

Meg Godlewski

K.D. Leperi

Patricia Luebke

Denise Waters

Contributors

Linda Berlin

Mary Jones

Sienna Kossman

Lucy Young

Advertising Director

Lisa DeFrees

(315) 272-3821

ldefrees@wai.org

Advertising Sales Coordinator

Holly Crandall

(315) 272-7275

hcrandall@wai.org

Visit the WAI web site at

WWW.WAI.ORG

Aviation for Women, (ISSN 1525-7762), Volume 17, Number 2, is published bimonthly by Women in Aviation, International, 3647 S.R. 503 South, West Alexandria, OH 45381; Tel. (937) 839-4647; Fax (937) 839-4645. Reproduction by any means in whole or in part of any copy, photograph, or illustration without written permission from the publisher is prohibited. Periodicals postage paid at West Alexandria, OH, and additional mailing office.

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

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

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

PRINTED IN U.S.A.



We're 25!

We are headed to Disney's Coronado Springs Resort for the 25th Annual International Women in Aviation Conference, March 6-8. Find all the details of the Conference on **PAGES 25-64** of this magazine.

FEATURES

- 20** DEBBIE TRAVIS KING FLIES THE SUPERFORTRESS *by Sienna Kossman*
- 66** A LOOK AT HOW THE CONFERENCE HAS GROWN *by Patricia Luebke*
- 70** A HISTORY WRITER'S JOURNEY *by Linda Berlin*
- 74** WOMEN SOAR YOU SOAR *by Mary Jones*

DEPARTMENTS

- 2** President's Message
- 4** WAI News
- 8** WAI Chapter News
- 12** WAI Members in the News
- 13** CFI Tips
- 14** Where Are They Now?
- 16** Corporate Member Profile
- 17** Tech Tips
- 18** Gear and Gadgets
- 86** Careers & Classifieds
- 87** Calendar
- 87** Advertisers Index
- 88** In Our Own Words

COLUMNS

- 78** THE TOOLS FOR SCHOOLS
by Jacque Boyd
- 80** PERSONAL DEVELOPMENT
by Patricia Luebke
- 82** MEDICAL Q&A
by Dr. Paula Corrigan
- 84** THE JUGGLING ACT
by Jo Damato

COVER PHOTO

Debbie Travis King, WAI 2488, is a pilot on the Commemorative Air Force's B-29 *FIFI*, the world's only airworthy Superfortress. Photo by Scott Slocum, courtesy of CAF

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

PRESIDENT'S MESSAGE

PATTAYLOR



DR. PEGGY BATY
CHABRIAN

Dear Members:

As I write this letter preparations are underway for the upcoming 25th Annual International Women in Aviation Conference. This issue, which contains the conference program, will be distributed at the event as well as mailed to the members of WAI. We think it's a

great way to help those who can't attend see what happens at the event, and hopefully inspire them to mark their calendars for next year. It also makes this issue a great one to share with new members and give them a look at what our organization is all about. At the Conference we will be announcing our next membership campaign, a fun way to reward our members for sharing their excitement and passion for our organization. You can get all the details on Page 58. I encourage all of you to share the benefits of being a WAI member and invite someone new to join in 2014.

Many of you have participated in the current WAI Strategic Planning Initiative by responding to online membership surveys and other surveys related to the study. The WAI board of directors and staff have participated in a number of meetings over the past few months and are working hard, consolidating the findings from your input and those of aviation industry leaders, to draft a new five-year plan for your organization. Once the plan has been finalized we will share the results with you in *Aviation for Women* and on our website. Thank you for all of you who took the time to give us your important feedback.

As economic conditions continue to be a factor in our lives, and in the organizations that we work for and with, it is particularly important to consider the benefits of membership in this organization. Since its inception, WAI has been a leader in terms of the networking and mentoring among its membership. Perhaps you have not considered this benefit of your membership in the past, but with possible job changes you may have faced in recent years, or may face in the future, take advantage of the member-to-member mentoring available on the members only section of the website. Plan to attend the Conference, WAI Connect breakfasts, or volunteer to help at the WAI booth at various aviation trade shows and air shows. Join a chapter in your area, or if there is not a chapter near you I encourage you to begin one. These will provide opportunities for you to network with other members who are willing to help you continue to pursue your aviation goals.

Speaking of chapters, we will be presenting the first Dorothy Hilbert WAI Chapter Volunteer of the Year award at the Conference as well. Look for more information on the award and this year's recipient in a future issue.

Thank you for all you do on behalf of Women in Aviation, International, and I look forward to seeing you in Florida!

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Chabrian
President and Founder

INSIDE THIS ISSUE



COURTESY OF WAI KENYA CHAPTER

WAI has a new chapter in Kenya and the chapter program is poised for another year of growth. **Page 8**



Find out who will be inducted into the Pioneer Hall of Fame this year at the 25th Annual WAI Conference. **Page 44**



COURTESY OF KATE LANDDECK

Read about WAI member Lucy Young's experience walking with the WASP in the 2014 Rose Parade. **Page 88**

See the all new DC PRO-X at
Women in Aviation International
Booth #732

INTRODUCING THE DC PRO-X

TECHNOLOGICALLY ADVANCED. INTELLIGENTLY DESIGNED.



ENJOY YOUR FLIGHT

Superior technology. Superior comfort. Superior performance. All in a sleek, new, supra-aural design. The new DC PRO-X from David Clark Company offers best-in-class Hybrid electronic noise cancellation and **Bluetooth®** wireless technology. With plush, leatherette ear seals and head pad to cradle you in comfort. Supported by a rugged, yet feather-light magnesium alloy suspension. For more information, call **800-298-6235**.

To order online, visit www.GO-DCPRO.com

Made In USA



© 2014 David Clark Company Incorporated
® Green headset domes are a David Clark registered trademark.

 **David
Clark**
WWW.DAVIDCLARK.COM



Spread the Word!
Help share the excitement of
attending a Women in Aviation
Conference by using the
hashtag #WAI14 on
Twitter, Facebook, and
Instagram!

Women of Aviation Worldwide Week Nears

Now in entering its fifth year, Women of Aviation Worldwide Week is set for March 3-9, 2014. If you can't join WAI in Orlando for the Conference (or even if you can!), set a goal to share flight with another girl or woman that week. According to Women of Aviation Worldwide, more than 5,300 women took flight in a small aircraft for the first time during the 2013 event.

For more information on events planned that week visit www.womenofaviationweek.org ➔

See You at Sun 'n Fun!

The annual Sun 'n Fun International Fly-in & Expo kicks off April 1, and we'll be onsite all week in Hangar A (Booth A-057), so please stop by! WAI members can get a discounted rate on Sun 'n Fun admission online with the code WIA453. You will be asked to show proof of membership at the gate.

We hope you'll also join us for the annual WAI Connect Breakfast on Saturday, April 5, from 8 to 9 a.m. The breakfast is a great place to meet and network with WAI staff and other WAI members.

Visit www.wai.org/events/index.cfm for more information and to register. ➔

Date Change for WomenVenture 2014



JOHN SLEMP

WomenVenture, held annually during EAA AirVenture Oshkosh, is moving to a new day in 2014. The day, started in 2007 to celebrate women's contributions to the aviation industry and inspire and encourage women to get involved, includes the annual Women in Aviation Connect Breakfast and photo on the main showcase plaza. Events this year are planned for Wednesday, July 30.

The day's activities offer a chance to build camaraderie and inspire women of all ages to get engaged in aviation—for fun or as part of their career aspirations. T-shirts will again be distributed to all women participating in aviation—for work or play—to wear during the annual photo at 10:30 a.m. on the main showcase plaza. After the photo, participants are invited to M&M's Theater in the Woods for the second annual WomenVenture Power Lunch to enjoy dynamic speakers and additional networking.

For more information and to register for the Power Lunch visit www.AirVenture.org/WomenVenture to learn more on the activities planned. ➔

Racers and Volunteers Needed!

Registrations are now being accepted for the 2014 Air Race Classic. The field is limited to 55 teams for the June 16-19 race.

Each team includes a pilot and copilot. One of the two team members must have 500 hours as PIC or hold a current instrument rating. Teams may also elect to include another crew member who must hold at least a student pilot certificate. Teams also need an airplane—it must be a stock aircraft that is normally aspirated, piston-powered, and rated for continuous operation at maximum engine speed.

For more information visit <http://airraceclassic.org/index.asp>.

Looking for another way to participate? Volunteers are also needed at the 13 airports along the race route from Concord, California, to New Cumberland, Pennsylvania. ARC is looking for stop chairs, timers, handicap pilots, inspection team helpers (start and terminus only), greeters, drivers, and flight line help.

Interested in volunteering at a race airport? Contact ARC early at entryadmin@airraceclassic.org. ➔



Find unlimited opportunity at a ground-breaking company with record-breaking growth.

Get onboard with the private aviation company that's revolutionizing the skies. We're seeking aviation, maintenance, sales, marketing and customer service experts who want to be part of something big — a new, exceptional way to fly private.

If you're passionate about aviation and innovation, talk to us.

XOJET[®]

www.xojet.com/careers



Thank you to all this year's generous Annual Fund donors. Your donations will be used exclusively to provide individuals with opportunities in aviation, invigorate their careers, expand their horizons, and ensure that WAI remains a vital, robust, and active organization now and in the future.
(Donors list as of January 31, 2014)

Thank you

Eileen Bardolph	Amy Corbett	Jennifer Meiners	Nancy Stratford
Colleen Barrett	Kristi Delange	Janet Morison	Dawn Tapley
Kimberly Bassett	Karen Gebhart	Constance Nicholson	Eleanor Todd
Kelley Beaudoin	Debbie Harvey	Susan Osborne	Patricia Trusty
Patricia Beckman	Kimberly Hawkins	Lisa Ouellette	Birgitt Van Wijk
Fran Bera	Bernice Haydu	Diane Palanica	Patty Wagner
Cyndhi Berwyn	Danna Henderson	Sandra Park	Merry Waldroup
Nancy Bink	Sabrina Kipp	Fred Schmidt	Sue Ward
Peggy Chabrian	Nelda Lee	James Schramm	Denise Waters
Tamara Christen	Rosemary Leone	Alicia M. Sikes	Dee Wheetley
Dorothy Cochrane	Lt. Col. Nicole Malachowski	Carol Skiber	Lewie Wiese
Susan Coon	Mary Jo Marggraff	Karen Spalding	Victoria Wingett
Ann Cooper	Debra McFarland	Kris Sprague	Marty Wyal
Andrea Coppick	Chad Meduna	Gail Steger Mock	Maria Ziadie Haddad



The WAI Wings Society is a program that recognizes donors to WAI. With a minimum donation of \$500 you can join the prestigious list of Wings Society members committed to helping WAI members achieve their aviation dreams. All WAI Wings Society members are acknowledged with a special pin representing their member status.

Honorariums

The Wings Society provides a unique way for you or your family to recognize those who are dedicated to the contributions of women in aviation. What better way to honor that exceptional individual?

Levels

Contribution	Status
\$500-\$1,000	Pearl
\$1,001-\$2,500	Bronze
\$2,501-\$5,000	Silver
\$5,001-\$10,000	Gold
\$10,001-\$20,000	Platinum
\$20,000+	Diamond

Candidates for WAI Board of Directors

Up for Reelection: Anna Mracek Dietrich

Chief Operating Officer (COO) and Co-Founder, Terrafugia

Anna Mracek Dietrich, WAI 22563, received her bachelor's and master's degrees from the Department of Aeronautics and Astronautics at MIT. She worked at Boeing Phantom Works and at GE Aviation where she was on the fast track to an upper management position before co-founding Terrafugia.



An accomplished multitasker, Dietrich is responsible for project management, HR, accounting, public relations, as well as daily sales and marketing. With a solid engineering background and formal training in both Lean and Six Sigma manufacturing,

Dietrich brings exceptional program management ability to the Terrafugia Transition development effort. She provides leadership continuity and guidance as the company matures into manufacturing.

Dietrich was one of 10 women selected for the sixth annual Mass High Tech Women to Watch Award in 2009. She is also a private pilot.

New Candidate: Deborah Baugh

Co-Owner, Centurion Products Inc. and Century 21 Realtor

Deborah Baugh, WAI 583, has a Bachelor of Science in general business and accounting from Middle Tennessee State University, and is a CPA and affiliate real estate broker. She is currently a co-owner and serves on the board of directors for Centurion Products Inc. and is a realtor for Century 21 West Main Realtors.



A private pilot with instrument and commercial ratings, Baugh is formation qualified in the T-34 Mentor. She has extensive volunteer experience with EAA Warbirds of America and serves on the board of directors for

EAA Chapter 863 in Lebanon, Tennessee. Baugh has been a WAI member since 2005 and has regularly volunteered at the annual Conference. ✈

.....
All WAI members are eligible to vote at the annual Membership Meeting on Thursday, March 6, 11 a.m.-12 p.m. in Fiesta 7 at Disney's Coronado Springs Resort.

We want
a financial partner
for our family.



We're with you every step of the way.

As a member of SkyOne, you'll have access to a full selection of financial services to help you reach your financial goals.

- Free Checking
- Travel Rewards Credit Card
- Mobile Check Deposit
- Auto Loans
- Home Loans

Become a member today!

[SkyOne.org/join](https://skyone.org/join)

SkyOne
FEDERAL CREDIT UNION

[SkyOne.org](https://skyone.org) | 800.421.7111

PROUD SPONSOR OF WAI



Taking WAI Local



New Official Chapter

Southeastern Aviators (93)

Durant, Oklahoma

Meeting Time:

Every other Wednesday, 6 p.m.

President: **Morgan Hartwell**

Vice President: **Kisha Makerney**

Secretary: **John Mason**

Treasurer: **Megan Dufer**

Membership Chair: **Abigail Parker**

Outreach Chair: **Steven Harris**

Meeting Location:

**Southeastern Oklahoma State
University Dispatch Conference Room,
Durant, Oklahoma**

Contact:

Kyle Thomas,

kthomas@se.edu

New Provisional Chapter

Zambia (129P)

Lusaka, Zambia

Meeting Location:

Mezbhan Paradise, Lusaka, Zambia

President: **Yichidi Ndhlovu**

Vice President: **Hildah Simulambo**

Secretary: **Lilian Lungu**

Treasurer: **Jane Chikuye**

Membership Chair: **Carey McIntosh**

Outreach Chair: **Luonde Kyanamina**

Contact:

Yichidi Ndhlovu,

yichidindhlovu@yahoo.com

Blank stares.

When I started at Women in Aviation, International (just a few short months ago!), this was the reaction I would get from those not involved in the organization when I told them what I did. Or I would get a kind smile and a nod, when really I knew that they weren't sure what a "Chapter Relations Manager" did because they didn't know what a "chapter" was.

So what is a chapter? To steal a description from my grandfather, EAA founder Paul Poberezny, the chapters are our "churches." EAA's chapter network was the role model for the WAI chapter network. It showed us how critical the chapters are—they are our boots on the ground and WAI would not be what it is without our chapters.

by Audra Hoy

The Women in Aviation chapter network not only embodies the mission of WAI, but they also bring the message to a local level. They encourage members, educate them, and make each other better pilots, mechanics, engineers, friends, mentors, and advocates. With an organization of more than 10,000 members, it can be difficult to feel included. Our chapters provide a sense of belonging to something greater and makes WAI a family, not just an office in Ohio.

Where do we go from here? We grow! I have made it my goal to see at least one chapter in all 50 states, and there is oodles of room for growth internationally. If you are not a member of a chapter, check the chapter list on pages 50-51 and see if there's one near you! It will definitely add value to your WAI membership. If there's not one nearby, talk to me about starting a chapter. I can help link you with other members in your area to get the ball rolling.

I look forward to seeing you at the Conference and hope to talk to many of you during the Chapter Leadership Workshop and at the membership booth in the exhibit hall. If you can't join us in Florida, please don't hesitate to contact me at ahoy@wai.org with any questions you may have. I'm here to continue the positive growth of the WAI chapter program and would love your feedback as well! ➔



CHICAGO'S LEADING EDGE CHAPTER

Last November, members of Chicago's Leading Edge were treated to a very unique presentation. [Jeff Miller](#) recounted his experience aboard United Flight 232, which was bound for Chicago but crashed in Sioux City, Iowa, due to a complete loss of the aircraft's hydraulic system. Of the 296 people aboard, 185 people survived, and Jeff was in the small minority of passengers that walked away from the wreckage without a scratch. Despite the loss of 111 lives, the accident is regarded as one of

the finest examples of successful crew resource management, and has been widely studied. Jeff is a gifted storyteller, who was able to take a traumatic event and turn it into an inspirational story filled with optimism and humor.

In December, chapter members kicked up their heels and



CHICAGO'S LEADING EDGE CHAPTER

celebrated the holidays at Pilot Pete's at the Schaumburg Regional Airport. There was music, games, great food, fabulous conversation, and of course, plenty of laughs. Many of the chapter's generous members donated aviation-themed toys for Toys for Tots. The winners of the chapter's scholarships were also announced. [Andrew Fischenberg](#), WAI 55899, will receive \$750 to fund his trip to the Conference this March, and [Kelsey Fultz](#), WAI 50198, is the winner of a Paperless Pilot scholarship, which is an iPad with a one-year subscription to Foreflight. ➔

NIGERIA CHAPTER

The Women in Aviation Nigeria Chapter's 2013 annual conference was held on November 6-7 at the Nigerian College of Aviation Technology, Zaria, Kaduna State. The theme for the conference was *Women as Agents of Transformation*.

There was an air show, Durbar display, visit to the Emir of Zaria, seminars, quiz competition, awards, scholarship presentation, novelty match, health talks, cocktail party, and gala night. The event started with an opening speech by the president of the Nigerian Chapter, [Rejoice Ndudinachi](#). The turnout was very impressive and a lot of new members were registered. Dignitaries from different states of the country were either physically present or represented by their aides; among them were the Emir's representative, Kaduna State governor and his deputy, Rector of Nigerian College of Aviation Technology.

Overall, the event was colorful and memorable! ➔



NIGERIA CHAPTER



WASHINGTON STATE CHAPTER

Cpts. Susie Lonsberry and **Stefanie Culp** gave a presentation about life for women pilots in the U.S. Air Force to Washington State Chapter members during a recent meeting. They discussed flight training and operational flight experiences flying the KC-10 and C-17, including work/life balance. Lonsberry and Culp, along with **Lt. Joshua Jones**, **Master Sgt. Heather Poff**, **Tech. Sgt. Bryan Smith**, and **Tech. Sgt. Grant Grady** from the USAF Recruiting Squadron,

shared information about flying and non-flying opportunities and requirements for becoming a USAF officer.

After the presentation, **Joe Pelosz**, a 93-year-old volunteer at the Museum of Flight Restoration Center in Everett, Washington, shared his amazing life story. He was raised in Hungary, where he learned not only how to use tools, but also to make the tools needed for any task at hand. He described experiences during World War II, being a refugee after the war, and eventually making his way to the United States. After receiving training in radio and television and teaching himself English, he worked for RCA in Philadelphia until retiring in 1986, when he and his wife moved to the Seattle area to be near his daughter. ✈



WASHINGTON STATE CHAPTER

Presenters, left to right: Tech. Sgt. Grant Grady, Master Sgt. Heather Poff, Capt. Susie Lonsberry, Capt. Stefanie Culp, Lt. Joshua Jones, Tech. Sgt. Bryan Smith.



Joe Pelosz; Wendy Clark; Malia Clark, WAI 56381; Henry Clark; Tech. Sgt. Bryan Smith; Lt. Joshua Jones; Capt. Stefanie Culp; Capt. Susie Lonsberry; Tech. Sgt. Grant Grady; Master Sgt. Heather Poff; Sheree VanBerg, WAI 17867; Rebecca Burghy, WAI 12192. At table, left to right: Linda Russell, WAI 52; Anna Siegel; Crystal Polen, WAI 45396; Bev Clevenger, WAI 56837; Debbi Johnson, WAI 50491; Rochelle Oslick, WAI 12281; and Laina Reeves, WAI 1832.

KENYA CHAPTER

The WAI Kenya Chapter participated in the Tusker Air Show Festival in Nairobi, Kenya, in December 2013. They had a booth with chapter merchandise and they recruited new members.



KENYA CHAPTER



SAN FRANCISCO BAY AREA CHAPTER

SAN FRANCISCO BAY AREA CHAPTER

Members and friends at the San Francisco Bay Area Chapter's monthly breakfast meeting. Co-presidents **Kelly Hoffman**, WAI 41529, and **Pam Svrclin**, WAI 30054, are third and second from right on the bottom row. ✈

BOSE
Better sound through research

I just soloed. But as my flight instructor reminds me, there's still a lot more to learn. And he's right. Ground reference maneuvers. Cross-wind landings. They need more practice. Plus, I'm still learning the radio lingo, which is almost more difficult than flying. That's why when it comes to a headset that lets me hear what I need to hear, I'll make the investment now. It's a small price to pay for peace of mind, and it lets me

focus on
what matters,
flying.



TAKE THEM FOR A 30-DAY, RISK-FREE TEST FLIGHT.

Better sound can make all the difference, especially where you go. Which is why, with 30% greater noise reduction than conventional noise reducing aviation headsets, the A20 headset lets you hear more of what you need to hear. While proprietary cushions and minimal clamping force let you fly comfortably for hours. Meets or exceeds TSO standards.

Bose® A20®
Aviation Headset

Made in U.S.A.

To order [1.800.999.2673](tel:1.800.999.2673) | Learn more at www.Bose.com/A20_1

CAREERS

Natasha Flaherty, WAI 14536, recently passed her commercial airplane multi-engine land checkride.



Natasha Flaherty

Dr. Penny Hamilton, WAI 44535, is one of 10 women who will be inducted into the Colorado Women's Hall of Fame in a ceremony on March 20. The hall of fame was founded in 1985 to inspire others by celebrating and sharing the enduring contributions of Colorado's extraordinary women.

WAI Founding Board Member **Dick Koenig**, former publisher of *Flying* magazine, has been appointed Executive Director of Corporate Angel Network (CAN). The organization arranges free flights for cancer patients to treatment centers using empty seats on corporate jets. Koenig, WAI 19, replaces retiring executive director **Peter H. Fleiss**.

Lt. Col. Jeanne LaFountain, WAI 47085, an Air Force Reservist and officer in charge of the 775th Expeditionary Aeromedical Evacuation Flight Travis detachment, has been called to active duty. As a trauma and perioperative nurse specialist, she provides trauma care for wounded military during transport. Jeanne is the current vice president of WAI provisional chapter, Spirit of Columbus. ➔



BOB ELLWOOD

WASP and Honoring Women Pilot Walkers at the Rose Parade Judging venue.

Seated, left to right: Adeline Wolak Ellison, Mary (Tommy) Thoits, Alice Jean Starr, Barbara Squire, Alma Fornal, Louis Bristol Young, Margot DeMoss, Jean Terrell McCreery, Betty Wall Strofus. Not pictured: Dawn Seymour.

Standing, left to right: Connie Tobias, Lt. Col. Jen Cress, Col. Nancy Sumner, Capt. Joellen Oslund, Alyce Rohrer, Flora Belle Reece, Lt. Col. Samantha Weeks, Lee Doerr, Suzette McComas, Lt. Col. Wendy Cooper, Marty Wyall, Col. Sandy Opeka, Shirley Kruse, Cmdr. Carol Skiber, Florence Mascott, Capt. Lucy Young, Katherine Landdeck, Senior Master Sgt. Gina Louis, Lt. Col. Kimberly Scott.

WASP Honored in 2014 Rose Parade

The Women Airforce Service Pilots (WASP) were honored during the 2014 Rose Parade with a float titled "Our Eyes Are on the Stars." Following a year-long fundraising effort by the Wingtip-to-Wingtip Association the float was built by Fiesta Parade Floats. It featured eight WASP on the float and a group of female aviators walking alongside, representing the progress the United States has made in aviation, both military and commercial.

Read more about the parade experience on Page 88 in Lucy Young's article, "Walking With the WASP," and look for more behind-the-scenes details on the fundraising and float building experience in the May/June issue of *Aviation for Women*. ➔

Celebrating the Anniversary of Jerrie Mock's Historic Flight



Fifty years ago, on April 17, 1964, Geraldine "Jerrie" Mock landed in Columbus, Ohio, completing a solo around-the-world flight that took 29 days, 21 stopovers, and covered almost 22,860 miles. She was the first woman to fly solo around the world, and did it in a single-engine Cessna 180.

Jerrie was inducted into WAI's Pioneer Hall of Fame in 2008, and currently resides in Florida. She was recently named a Great Ohioan, one of only four women to have received that honor, and there are plans to dedicate a statue to her at Port Columbus International Airport on April 17, 2014. ➔

CFI TIPS



MEG GODLEWSKI

A new chief instructor was just hired at the flight school. He says the students should be soloing in six to 10 hours, tops. I soloed at 12 hours. Most of my past students soloed in the 10- to 20-hour range. Is there any way to speed up the process?

Soloing is like having a baby: It takes as long as it takes. According to the FARs, there are 15 things that the student pilot needs to be proficient in before they can solo. If the weather is favorable and the student flies every day or nearly so, it is likely that they can solo in a relatively short timeframe. Personal aptitude also plays a big role. However, since many people have to space out their lessons due to weather, cash flow, or other responsibilities, it can take longer than six to 10 hours. Don't let yourself be rushed into soloing someone before you feel that they are ready.

I have been a part-time CFI for the better part of 10 years. I just started a full-time CFI job at a school and I am being pressured to get my CFII. I don't test well and the thought of taking another checkride makes me

break out in hives. I haven't flown IFR since my instrument checkride, and I don't even know how to begin. Any ideas?

Don't rush it. Ease back in to instrument flying by flying from the right seat in VFR conditions under the hood with a CFII in the left seat. Get your IFR skills back then s-l-o-w-l-y start working on lesson plans. If you can, fly with all the CFIs you know to get over the "I've-never-flown-with-you-before" butterflies that tend to swarm during checkrides.

I'm a student pilot and my CFI just left for another flying job. I was assigned another CFI from the flight school and I am learning that so many flights I did with my old CFI were not the correct things to do with someone at my training level. For example, I was doing dual cross-country flights and flying in the clouds before I soloed! Am I going to get in trouble if the FAA sees my logbook?

It is your CFI, and perhaps the flight school, that will be in trouble if the FAA decides something amiss has happened—and that depends if your training was done under Part 141 or Part 61. Part 141 is very strict, no going out of order on the syllabus. Under Part 61 you have greater latitude, and that sounds like what has happened here. ✈

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

**Visit us at the Women in Aviation Conference
Lake Buena Vista, FL • March 6th - 8th • Booth # 622**



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

Providing the DUAT Service for the FAA for over 20 years

Free! iPhone app
Available for download from the Apple app Store

Free! DUAT Mobile
For Smart Phones
Access DUAT Weather and Flight Planning information from any Smartphone device.

Free! Download the Android app
Available for download from the Google Play Store

Always Stay Connected!



Follow us on Twitter!
Like Us on Facebook!

**FREE! FAA CERTIFIED
WEATHER AND FLIGHT PLANNING!**

- FAA Certified Weather Briefings
- Weather Graphics
- State NEXRAD Graphics
- Stored Routes
- Graphical TFRs
- Flight Plan Filing
- Flight Planner
- Airport Diagrams
- Interactive Overlays
- Airport Photos
- Approach Plates
- Sectional Charts
- Forecast Graphics
- Enroute Charts
- Wind Charts
- Duat Mobile
- iPhone APP
- Android App
- Tabbed Reports
- QICP Approved

www.duat.com

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



MAKING A DIFFERENCE

The WAI scholarship program is a point of pride for our organization. In the past 25 years millions of dollars have been awarded to help women advance into the aviation careers they have always dreamed about. The program could not exist without our generous sponsors and corporate members, and we thank them for the incredible opportunities they have provided.

Katelyn Bobalik, WAI 36271
Oviedo, Florida

Immediately after I was awarded the Delta Air Lines Aviation Management scholarship in 2012, I added the award to my résumé. I used the scholarship funds to pay for my final year of college at Florida Institute of Technology, where I earned a Bachelor of Science in aviation management.

During my final year at Florida Tech I interviewed for several internships and the interviewers always asked about my



Delta Air Lines scholarship: what it meant to me, and how I had earned it. I was offered internships at Miami International Airport and JetBlue Airways as a result of those interviews, and I worked full time my final year of college, paying back my student loans instead of paying for tuition because of my scholarship.

I graduated with significantly less debt due to the financial aid I received, and I was able to take my time to find the position that was right for me instead of feeling rushed into a job I didn't like in order to pay back my loans. During the interview process, my scholarship and involvement with Women in Aviation, International was always a subject of interest to employers, and JetBlue offered to sponsor my participation in the 2013 Annual International Women in Aviation Conference because I showed such enthusiasm for the organization.

One month after graduation I applied for a position at Sig-

nature Flight Support corporate headquarters as a Safety Data Analyst and was offered the job. There are several employees involved in WAI, and Signature Flight Support is offering a scholarship of their own through Women in Aviation, International this year. My involvement with WAI and the scholarships I earned have had a positive impact on almost every aspect of my life. Signature Flight Support has offered to sponsor me at the 2014 Annual International Women in Aviation Conference, where I will be encouraging women to do the same thing I did: Follow your dreams and apply for scholarships to continue your education and aviation careers!

Theresa Farley, WAI 50244
Chandler, Arizona

After receiving the AOPA Student Pilot Scholarship at the 2012 Conference in Dallas I went home with a renewed en-



ergy and focus. The Conference was wonderful and I met so many encouraging people. At the time I was struggling with short- and soft-field takeoffs and landings. Being able to take the focus off "How am I going to pay for this?" and putting the focus on taking the time to get it right helped me conquer those procedures. I went on to complete my private pilot certificate on September 19, 2012.

Since obtaining my certificate I have tried to fly as often as possible and have approximately 140 hours. I am proud to say I been able to fly several different types of airplanes and am

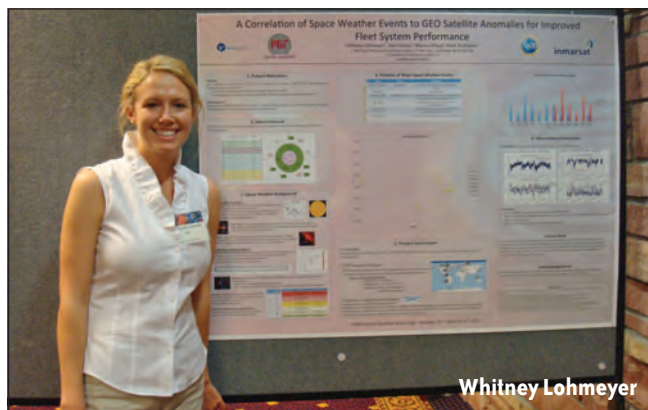
enjoying the amazing gift of flight. I look forward to beginning my instrument training for a new challenge and to become a better pilot.

The scholarship helped me in so many more ways than monetarily—yes, the training funds enabled me to get in the air more, but the personal connections and friendships have been priceless.

Whitney Lohmeyer, WAI 44247

Cary, North Carolina

I was the recipient of the 2012 American Airlines and American Eagle Engineering Scholarship. Since the award, I earned my master's degree at MIT in Aerospace Engineering, and am currently a Ph.D. candidate at MIT in the Space Systems Lab. My research focuses on communications satellites and understanding the effects of the radiation environment on these systems. For the airline industry alone, these sys-



tems provide weather and navigational tools to pilots, Internet connectivity for passengers, and much more.

Receiving the scholarship enabled me to perform this research and pursue my dreams of earning my doctorate. I was so fortunate to receive the award, and since that time have participated in international research with companies worldwide. I find this research fascinating because improving our knowledge of the performance of these systems improves the functionality of society as we know it. Other applications of these systems include maritime communications (distress signals, telephone calls, or data transfers out at sea), and spreading news, education, and entertainment via television and other communication mediums in remote areas.

Receiving the scholarship was a true honor, and undoubtedly helped me to

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.

pursue my academic and career goals. Upon graduating with my Ph.D. I would like to work with either a communications satellite manufacturer or a satellite operator

such as Boeing, Inmarsat, Space Systems Loral, or Intelsat, to continue working to understand these communications systems and find applications that improve our daily experiences and aid in the event of disasters.

Donna Wolfe, WAI 12853

Highlands Ranch, Colorado

Aviation can be a daunting, intimidating, and at times, a frustrating industry to navigate. When I started flying in



1999, I had no idea that I would have a career in aviation let alone a job at United Airlines. Earning a WAI scholarship has directly contributed to my success in aviation.

In 2011, I was ecstatic to discover I had been awarded the Boeing 737 type rating through Continental Airlines. At the time, I was working at Mesaba Airlines as a Saab 340 pilot and was overwhelmed with the many possible directions that an aviation career could take me. I applied for the scholarship and fortunately earned it.

I trained with Continental Airlines in Houston for more than a month. This included ground instruction for the Boeing 737 systems, full motion simulator training, and a checkride. Fantastic instructors and a wonderful simulator partner helped make the training a success.

The experience and knowledge gained through Continental Airline's training program along with the people I met convinced me that I wanted to work at a major airline. In December of 2012, I was ecstatic when I received an e-mail from United, which merged with Continental, asking if I was interested in interviewing for a pilot position. I promptly accepted the interview and was offered a pilot position in March 2013.

Without a doubt, my dream of working for a major airline has come true as a direct result of earning this WAI scholarship. Right now, I can't believe that I'm flying for United Airlines, which has been a truly amazing experience! ✈

.....
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.



BOSE CORPORATION

This year marks the 25-year anniversary of Bose in aviation, a milestone the company shares with Women in Aviation, International. Bose has been a longtime supporter of WAI and has attended the annual Conference for more than 10 years. Bose is a privately held corporation headquartered in Framingham, Massachusetts. Since its founding in 1964 by Dr.

Amar G. Bose, then a professor of electrical engineering at the Massachusetts Institute of Technology, the company has undertaken all its work with a spirit of invention, a passion for excellence, and a commitment to delivering extraordinary customer experiences.

Today, Bose Corporation continues to be driven by its founding principles, investing in long-term research with one fundamental goal: to develop new technologies that deliver real customer benefits. Bose innovations have spanned decades and industries, creating and transforming categories in audio and beyond. Bose products for the home, the car, public spaces, and aviation have become iconic. No doubt, we are all familiar with the Bose Wave radio and the QuietCom-



fort Acoustic Noise Cancelling headphones. Many of us are also familiar with Bose aviation headsets and have, perhaps, even flown with a pair.

Bose developed the industry's first commercially available active noise reduction headset in 1989, forever improving the experiences pilots have in flight. The company's goal was to provide a headset that offered a balance of clear communication, excellent noise reduction, and a comfortable fit, even over a long period of time (a goal that remains a top priority for the company today). Through years of research and the company's invention of patented technologies, Bose was able to develop a headset that is truly comfortable to wear for long periods of time, a feature pilots routinely identify as extremely important. Bose aviation headsets are manufactured in the United States and are used around the world in numerous types of aircraft ranging from rotary wing to fixed wing; general, commercial, and military.

There are even Bose aviation headsets on the International Space Station.

According to Bose, being a part of the aviation community for 25 years has been wonderful. But they want you to know they are working hard to make sure the next 25 will be even better. ✈



Bose has generously donated an A20 headset for this year's membership campaign (see Page 58 for details), and will be giving a second A20 away at the Conference. Any members who join or renew at the Conference will be entered to win!

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

Silver Airways
Comply365

TECH TIPS



DENISE WATERS

What are your suggestions for starting my own aviation business? I have my A&P and IA certificates.

While you do need your certificates to return a U.S. registered aircraft back to service, you do not need an FAA certificate to start a business. Planning is required to address the many facets of own-

ing a business. A business plan should include areas such as sales, marketing, advertising, promotion, employees, and location. Key components include identifying your reasons to follow this dream, self-analysis, considering personal skills and experience, finding a niche, market analysis, startup planning, and finances.

Inquire at the local town/county/city government office about rules and requirements for your jurisdiction. Most require licenses or permits in order to operate a business. Decide the type of business entity to form by considering tax and liability issues, director and ownership concerns, as well as state and federal obligations for that type of entity. Are you a sole proprietorship, corporation, limited liability company, limited partnership, general partnership, or limited liability partnership?

It can be daunting, but you don't have to know or do it all. Surround yourself with a good accountant, lawyer, and excellent advisers/mentors. Review your resources, including grants and scholarships (AWAM Entrepreneur, for one). Become part of the rapidly growing small business sector. The Aircraft Electronic Association's Treasurer Jeanne Rau-Flattery noted interesting statistics in her recent "Spirit of Entrepreneurship" article: 23 million small American businesses account for 54 percent of all U.S. sales. In general aviation, 97 percent are small to mid-sized businesses. This number captures single-pilot airplanes, turbine aircraft, helicopters, fixed base operations, and the service companies that support these aircraft.

How do mechanics with FAA Inspection Authorization (IA) renew their certificates?

March is the annual WAI Conference, and it is also the month that an applicant for the renewal of an inspection authorization must present evidence that she or he still meets the requirements of Section 65.91(c)(1) through (4). One way to meet those requirements is to attend FAA Maintenance Recurrent Training, sponsored by AWAM, held on Thursday, March 6, the opening day of the Conference. ✈

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

COME ABOARD
UTAH VALLEY UNIVERSITY

**Professional Pilot
Aviation Administration**

OFFERING TRADITIONAL & ONLINE DEGREES

1-888-901-7192 | FlyUVU.COM

UVU School of Aviation Sciences
UTAH VALLEY UNIVERSITY



Breaking barriers and transforming the world.

From early pioneers to modern aviators, Jeppesen has been there for women transforming the skies.

To help you on your journey, we offer advanced mobile applications that deliver charts and information when and where you need it.

For more information, visit us at booth 804.

Proud supporter and sponsor of Women in Aviation.

jeppesen.com

K.D. LEPERI

AMELIA'S JACKET AND A COOL CARRY-ON

In September 2013, I attended the rebranding of the Buffalo Bill Museum of the West located in Cody, Wyoming. This coincided with a visit from the Prince of Monaco, who was reprising his great-great-grandfather's century-old footsteps. It was 100 years ago when Prince Albert I of Monaco paid a visit to William F. Cody (aka Buffalo Bill) for a September 1913 outing in the wilds

of Yellowstone and the Big Horn Basin. The event eventually became known as "Camp Monaco."

Amelia Earhart's Flight Jacket

Though I missed meeting the prince by only a day, I did manage to catch a sneak peek at what I consider to be one of the museum's most priceless acquisitions: the leather flight jacket of Amelia Earhart—the first woman to receive the Distinguished Flying Cross for flying solo across the Atlantic. Carefully stored in a large box in the basement archives, the jacket is the same that Earhart wore in many photographs from the 1920s and '30s.

According to John Rumm, senior curator of American History and the curator of the museum, Earhart more than likely wore this knee-length jacket on both of her historic flights across the Atlantic. The double-breasted, brown leather jacket with separate matching belt features a gold-colored flannel lining that can be reversed and worn flannel-side out.

What many people don't know about Earhart is that she had an avid interest in "active" clothes and eventually designed a line of clothes and luggage, though some accounts attribute this interest more to a robust promotion by her publicist husband George P. Putnam. Whatever the motive, Earhart photographed well in her leather jacket and she exuded a spirit of independence and adventure for women—an alluring combination.

So how did one of her leather flight jackets end up in Wyoming? As it turns out, history took some strange twists. Earhart and her husband were looking for a summer place to enjoy the outdoors and so in 1934, they bought property in Wyoming from a friend of theirs, Carl Dunrud, owner of the Double D ranch. Dunrud agreed to build a log cabin for Earhart and her husband near the ghost town

of Kirwin. Preparing for her relocation to Wyoming, Earhart sent several personal possessions to Dunrud for safekeeping. Among these items was her flight jacket as well as an 1870s buffalo coat given to her by the Western movie star William S. Hart. This was prior to her ill-fated circumnavigation of the world in 1937. Eventually, both items were donated by Dunrud to the Buffalo Bill Cody Museum of the West.



Briggs & Riley Torq International Carry-On Spinner

As the designer of her own line of stylish luggage in the 1930s, I believe Earhart would have given the nod to the Briggs & Riley Torq International Carry-On Spinner—a fashionable perfection of polycarbonate technology and functional practicality. The newest addition to a line of classy yet rugged roll-ons, this is ideal for travelers who crave style and flexibility while requiring security.

I recently field-tested the Torq on a two-night getaway to Fort Worth, Texas. No check-ins, only carry-on luggage for me. As I boarded the aircraft and rolled my suitcase down the narrow aisle of the plane, I couldn't help but notice how many seated passengers gave a once-over to my stylish spinner. In fact, many took a second look. The design is high-tech and modern, and the sophisticated ruby red color is a definite eye-catcher. (Cobalt and graphite are also available.) I deliberately chose this color as I was simply tired of all the look-alike black carry-ons. Side carry handles and molded grab points made it easy for me to stow in the overhead bin.

However, the stand-out feature for me was the outside "technology" pouch where I could store plugs, cables, tablets, and magazines as well as my current airline tickets and paperwork. (It can also

store a 15.6-inch laptop). This gave me easy access to travel essentials with a lockable front and main compartment that is TSA compliant. With a lifetime guarantee that covers the repair of all functional aspects of the bag, the 23-inch Torq sells for \$479. ➔



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



IT'S NOT YOUR MOTHER'S NINETY-NINES

Many things have changed since our start in 1929 when Amelia Earhart helped found The 99s. It's now 2014 and we're bigger. Stronger. Globally connected, more resourceful, continually committed and tirelessly dedicated to the advancement of women in aviation.

One of the many benefits we offer is our 99s Professional Pilot Leadership Initiative

(PPLI). An exclusive program dedicated to providing highly motivated women pilots with the tools necessary to develop their pilot careers and leadership skills - through guided activities and formal mentoring partnerships with women pilot professionals.

So please join us at **Booth 519** during the show for more information on the PPLI and our organization.

We're quite a departure from when we arrived in '29.

WWW.NINETY-NINES.ORG



Ninety-Nines

Inspiring Women Pilots
Since 1929



CAUTION
DO NOT TOW AIRPLANE
UNLESS NOSE GEAR
STRUT IS COMPRESSED
TO 12 INCH MAXIMUM
DIMENSION

*The woman flying the
Superfortress*

Debbie Travis King

When Debbie Travis King, WAI 2488, was a child, she was immersed in the livelihood of the Commemorative Air Force (CAF) while tagging along with her father, observing the pilots and warbirds. She quickly developed a passion for general aviation, but she never expected to actually fly anything. Today, Debbie holds a second-in-command type rating for the Boeing B-29 Superfortress and is only the third woman to have flown the iconic World War II bomber.

by Sienna Kossman

Also rated in the B-24, Debbie's achievements are significant, but it's not about the fame for her, it's about dreaming big and challenging herself against the odds.

"I get a lot of attention, but my path has not been easy and it has not been without struggle," she explained. "I wear a pendant that says, 'It's not the critic who counts. Dare greatly.' ...

SCOTT SLOCUM

KATHERINE LANE





COMMEMORATIVE
AIR FORCE

The Commemorative Air Force (CAF) has been collecting and flying warbirds for more than 50 years. The nonprofit educational organization was founded to acquire, restore, and preserve in flying condition a complete collection of combat aircraft that were flown by all U.S. military services for the education and enjoyment of present and future generations. Select aircraft of other nations are also part of the collection. The aircraft are restored and maintained by CAF wings and squadrons located across the country.

Visit www.CommemorativeAirForce.org for more information.





STEVE SCHAPIRO / COURTESY OF THE CAF KEVIN HONG

I want all of those girls waving at me from the crowd to dare greatly.”

Female involvement with the B-29 began shortly after the aircraft’s production during World War II. The Superfortress had a reputation among pilots of being a hazardous fire trap, and many male pilots were scared of it and flat out refused to fly it, which became a problem that women were able to fix.

“Paul Tibbets, who was in charge of the program, decided he would sneak in a couple of Women Airforce Service Pilots,” Debbie explained. “So he grabbed a couple WASP, trained them, sent them flying around the country, and said, ‘Get out of the aircraft, make sure they know you are a woman, and walk away.’ That was his way of psychologically tricking men into getting back into the cockpit.”

Dora Dougherty and Dorothea Moorman were the only two women released to fly the B-29 and successfully demonstrated to all that women could do it, too. “I actually got to meet Dora Dougherty at a Sun ‘n Fun awhile back,” Debbie said. “I got to talk to her a little bit and I remember her saying, ‘It’s so easy a woman can do it,’ and I thought, ‘Wow.’ And then everything started rolling and, as fate would have it, within a year I was flying [the B-29]. It was pretty amazing.”

Debbie’s aviation journey began with her father, airline pilot Tom Travis, who taught her how to fly before she graduated from high school. Post-graduation, Debbie worked her way through her CFI, instructing for a while and later earning her airline transport pilot certificate.

When Debbie was approached by the CAF with a chance to train in their B-24 *Diamond Lil* and B-29 *FIFI*, it was an opportunity she could not pass up. Training to fly the B-29 put Debbie out of her element but her previous flight experience helped her adapt to the plane’s immense size with ease.

“You have to pass a written exam and then you have to get

The first and third women to check out in the B-29: Debbie Travis King with WASP Dr. Dora Dougherty Strother McKeown in the cockpit of *FIFI*. Dora was a recipient of the Amelia Earhart Award for academic achievement and an inductee in the Military Aviation Hall of Fame. After her time as a WASP she was an instructor at the University of Illinois, a human factors engineer with Bell Aircraft, and helicopter test pilot for Bell. With 30 hours of helicopter time she set world records for altitude (19,406 feet) and distance (straight line 404.35 miles) in a Bell 47G-3. She held those records until 1966. Dora passed away on November 19, 2013.



Boeing B-29 Superfortress *FIFI*

Discovered at a Navy weapons center near China Lake, California, in 1971, B-29 Superfortress N529B was brought to Texas and restored by CAF members. The airplane flew for more than 30 years until 2006, when it was grounded for an extensive four-year restoration that included replacing all four engines.

The aircraft was christened *FIFI* in 1974, in honor of the wife of Col. Victor N. Agather, who was on the wartime development team for the aircraft and had been personally involved with the airplane's restoration in the early '70s. It is the only airworthy B-29 in the world today.

The Boeing B-29 was first flown in 1942, and began active service in 1944. It was designed as a replacement for the B-17 and B-24, with a longer range and greater bomb loads for operations in the Pacific theater. The B-29 was also used in the Korean War and was a staple in the U.S. Air Force until the late 1950s. The aircraft was one of the largest to see service during World War II, and featured advanced (for the time) amenities including a pressurized cabin, an electronic fire control system, and remote-controlled machine gun turrets.

Today, *FIFI* and the CAF's B-24 Liberator *Diamond Lil* tour the United States and Canada, offering flight experiences and participating in air shows.

Visit www.AirPowerSquadron.org.

Upcoming Tour Stops

Fort Meyers, Florida—March 6-9

Lakeland, Florida—March 11-16

Vero Beach, Florida—March 17-19

Orlando, Florida—March 20-23

Deland, Florida—March 25-26

Jacksonville, Florida—March 27-30

in the aircraft itself, which is really the hardest part because it's totally intimidating," Debbie said. "It's the biggest aircraft I had ever flown, but I crawled in and thought, 'Well, let's just do this.' Once you get in the air, it's about getting in the mindset of the plane and immersing yourself in the world of physics just like any other aircraft."

When her training was complete, Debbie was invited by the CAF to tour with *FIFI* and fly the bomber into EAA AirVenture Oshkosh 2013 with her father. "We are the only father-daughter warbird team and they decided to give us a spot," she said. "I figured it would be the only time a father and daughter would fly the plane together and that probably wouldn't happen again. It was very special."

For Debbie, it was one thing to enjoy the warbirds on the ground at the show as an enthusiast, but it was another thing entirely to bring them there. "I've been going to Sun 'n Fun and Oshkosh since the early '90s and you walk around as a private pilot and are like, 'Wow, this is really cool,'" she said. "And then there's the last B-29 there and you are the one who flew it in. We also flew in the B-24. That's pretty awesome."

Debbie is still on tour with *FIFI* and is, as she put it, "still interested in almost everything." Still very much involved with the CAF, Debbie also instructs in the Falcon 900EX.

At the end of the day, she remains humble and insists that there is more to her experiences than the flights themselves. "I wear a shirt under my flight suit that says, 'It's not about you,' to remind me that it isn't," she explained. "It's about those who served and those who see a woman crawl out of the cockpit, in both the past and future."

For women interested in finding their place in the aviation industry, Debbie recommends getting involved with organizations such as Women in Aviation to start making connections. "I would encourage anyone who is interested in the industry to attend the yearly convention," she said. "The great resources and general connections you can make with Women in Aviation are significant. I have never met another woman in aviation that wouldn't help another woman. We end up being those people who offer a hand out and say, 'Come on, I'll help you up.'" ➔

.....
Sienna Kossman, WAI 58334, is a recent graduate from the University of Wisconsin Oshkosh, currently pursuing a career as a financial and aviation journalist in Austin, Texas.

25TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

MARCH 6-8, 2014 • DISNEY'S CORONADO SPRINGS RESORT



There's Much to Celebrate!



TODAY'S VISION, TOMORROW'S REALITY

PATTAYLOR



Dear Conference Attendees:

Welcome to the 2014 Annual International Women in Aviation Conference. You are part of a historic year for Women in Aviation, International as we celebrate the 25th annual conference and the 20th year of our organization. Begun in 1990 in Prescott, Arizona, under the auspices of Embry-Riddle Aeronautical University and a grant from the Arizona Humanities Council, the first Women in Aviation Conference was conducted. From a small group of less than 140 participants the Conference became an annual event

(directed by Parks College of Saint Louis University from 1991 through 1994), and it is now truly an international event.

In 1995 a new organization was formed, Women in Aviation, International (WAI), and the conferences became a part of this new organization. A scholarship program began this same year and now has grown to a total of greater than \$8 million awarded to more than 1,000 recipients. WAI now has more than 80 chapters around the world and more are forming this year.

Take advantage of all of the various events going on this week by listening to some of the industry's leaders in our general sessions, taking back useful information from many of the professional development seminars and education sessions, and visiting the exhibit hall often to meet with representatives of the various companies and organizations participating. Enjoy the special functions including tours of Kennedy Space Center, Embry-Riddle Aeronautical University, and Fantasy of Flight, and, of course, the opening reception, luncheon, and banquet. We have four honorees being inducted into the WAI Pioneer Hall of Fame at the banquet this year, and many scholarships to award throughout the week.

And as you visit the WAI store in the exhibit hall this year you will find some items special to the 25th anniversary celebration—a collection of adult and children's attire with a graphic designed by Disney Imagineers just for our organization. You will want at least one of these to remember this special Conference!

This is a year to celebrate our heritage, our growth, and our future. I look forward to seeing all of you this week!

Sincerely,

Dr. Peggy Baty Chabrian

Dr. Peggy Baty Chabrian
President/Founder

CONTENTS

- 27** Welcome
- 28** Conference Schedule
- 30** Seminars and Training
- 30** Aviation Online Job Fair
- 30** Internet Café
- 32** Education Sessions
Friday, March 7
- 36** Education Sessions
Saturday, March 8
- 40** Conference Sponsors
- 40** Music at the Conference
- 42** Conference Speakers
- 44** WAI Pioneer Hall of Fame
- 46** WAI Board of Directors
- 46** Members Sponsoring
Students
- 46** Membership Meeting
- 48** WAI Staff
- 48** Volunteer Recognition
- 48** Press Room Information
- 50** WAI Chapters
- 52** WAI Corporate Members
- 54** Silent Auction
- 54** Authors' Table
- 56** Bring Your Daughter to
the Conference Program
- 58** WAI Membership Campaign
- 60** Exhibit Hall
- 61** New Member Social
- 61** First Timers' Orientation
- 62** Disney's Coronado Springs
Resort Maps
- 62** Conference Coordination
Center
- 62** Lost & Found
- 62** WAI Conference 2015



CONFERENCE SCHEDULE

SPEAKERS

Thursday, March 6

Brian Shul
Retired SR-71 Pilot

Friday, March 7

GENERAL SESSION

sponsored by The Boeing Company

Joy Bryant
Boeing Space Exploration Division

Barbara Barrett
Aviation Policy Official, Pilot, Astronaut

Deborah Hersman
Chairman, NTSB

Linda Markham
Cape Air President/
Chief Administrative Officer

LUNCHEON

Eileen Collins
Astronaut, Pilot,
Retired U.S. Air Force Colonel

Saturday, March 8

GENERAL SESSION

sponsored by FedEx Express

Dorothy Saul-Pooley
Master Elect, Guild of Air Pilots
and Air Navigators

Mariola Ziolkowski
General Manager,
MT Global Experts

Michael G. Whitaker
Deputy Administrator, FAA

Nagin Cox
Engineer,
NASA Jet Propulsion Lab

BANQUET

Elaine Larsen
Larsen Motorsports

Wednesday, March 5

1:00 p.m.-6:00 p.m.

TOUR: FANTASY OF FLIGHT (ticket required)

Coronado Porte Cochere

3:00 p.m.-6:00 p.m.

REGISTRATION OPEN sponsored by Walmart Aviation

Veracruz C

6:30 p.m.-7:30 p.m.

WAI CHAPTER RECEPTION (ticket required/by invitation only)
sponsored by Airlines for America, GA News, Chevron, FDX ALPA Master Executive Council

Monterrey 1

Thursday, March 6

7:30 a.m.-3:30 p.m.

TOUR: KENNEDY SPACE CENTER (ticket required)

Coronado Porte Cochere

8:00 a.m.-4:30 p.m.

REGISTRATION OPEN sponsored by Walmart Aviation

Veracruz C

8:00 a.m.-11:00 a.m.

WAI CHAPTER LEADERSHIP WORKSHOP

Monterrey 1

8:00 a.m.-5:00 p.m.

FAA MAINTENANCE RECURRENT TRAINING sponsored by AWAM

Fiesta 6

9:00 a.m.-12:00 p.m.

AEROSPACE EDUCATORS' WORKSHOP (preregister) sponsored by FAA

Monterrey 2

9:00 a.m.-3:30 p.m.

TOUR: ERAU DAYTONA BEACH (ticket required)

Coronado Porte Cochere

9:30 a.m.-11:30 a.m.

PROFESSIONAL DEVELOPMENT SEMINAR
"YOU, INC." (ticket required, \$25) sponsored by ConocoPhillips

Fiesta 5

10:00 a.m.-10:45 a.m.

NEW MEMBERS SOCIAL (ticket required/by invitation only) sponsored by AOPA

Yucatan 2

11:00 a.m.-12:00 p.m.

ANNUAL WAI MEMBERSHIP MEETING

Fiesta 7

12:50 p.m.-1:00 p.m.

EXHIBIT HALL RIBBON CUTTING CEREMONY

Veracruz Foyer

1:00 p.m.-5:30 p.m.

EXHIBIT HALL OPEN

Veracruz Hall

1:00 p.m.-3:00 p.m.

PROFESSIONAL DEVELOPMENT SEMINAR
"YOUR BEST FIRST IMPRESSION" (ticket required, \$25)

Fiesta 5

3:00 p.m.-4:00 p.m.

WAI UNIVERSITY CHAPTER MEMBERS MEETING

Fiesta 9

4:30 p.m.-6:00 p.m.

COLLEGE/UNIVERSITY STUDENT MEETING sponsored by XOJET

Yucatan 2

6:00 p.m.-7:15 p.m.

OPENING RECEPTION (ticket required) sponsored by AEA, EAA, NBAA, GAMA

Coronado Ballroom

7:30 p.m.-9:00 p.m.

FLYING THE SR-71 BLACKBIRD BRIAN SHUL

Fiesta 6

Friday, March 7

8:00 a.m.-4:30 p.m.

REGISTRATION OPEN (closed during luncheon) sponsored by Walmart Aviation

Veracruz C

9:00 a.m.-10:30 a.m.

GENERAL SESSION sponsored by The Boeing Company

Coronado Ballroom

10:30 a.m.-5:00 p.m.

EXHIBIT HALL OPEN (closed during luncheon)

Veracruz Hall

12:00 p.m.-1:30 p.m.

LUNCHEON (ticket required) sponsored by United Airlines

Coronado Ballroom

1:45 p.m.-5:15 p.m.

EDUCATION SESSIONS
sponsored by Alaska Airlines, Horizon Air

Various Locations, See pages 32-34

8:00 p.m.-10:30 p.m.

HANGAR DANCE FEATURING WAI'S JAZZ WITH WINGS BAND
sponsored by Wings Financial

Fiesta 5

Saturday, March 8

8:00 a.m.-1:00 p.m.

REGISTRATION OPEN sponsored by Walmart Aviation

Veracruz C

9:00 a.m.-10:30 a.m.

GENERAL SESSION
sponsored by FedEx Express, FDX ALPA Master Executive Council

Coronado Ballroom

9:00 a.m.-2:00 p.m.

BRING YOUR DAUGHTER TO THE CONFERENCE PROGRAM
(preregistration necessary)
sponsored by American Airlines, American Eagle, AAFCU,
Signature Flight Support and The Sporty's Foundation

Veracruz A

10:30 a.m.-3:00 p.m.

EXHIBIT HALL OPEN

Veracruz Hall

12:30 p.m.-1:30 p.m.

HOW TO START A WAI CHAPTER

Baja

1:45 p.m.-5:15 p.m.

EDUCATION SESSIONS sponsored by Jeppesen

Various Locations, See Pages 36-38

6:00 p.m.-7:00 p.m.

PRE-BANQUET RECEPTION
sponsored by American Airlines, American Eagle, AAFCU

Coronado Foyer

7:00 p.m.-10:00 p.m.

AWARDS BANQUET (ticket required)
WAI PIONEER HALL OF FAME CEREMONY
sponsored by Airbus Americas, Delta Air Lines

Coronado Ballroom

Please note: All times, locations, and topics are subject to change



SEMINARS AND TRAINING

AVIATION JOB FAIR

AeroIndustryJobs.com is providing Women in Aviation, International members and corporate members with an online job fair in conjunction with the 25th Annual International Women in Aviation Conference. **The Women in Aviation Virtual Career Fair** is an online event that runs from February 15 through March 14, 2014.

You can post your résumé or look at the job offerings during the Conference. (Career fair and résumé posting are free.)

Job applicants should log on and post their résumés to **Aeroindustryjobs.com** using the link below. To participate go to **www.aeroindustryjobs.com**.

Check it out at the INTERNET CAFÉ

sponsored by DTC DUAT

This year the café is located in **Veracruz C** near Registration

While you're there, get more information on WAI career initiatives on the Member Only section of the WAI website, **www.wai.org**.



FAA Maintenance Recurrent Training

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

Thursday, March 6

7:00-8:00 a.m. Registration; 8:00 a.m.-5:00 p.m. Seminar *Fiesta 6*

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 of 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 a.m.-12:00 p.m. *Monterrey 2*

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!"

PROFESSIONAL DEVELOPMENT SEMINARS

You, Inc.

Thursday, March 6

presented by Kris Palcho 9:30-11:30 a.m. ~ Cost \$25 *Fiesta 5*

sponsored by ConocoPhillips



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 re-invest your assets for a more successful you. **Assemble the Board** shares advice on recruiting mentors and coaches that make up your board of advisers. **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

Thursday, March 6

presented by Nancy Hultgren and Afton Benassi

1:00-3:00 p.m. ~ Cost: \$25 *Fiesta 5*



Aviation is an industry where first impressions are critical. Aviation jobs require a number of 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.

FRIDAY EDUCATION SESSIONS

Friday, March 7

1:45-2:45 p.m.

Watch Your Career Take Off
Fiesta 4

Corporate Aviation
Fiesta 5

It's All About Style
Fiesta 6

ADS-B
Fiesta 7

Pratt & Whitney
Fiesta 9

Corporate Success
Monterrey 1

Putting It Down in Words
Monterrey 2

FAA Medical Certification
Yucatan 3

3:00-4:00 p.m.

Dragon Ladies
Fiesta 4

Airline Pilot Career Panel
Fiesta 5

Women and Money
Fiesta 6

Hypoxia
Fiesta 7

Air Traffic Control
Fiesta 9

STEM Studies in High School
Monterrey 1

The Air Race Classic
Monterrey 2

The Value of Quality
Yucatan 3

4:15-5:15 p.m.

Imposter Syndrome
Fiesta 4

The WASP of WWII
Fiesta 5

Fund Your Dream
Fiesta 6

Unmanned Air Systems
Fiesta 7

Identifying Business Fraud
Fiesta 9

Inspiring Future Aviators
Yucatan 3

Friday, March 7 • 1:45-2:45 p.m.

(Times, room assignments and sessions are subject to change—please read *The Daily*, and watch for signage.)

Watch Your Career Take Off—At the Airport

Fiesta 4

Benet J. Wilson, Moderator

While many women look to the skies for their aviation careers, there are great opportunities available on the ground—right at your local airport. Career opportunities abound at commercial, cargo, and general aviation airports, from being the top dog to areas including operations, security, air traffic control, concessions, IT, engineering, planning/scheduling, communications, marketing, and more. Four panelists will discuss their airport careers and offer advice on how you can join this expanding career field.

Corporate Aviation—Tomorrow's Reality

Fiesta 5

Brenda Miles, Moderator; Panel: Jo Damato, Paula Kraft, Mary Miller, Mary Ann Morosky, Lisa Pelate, Jenny Showalter

A showcase of the myriad of careers available within business aviation, panelists will discuss their particular expertise and cover topics such as quality of life, mentoring, opportunities, job satisfaction, scholarships, and business aviation as a profession and necessity in today's world.

It's All About Style

Fiesta 6

Melissa S. Wallace

Learn more about styles and preferences for thinking and communicating with each other. Through interaction with fellow attendees, discover where others are coming from, how they work, communicate, function as a team, and lead under stress.

Automatic Dependent Surveillance-Broadcast (ADS-B)

Fiesta 7

Jessica Koss

ADS-B compliance for pilots and aircraft owners is right around the corner! ADS-B adds to situational awareness with weather and traffic information, but its benefits and limitations are often misunderstood.

Pratt & Whitney's Next Generation Product

Fiesta 9

Jim Mazeski

A discussion on P&W's Next Generation Product Family (NGPF).

Leveraging Experiences in Aviation to Drive Corporate Success

Monterrey 1

Sarah Rhoads

Many skills, experiences, and lessons learned in aviation can apply across multiple career fields. This session will cover how these skills and experiences in aviation can be applied in corporate America to drive success. There are endless possibilities and opportunities available that you may have never considered pursuing, but might be a perfect fit due to aviation skill sets including the ability to handle pressure in very stressful situations, capacity to make sound decisions in a moment's notice, extreme attention to detail, constant pursuit of perfection that is expected, and the passion that is at the heart of what Women in Aviation Conference attendees do.

Putting It Down in Words

Monterrey 2

Cate Mighell

Everyone has a book in them! If you have a story to tell, come learn the nuts and bolts of converting your adventures into publishable literature.

Hot Topics for FAA Medical Certification

Yucatan 3

Paula A. Corrigan

Dr. Corrigan will address current hot topics concerning aeromedical certification for aircrew and controllers. Topics will include recent FAA policy changes to include multiple conditions that no longer require special issuance authorization, medications, keys to FAA medical reporting, and tips for medical exams. This will be an open, interactive forum to answer your questions and help prepare for future medicals.

Friday, March 7 • 3:00-4:00 p.m.

Dragon Ladies

Fiesta 4

Maj. Laura Nealon, Maj. Sarah Eccles

Yes, the U-2 is still operational. Not only did the Dragon Lady not go the way of the Dodo bird, but the jet also has an optimistic future. Join two combat veterans as we discuss the history of this unique airplane, its future, and what it's like to be one of the few women to fly on the edge of space. We'll take a look at how the full pressure suit keeps us alive, as well as the challenges associated with flying for up to 12 hours in the suit.

Airline Pilot Career Panel

Fiesta 5

Becky Howell, Moderator; Panel: Karen Griffith, Jane DeLisle, Kimberley Lowe, Maria Ziadie-Haddad

This session will explore the training, flight experiences, and job-related challenges of airline pilots.

Women & Money: Taking Charge of Your Finances

Fiesta 6

Trysh Olson

Although there are no innate differences between men and women, women face different financial situations and challenges. Whether we admit it or not, women are subjected to different societal expectations and experiences. We oftentimes put others first, neglecting ourselves and what is important, to achieve our own goals. This session will provide you with the tools and knowledge needed to be financially independent. It will cover some general financial information and specific life stages you may experience.

Hypoxia

Fiesta 7

Heather McNevin

Hypoxia is a concern to general aviation, corporate, and air carrier operations. Listen to ATC recordings to see how hypoxia affects pilots and discuss steps you can take to make sure you are not the next statistic. (FAA WINGS credit.)



(Friday Education Sessions continued on Page 34)

FRIDAY EDUCATION SESSIONS SPONSORED BY ALASKA AIRLINES AND HORIZON AIR

THE 25TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

FRIDAY EDUCATION SESSIONS

Friday, March 7

1:45-2:45 p.m.

Watch Your Career Take Off

Fiesta 4

Corporate Aviation

Fiesta 5

It's All About Style

Fiesta 6

ADS-B

Fiesta 7

Pratt & Whitney

Fiesta 9

Corporate Success

Monterrey 1

Putting It Down in Words

Monterrey 2

FAA Medical Certification

Yucatan 3

3:00-4:00 p.m.

Dragon Ladies

Fiesta 4

Airline Pilot Career Panel

Fiesta 5

Women and Money

Fiesta 6

Hypoxia

Fiesta 7

Air Traffic Control

Fiesta 9

STEM Studies in High School

Monterrey 1

The Air Race Classic

Monterrey 2

The Value of Quality

Yucatan 3

4:15-5:15 p.m.

Imposter Syndrome

Fiesta 4

The WASP of WWII

Fiesta 5

Fund Your Dream

Fiesta 6

Unmanned Air Systems

Fiesta 7

Identifying Business Fraud

Fiesta 9

Inspiring Future Aviators

Yucatan 3

Air Traffic Control—

The View From My Side of the Radar

Fiesta 9

Heather McNevin

Many pilots are confused by the world of air traffic control. Get a behind-the-scenes look at how the national airspace system works, and some helpful tips on how to communicate with ATC. (FAA WINGS credit.)

University STEM Studies in High School

Monterrey 1

Karen Candiani

Embry-Riddle is actively addressing the national STEM crisis in education. Learn more about the university's focus on drawing students into STEM/aerospace studies and careers starting in high school and earlier. Using a cross-curricular approach, ERAU teaches critical thinking skills and gives students a path and a business plan to achieve their vision.

How to Enter the Air Race Classic

Monterrey 2

Lara Gaerte, JoAnne Alcorn, Lynette Ashland

Learn more about the entry process for both race teams and aircraft for the 2014 California to Pennsylvania race. All the essentials for successful race entry will be covered!

Capturing the Value of Quality

Yucatan 3

Tracy Bodhaine, Khatralida (Khat) Heng, Kari Ballou

Aviation is a rapidly growing market that represents unrealized opportunities for women. We will demonstrate with construction of paper airplanes why we "build quality in" from design through delivery. The goal is to continually meet and exceed the demands of an aggressive commercial aircraft market. Education, kitting, and a moving line concept all eliminate waste, resulting in first-pass quality. Through hands-on participation the audience will learn the importance of lean and quality performance.

Friday, March 7 • 4:15-5:15 p.m.

Imposter Syndrome—Are You Afflicted?

Fiesta 4

Alisoun McCloughen, Dawn Newman, Robin Nolen

Do you wrestle with feelings of self-doubt? Are you afraid that people will discover that you're not really as capable as they think you are? Do you use self-limiting language? Do you give credit to luck, timing, or others for your accomplishments? If you answered yes to any of these questions, you may be afflicted with Imposter Syndrome. Learn how to become more aware of these behaviors, reframe the conversation in your head and with others, embrace your strengths, and commit to a change that moves you forward. We invite you to engage in activities geared around this phenomenon with other conference attendees. We'll review current research and case studies that will help you develop strategies for becoming one of tomorrow's confident, capable leaders.

WASP of World War II—In their Own Words

Fiesta 5

Dr. Kate Sharp Landdeck, Moderator; Panel: WASP

Listen to the WASP tell their own stories of their experiences flying during World War II.

Fund Your Dream: Scholarships!

Fiesta 6

Nicole Cagnolatti Crosby

Frustrated? Tried to win a WAI scholarship and turned up empty? Thought you put in a good application and then heard nothing? Then this session is for you! As a multiple scholarship award recipient and a scholarship tutor, let me walk you through the common steps that applicants miss so you can be confident to turn in an application that captivates the audience of readers and moves you past your competition.

Diverse Careers in Aerospace—

Unmanned Air Systems Future Growth/NEXTGEN

Fiesta 7

Lexa Garrett

"Unmanned" aircraft are not without a pilot, nor can they fly without professional maintenance. This session will explore new jobs and university programs as new degree and specialty training courses are being added across the country.

Identifying Business Fraud

Fiesta 9

Dennis Raposa

Raise your awareness of the various types of fraud schemes, from corruption to "cooking the books," that you may encounter as a business owner, corporate manager, or government employee.

Inspiring Future Aviators

Yucatan 3

Lee Boulanger

Are we overlooking a generation of technologically savvy and talented young adults who would thrive with careers in aviation? We are experiencing a growing demographic of high school students who are unaware of the possibilities in aviation. Many do not have the financial means to continue to college as they search for a career. Reaching out to students in our local communities and sharing the many career opportunities our industry has to offer is crucial to ensuring the continued growth of aviation.

Today's advanced technology in aviation creates an environment where women can excel. Encouraging young women today to be involved in aviation will inspire confidence and create skill sets that will enable them to be our leaders of tomorrow.



FRIDAY EDUCATION SESSIONS SPONSORED BY ALASKA AIRLINES AND HORIZON AIR

THE 25TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

SATURDAY EDUCATION SESSIONS

Saturday, March 8

1:45-2:45 p.m.

Learn to Fly Helicopters

Fiesta 4

Robotic Exploration

Fiesta 5

Upset Prevention/Recovery

Fiesta 6

iPad Apps

Fiesta 7

Military Technical Pubs

Fiesta 9

Aviation Education

Monterrey 1

JASC & ATA Chapter Codes

Monterrey 2

Success of NextGen

Yucatan 3

Banner Towing

Baja

3:00-4:00 p.m.

Aviation Homes & Land

Fiesta 4

Career, Family, Priorities

Fiesta 5

Apply for a Scholarship

Fiesta 6

Got Checkride-itis?

Fiesta 7

Tomorrow's History

Fiesta 9

Navigating Your Career

Monterrey 1

Aerospace Outreach

Monterrey 2

Your Credit Score

Yucatan 3

Maturing Aviator

Baja

4:15-5:15 p.m.

Networking

Fiesta 4

Military Women

Fiesta 5

Competitive Résumés

Fiesta 6

Flight Training

Fiesta 7

Online Research

Fiesta 9

Corporate Aviation

Monterrey 1

The WASP of WWII

Monterrey 2

Dream It Like You Mean It

Yucatan 3

Saturday, March 8 • 1:45-2:45 p.m.

(Times, room assignments and sessions are subject to change—please read *The Daily*, and watch for signage.)

Learn to Fly Helicopters and Land a Job

Fiesta 4

Stan Rose, Moderator; Panel: Christine Lesko, Pamela Landis

Whether coming from fixed-wing or starting fresh in helicopter training, find out what it takes to get that rotor rating. Hear how others have found their career path in vertical flight—be it flying, maintenance, or other types of positions in this growing part of the aviation market.

Robotic Planetary Exploration

Fiesta 5

Nagin Cox

This is an opportunity to hear more and ask questions on the history of the Mars rovers and other robotic missions and background on sending robots before we send people.

The Value of Upset Prevention and Recovery Training

Fiesta 6

Lee Lauderback, Angela West

The session addresses the NTSB's recommendation that specific initial and recurrent upset prevention and recovery training is valuable for pilots and flight departments. Also, learn more about the benefits of unusual attitude training for pilots after studying various related accidents.

Intelligent Data-Driven Information: What Does It Mean and Why Is It Important in iPad Apps?

Fiesta 7

Audrey Fishback

Learn more about the importance of data-driven information and what it means, and see the difference between stitched and intelligent chart data and its impact when flying.

Military Technical Publications in a Commercial World

Fiesta 9

Emily Oppenhuizen

This workshop will discuss the challenges in changing a traditional military technical publication regime and reaping the benefits of implementing the philosophy of a typical commercial airline.

Aviation Education

Monterrey 1

Carolina Anderson, Margaret F. Klemm

The presentation will explore the different options for youth education in aviation—from an early start in gliders; to different summer camps that specialize in aviation and space exploration; to different volunteer programs with EAA, CAP, SSA, among others; to the high school academies; and lastly colleges and university programs. We'll address how to get involved in aviation at any age, as well as what the new FAA First Officer Qualification Rules entail and the impact on aspiring pilots.

Understanding JASC & ATA Chapter Codes

Monterrey 2

Sharon Riffle

Understanding and knowing how to use aircraft reference materials is critical to aviation technicians. This presentation will cover how aircraft maintenance manuals are structured by reviewing the widely used numbering scheme that is the industry-wide standard for aircraft systems numbers. The Joint Aircraft Systems Code (JASC) table, which is a modification of the Air Transport Association (ATA) specifications, will also be presented. Examples will be presented.

How Are We Measuring Success of NextGen

Yucatan 3

Gisele M. Mohler

NextGen delivers new technology and new air traffic procedures. But are we getting the expected benefits, and are the improvements having the desired impact? Most FAA metrics measure the daily aggregated performance of the national air transportation system. For NextGen, we need metrics that are site-specific and show finer granularity. We are finding that we don't achieve the same level of improvement everywhere from a specific NextGen capability. Launched in March 2012, NextGen Performance Snapshots (NPS) highlights qualitative and quantitative performance measures that focus on locations where NextGen capabilities enhance airport and airspace performance. NPS emphasizes the link between investments and benefits.

Banner Towing—A Specialized World in GA

Baja

Arlene Myers

Banner towing is a specialized world in general aviation that many people use to gain flying hours toward other goals. Sometimes there are pilots that just love flying long hours low and slow and Arlene Myers is one of those. For 13 years she flew for companies in the New England area and loves "making the airplane do a job." Learn how a banner tow operation works, what is involved in a flight, and what flying skills are required, as well as enjoying a few good stories.

Saturday, March 8 • 3:00-4:00 p.m.

Aviation Homes & Land

Fiesta 4

Kathie Beaty, Carol Vanderuliet

Get information regarding the options available to individuals who wish to live with their plane so you can make an informed decision. We provide information from residential airpark living to owning your own private runway and present the benefits of living this enjoyable and affordable lifestyle.

Making It Work: Career, Family, Priorities

Fiesta 5

Kristy Kiernan, Moderator; Panel: Karen Baetzel, Jo Damato, Laurie Farris, Janet Patton, Michelle Mason

You want to do it all—build a vibrant career in aviation and be present for your family at the same time. But how do you make that happen? This moderated panel discussion will feature women who have chosen different paths for their careers and families, from full time to part time to opting out. How did these women make their choices? What are the consequences—both positive and negative? We'll start the discussion by looking at some trends in women's workforce participation, and what that means for you.

How to Apply for a Scholarship

Fiesta 6

Anna Romer, Andrew Csondor

Come take a walk through the scholarship application process and get the answers to questions like, is sending more information going to help my chances of winning? What to include on a résumé? Who to get letters of recommendation from? Typed application versus handwritten? Should I send a copy of my certificates? Can I send an unofficial transcript if it calls for an official transcript? And hear about common mistakes made when applying for scholarships.

Got Checkride-itis? Banish Those Fears and Impress Your Examiner

Fiesta 7

Sheri Baxter

Whether you're a 30-year veteran pilot going through your umpteenth checkride or a student pilot anticipating your

(Saturday Education Sessions continued on Page 38)

SATURDAY EDUCATION SESSIONS SPONSORED BY JEPPESEN

SATURDAY EDUCATION SESSIONS

Saturday, March 8

1:45-2:45 p.m.

Learn to Fly Helicopters

Fiesta 4

Robotic Exploration

Fiesta 5

Upset Prevention/Recovery

Fiesta 6

iPad Apps

Fiesta 7

Military Technical Pubs

Fiesta 9

Aviation Education

Monterrey 1

JASC & ATA Chapter Codes

Monterrey 2

Success of NextGen

Yucatan 3

Banner Towing

Baja

3:00-4:00 p.m.

Aviation Homes & Land

Fiesta 4

Career, Family, Priorities

Fiesta 5

Apply for a Scholarship

Fiesta 6

Got Checkride-itis?

Fiesta 7

Tomorrow's History

Fiesta 9

Navigating Your Career

Monterrey 1

Aerospace Outreach

Monterrey 2

Your Credit Score

Yucatan 3

Maturing Aviator

Baja

4:15-5:15 p.m.

Networking

Fiesta 4

Military Women

Fiesta 5

Competitive Résumés

Fiesta 6

Flight Training

Fiesta 7

Online Research

Fiesta 9

Corporate Aviation

Monterrey 1

The WASP of WWII

Monterrey 2

Dream It Like You Mean It

Yucatan 3

private pilot checkride, we all get some degree of "checkride-itis." This session will demystify the checkride and discuss approaches and methods to calm your nerves. We'll discuss the checkride components from a regulatory standpoint, and focus on preparing for the ride, common fears, and common errors. While we may not be able to eliminate all your stage fright, you will greatly increase the tools in your toolkit when facing that next checkride.

Today's Events, Tomorrow's History

Fiesta 9

Marty Steiner

History records accomplishments that are extraordinary. Every day a woman's role in aviation is extraordinary and therefore historic. This presentation establishes the value of recording history and suggests individual disciplines that will preserve not only the past, but also today's events for the future.

Navigating Your Career in the Aviation Industry

Monterrey 1

Sheena Payne

This will be a session to help participants understand how to fully navigate their careers through professional development by finding the right fit right where they sit.

Aerospace Outreach—Let's Get Others Excited!

Monterrey 2

Michelle Ham

Learn how to motivate others to aspire to great endeavors in aerospace. A focused effort of recruitment is required to bolster interest and spark creativity to excel in space. Human space flight once inspired generations to great deeds in aerospace; however, as public knowledge and interest in human space flight waned, so did the corresponding youth interest. This motivation vector can be corrected through crafted experiences for students that may not have yet developed a specific interest.

Your Credit Score

Yucatan 3

Trysh Olson

By understanding the reporting and scoring process, your consumer rights, and how to recover from inaccuracies and guard against identity theft, you can establish and maintain a stellar credit report and score.

Maintaining a Healthy Mind and Body

Baja

Phil Tartalone

As pilots mature, safety and performance become matters of debate. This program assesses the relationship between age and performance, and how a healthy lifestyle can mitigate the effects of aging.

Saturday, March 8 • 4:15-5:15 p.m.

Networking: Transforming Your Career

Fiesta 4

Fran Gudelski, Jane Shelton, Linda Sollars

Learn how to jet ahead your aviation career through networking. Whether you're seeking to advance in your company or looking for that next job, discover the dos and don'ts of the interview process. Stay one step ahead of your peers through scholarships. Learn how to meet the people that turn your vision into a reality.

Military Women – Balancing in the Air Panel

Fiesta 5

Representation from all military branches

Striking a leadership balance—preflight, getting airborne, in-

flight resource assessment, staying aloft, soft landings—and remaining grounded in the process! Cross-service perspectives on careers in military aviation.

Competitive Résumé Construction

Fiesta 6

Capt. Kathi Durst, Judy Tarver

Learn how to make your résumé and online applications rise to the top when applying among thousands. This presentation will share effective techniques to make you stand out from the crowd while searching for your next employment.

Making the Most of Your Flight Training

Fiesta 7

Sheri Baxter

Whether you're taking your first flight lessons, in training at your first air carrier job, or working on another type rating, flight training can often be overwhelming and exhausting. Managing your time, as well as your mental and physical states, can be the difference between a stabilized approach or being low and slow on final. This session will provide strategies to help the flight student navigate the depth of information and make a flight plan to graduate with success!

Geek Girls Unite!

New Opportunities for Online Research

Fiesta 9

Jacque Boyd, Bobbi Roe

This session introduces a new means of researching information dealing with women in aviation. Bobbi Roe received the Amelia Earhart Research Scholar Grant and has digitized the *Ninety-Nine News*. You can search newsletters and magazines containing information about the premier pilots of the day since the origins of the organization in 1929. She and Jacque Boyd will show you how to find what you're looking for using an entirely new tool. Bring your laptop, tablet, or smartphone and search with us.

Overview of Corporate Aviation

Monterrey 1

Jaclyn Gilbert, Nikki Muli

Come learn about corporate aviation and what it takes to support business aircraft. We'll look at the logistics and job opportunities involved in moving the aircraft that move global commerce.

"Selfish Vixens" or National Treasures: WASP of WWII

Monterrey 2

Dr. Kate Sharp Landdeck

Explore how the American public has varied its opinion on the Women Airforce Service Pilots (WASP) over the decades and compare the nation's view of them as patriots in 1943, to unwanted vixens in 1944. She'll also discuss their 1970s fight for veteran status and the public's bemusement at these spunky grandmas who actually flew in the "good war," and those who opposed them out of fear they would tarnish the name veteran, and finally their new status as national treasures after their 2010 Congressional Gold Medal.

Dream It like You Mean It:

From the First World Flight to the Thunder Canoe

Yucatan 3

Diane Dempster

The *Seattle II* is a full-scale "new" 1924 Douglas World Cruiser aircraft that will fly around the world in a celebration flight. The interconnected stories of the 1924 first world flight, its impact on the world, and today's journey will change the way you think about what you do—and what you can do!

WAI CONFERENCE SPONSORS

SPONSORS

Sponsors underwrite many of our activities, both at conferences and in the everyday operation of the organization. This allows WAI to reach out to the community and get the message across that aviation and aerospace companies are actively striving for diversity in their workforces. Sponsors are unquestionably an integral part of what makes Women in Aviation, International work.

Our sponsors provide some of the seed monies and opportunities for the scholarships that are available annually to Women in Aviation, International members.

Take the time during this Conference to thank these companies for their generous contributions to WAI.

MUSIC AT THE CONFERENCE

sponsored by Wings Financial

The all-volunteer WAI Jazz With Wings Band will be playing throughout the Conference.

Many thanks to band leader Barb Lauer, all the volunteer musicians, and the Jazz Band's sponsor, Wings Financial Credit Union.

Friday, March 7

8:00-10:30 p.m.

Put on your dancing shoes and come to the

HANGAR DANCE

Fiesta 5



DIAMOND EAGLE LEVEL

FLYING Magazine

PLATINUM EAGLE LEVEL

American Airlines / American Airlines Federal Credit Union / American Eagle

The Boeing Company

Delta Air Lines

JetBlue

Southwest Airlines

United Airlines

GOLD EAGLE LEVEL

Airbus

EAA

FedEx Express

SILVER EAGLE LEVEL

Alaska Airlines / Horizon Air

Jeppesen

Pratt & Whitney

Walmart Aviation

BRONZE EAGLE LEVEL

Aircraft Owners and Pilots Association

DTC Duat

Helicopter Association International

National Business Aviation Association

Signature Flight Support

United Parcel Service

AFFILIATE LEVEL

Aircraft Electronics Association

ConocoPhillips

Embry-Riddle Aeronautical University

ExxonMobil Corporation

FDX ALPA Master Executive Council

Federal Aviation Administration

General Aviation Manufacturers Association

SkyOne Federal Credit Union

Sporty's

Wings Financial Credit Union

XOJET Inc.

FRIENDS

Airlines for America

Aviation International News

Chevron Global Aviation

GA News

CONFERENCE SPEAKERS



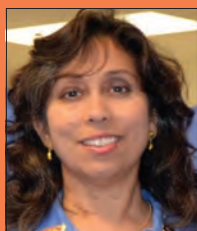
Barbara Barrett
Aviation Policy Official,
Pilot, Astronaut



Joy Brant
Boeing Space Exploration
Division



Eileen Collins
Astronaut, Pilot, Retired
U.S. Air Force Colonel



Nagin Cox
Engineer, NASA Jet
Propulsion Lab



Deborah Hersman
NTSB Chairman

Barbara Barrett

Aviation Policy Official, Pilot, Astronaut

Barbara Barrett is CEO of Triple Creek Guest Ranch in Montana, and chairman of The Aerospace Corporation. Serves on the boards of Sally Ride Science, RAND Corporation, Smithsonian Institution, and The Lasker Foundation. Previously, Barrett was interim president of Thunderbird School of Global Management, U.S. Ambassador to Finland, senior adviser to the U.S. Mission to the United Nations, CEO of the American Management Association, and teaching fellow at Harvard's Kennedy School. She was president of the International Women's Forum, chairman of the Secretary of Commerce's Export Conference, chairman of the U.S. Advisory Commission on Public Diplomacy, a partner in a large Phoenix law firm, and an executive at two Fortune 500 companies.

Barrett was the first female deputy administrator of the FAA. She was vice chairman of the U.S. Civil Aeronautics Board. An instrument-rated pilot, in 2009, she trained at the Gagarin Cosmonaut Training Center in Star City, Russia, and Baikonur, Kazakhstan, earning certification as an astronaut.

Joy Brant

Boeing Space Exploration Division

As chief engineer for the southeast region, Joy Bryant has responsibility at Boeing's Florida; Huntsville, Alabama; Michoud, Louisiana; and Houston, Texas, sites for overall engineering process and tools in support of the design, development, and test of Space Exploration (SE) and Strategic Missile & Defense Systems (SM&DS) products, advising on strategic technical direction and performance, and leading engineering staff management activities.

She is responsible for ensuring technical and functional integrity for products and services, providing integrated systems, people, processes, and tools in support of program requirements. She supports the success of existing programs and new business pursuits by leading proactive planning and execution of integrated functional support and has oversight of core and functional employees for engineering, operations, supplier management, reliability/quality, and information technology. Bryant is also the Network & Space Systems and SE program management functional lead and the Houston site leader.

Bryant's career spans more than 27 years in program management, engineering management, launch site management, and technical assignments.

Eileen M. Collins

Astronaut, Pilot, Retired U.S. Air Force Colonel

Eileen M. Collins retired from the Air Force in January 2005 and from NASA in May 2006 after a 28-year distinguished career. A former military instructor and test pilot, Collins was the first female pilot and commander of a space shuttle.

Collins graduated in 1979 from Air Force Undergraduate Pilot Training at Vance Air Force Base, where she was a T-38 instructor pilot until 1982. From 1983 to 1985, she was a C-141 aircraft commander and instructor pilot at Travis Air Force Base, and spent the following year as a student with the Air Force Institute of Technology.

From 1986 to 1989, Collins was assigned to the U.S. Air Force Academy as an assistant professor in mathematics and a T-41 instructor pilot.

After graduating from the Air Force Test Pilot School

at Edwards Air Force Base, she was selected by NASA and became an astronaut in July 1991. She flew the space shuttle as pilot in 1995 aboard *Discovery*. She was also the pilot for *Atlantis* in 1997. Collins became the first female commander of a U.S. spacecraft with shuttle mission *Columbia* in 1999. Her final space flight was as commander of *Discovery* in 2005. She has logged more than 6,751 hours in 30 different types of aircraft and more than 872 hours in space as a veteran of four space flights.

Nagin Cox

Engineer, NASA Jet Propulsion Lab

As a lieutenant in the U.S. Air Force, Nagin Cox was stationed at Wright-Patterson Air Force Base and worked as a systems engineer in F-16 aircrew training. She later attended the Air Force Institute of Technology where she received a master's degree in space operations systems engineering. As a captain, she served as an Orbital Analyst at NORAD/Space Command in Cheyenne Mountain.

She joined NASA's Jet Propulsion Lab (JPL) in 1993 and has served as a systems engineer and manager on multiple interplanetary robotic missions including NASA/JPL's Galileo mission to Jupiter, the Mars Exploration Rover Missions, and the Kepler telescope mission to search for Earth-like planets around other stars.

She is currently working on Mars Science Laboratory, NASA's Mars Curiosity Rover that landed in August 2012. On this mission, she has served as assistant flight system engineering manager and is now part of the mission operations team operating the rover on Mars.

Deborah Hersman

NTSB Chairman

Deborah Hersman has been the board member on-scene for more than 20 major transportation accidents, chaired scores of NTSB hearings, forums, and events, and regularly testifies before Congress. Her leadership has created a more transparent and accountable organization by significantly increasing the quantity and quality of NTSB information available on the agency's website, holding more public meetings to highlight safety issues, and embracing social media to communicate with stakeholders and citizens.

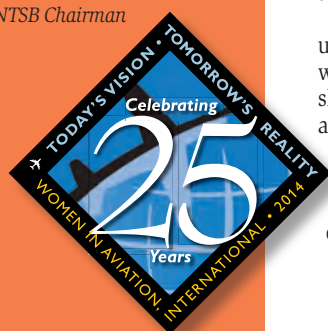
Prior to being appointed as a board member in 2004, Hersman was a senior adviser to the U.S. Senate Committee on Commerce, Science, and Transportation and served as staff director and senior legislative aide to West Virginia Congressman Bob Wise. Her efforts contributed to passage of milestone bills such as the Motor Carrier Safety Improvement Act of 1999, Pipeline Safety Improvement Act of 2002, Transportation Equity Act of the 21st Century, and Amtrak Reform and Accountability Act.

Elaine Larsen

Larsen Motorsports

Elaine Larsen has more than 1,400 races and 20 years of experience in driving and marketing racecars. She is among an elite few that has licensed and run a 5,000-hp jet dragster. These cars can reach speeds of 300 mph, and Larsen has achieved her highest speed of 336 mph in six seconds.

Working hand in hand with her husband Chris, their accomplishments on and off the track are ground breaking. Larsen has produced a monthly webcast, has her own bobblehead doll, and her newest endeavor involved the launch of a heroine comic book character, Blaze,



based on the life experiences of Larsen and her all-female team. Blaze, Larsen's alter ego, was created as both a motivational, inspirational, and educational platform to reach young girls and boys.

In 2014, the Larsen Motorsports team will expand to a four-woman race team. Lead by Larsen, joining her will be Marisha Falk, Kat Moller, and Dawn Perdue. The team promises to battle to the finish line and prove there is no adventure in life they can't conquer.

Linda A. Markham

Cape Air President/Chief Administrative Officer

Linda A. Markham is the president of Cape Air, and has previously held titles of executive vice president/chief administrative officer, vice president of human resources, director of human resources, and manager of human resources.

Upon her arrival at Cape Air, the company employed approximately 300 people and served 17 cities. Cape Air now employs approximately 1,000 people and serves 44 cities in five regions around the world. Markham serves on the Executive Team and Tech Steering Committee and is involved in all company initiatives and decisions.

She co-founded Cape Air Resources for Employees (CARE) with a member of the flight department and has been involved in many community activities and events, including Habitat for Humanity, A Brighter Holiday, and Pan Mass Challenge, as well as other fundraising initiatives that have benefited employees in need and their families.

Dorothy Saul-Pooley

Master Elect, Guild of Air Pilots and Air Navigators

Dorothy Saul-Pooley qualified as a solicitor in 1982, after reading law at Southampton University. She practised law in the City of London until she was bitten by the flying bug. Within a few years she had abandoned her legal career to qualify for a commercial licence and flying instructor rating.

Dorothy never set her sights on the airlines, but has dedicated the last 21 years to improving instructional standards and achieving standardisation of instruction. She runs a very successful school dedicated to instructor training, alongside a publishing business, which specialises in providing up-to-date training textbooks for pilots.

In addition, Dorothy has blazed the trail for female pilots in the U.K. by becoming the first woman to achieve high office within the prestigious Livery Company for Air Pilots. Formerly known as the Guild of Air Pilots and Air Navigators of London, it has been renamed following the granting of its Royal Charter and is now to be known as the Honourable Company of Air Pilots. Dorothy will be installed as the first female Master on 17 March 2014. She is also governor of the British Section of the Ninety-Nines and was the founder and immediate past president of the British Chapter of WAI, the Concorde Chapter.

Brian Shul

Retired SR-71 Pilot

Brian Shul served for 20 years as an Air Force fighter pilot. During the Vietnam War he flew 212 close air support missions. Shot down near the Cambodian border, he was unable to eject and forced to ride his plane into the jungle. Severely burned in the ensuing crash, he was given up for dead. Rescued by Special Forces, Shul endured one year in military hospitals undergoing 15 surgeries. He was told he would never fly again.

After much physical therapy, Shul miraculously returned to active duty flying. He went on to fly the A-7 and the A-10, and instructed at the Air Force's Top Gun School. He culminated his Air Force career by flying the SR-71 Blackbird. Shul flew covert missions in the Blackbird for four years and was the pilot who provided President Reagan with detailed photos of Libyan terrorist camps in 1986. During that time he became the only SR-71 pilot in history to fly three missions on three consecutive days.

Retiring from the Air Force in 1990, Shul pursued his writing and photography interests. He was the first pilot to write a book about flying the Blackbird, completely illustrated with his own photography. Brian is a Spirit of Freedom Award winner, and in 2011 was inducted into the Air Force Legends Hall of Fame.

Michael G. Whitaker

Deputy Administrator, FAA

Michael G. Whitaker was sworn into office on June 3, 2013. He is responsible for helping ensure the safe and efficient operations of the largest aerospace system in the world. Whitaker also serves as the Chief NextGen Officer and is responsible for the development and implementation of FAA's Next Generation Air Transportation System.

Whitaker has extensive business, regulatory, legal, and international experience. He has led collaborative efforts and joint ventures to promote aviation safety, enhanced performance and profitability, fostered alliances, and improved corporate governance. In addition, his finance and marketing experience includes tracking key performance metrics and achieving identified goals and objectives.

Before joining the FAA, Whitaker served as a board member and business development consultant for InterGlobe Enterprises. Prior to this, he was a group chief executive officer within InterGlobe Enterprises. From 1994 to 2009, Whitaker served at United Airlines, as senior vice president for Alliances, International, and Regulatory Affairs. Prior to that, he served at Trans World Airlines from 1991 to 1994, most recently as assistant general counsel for Regulatory and International Affairs.

Mariola Ziolkowski

General Manager, MT Global Experts

Mariola Ziolkowski is managing director of the worldwide recruitment agency MT Global Experts and their job portal www.Best-Aviation-Jobs.com.

Ziolkowski has a master's in languages and finance management. She moved from Bulgaria to Germany in 2000 and started to work at Frankfurt Airport, where she has been involved in a variety of human resources projects for major airlines and airports in Germany, Vietnam, Russia, Bulgaria, United Arab Emirates, India, and Iraqi Kurdistan.

She is experienced in developing human resources and talent management strategies, designing training programs, improving reporting lines and communication between departments, job descriptions, organizational structure, and change management.

Ziolkowski is the president of WAI's Deutschland Chapter and initiated a worldwide traveling photo exhibition on women in aviation. The goal of the exhibition, on display at the 25th Annual International Women in Aviation Conference, is to raise awareness about the important role women have played in the development of aviation and encourage more women around the world to consider aviation as a career.



Elaine Larsen
Larsen Motorsports



Linda A. Markham
Cape Air President/Chief Administrative Officer



Dorothy Saul-Pooley
Master Elect, Guild of Air Pilots and Air Navigators



Brian Shul
Retired SR-71 Pilot



Michael G. Whitaker
Deputy Administrator, FAA



Mariola Ziolkowski
General Manager, MT Global Experts

WOMEN IN AVIATION, INTERNATIONAL

PREVIOUS INDUCTEES

1992

Moya Lear
Emily Howell Warner
Fay Gillis Wells
Edna Gardner Whyte
Jeana Yeager

1993

Nancy Hopkins Tier
Bobbi Trout
Women Airforce Service Pilots

1994

Olive Ann Beech
Mary Feik
Evelyn Bryan Johnson
Jessie Woods

1995

Bessie Coleman
Eileen Collins
Wally Funk
Jean Ross Howard
Nadine Jeppesen

1996

Lorna DeBlicquy
Audrey Pobereznay
Fellow Lady Astronaut Trainees
Sheila Widnall

1997

Amelia Earhart
Betty Skelton
Patty Wagstaff
Navy Women Navigators of WWII
(WAVES)

1998

Loretta Jones
Harriet Quimby
Jacqueline L. Smith
The Whirly-Girls Inc.

1999

Arlene Elliott
Gloria Heath
Anne Morrow Lindbergh
June D. Maule

2000

Katherine Cheung
Jerrie Cobb
Marion P. Jayne
Louise McPhetridge Thaden

2001

Mary Barr
Ann Baumgartner Carl
Elizabeth (Betty) Pfister
Elinor Smith

2002

Soviet Air Women of WWII
Fiorenza de Bernardi
Julie Clark
Doris Lockness
Blanche Stuart Scott

Dr. Nancy J. Currie

Nancy J. Currie has served as both an Army officer and federal civil servant for 30 years. She received a Bachelor of Science in biological science from The Ohio State University (OSU) in 1980. Following graduation, she worked as a neuropathology research assistant in the OSU College of Medicine studying the effects of aging on synapse structures.

After completing ROTC, she was commissioned as a second lieutenant in the U.S. Army in July 1981, and attended the Air Defense Artillery Officer Basic Course and the Army Rotary Wing Qualification Course. She remained at Fort Rucker, Alabama, and completed the Rotary Wing Instructor pilot course and served as an instructor pilot (IP) and Standardization Instructor Pilot (SIP) in the UH-1H (Huey), including night vision goggle and combat skills. Currie was appointed as the SIP for the Aviation Training Brigade from 1986 to 1987. She completed a master's degree in safety engineering from University of Southern California in 1985 and the Fixed Wing Qualification Course. Assigned to the NASA Johnson Space Center Detachment in July 1987, as a flight simulation engineer on the Gulfstream Shuttle Training Aircraft, she instructed astronauts on landing techniques for the space shuttle.

Currie was selected as an astronaut in 1990. She completed a Ph.D. in Industrial Engineering in 1997. As an astronaut, she was involved in robotic hardware and procedure development for the shuttle and space station and has worked as a spacecraft communicator. She has assisted the Johnson Space Center's Automation, Robotics, and Simulation Division in the development of advanced robotics systems and is a consultant to NASA's Space Human Factors Engineering Project. A veteran of four shuttle missions, she has accrued 1,000 hours in space. She flew as mission specialist-flight engineer on STS-57 (1993), STS-70 (1995), STS-88 (1998—the first International Space Station assembly mission), and STS-109 (2002).

In September 2003, Currie was selected to organize the space shuttle program's Safety and Mission Assurance Office. In 2006, she was assigned as the senior technical adviser to the Automation, Robotics, and Simulation Division in the JSC Engineering Directorate and subsequently became the deputy director of engineering.

As a master Army aviator she logged more than 4,000 flying hours in a variety of rotary-wing and fixed-wing aircraft. After serving for 23 years of active duty in the United States Army, Currie achieved the rank of colonel prior to her retirement in 2005. She also holds an appointment as an adjunct associate professor at North Carolina State University.

Beryl Markham (1902-1986)

Beryl Markham was a British-born author, aviator, adventurer, and racehorse trainer. She was the first woman to fly solo across the Atlantic from east to west, and is now primarily remembered as the author of the memoir *West With the Night*.

Largely inspired by the British pilot Tom Campbell



Black, she worked for some time as a bush pilot, spotting game animals from the air and signaling their locations to safaris on the ground. Markham was often the only link between saving the lives of those badly injured out at the mines. She flew in conditions and environments that were unknown at the time, without regard for her safety, so she could take the dying for medical treatment.

When Markham decided to take on the Atlantic crossing, no pilot had yet flown nonstop from Europe to New York, and no woman had made the westward flight solo, though several pilots had died trying. Markham hoped to claim both records. On September 4, 1936, she took off from Abingdon, England. After a 20-hour flight her Vega Gull *The Messenger* suffered fuel starvation due to icing of the fuel tank vents and she crash-landed at Baleine Cove on Cape Breton Island, Nova Scotia, Canada. In spite of falling short of



her goal, Markham had become the first woman to cross the Atlantic east to west solo, and the first person to make it from England to North America non-stop from east to west.

Markham chronicled her many adventures in her memoir, *West With the Night*, published in 1942. Despite strong re-

views in the press, the book sold modestly and then quickly went out of print. After living in the United States for many years, Markham moved back to Kenya in 1952 and for a time she became the most successful horse trainer in the country.

North Point Press reissued her book in 1983. The re-release launched a remarkable final chapter in the life of the 80-year-old Markham. When found in Kenya by AP East Africa correspondent Barry Shlachter, Markham was living in poverty, and had been badly beaten in a burglary at her house near the Nairobi racetrack, where she still trained thoroughbreds. The republishing of *West With the Night* provided enough income for her to finish her life in relative comfort.

Dr. Sally K. Ride (1951-2012)

When Sally Ride became the first American woman to soar into space, she captured the nation's imagination as a symbol of the ability of women to break barriers. But Ride's historic flight represented just one aspect of a remarkable and multifaceted life. She was also a physicist, a science writer, and an inspirational advocate for science literacy. After retiring from NASA, Ride used her high profile to champion a cause she believed in passionately—motivating young people, especially girls, to stick with their interest in science and to consider pursuing careers in science, technology, engineering, and math.

As a young girl, Ride was fascinated by science. She credited her parents with encouraging her interests. Ride grew up playing with a chemistry set and a telescope. She also grew up playing sports. She competed in national junior tennis tournaments and was good enough to win a tennis scholarship to Westlake School for Girls in Los Angeles.

In 1977, Ride already had degrees in physics and



PIONEER HALL OF FAME

English from Stanford University and was finishing her Ph.D. in physics when she saw an ad in the Stanford student newspaper saying that NASA was looking for astronauts. Up until then, most astronauts had been military pilots—and they all had been male. But now NASA was looking for scientists and engineers, and was allowing women to apply. Ride immediately sent in her application—along with 8,000 other people. From that group, 35 new astronauts, including six women, were chosen. NASA selected Ride as an astronaut candidate in January 1978.



Ride's astronaut training included parachute jumping, water survival, weightlessness, and mastering all of the space shuttle's systems. During two shuttle missions, she worked on the ground as a communications officer, relaying messages from mission control to the shuttle crews. She was part of the team that developed the robot arm used by shuttle crews to deploy and retrieve satellites.

After a year of training and evaluation, Ride was selected as a mission specialist for mission STS-7 aboard the shuttle *Challenger*. When *Challenger* blasted off from Kennedy Space Center, Florida, on June 18, 1983, Ride soared into history as the first American woman in space.

During the mission, the crew deployed satellites for Canada and Indonesia, performed the first formation flight of the shuttle with a free-flying satellite, and conducted numerous scientific experiments. The mission lasted 147 hours before *Challenger* landed on a lakebed runway at Edwards Air Force Base, California, on June 24.

Ride's second flight, STS-41G, was also aboard *Challenger*, which launched from Kennedy Space Center on October 5, 1984. During the 197-hour mission, the crew deployed the Earth Radiation Budget Satellite and conducted scientific observations of Earth.

In June 1985, Ride was assigned to the crew of another shuttle mission, but training was halted in January 1986 when *Challenger* exploded shortly after take-off, killing all seven crewmembers. Ride served on the Presidential Commission investigating the tragedy. Later, after the shuttle *Columbia* broke up on re-entry in 2003, Ride again was named to the commission probing the disaster. She was the only person to serve on both panels investigating the nation's space shuttle tragedies.

After the *Challenger* investigation, Ride was assigned to NASA headquarters as special assistant to the administrator for long-range and strategic planning. There she wrote an influential report entitled "Leadership and America's Future in Space" and became the first director of NASA's Office of Exploration.

Ride retired from NASA in 1987, and became a science fellow at the Center for International Security and Arms Control at Stanford University. In 1989, she joined the faculty at the University of California, San Diego, as a professor of physics and director of the California Space Institute.

In 2001, she co-founded her own company, Sally Ride Science, to pursue her longtime passion for motivating girls and boys to study science and to explore careers in science, technology, engineering, and math. The com-

pany creates innovative classroom materials, classroom programs, and professional development training for teachers.

Long an advocate for improved science education, Ride co-wrote seven science books for children, including *The Third Planet* (co-authored with Tam O'Shaughnessy), which won the American Institute of Physics Children's Science Writing Award.

Ride was a member of the President's Committee of Advisors on Science and Technology and the National Research Council's Space Studies Board, and she served on the boards of the Congressional Office of Technology Assessment, the Carnegie Institution of Washington, and the NCAA Foundation. She also served on the boards of the Aerospace Corporation and the California Institute of Technology. Ride was inducted into the National Women's Hall of Fame, the California Hall of Fame, the Aviation Hall of Fame, and the Astronaut Hall of Fame. In 2012, she was honored with the National Space Grant Distinguished Service Award. And in 2013, she was posthumously awarded the Presidential Medal of Freedom, the nation's highest civilian honor.

Sheila Scott (1927-1988)

Sheila Scott was a British aviatrix who between 1965 and 1972 flew her way into aviation history with more than 100 flying records, trophies, and awards. She made three solo flights around the world and set records for her London-Cape Town and Cape Town-London flights.



In 1944, she became a trainee nurse at Haslar Naval Hospital where she tended to the wounded during World War II. In London she appeared in small roles for theater, film, and television and worked as a model. In 1960, she earned her pilot licence, bought an old biplane from the Royal Air Force, won several races, and was awarded the de Havilland and Jean Lennox Bird trophies. To pay for her flying, she became a demonstrator for Cessna and Piper aircraft.

In 1966, Scott first flew around the world, covering about 31,000 miles in 189 flying hours. She set world records when she flew between London and Cape Town (1967) and across the North Atlantic Ocean (1967), the South Atlantic Ocean (1969), and from equator to equator over the North Pole (1971), becoming the first woman to pilot a flight circling the world by way of the North Pole in a light aircraft. After her record polar flight, she made a third around-the-world flight, earning her 100th world-class record.

She set a new time from Darwin, Australia, to London of three and a half days, beating the previous record by one and a half days. In 1967, she set 23 world records in just one year, winning the Harmon International Aviation Trophy. In 1968, she was awarded the Order of the British Empire and the Royal Aero Club Gold Medal for her outstanding achievements in aviation.

Scott also served as the governor of the British Section of the Ninety-Nines. She wrote *I Must Fly* (1968), and *On Top of the World* (1973; U.S. title *Barefoot in the Sky*, 1974).

Scott died of lung cancer in 1988.

2003

100 Most Influential Women in Aviation and Aerospace

2004

Rosella Bjornson
Ann Lewis Cooper
Arlene B. Feldman
Nelda K. Lee
Dorothy Swain Lewis

2005

Sandra L. Anderson
Anne Bridge Baddour
Colleen C. Barrett
Barbara Erickson London
Florene Miller Watson

2006

Fran Bera
Jeanne Holm
Galina Korchuganova
Betty Mullis
Betty Jane Williams

2007

Deanna Brasseur
Iris Cummings Critchell
Marie Marvingt

2008

Nancy Harkness Love
Nicole Malachowski
Geraldine "Jerrie" Mock
Margaret Ringenberg
Air Transport Auxiliary

2009

Jacqueline Cochran
Patricia Malone
Ruth Nichols
Dawn Seymour
Anna Timofeyeva-Yegorova

2010

Trish Beckman
Vice Admiral Vivien Crea
Suzanna Darcy-Hennemann
Alice du Pont Mills
Kathy Sullivan

2011

Dr. Peggy Chabrian
L. Tammy Duckworth
Maj. Gen. Susan J. Helms
Hazel Ying Lee
Mary Ann Martin Wyall

2012

First Women's National
Air Derby Pilots
Bernice "Bee" Falk Haydu
Elizabeth "Elsie" MacGill
Mary Magdalene "Maggie" Maga

2013

Lt. Col. Karen Fuller Brannen
Mary Frances Silitch
WAI Founding Board Members

WAI BOARD OF DIRECTORS

STUDENT SPONSORS

Each year WAI members are given the opportunity to help a student experience the fantastic networking and educational opportunities of the Conference by electing to sponsor a student registration.

This year 23 students were sponsored thanks to our generous members.

Thank you:

Capt. Sandy Anderson

Mrs. Jacqueline Battipaglia
(In memory of Julie Swengel)

Nancy F. Bink

Amy M. Carmien

Kathleen A. Cosand

Kathi Durst

Janice W. Elrod

Becky E. Howell

Leon A. Johnson

Mishelle M. Mason

Sherry J. Parshley

Julia E. Reiners

Teresa Ryan

Renee B. Sandell

Gayle M. Schutte

Katharine "Kit" Warfield

Lewie Wiese

Verne Wiese

Lucy B. Young

Anonymous



Peggy Chabrian, Ed.D.
President
Women in Aviation,
International



Debra McFarland
Chairman
Executive Vice President
Aircraft Electronics Assoc.



Lt. Col. Kathleen Creveling
Secretary
USAFR
United Air Lines, Captain



Dick Koenig
Treasurer
Executive Director
Corporate Angel Network



Patricia Beckman
Flight Test Director
Boeing Test & Evaluation
The Boeing Company



Brian Bolt
Manager, Fleet Common
Programs and New Hire
Indoctrination
Delta Air Lines



Amy L. Corbett
Vice-Chairman
FAA Regional Administrator
New England Region



Anna Mracek Dietrich
Chief Operating Officer
Terrafugia



Karen Gebhart
Vice President, Business
Development
Helicopter Association
International



Nelda Lee
F-15 Test Program Manager
Boeing Test & Evaluation
The Boeing Company



Ruth Maestre
Air Traffic Safety Inspector
FAA



Major Kara Sandifur
USAFR

Annual Membership Meeting and Board of Directors Elections

Thursday, March 6

11:00 a.m.-12:00 p.m. Fiesta 7

The annual Women in Aviation, International membership meeting will be Thursday, March 6, 11:00 a.m.-12:00 p.m. in Fiesta 7.

All members are encouraged to attend.

Elections for the board of directors will be held during the meeting. Current board member

Anna Mracek Dietrich is up for reelection, and Deborah Baugh, WAI 583, is nominated for election.



Shelly Simi
Communications Strategist,
Aviation
Jeppesen - A Boeing Company



WAI STAFF AND VOLUNTEERS

BRUCE BATY VOLUNTEER OF THE YEAR

The Volunteer of the Year Award was established by Bruce Batty, co-founder of WAI, to recognize the most outstanding volunteers each year. In 1998, the WAI board of directors renamed the award to honor Batty, WAI's most dedicated volunteer.

1996

Laila Menker, Pat Wagner

1997

Ray Adams, Ruth Maestre

1998

Renee Martin-Nagle,
Fred Schmidt

1999

Pat Adams, Doug Henderson

2000

Jenna Kimberlin, Verne Wiese

2001

Debbie Harvey, Amy Laboda

2002

Jacque Boyd, Jerry Chabrian

2003

Betty Huck, Catherine Stites

2004

Lewie Wiese

2005

Barbara Krummen, Judy Tarver

2006

Paula Grubb, John Riedel

2007

Master Sgt. Rodney Hage, Barb
Lauer

2008

Linda Russell, Angelita Thayer

2009

Alicia Krummen, Betty Hill,
Kristin Barron

2010

Ann Cooper, Charlie Cooper,
EJ Waters

2011

Sandy Anderson, Trish Beckman

2012

Joanthan Grillo, Phyllis Honnor
Kathryn Klundt, Shirley Rice

2013

WAI Founding
Board



Peggy Chabrian, Ed.D.
President
Publisher
Aviation for Women



Kelley Beaudoin
Conference Exhibit Manager



Nancy Bink
Art Director
Aviation for Women



Kerisa Citro
Conference and Events
Manager



Holly Crandall
Advertising Sales
Coordinator



Sue Coon
Member Services Manager,
Merchandise Manager



Lisa DeFrees
Advertising Director
Aviation for Women



Doug Henderson
Computer Services
Manager



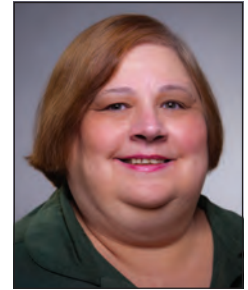
Sharon Henderson
Webmaster



Audra Hoy
Chapter Relations Manager



Connie Lawrence
Executive Assistant,
Operations Manager



Patricia Luebke
Marketing Manager



Kelly Nelson
Editor-in-Chief
Aviation for Women



Donna Wallace
Exhibit Coordinator,
Scholarship Coordinator

Press Room

sponsored by *Aviation International News*
and *ERAU – Sierra 1*

The Press Room is provided to all our members and exhibitors as a way to disseminate information to all the reporters and media people attending the Conference. Information for *The Daily, Aviation for Women* magazine, and the WAI Connect Blog is collected here as well.

Open on Wednesday, March 5

2:00 p.m.-4:00 p.m.

Thursday, March 6

8:00 a.m.-5:00 p.m.

Friday, March 7

8:00 a.m.-5:00 p.m.

Saturday, March 8

8:00 a.m.-12:00 p.m.

PHONE: 937-985-6341

CHAPTERS

As of January 20, 2014

* denotes provisional chapter

CHAPTER EVENTS

Wednesday, March 5

WAI CHAPTER RECEPTION

sponsored by Airlines for America, GA News, Chevron, FDX ALPA Master Executive Council

Monterrey 1

6:30-7:30 p.m.

(ticket required)

Thursday, March 6

CHAPTER LEADERSHIP WORKSHOP

Monterrey 1

8:00-11:00 a.m.

Saturday, March 8

HOW TO START A CHAPTER

Baja

12:30-1:30 p.m.

Canada

Alberta Rocky Mountain High

Calgary, **ALBERTA**

Lisa Weatherby

(403) 284-8675

lisa.weatherby@sail.ca

www.cwiacalgary.ca

Sea to Sky

Vancouver,

BRITISH COLUMBIA

Amy Robertson

(604) 908-1050

infowomeninaviation@

gmail.com

www.womeninaviation.ca

Northern Spirit

Winnipeg, **MANITOBA**

Chantal Dienstbier

(204) 266-1918

cwiaywg@hotmail.com

www.cwia.ca

Western Aviatix *

London, **ONTARIO**

Teesha Pradhan

(416) 919-8525

tpradhan@uwo.ca

Ottawa-Gatineau

Ottawa, **ONTARIO**

Lianne Boileau

(613) 799-3039

cwia_yow@yahoo.ca

www.cwia.ca

Upper Canada

Toronto, **ONTARIO**

Allison Couch

(416) 419-4888

couch.allison@gmail.com

www.cwia.ca

China

Zhuhai *

ZHUHAI

zhuhai@waichapters.org

England

Square D

RAF Mildenhall, **ENGLAND**

Kristen Steenkamp

+44 7768679706

waiboxd@hotmail.com

Concorde

West Sussex, **ENGLAND**

Dorothy Pooley

+44 7973226559

info@concordechapter.org.uk

www.concordechapter.org.uk

org.uk

Germany

Deutschland * FRANKFURT

Mariola Ziolkowski

+49-173-64-07-850

mariola_ziolkowski@

fldnet.de

www.fldnet.de

Kenya

Kenya * NAIROBI

Unah Odhiambo

+25 4720895802

unagetrude@gmail.com

Nigeria

Women in Aviation, Nigeria Chapter

Murtala Mohammed Airport, Ikeja, **LAGOS**

Rejoice Ndudinachi

+23 48023138336

info@wainigeria.org.ng

www.wainigeria.org.ng

Glowing Wings

Murtala Mohammed

International Airport, **LAGOS**

Ifeyinwa Megwa

+23 48034034422

waiglowingwings@gmail.com

Switzerland

Edelweiss

LAUSANNE

Sandrine Rohrer

edelweiss@waichapters.org

USA

Valley of the Sun

Phoenix, **ARIZONA**

Sherry Parshley

(602) 909-7623

WAI_PhoenixAZ@yahoo.com

ERAU Prescott

Prescott, **ARIZONA**

Shelby King

(303) 903-9423

king7@my.erau.edu

South Wind

Little Rock, **ARKANSAS**

Dawn Suffern

(845) 444-4883

southwind@waichapters.org

www.facebook.com/SouthWindChapter

NW Arkansas

Rogers, **ARKANSAS**

Jennifer Nelson

(507) 951-1391

jen.nelson531@yahoo.com

www.womenflyarkansas.com

Greater Los Angeles Area

Los Angeles, **CALIFORNIA**

Julie Botas

(714) 865-7722

botas1@aol.com

www.waigreaterla.org

San Diego

San Diego, **CALIFORNIA**

Cynthia Burgunder

(619) 905-9449

waisdcyndi@gmail.com

www.waisd.org

San Francisco Bay Area

San Francisco, **CALIFORNIA**

Pamela Svrclin

(408) 204-9515

wai.sfba@gmail.com

sfbayareawai.org

Mt. San Antonio College

Walnut, **CALIFORNIA**

Linda Rogus

(909) 274-5007

mtsac@waichapters.org

Mile High

Denver, **COLORADO**

Audrey Fishback

(303) 217-6418

milehighwai@gmail.com

www.milehighwai.org

Connecticut

East Hartford, **CONNECTICUT**

Patricia Harmon

(860) 565-8574

Patricia.harmon@pw.utc.com

www.orgsites.com/ct/wai-ctchapter/index.html

Capital Region

Washington, D.C. Metro

Area, **D.C.**

Maria Killian

(202) 267-5906

waidcpresident@gmail.com

ERAU-Daytona Beach

Daytona Beach, **FLORIDA**

Janelle Walsh

(508) 505-7670

walshj7@my.erau.edu

Fort Lauderdale

Fort Lauderdale, **FLORIDA**

Jessianna Bartier

(248) 920-4355

avia_trix@hotmail.com

www.wai-fl.org

Jacksonville University

Jacksonville, **FLORIDA**

Katja Jourdan

(845) 430-5620

kjourda@jacksonville.edu

Florida Tech

Melbourne, **FLORIDA**

Victoria Dunbar

dunbarv@ft.edu

Central Florida

Orlando, **FLORIDA**

Sharon Crotty

(407) 381-9757

sacrotty@bellsouth.net

www.wai-cfl.org

Gone With the Wind

Atlanta, **GEORGIA**

Keena Pope

(770) 926-3934

keenapope@bellsouth.net

www.facebook.com/#!/pages/Women-in-Aviation-Gone-with-the-Wind-Chapter/121006399137

Heart of Georgia

Eastman, **GEORGIA**

Janet McCartney

heart.georgia@yahoo.com

Southern Wings

Savannah, **GEORGIA**

Carrie Goodwin

(912) 661-2620

carrie.goodwin@

gulfstream.com

www.orgsites.com/ga/southernwings

Hawaii 50

Honolulu, **HAWAII**

Valorie Reis

flyhawaii808@gmail.com

www.orgsites.com/hi/hawaii50

SIUC Saluki Aviators

Carbondale, **ILLINOIS**

Rachel Lee

(618) 453-9206

rlee@aviation.siu.edu

Chicago's Leading Edge

Chicago, **ILLINOIS**

Jen Melvin

(630) 207-4648

chicagosleadingedge@

gmail.com

www.chicagosleadingedge.org

Purdue

West Lafayette, **INDIANA**

Patti Keen

(765) 494-6330

keenp@purdue.edu

University of Dubuque

Dubuque, **IOWA**

Polly Kadolph

(563) 589-3120

pkadolph@dbq.edu



CORPORATE MEMBERS

As of January 20, 2014

THE BENEFITS OF CORPORATE MEMBERSHIP

RECOGNITION

WAI values its corporate sponsors and publicly recognizes each one during the Annual International Women in Aviation Conference. Corporate members are listed in periodic printings, including corporate member brochures and the annual Conference program, and are distributed at conferences and trade shows.

ADVERTISING

Place your ad in *Aviation for Women* magazine, WAI Connect Newsletter, the Annual Conference Program, *The Daily*, and the Marketplace online and receive special media-buy discounts. Contact Advertising Director Lisa DeFrees, at ldefrees@wai.org.

EXHIBIT SPACE

Exhibit booth discounts are available to corporate members for the International Women in Aviation Conference. Reach thousands of potential buyers and employees when exhibiting at this Conference. Contact Conference and Events Manager Kerisa Citro at kcitro@wai.org.



1st Source Bank-Aircraft Finance
The Abingdon Company
Aero Crew Solutions
Aerosim Flight Academy
Aerospace Machinists District Lodge 751
Air Force Reserve
Air Line Pilots Association International
Airbus Americas
Aircraft Electronics Association
Airline Ground School Div. Flamingo Air Academy
Alaska Airlines
Altitude Aerospace Interiors
American Airlines
AOPA
ATP
AviaNation.com
Aviation Homes & Land
Aviation Institute of Maintenance
Aviation Jewelry.com
Aviation Supplies & Academics Inc.
Bell Helicopter-Textron
The Boeing Company
Bombardier
Bose Corporation
Bristow Academy Inc.
Broward College Aviation Institute
California Baptist University
Cape Air/Nantucket Airlines
Cochise Community College
CommutAir
Comply365
Computer Sciences Corporation
ConocoPhillips
Daniel Webster College
Data Transformation Corp.
David Clark Company Inc.
Dayton/Montgomery County Convention & Visitor Bureau
Delta Air Lines
Delta State University
Desert Jet
EAA
ElJet
Embry-Riddle Aeronautical University
ExpressJet Airlines
ExxonMobil Corporation
FAM International Security
FedEx Express
FlightSafety International
Florida Aviation Business Association
Flying Magazine/A Publication of Bonnier Corp
Fox Valley Technical College
Gavilan College Aviation Department
General Aviation Manufacturers Association
General Aviation News
George T. Baker Aviation School
Guidance Aviation LLC
Hartsfield-Jackson Atlanta International Airport
Hartzell Propeller Inc.
Helicopter Association International

Higher Power Aviation
Honda Aircraft Company
Indiana State University
Jeppesen Sanderson Inc.
Jet Aviation St. Louis Inc.
JetBlue Airways
JETPUBS Inc.
JMA Solutions LLC
KeyCorp
LeTourneau University
LPL Financial
Middle Tennessee State University
MIT Lincoln Laboratory
National Air Traffic Controllers Association
National Aviation Academy
National Express Company
National Oceanic and Atmospheric Administration
National WASP WWII Museum
The Ohio State University
PAI Consulting
Parks College of St. Louis University
Pennsylvania College of Technology
Phoenix Air Group Inc.
Pittsburgh Institute of Aeronautics
PlaneSense Inc.
Pratt & Whitney
Professional Women Controllers Inc. (PWC)
Rancho High School
Rolls-Royce Corporation
San Carlos Flight Center
Signature Flight Support
Silver Airways
SkyOne Federal Credit Union
SkyWest Airlines
Southern Illinois University
Southwest Airlines
Spartan College of Aeronautics and Technology
Sporty's Pilot Shop
Technical Women's Organization (TWO)
The Savvy Non-Rev
Trade-A-Plane
Tulsa Community College
United Airlines Inc.
United Parcel Service
Universal Weather and Aviation Inc.
University of Arkansas Community College (UACCB)
University of Dubuque
University of Illinois-Institute of Aviation
University of North Dakota
University of Wisconsin Oshkosh
Utah State University
Utah Valley University
Vaughn College
Vermont Tech College
Virgin America
Walmart Aviation
Western Michigan University College of Aviation
Westminster College
Wings Financial Credit Union
Wings of Eagles Discovery Center
XOJET Inc.

SILENT AUCTION • AUTHORS

SILENT AUCTION SCHEDULE

(Auction is only open during Exhibit Hall hours)

Veracruz Hall

Thursday, March 6
1:00-5:45 p.m.

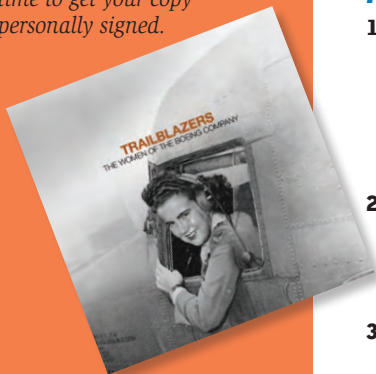
Friday, March 7
10:30 a.m.-12:00 p.m.
(closed for luncheon)
1:30-5:00 p.m.

Saturday, March 8
10:30 a.m.-12:30 p.m.

AUTHORS' TABLE

Located in the
WAI Store, Booth 401
Veracruz Hall

Stop by the WAI Store area to purchase your book, and then consult the Authors' Table schedule (right) to be sure to arrive in plenty of time to get your copy personally signed.



Silent Auction and the 25 Challenge

Veracruz Hall, Booth 601

This year we celebrate 25 years of supporting, giving, mentoring, and educating. For 25 years, the Women in Aviation Conference has been there for you. So as you enjoy this year's Conference we challenge you to "do 25." Make 25 new friends, mentor 25 people, have 25 laughs, share 25 things that have made you successful in your career, or ask for 25 things that would help you get to your new career. Any combination will do.

The silent auction already has more than 25 donors of more than 25 items—come over to the tables and place your bid on 25 items. Too busy to keep count? You can always donate \$25. We will add it to the money we raise and ensure that the next 25 years are filled with more education, more scholarships, and more opportunities.

Look for the silent auction booklet in your registration tote bag and get out there and have some fun!



Look for this one-of-a-kind glass art commemorating the 25th anniversary Conference, available to be bid on at the silent auction. Donated by Mike Miller of Artiquitees LLC.

Authors' Table

Veracruz Hall, Booth 401

Thursday, March 6

1:00-3:00 p.m.

Bernice "Bee" Haydu
WASP Letters Home 1944-1945

3:30-5:30 p.m.

Bill Young and Millicent Amanda Peterson Young
Going for the Gold

Friday, March 7

10:30 a.m.-12:00 p.m.

Karen "Bear" Ride (Sally's sister)
Mystery of Mars
Exploring Our Solar System
Voyager: An Adventure to the Edge of the Solar System

2:00-3:30 p.m.

Women of The Boeing Company
Trailblazers: The Women of The Boeing Company

3:30-5:00 p.m.

Cate Mighell
Silent Sky

Saturday, March 8

10:45 a.m.-12:15 p.m.

Cate Mighell
Silent Sky
Bill Young and Millicent Amanda Peterson Young
Going for the Gold

1:00-3:00 p.m.



BRING YOUR DAUGHTER 2014

Sponsored by Signature Flight Support, American Airlines, American Eagle, and AAFCU
Training materials provided by The Sporty's Foundation

Special Event – Experience Aviation at the International Women in Aviation Conference

Girls ages 10 to 17 are invited to take part!

Saturday, March 8, 2014 – Veracruz A

\$10 per child, chaperones attend at no charge

Now in its third year, WAI's Bring Your Daughter to the Conference events have become a staple in the annual Conference lineup. With a variety of activities designed for girls 17 and under, the focus is on introducing the next generation to the excitement and career opportunities available in aviation. The fun day is sure to provide a meaningful experience that will impact her life for years to come!



PAULA GRUBB



JOHN SLEMP



PAULA GRUBB



PAULA GRUBB



BONNIE KRATZ



BONNIE KRATZ

Schedule of Events

All events will take place in **Veracruz A**

8:00-8:50 a.m.

Check-in/On-Site Registration

9:00-9:30 a.m.

Welcome

9:45 a.m.-12:30 p.m.

Hands-on Activities

Flying a computer flight simulator, being an air traffic controller, reading a pilot's navigation chart, safety wire practice, and more.

12:30-1:30 p.m.

Lunch/Guest Speaker

1:30-3:00 p.m.

Scavenger Hunt

Learn about careers, aviation companies, and aircraft parts, and have fun!



RECRUIT A MEMBER, WIN A PRIZE

Do you know someone who would benefit from membership? Help her or him join today! Don't forget to ask them to put your name on the application as the recruiter, which makes you eligible for prizes:

1 new member ★

WAI logo lapel pin

3 new members ★

Silver WAI pull-apart key chain

5 new members ★

\$25 gift certificate to WAI store

10 new members ★

Your WAI membership renewed for one year

15 new members ★

Sterling silver three-bladed prop necklace

20 new members ★

Bose Aviation Headset

Grand prize ★

2016 WAI Conference registration, airfare, and hotel for two.

Grand prize is selected by random drawing of all recruiters, and will be awarded at the 2015 WAI Conference in Dallas, Texas.

The prizes are fun, but your real reward will be watching your new star shine.



Discover a new star!

***Introduce someone new to WAI
and help them shine.***

You already know the advantages of membership in Women in Aviation, International. WAI offers hundreds of thousands of dollars in scholarships, mentoring by the most successful women in aviation and aerospace, and loads of opportunities for expanding your knowledge or career. Membership offers many opportunities to give back to the aviation industry and blaze new trails for future generations, so spread the word!



EXHIBITS & EXHIBITORS 2014

As of February 5, 2014

EXHIBIT HALL

Visit our exciting group of exhibitors including aerospace companies, airlines, associations, manufacturers, the military, museums, publishers, universities, organizations, and vendors at the Exhibit Hall. Some companies conduct on-site interviews, so you may want to bring your résumé if you are looking for a job.

EXHIBIT HALL HOURS

Thursday, March 6

**Exhibit Hall
Opening Ceremony
Veracruz Foyer
12:50 p.m.**

**Exhibits Open
Veracruz Hall
1:00-5:45 p.m.**

Friday, March 7

**Exhibits Open
Veracruz Hall
10:30 a.m.-12:00 p.m.
Closed for luncheon
1:30-5:00 p.m.**

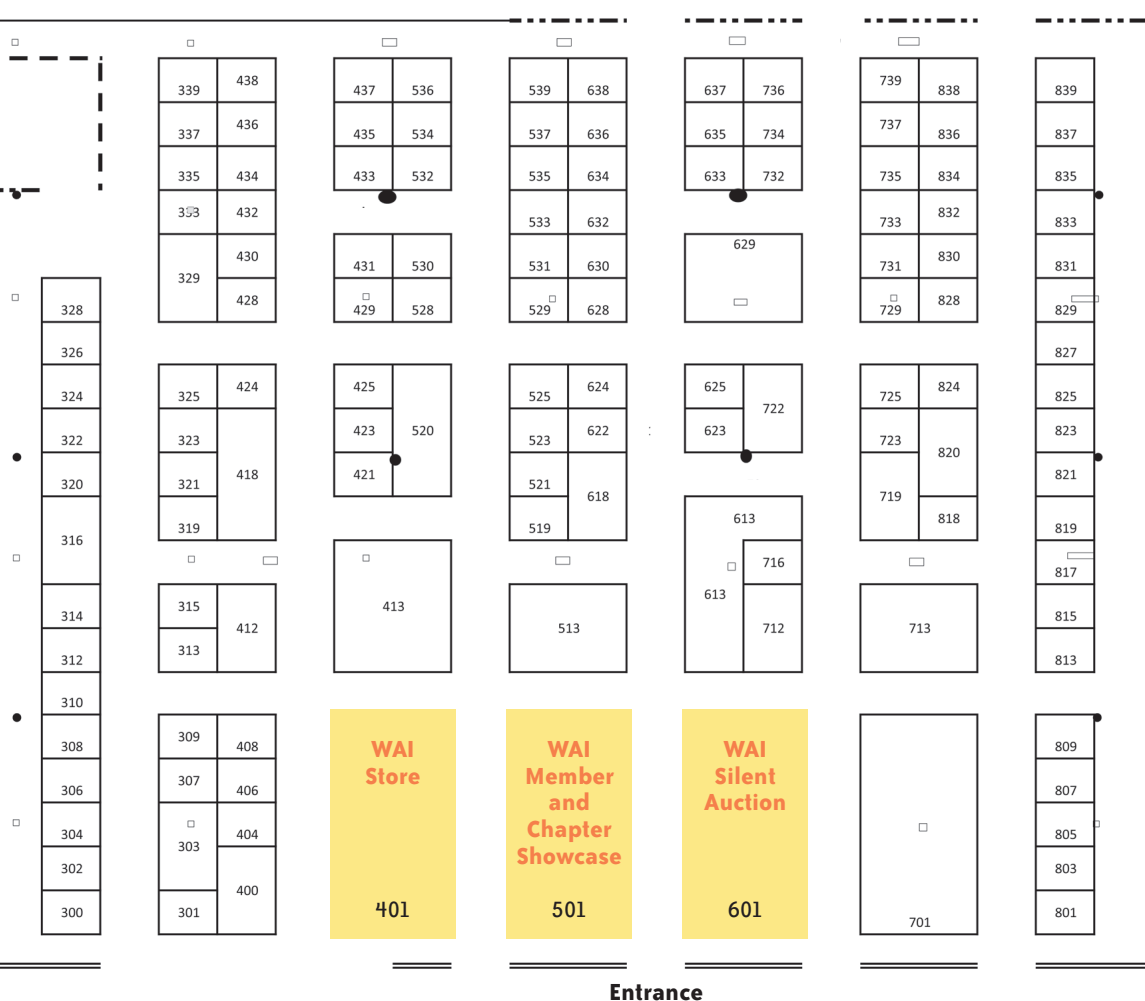
Saturday, March 8

**Exhibits Open
Veracruz Hall
10:30 a.m.-3:00 p.m.**



- | | |
|---|--|
| 309 Abingdon Co. | 723 FlightSafety International |
| 634 Aero Crew Solutions | 623 Florida Institute of Technology |
| Heli Air Evac Lifeteam | 824 Gallery One |
| 300 Air Force Recruiting Services | 530 Garmin International |
| 525 Air Line Pilots Association International | 629 Gulfstream, A General Dynamics Company |
| 523 Air Race Classic Inc. | 329 Helicopter Association International |
| 737 Air Wisconsin Airlines Corp. | 528 Higher Power Aviation |
| 418 Airbus | 437 Honda Aircraft Company |
| 424 Airbus Helicopters | 400 Horizon Air |
| 430 Aircell | 817 Indiana State University |
| 830 Aircraft Owners and Pilots Association (AOPA) | 818 Infotech Aerospace Services |
| 534 Airline Ground Schools | 310 International Society of Women Airline Pilots |
| 400 Alaska Airlines | 716 International Women's Air & Space Museum |
| 434 Allegiant Travel Company | 537 ISSET/Higher Orbits |
| 613 American Airlines | 804 Jeppesen |
| 613 American Airlines Federal Credit Union | 829 Jet Aviation St Louis |
| 613 American Eagle | 713 JetBlue Airways |
| 328 American Flyers | 729 LeTourneau University |
| 325 Army Aviation Association of America | 735 Middle Tennessee State University |
| 303 Association for Women in Aviation Maintenance (AWAM) | 428 National Aviation Academy |
| 435 Atlas Air Inc. | 326 National Gay Pilots Association |
| 301 ATP Flight School | 307 National Geospatial-Intelligence Agency |
| 707 Aviall Services Inc. | 636 National Oceanic & Atmospheric Administration |
| 406 AviaNation.com | 315 National WASP WWII Museum |
| 306 Aviation Homes and Land Inc. | 519 The Ninety-Nines Inc. |
| 408 Aviation Jewelry.com | 813 OBAP / Bessie Coleman Aerospace Legacy |
| 337 Aviators College | 833 Pearls With Purpose |
| 701 The Boeing Company | 815 PlaneSense Inc. |
| 316 Bombardier | 413 Pratt & Whitney |
| 628 Bose Corporation | 320 Purdue University |
| 333 Bristow Academy Inc. | 521 PWC/TWO |
| 807 CAE Simuflite | 831 Republic Airways Holdings |
| 827 California Baptist University | 734 Saint Louis University Aviation |
| CAMI CAMI, Civil Aerospace Medical Institute | 421 Signature Flight Support Corporation |
| 713 Cape Air / Nantucket Airlines | 423 Silver Airways |
| 433 Cochise Community College | 733 SkyOne FCU |
| 322 CommutAir | 731 SkyWest Airlines |
| 431 Comply365 | 832 Southeast Aerospace |
| 314 Coradine Aviation Systems | 436 Southeastern Oklahoma State University |
| 633 CSC DUATS | 535 Southern Illinois University Carbondale |
| 732 David Clark Company Inc. | 618 Southwest Airlines |
| 520 Delta Air Lines Inc. | |
| 324 Delta State University—Commercial Aviation | |
| 801 Desert Jet | |
| 625 DOI—Office of Aviation Services | |
| 622 DTC DUAT Service | |
| 429 Eagle Jet International | |
| 719 Embry-Riddle Aeronautical University | |
| 825 Endeavor Air | |
| 712 EAA | |
| 821 ExpressJet Airlines | |
| 805 FAA / Airmen DUI / DWI Program | |
| 513 FedEx Express | |





- 432** Sun 'n Fun Fly-In Inc.
- 312** Texas Woman's University
- 819** The Ohio State University
- 635** Trade-A-Plane
- 820** Transportation Security Administration
- 722** United Airlines
- 823** United Nations—Department of Field Support
- 321** University Aviation Association
- 323** University of Central Missouri
- 630** University of Dubuque
- 533** University of North Dakota
- 425** University of Tennessee
- 412** UPS
- 319** USAA
- 302** USDA Forest Service
- 803** US Marines OSO Orlando
- 531** Utah State University Aviation
- 308** UVU School of Aviation Science
- 809** Vaughn College of Aeronautics and Technology
- 304** Vermont Technical College
- 632** Virgin America

- 501** WAI Membership/Chapter Booth
- 401** WAI Merchandise
- 601** WAI Silent Auction
- 725** Walmart Aviation
- 624** We Bling It
- 529** Western Michigan University College of Aviation
- 335** Whirly-Girls
- 532** Wings Financial
- 404** Women in Corporate Aviation
- 313** Women Military Aviators
- 828** XOJET Inc.

Be sure to stop by the traveling exhibit, a fantastic display on international women in aviation created by the WAI Deutschland Chapter. The exhibit has been staged at airports around the world over the past year, including Dubai, Frankfurt, Bucharest, Moscow, and Vilnius.

NEW MEMBER SOCIAL

sponsored by AOPA
Yucatan 2

Thursday, March 6

10:00-10:45 a.m.

(ticket required)

The New Member Social is a chance for you to meet and network with WAI staff, board of directors, and other new members.
(By invitation only)

FIRST TIMERS

We've got something special Just for you.

Welcome!

The First Time Attendee Orientation is held every 15 minutes in **Veracruz A**

Wednesday, March 5

4:00-6:00 p.m.

Thursday, March 6

9:00-11:00 a.m.

2:00-4:00 p.m.

Friday, March 7

11:00 a.m.-12:00 p.m.

You can stop in any time during these hours and you are encouraged to ask questions.



DISNEY'S CORONADO SPRINGS



LOST & FOUND

Laredo 1

After the Conference, unclaimed items will be taken to WAI Headquarters in West Alexandria, Ohio, where they may be claimed by calling (937) 839-4647.

Conference Coordination Center

Laredo 1

Need a little assistance finding your way around? Lose something? Find something? Want to contact someone in charge? Come to the Conference Coordination Center and a volunteer will answer your questions or help you.

Scheduled hours:

Thursday, March 6

8:00 a.m.-4:30 p.m.

Friday, March 7

8:00 a.m.-4:30 p.m.

Saturday, March 8

8:00 a.m.-4:30 p.m.

Other Important Locations

Tour Departure Point
Coronado Porte Cochère

Registration
Veracruz C

Chapter Leadership Workshop
Monterrey 1

Chapter Reception
Monterrey 1

Exhibit Hall
Veracruz Exhibit Hall

Press Room
Sierra 1

Internet Café
Veracruz C near Registration

Bring Your Daughter Program
Veracruz A





NEXT YEAR IN TEXAS!



*Everything is bigger in Texas!
Join us next year for more
networking, more educational
sessions, and more fun!
Make your plans now!*

**26TH ANNUAL
INTERNATIONAL
WOMEN IN
AVIATION
CONFERENCE**

**MARCH 5-7,
2015**

**HILTON ANATOLE,
DALLAS, TEXAS**



HUMBLE Beginnings

A look at how the Conference has grown



1992



1996



2003

“The first conference ended up with 140 attendees and was intended as a one-time event, but given the positive feedback another conference was planned.”

”

Like many good ideas, Women in Aviation, International began with an observation, which led to a need that could be answered. First the observation. In her academic career at both Embry-Riddle University's Daytona and Prescott campuses, WAI Founder and President Dr. Peggy Chabrian noted the scarcity of women enrolled in aviation programs.

“During the time I was in Daytona, female students composed 5 percent of the student body,” Peggy said. “Most classes were either all male or all male with one female. I was one of two female faculty members in the aeronautical science department.”

by Patricia Luebke

But it wasn't just the low numbers that troubled her. She saw that women dropped out of aviation programs at a higher rate than their male counterparts and wondered if part of this just might be feelings of isolation the female students felt.

“I was looking at why the retention rate for female students was not high and decided that at least half of the explanation had to be that they felt uncomfortable and isolated for different reasons,” she said.

So Peggy decided to host a conference and invited female speakers who might motivate the women in Prescott along with the other women who would attend. At the first conference in 1990, the speakers included astronaut Shannon Lucid; Jeana Yeager of Voyager fame; Moya Lear of Learjet; Bobbi Trout, who set altitude and speed records in the 1920s and '30s; and Dr. Byrd Granger, a WASP and author of the book *On Final Approach: The Women Airforce Service Pilots of World War II*.

“I knew Jeana Yeager,” Peggy said, “but the rest of them I just cold-called.” Embry-Riddle did some local marketing and issued a news release. The first conference ended up with 140 attendees and was intended as a one-time event, but given the positive feedback another conference was planned.

And now, the underlying note about WAI that many don't realize: It was a conference long before it was a membership organization.

Peggy switched universities—she became dean and associate vice president at Parks College of St. Louis University—and yet, the Women in Aviation conferences continued for the next five years under the auspices of Parks College. “I never intended this to be an organization,” she said.

Women who were enrolled in aviation programs or working within the aviation industry had other ideas, though. After about the third or fourth conference, attendees asked how to join only to be told there was no organization, just the conference. The committee in place to plan the 1995 conference started talking seriously about whether it was time to form an organization.

“I thought we really don't need another aviation organization, so I was not originally excited about the idea,” Peggy said. However, she soon realized that although there were organizations for women in different aspects of the aviation industry, there was no all-encompassing group that would embrace pilots, nonpilots, controllers, airline staff, and aviation-oriented military personnel, and equally as important, one that accepted men as full-fledged members. Thus, Women in Aviation,

The First Conference

Before Women in Aviation was an organization, or even a conference, it was a publication. An 8.5-by-11 saddle-stitched black-and-white magazine with spot color on the cover. Published by Amy Carmien, WAI 5, it featured human interest articles and specialized columns to recognize women's accomplishments in all fields of aviation. It was a natural then that Amy was invited to exhibit at the first conference, and later covered the event in her magazine. She later became a founding board member for WAI when the organization formed in late 1994.

In the May-June 1990 issue of *Women in Aviation The Publication* Amy wrote:

“

Despite rain and cool temperatures, the atmosphere at the WOMEN IN AVIATION: FACT VS. FICTION conference was one of warmth and enthusiasm. Held March 30-31 in Prescott, Arizona the program focused on historic as well as contemporary stereotypes of women in aeronautical careers.

Conference speakers included Jeana Yeager, Bobbi Trout, Claudia Oakes, Amy Laboda and Shannon Lucid among others. Topics ranged from “History of Women in Air Traffic Control” to “Flight as a Metaphor in Novels by Chopin, Morrison and Jong.”

Over 280 participants hailed from 22 states. Ages ranged from spry eighties to pre-teens. Occupations varied from aircraft maintenance technician to astronaut. And, speaking tones swung from reminiscent to sober to humorous. In fact, the idea of a “Women’s Humor in Aviation” conference was vocalized more than once.

We at WIA accepted an invitation to have a display booth at the conference. Both Bethany and I were delighted to meet new subscribers, some of our contributing writers, and the subject of one of our early “Spotlight on Students” features. The response to our publication was positive and supportive.

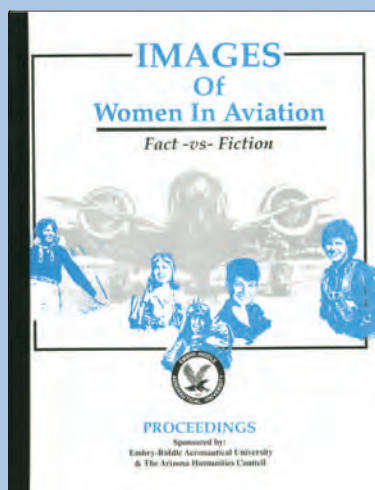
Overall, two things from the conference stand out in my mind. First is the sheer exhilaration of seeing women networking and re-establishing contacts. It was not unusual to witness old friends stride from one end of the foyer to the other with open arms. I, myself, re-discovered a lost acquaintance.

Secondly, we asked as many of the participants as possible to autograph our WIA banner. Almost without exception, women hesitated and then shyly admitted that their autograph had never been requested before. I stood with a lump in my throat as Bobbi, Betty and other WASPs thanked me for the honor.

No, my friends, the honor is mine. Never, ever will WIA forget the importance of recognition or the benefits of conferences such as this one.

”

The banner Amy brought to the Conference in 1990 will be on display at this year’s Conference with signatures of all the first attendees. Look for it in the exhibit hall!



Bobbi Trout,
Dr. Peggy Baty (Chabrian),
Jeana Yeager



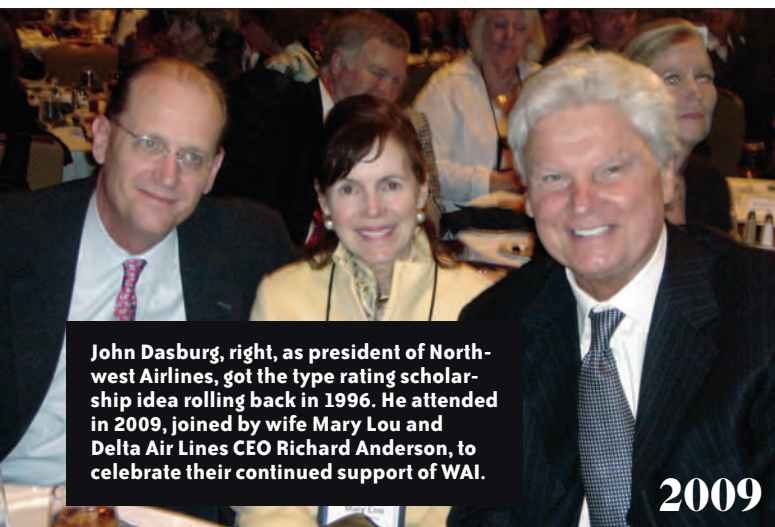
Amy Carmien and the banner she brought to the first Conference that will be on display in 2014.



“

I was approached by Northwest Airlines [in 1996] as they wanted to sponsor a scholarship. I was thrilled thinking that we would be able to give another \$1,000 scholarship. As it turned out, Northwest was more generous: The airline offered a type rating in any airplane they flew.

”



John Dasburg, right, as president of Northwest Airlines, got the type rating scholarship idea rolling back in 1996. He attended in 2009, joined by wife Mary Lou and Delta Air Lines CEO Richard Anderson, to celebrate their continued support of WAI.

International formed and the first conference managed by the new organization took place in Minneapolis in 1996. It was at this conference that an important program was launched: the WAI scholarship program.

“In St. Louis in 1995, as the organization was being formed, we had a raffle and gave two \$500 scholarships,” Peggy said. “As we were preparing for the Minneapolis conference, I was approached by Northwest Airlines as they wanted to sponsor a scholarship. I was thrilled thinking that we would be able to give another \$1,000 scholarship. As it turned out, Northwest was more generous: The airline offered a type rating in any airplane they flew. From those early years, WAI’s scholarship program has grown exponentially. Now WAI offers dozens of scholarships and almost one half million dollars in scholarships distributed each year. To date, more than \$8 million has been disbursed.

In 1992, another significant element was added to WAI with the launch of the Pioneer Hall of Fame. This is one way to honor women who have made significant contributions to aviation, especially those whose work and character opened the door for other women. Pioneers are nominated by the membership, and each year’s conference sees a few women inducted into the Hall of Fame.

Then in 1998, WAI’s membership magazine as we know it today, *Aviation for Women*, was first published with Patty Wagstaff on the cover. E-newsletters, a show daily, and the WAI blog followed. Today, more than 3,000 people attend the annual conference. Two years ago, Bring Your Daughter to the Conference Day was first held for daughters, nieces, granddaughters, and others to introduce young girls to aviation and the possibilities of an aviation career. In addition to members’ children, successful outreach has been made to local Girl Scouts in the conference city, which has netted about 140 girls participating each year.

A network of chapters keeps members in touch all year long. A goal for 2014 is to have at least one chapter in each of the 50 states while continuing an aggressive campaign to set up WAI chapters worldwide. Women in Aviation, International is primed to continue its original mission of encouraging women through networking and mentoring.

By any measure, the growth of WAI has been impressive. Peggy remembers walking into an exhibitor breakfast at a recent conference and realizing that there were more people in that one breakfast than total attendees at the first conference.

Of course, the foundation of the organization is its membership. WAI members are the ones spreading the word and devoting their time to the organization’s success. Guided by a hardworking board of directors, the organization couldn’t have prospered as it has without the many hours of volunteer time devoted to activities ranging from Conference duties to chapter events. If the next 25 years are as exciting and filled with growth as the first 25, members can look forward to a robust organization always looking toward the future. ➔

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

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

FLYING Reader

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

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



FLYING
Sets you apart.



A History Writer's Journey

FINDING PHOEBE

Phoebe Omlie with her husband, Vernon. While performing parachuting maneuvers in air shows Phoebe would wear a partially inflated inner tube to help keep her afloat should she ever land in water.

Amid the crowd at the 2013 Annual Women in Aviation Conference, I discovered an oasis at the Author's Table. Biographer Janann Sherman, WAI 6930, told me about Phoebe Omlie, a barnstormer from the early 1920s. Phoebe flew in a flying circus, defying not only gravity, but also the restrictive role of women in society. She bought a Curtiss Jenny and then cajoled a pilot to teach her how to fly. She ended up marrying him. While he flew the plane, she walked on the wing, parachuted off it, even hung by her teeth, to entertain the crowd below.

It took 17 years for Janann to dig up all the details. Several times, she nearly gave up on the book because she didn't know how Phoebe's life ended. Janann wrote a few other books while she kept hunting for people who knew Phoebe. It all started when a colleague told her the Memphis International Airport tower was originally named Omlie Tower after this daredevil.

Janann, former professor and chair of the history department at the University of Memphis and a private pilot, was hooked. "I had to know [about her]. I was obsessed with her for a long time."

Walking on Air: The Aerial Adventures of Phoebe Omlie was finally published because Janann refused to give up. Among the details she reveals is that Phoebe Omlie was the first woman to receive an air transport pilot certificate. She became a renowned air racer, and a record-breaking parachutist. She flew for the Roosevelt campaign, and held a leading position in federal aeronautics from the 1930s through the early 1950s.

While parachuting at an air show in Des Moines, Phoebe struck some high-tension utility wires and was knocked unconscious. She fell to the ground after 2,300 volts of electricity surged through her body. She woke up in the hospital with severe burns and an injured foot. Two weeks later, she returned to the sky, hoping news reporters would write that she was fine, so her mother wouldn't worry. She then took another few weeks off to fully recover.

Everyone knows Amelia Earhart, but few people have ever heard of Phoebe Omlie. Phoebe and Amelia both participated in the 1929 National Women's Air Derby. They were also founding members of the Ninety-Nines. Phoebe tried to talk Amelia out of her fatal flight the day before she left. Although Phoebe never achieved the international acclaim that Amelia did, her antics were endless. While performing parachute tricks, she wore a partially inflated inner tube to help her stay buoyant in case she landed in a lake again.

Phoebe Omlie and Amelia Earhart days before Amelia departed on her fatal trip around the world.



"This wasn't just a local story," Janann realized. "This was a national story."

In her quest to find out more information about Phoebe's life, Janann published multiple articles about Phoebe's aerial feats in various magazines and newspapers. She traveled around the country hosting free talks, hoping to find people who knew her.

One woman gave Janann a battered pewter loving cup

with Phoebe's name etched on it for achieving the Women's Record Parachute Jump. The woman had acquired the cup and a photo album, including snapshots of Phoebe, from a man who visited her husband's airstrip in Mississippi. She paid \$75 for the memorabilia, keeping the cup on her mantel because it honored a female aviator, whom she didn't know. When she attended one of Janann's talks she brought the items and gave them to her, pleased to finally learn something about Phoebe.

by Linda Berlin

"I kept that cup on my desk until I finished the book. It was a real inspiration," Janann said. The items are now at the Pink Palace, a museum in Memphis. Janann even met some of the aviator's family members, but she knew more about Phoebe than they did.

"About the time when I wanted to forget [the project], something would come up again," Janann explained. "I almost felt like Phoebe would nudge me about this. 'Hey, get to work.'"

On a second trip to Oklahoma City, Janann hunted through



PHOEBE OMLIE



Phoebe Omlie was the first woman to receive an air transport pilot certificate, and the first to receive an aircraft mechanics license. She was a wing-walker, parachutist, and accomplished air racer, setting several records including the highest altitude parachute jump by a female.

In 1932, she became a pilot for Franklin D. Roosevelt's campaign and after his election he appointed her as a liaison between the National Advisory Committee for Aeronautics and the Bureau of Air Commerce—the first woman to hold an executive position in federal aeronautics.

First Lady Eleanor Roosevelt called her one of “eleven women whose achievements make it safe to say the world is progressing.”

In 1941, Phoebe accepted a job as senior private flying specialist of the CAA, where she established 66 flight schools in 46 states, including one in Tuskegee, Alabama, that would later train the Tuskegee Airmen. With the Tennessee Bureau of Aeronautics she established an experimental program to train female flight instructors.

The control tower at Memphis International Airport is dedicated and named in honor of Phoebe and her husband, Vernon.

—Kelly Nelson



the archives at the Ninety-Nines Museum of Women Pilots, poring over letters of aviation journalist H. Glenn Buffington, who had tried unsuccessfully to get in touch with Phoebe in the late 1960s. He sent letters to Louise Thaden to ask about Phoebe's whereabouts. It was a clue. Janann contacted Louise's daughter, Pat Thaden Webb, who referred her to a former Ninety-Nines employee who knew the right person—a woman who had been with Phoebe when she died.

“It was like a girl network,” Janann mused. By now, Phoebe had been dead more than 30 years. The author's chances of finding anything of use seemed unlikely, but she called Della May Hartley-Frazier anyway.

“It was very tough,” Janann recalled. “She was very suspicious.” Della May had promised Phoebe that she would make sure her biography got written. When Janann heard this, she told her, “Della May, we're the answer to each other's prayers.”

Several weeks later, after multiple phone calls, Della May agreed to let Janann sort through four cardboard boxes of Phoebe's possessions. She found a battered suitcase, a portable typewriter, a stack of news clips, even some clothes, still in their original dry cleaning bags.

“This is one of the reasons I write history,” Janann explained. “You just can't make this stuff up. It's so unusual.” She spent a few weeks in Indianapolis, where Della May lived, going through Phoebe's things. “It was kind of sad.”

Phoebe died destitute, forgotten by the world. After she quit working for the government in protest of the restrictive policies affecting general aviation, she invested all her money in a cattle ranch in Mississippi. She then traded the ranch for a hotel and café in a small town near the railroad tracks. Within a year, a tornado wiped out the property. Phoebe never recovered financially.

Janann used a portable scanner to copy many of Phoebe's documents. She put all of Phoebe's letters, a diary, and photographs in archival folders. Phoebe had even written some pages of her autobiography. All of these papers eventually went to the Memphis city archives. Janann could finally finish the book. She settled on the title *Walking on Air* because it seemed to sum up Phoebe's approach to life. “It's a metaphor for everything she did. She would walk off the wing ... to see what happened.”



Janann and her instructor, Bill. She learned to fly in a Piper Cherokee out of a small field beside Turf Paradise horse-race track in Phoenix, Arizona, and earned her certificate in March 1974.

It took another two years, but the book was published as soon as Janann finished.

Janann said she wishes she had known Phoebe. "I wasn't interested in speculating," she said. Phoebe lost her husband, Vernon, in a plane crash. He was a passenger on a commercial flight, which added to the tragedy. Janann only found one letter from Vernon in those boxes, so she had no sense of their relationship. "They were so seldom together," she said.

Janann, who found her soul mate early in life, at the age of 17, spent 42 years with her husband, Charlie. She dedicated Phoebe's book to Charlie because he "taught me how to live," she said. The couple had their own share of tragedy. Charlie, who served in the U.S. Air Force, struggled with arthritis, so the Air Force gave him an experimental drug that actually helped. Unfortunately, the drug



In 2008, Janann was able to participate in the induction of Phoebe Omlie into the Tennessee Aviation Hall of Fame. Phoebe joined other great Tennessee aviators such as Evelyn Bryan Johnson and Cornelia Fort.

came a full professor and chair of the department. Unfortunately, Charlie died around the time his wife received this promotion, suffering from congestive heart failure.

During the school year, they lived in Memphis, but the couple spent their summers in Maine. They enjoyed the small island of Vinalhaven, just south of Acadia National Park. After Charlie passed, it was difficult to return there, but when Janann finally did she fell in love with it all over again. This past May, she retired from the university and moved there. It's a small community of 1,200 residents. Janann plans to write a memoir, but will also create a new version of *Walking on Air* for grade-school girls.

"I'm living the dream," she smiles. "I'm not kidding."

Meeting Janann in Nashville last year reminded me that our Conference is the perfect place to learn about the early days of aviation. Brave wom-

en, such as Phoebe Omlie, not only paved the way, but they constantly challenged themselves, proving the boldness of the human spirit.

✈

.....
Linda Berlin, WAI 10243, had a successful career as a writer when she realized she'd rather be flying. Today she flies all over the U.S. for a national airline.



Janann enjoying retirement in Vinalhaven, Maine, a small island south of Acadia National Park. She is continuing her writing and is planning a picture book version of her book on Phoebe Omlie's accomplishments.

attacked his optic nerve, burning his retina. Charlie became blind in his early 40s.

"It was a rough patch," Janann remembered. It took some time, but Charlie insisted on staying active. He kept running, and then took up downhill skiing. "It scared the hell out of me," she recalled. "I had to grit my teeth. Everything was an adventure [to him]. He made me a more optimistic person than I could imagine. We were so simpatico."

Because of Charlie's disability, Janann went to college on the GI bill. At age 35, she majored in history. After graduating, she applied for grants and scholarships, achieving a master's degree and a Ph.D. Two weeks before her 50th birthday, she became a history professor at the University of Memphis. A decade later, Janann be-



GET A COPY!

You can order a copy of Janann Sherman's book, *Walking on Air: The Aerial Adventures of Phoebe Omlie*, through the WAI Store at www.WAIStore.org.

Women Soar You Soar

Inspiring young women and teaching the value of connections



Candice Votava was onstage to receive a scholarship from the Ninety-Nines at the WomenVenture Power Lunch during EAA AirVenture Oshkosh 2013. She was awarded a \$3,000 flight training scholarship and a \$1,000 Innovation scholarship earned through the Women Soar program.

JOHN SLEMP

When Candice Votava, WAI 46474, was in fifth grade, her family took a vacation to Florida, and on that trip, Candice decided on her career. No, she's not planning to become an animation specialist or set designer for The Walt Disney Company, though those would be good career choices. Candice's goal is to become an astronaut or a pilot on commercial space flights. She was more enthralled with the Kennedy Space Center than the Magic Kingdom.

How does a young girl keep focused on a career from fifth grade through high school? For Candice, one answer is her participation in EAA's Women Soar You Soar program held during the organization's annual fly-in and convention, EAA AirVenture Oshkosh. Candice participated every year while she was in high school.

About Women Soar You Soar

Since its inception in 2005, Women Soar You Soar introduces up to 100 young women each year to the wide variety of careers available in the world of aviation. The program also offers team building, leadership, and career-planning workshops to fulfill the program's mission to engage, inspire, and educate young women to pursue their dreams in aviation and beyond.

The original program was the brainchild of then EAA Vice President of Development Elissa Lines, WAI 16560, who conducted similar programs while working at Seattle's Museum of Flight and the Pima Air & Space Museum in Tucson, Arizona. When Elissa joined the EAA executive team and attended her first convention, she noted there were a lot of talented, successful women on the grounds during the week, but there was nothing that pulled these women together and there were no programs to introduce girls to aviation and the multitude of careers available.

Elissa proposed creating an all-girls event and enlisted the help of local female leaders and the input of Women in Aviation, International to organize the first event.

"The focus was to target and recruit girls and introduce them to women who have achieved excellence in a broad range of aviation and aerospace careers. It's hard to select a career when you have no idea about the variety of careers that are available," Elissa said. "Our feeling was

if you got a group of girls together and introduced them to a dynamic group of women, these women could open up the girls' thought processes to consider something outside of what might have been their career choices simply because of their circle of friends and influencers. The doors to possibilities don't open unless someone helps you see the light."

by Mary Jones



JULIE WEGNER COURTESY OF EAA PHOTO



JULIE WEGNER COURTESY OF EAA PHOTO



JOHN SLEMP

WomenVenture July 30, 2014

WomenSoar You Soar is just a part of a celebration of women in aviation during the week of EAA AirVenture. WomenVenture is a full day of activities that kicks off with the Women in Aviation Celebrity Breakfast at EAA's

Theater in the Woods, and then moves to EAA's main showcase plaza for the annual photo featuring the world's largest gathering of female aviators in one place.

The day's activities offer a chance to build camaraderie and inspire women of all ages to get engaged in aviation—for fun and/or as part of their career aspirations.

T-shirts are distributed to all women participating in aviation—for work or play—to wear during the annual photo. After the photo, participants are invited to M&M's Theater in the Woods for the second annual WomenVenture Power Lunch to enjoy dynamic speakers and additional networking time.

Preregistration is required for breakfast and lunch, so visit www.AirVenture.org/WomenVenture for event updates and links to the respective registration sites.

How to Participate



JULIE WEGNER COURTESY OF EAA PHOTO

EAA's Women Soar You Soar program is open to any young women in grades 9 through 12. Attendance is limited to 100 girls, but in recent years the program has rarely filled. An application is available online on the Women Soar homepage, www.AirVenture.org/WomenSoar.

Each applicant is also required to write an essay explaining why attending the program is important to her. There is a \$75 program fee; however, it will be waived for those who have financial need, with the International Society of Transport Aircraft Trading covering the cost.

Participants are also eligible to apply for four unique EAA scholarships that offer assistance for flight training or continuing education, starting at \$500.

Mentor

Career women interested in becoming mentors are also welcome. Debby Rihn-Harvey explained that the program is always looking for new mentors. "New blood means new ideas, and that's always good in a program like this," she said. "But we're looking for women who are really dedicated to helping young girls succeed." At www.AirVenture.org/WomenSoar an application for mentors is also available.

A committee of Women Soar leaders interviews each mentor candidate prior to selection.

In the eight years since that first event, the program has evolved and grown significantly and engaged a wide variety of successful women who serve as the chairpersons, mentors, and chaperones for the young women. Buoyed by increased interest in the program from people around the country and world who bring their daughters and granddaughters to AirVenture, the volunteer leaders recognized the opportunity to create a more dynamic program.

"We went to the University of Wisconsin Oshkosh (UWO) and asked for their help and then put out a call for women mentors in the aviation community, and we got a great response," Elissa said. "Working with UWO allows us to offer overnight dorm experiences, and some team building and leadership activities as well as career guidance. That freed our mentors to focus on interacting with the girls, while the chaperones see that the girls get where they need to be."

Embry-Riddle Aeronautical University, The Boeing Company, and others also provide programming, and Oshkosh's local Fox Valley Technical College offers time for the older girls in the program to fly in its Redbird Flight Simulators.

A Networking World

At EAA AirVenture Oshkosh 2013, 78 young women from throughout the United States, Denmark, and Great Britain participated in what is now a four-day event, with 22 mentors from a wide variety of aviation careers offering inspiration and information about career opportunities. The young women were led by event chairwoman Debby Rihn-Harvey, WAI 14690, a three-time U.S. overall aerobatic champion and 14-time U.S. Women's National Champion, and co-chair Cindy Hasselbring, WAI 22909, an award-winning math teacher currently working in a fellowship at the National Science Foundation who is pursuing a spot with NASA's astronaut corps.

Over the course of the four days, the young women attended a variety of discussion groups led by the mentors, experienced hands-on aircraft homebuilding workshops, enjoyed a ride in EAA's Ford Tri-Motor, did team-building exercises, were offered education and career guidance, and had the opportunity to converse with several surviving Women Airforce Service Pilots (WASP) as well as time with mentors of their choice.

The WASP had some inspiring stories and advice for the young women. "Whatever you set your heart upon, go after it—as long as it's legal," offered one. Another said, "Don't pass up opportunities because you can't see what's in the future. Grab every opportunity you can." And current U.S. Air Force Thunderbirds formation pilot Maj. Caroline Jensen advised, "Find your passion, set a goal, look for people who can help you achieve it, and never give up."

Debby Rihn-Harvey said the program is "an education on what's all possible within aviation ... and the importance of self-confidence and connections. Oftentimes girls in that age bracket don't necessarily have the support system that gives them the confidence that they can do anything they want to do, that there are no limitations. Not all of them have a support or mentoring system.

"It's a networking world, and we tell them that. You can try to do stuff on your own, but every one of us has had somebody help open a door. I don't think anybody in life succeeds

JULIE WEGNER COURTESY OF EAA PHOTO





JOHN SLEMP

totally by themselves, and that's an important point that we try to get across. That networking is important."

But the young women also inspire and encourage one another. For Ella Solinger, WAI 56424, of Rochester, Minnesota, the Women Soar *You Soar* program gave her the opportunity to experience AirVenture differently than when she attends with her family. "It's cool to meet people who are interested in the same things as I am," she said. That sentiment was echoed by other attendees, including Candice, who said there was only one other girl at her high school who had any interest in aviation or aeronautics.

Laura Joy Erb, WAI 56389, of Chugiak, Alaska, agreed, "It's great to be with other girls who are enthusiastic about flying." For Raquel Traseira, WAI 56434, of London, England, learning to push her boundaries was the best part of the program.

The Women Soar *You Soar* mentors also will tell you that the program is an enriching experience. U.S. Navy Capt. Tami Ryley, WAI 44612, director of the Strategic Planning Division in the Office of the Chief of the Navy Reserve at the Pentagon, and Karen Stemwell, WAI 7092, a flight instructor for 757/767 line of aircraft at The Boeing Company, returned as mentors for the 2013 event and agreed that the excitement of the youth and their exuberance about their prospects for their futures is catching. For Karen, the opportunity to talk about what she does rekindles her passion. "You get re-energized about your own work," she said.

The mentors also enjoy helping the young women make connections for their future. Tami said, "It's gratifying to hook them up with the right people to help them achieve their goals, and it's gratifying to have them come back and ask questions." The girls and mentors keep connected through Facebook and personal e-mails. Candice and Cindy share their mutual aspiration to become astronauts, with Cindy mentoring Candice along the way.

Debby, Tami, and Karen value the girls-only focus of the program. "It's a great opportunity for the mentors to talk openly and honestly with the young women about the challenges they've experienced in their careers. And, girls will ask much different questions in a girls-only environment than they would if men or boys were involved," Tami said.

As for Candice...

Earlier this fall Candice entered Purdue University in West Lafayette, Indiana, armed with a \$1,000 Innovation scholarship earned through the Women Soar program, and a \$3,000 flight training scholarship from the Ninety-Nines awarded at the WomenVenture Power Lunch. She's pursuing a degree in mechanical engineering.

Why Purdue? "Because 23 current or former astronauts are Purdue graduates, and recently it was the No. 3 school that companies hired engineers from, and its program really focused on aerospace," she said, having learned from Women Soar how to select the best school for her. ➔

.....
Mary Jones, WAI 3560, is a freelance editor and writer and owns EditEtc LLC. She is also editor-in-chief of EAA's Experimenter digital magazine.

Important Dates

Women Soar *You Soar*

Monday, July 28 –
Thursday, July 31, 2014

WomenVenture

Wednesday, July 30, 2014



JACQUE BOYD Ph.D.

THE WAY WE WERE

Many of you know I'm the director of a charter high school. We're now involved in a building project to replace our modular classrooms with permanent structures. I have to work within the strictures of the state's building system to determine adequacy of what we want versus the probability of what we'll get. I've had to map out how many hours and

by how many people each of my spaces is used. I went through the same process six years ago in preparation for building our multipurpose building and there have been some significant changes.

When I did this before we also developed a master plan, which included what was called a "resource center." That's what used to be called a library. We'd had a very small library before, and when our enrollment grew I had to move the contents to use that space for another classroom. All the teachers came in and took the texts that were pertinent to their subject area and moved them into their classrooms. We have a master list of what's where and it's really served everyone quite well. That being said, we've all looked forward to the day when we can consolidate the materials into a central space. Now, in perusing the specifications, it appears that nothing like that is included in my space allotments. The more a space is used for a variety of activities, the more likely the state will be to fund that building project.

Because we've had so little to work with and have had such restrictive space by using modular buildings we really have gotten creative, and maybe that's a reason why we honestly don't feel restricted by the building rules. The thing that slows us down is the mentality of the parents. They came from educational environments where large—sometimes empty—

library spaces were the norm and they're looking for that for their students. They might have had computer labs that were used for one or two periods and then sat empty. They wonder where all the computers are because they don't see them grouped together in one space.

Anyone who knows me well knows how I feel about books. An entire wall in my home is covered with bookshelves filled to the max. I will never stop buying books—ones that I can physically touch and turn the pages. However, I've amazed even myself when it comes to the number of electronic books and publications that I have on my iPad and my desktop computer. We've moved to some electronic textbooks for school, but there are some major drawbacks with expenses and licensing. Of course, it certainly helps reduce the weight of backpacks! I am a tactile person and touching a screen to turn a page just doesn't have the same sensation for me as turning a paper page.

A number of years ago I began a research project involving the American women who had flown for the British Air Transport Auxiliary. I needed to research Jackie Cochran's personal papers on the subject so I applied for some research time at the Eisenhower Presidential Library where her papers are archived. (The researcher who had catalogued her papers had taken a full 12 years to finish his work and develop the "finding aid" that I used in my research!) Once I had an approved research appointment I made plans to travel to Abilene, Kansas.

Because I am a self-admitted "geek girl" I embarked on what has become one of the high points of my career. When I arrived at the library facility I had to check in with one of the research fellows. I was issued a locker where I had to put my purse and briefcase. I was allowed to bring my laptop with me, one writing pad and a pencil—nothing more. I was ushered to a library table and given a finding aid for Cochran's papers. I was allowed to check out eight archive boxes of material at a time. A research fellow went into the archives, loaded the eight boxes onto a library cart, and brought them to my table. I was allowed to remove one box from the cart and place it on my table. Then I could remove one file folder from the box and place it on my table. I had to wear white

25 Years
A TODAY'S VISION • TOMORROW'S REALITY
Celebrating
WOMEN IN AVIATION INTERNATIONAL • 2014

**GEEK GIRLS UNITE!
NEW OPPORTUNITIES
FOR ONLINE
RESEARCH**

Join Jacquie Boyd and Bobbi Roe
to learn how to use a new tool for researching the
history of women in aviation.
Saturday, March 8,
from 4:15 to 5:15 p.m. in Fiesta 9 & 10.

cotton gloves when I removed paperwork or photos from the files. I had to notate the pages that I wanted to copy and a research fellow would take them, archive box by archive box, marked with acid-free paper bookmarks. The process in itself was an education.

I can't begin to convey my feelings when I "touched" papers written by Cochran, ran my gloved finger over her signature and those of Hap Arnold and Dwight Eisenhower. It still sends chills up my spine. They wrote these things—I had them in my hands—I was literally touching history. I've been fortunate to be able to do the same thing at several other research facilities. However, I've found through the years that constraints on direct contact with the materials have increased because of the deterioration of the paper materials.

Recently, Bobbi Roe, WAI 12, applied for and was granted an Amelia Earhart Research Scholar Grant from the Ninety-Nines Amelia Earhart Memorial Scholarship Fund. Her research grant centers on digitizing all the organization's original newsletters (beginning in 1928 with the first communications) through the present magazine. The intended outcome is to have each issue searchable and archived online

I can't begin to convey my feelings when I "touched" papers written by Cochran, ran my gloved finger over her signature and those of Hap Arnold and Dwight Eisenhower.

for public use. I've gone to the Ninety-Nines headquarters in Oklahoma City numerous times for research. I've often gone with a specific topic in mind, only to become enmeshed in reading old articles, finding myself on a completely different path than the one intended. Fun, but not often a really productive use of my writing and research time because no real indexing of the magazine has ever been done before. Now, I'll have no excuse.

At this year's Women in Aviation Conference Bobbi and I will present an education session together introducing the new research tool that she's developed using the AE Research Scholar Grant. If you're a writer, a researcher, or simply someone interested in women's

aviation history, come join us and learn how to use this computerized research tool. Bring your laptop, tablet, or smartphone and we'll experiment together. I promise you'll not hear whining from me as I'm forced to touch a screen instead of a paper page. ✈

.....
Jacque Boyd, Ph.D., WAI 32, is the director of a charter high school and a freelance writer living in Angel Fire, New Mexico. Contact her at JacqueBBoyd@yahoo.com.



Many places. Many faces.

At Signature, it's the smile that counts. A diverse workforce delivers the best promise of consistently great service – and we're always looking for women and men who can bring their unique talents to our global team. It all starts with that big smile of yours.

Visit us at our Women in Aviation Conference booth.

  SignatureFlight.com

EOE M/F/D/V

Signature.
FLIGHT SUPPORT
A BBA Aviation company

Will you be here?

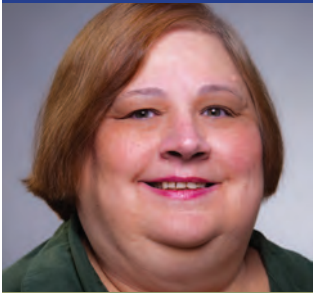
WomenVenture is moving to a **new** day during EAA AirVenture Oshkosh 2014. Women aviators and enthusiasts are invited to participate in WomenVenture Wednesday, July 30. The group photo is 10:30 a.m. on the West Ramp followed by the Power Lunch at Theater in the Woods.

Lunch registration is required by logging on to www.airventure.org/attraction/womenventure.



Organized by





PATRICIA LUEBKE

EMERGENCY PREPAREDNESS ON A MICRO LEVEL

The other day I was reading an article on flight training where an instructor was quoted as saying, “You train for things you know are going to happen. You educate for the things you can’t anticipate.” Living in post-9/11 New York City, I’ve had plenty of reason to consider emergency preparedness. I’ve also come to the conclusion that we can’t prepare for every emergency

that arises, but we can educate ourselves. Here’s an event that happened to me recently with some insights as to what I did right and what I did wrong with my own personal emergency.

I was in Ohio, traveling alone, for business. I returned to my hotel room around 7 p.m. with a bag from the drive-thru prepared to do nothing more than eat my dinner, relax, and watch television. I changed out of my street clothes into a cotton snap-front robe. Just as I was about to take the first bite of dinner, I knocked something off my bed and got up to retrieve it. In the process, I stumbled over my shoes, which were between the two beds. I didn’t fall. I didn’t even have any velocity in the stumble. It didn’t even hurt. I shook my head at my own clumsiness, bent over to look at my big toe, and realized something was very wrong. I hobbled to the bathroom and ran my foot under the bathtub faucet. The amount of blood told me I needed help.

I called the front desk to ask for paramedics. That was the first thing I did right. That siren in the distance was coming for me, and subsequent doctors asked me how much time elapsed between the accident and treatment. Of course, infection is the concern so my advice is to get help right away and don’t think you’re making too much out of a situation.

When the paramedics arrived, they determined I had to go to the hospital. I knew my health insurance was paid up (good thing No. 2) and that my insurance card was in my wallet (good thing No. 3). But here’s where my judgment waned. I insisted on taking my hotel room key (good thing No. 4), but I was barefoot with no coat. When I mentioned that, the paramedics told me not to worry, that the social worker would take care of me, and I believed them. Looking back, I really turned

my will over way too quickly, way too willing to put aside my own good judgment. And, yes, of course if you’re on death’s door, forget the shoes and the purse and just get yourself to a hospital.

Later, at the hospital, when I was asked for a next-of-kin contact, I could remember the person’s name, but a telephone number I’ve called 5,000 times escaped me. Even if you have ICE (in case of emergency) numbers on your phone, I’d recommend a piece of paper in your wallet with emergency numbers too.

Fast forward a few hours and it was determined I had an open fracture—the big toenail was removed and I got 12 stitches. I was sent home with two prescriptions and a set of crutches. But where was that kindly social worker who was going to give me slippers and a coat and a cab and get my prescription filled? When I pointed out to a nurse that I had the ortho-shoe on the bad foot but was barefoot on the other she half-heartedly put a sock on me, all twisted so that the heel was in the front. She called a cab and wheeled me to the area between the outside door and the inner door. It was 25 degrees out and past midnight. I was waiting for a cab by

myself, shivering, tired, wholly defeated, and bleeding still. This was the low point of the evening.

You might be thinking, “Why didn’t you call someone?” The answer is that day I had chosen to forget my phone in the rental car. I also had no home or cell numbers of people locally I could call, so I was on my own. The cab arrived and I signaled to him with this sad little wave that I was his passenger. I then had to attempt to stand up from a wheelchair with my purse, crutches, a starter bag of bandages, gauze and tape, some ice packs, and other stuff—all without putting any weight on my bad foot. That was a struggle.

I was barefoot with no coat. When I mentioned that, the paramedics told me not to worry, that the social worker would take care of me, and I believed them. Looking back, I really turned my will over way too quickly, way too willing to put aside my own good judgment.

I got myself into the cab and I had a good idea that maybe there was a 24-hour drive-thru drugstore. He knew of one and off we went to get the prescriptions filled. Meanwhile, I asked the driver if he took credit cards and he didn't. Luckily I had about \$60 in cash or we would have been going to an ATM as well.

Back to the hotel, luckily my room was by a side door. I gave the driver the key and asked him to open the door. When I got to the room I realized that in my struggle to get out of the cab, I knocked the bandage off my toe so I had to re-bandage.

DON'T LEAVE HOME WITHOUT IT CHECKLIST

When your life unexpectedly takes a turn for the worse, having these items on hand will make life a lot easier.

Photo ID/Driver's license

House key/Hotel key

Cash—\$50 at least

Health insurance card

Credit card

Mobile phone

Back-up paper with emergency contact numbers

Scissors or pocket knife

Shoes

Coat

I could tear the tape, but try tearing a roll of gauze. I ended up gnawing it (so much for sterility), but have now added a small scissors to my toiletry bag.

I decided to leave the mess in my room until morning, and when the housekeeper arrived I was thrilled I had been tipping her daily (always a good idea). In fact, she was totally cheerful about the state of my room. ("Let me just wipe up the blood in the bathroom.") She was equally fine about blood on the towels—so much so that I felt safe pointing out the fist-size bloodstain on the carpet. I had wondered if I'd be charged for carpet cleaning, rightfully enough, I thought, but here's a household hint. She used the peroxide/blot method and after five pour, bubble, and blots, the stain was gone.

Emergencies arrive on their own schedule, with no announcement. Of course, the next day I had loads of help for which I am grateful, and here are two things I learned about asking for help. First, get help from people who will actually make things better for you—people around whom you can be yourself and not have to worry about managing your own problem and managing them as well. Next, know that your helpers want specific instructions. You might be happy with "any kind of soup" but they want to know some examples.

We can't train for every emergency, but we can educate ourselves. It never occurred to me that the most dangerous place for me would be my own hotel room. ✈

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

DEDICATED TO HELPING BUSINESS
ACHIEVE ITS HIGHEST GOALS.



*NBAA is a proud sponsor
of Women in Aviation.*

Learn how to operate
as safely, efficiently
and cost-effectively
for your business.

Join NBAA Today:
www.nbaa.org/join/wai

Learn More About the Helicopter Industry



Visit Us at Booth #329

Helicopter Association International
www.rotor.org



PAULA CORRIGAN,
M.D., MPH

AEROMEDICAL POLICY UPDATES

In the last issue I wrote about Obstructive Sleep Apnea (OSA) and the special issuance process for pilots with this condition. Coincidentally, Dr. Fred Tilton, FAA federal air surgeon, recently wrote an editorial in the *Federal Air Surgeon's Medical Bulletin* expressing his concern over the risk associated with pilots with undiagnosed OSA. It is felt that aeromedical examiners

(AMEs) are not paying enough attention to looking for risk factors for this diagnosis at FAA medical exams and that high-risk pilots and controllers are slipping through the cracks. He stressed that the FAA plans educational sessions for AMEs to highlight the importance of identifying and reporting this condition on FAA medical exams. He also described the FAA's plan to mandate sleep specialist evaluations for pilots with a body mass index (BMI) over 40, and eventually expand this policy to controllers and possibly those with lower BMIs. If diagnosed with OSA by the sleep specialist, the pilot would need to begin treatment and go through the special issuance process I outlined in my last article before they could obtain a current medical certificate. You can find the full article by Dr. Tilton by searching for the bulletin on www.FAA.gov.

As you can imagine, there has been a strong outcry concerning this proposed policy change from pilot and controller advocacy groups. As the result, the Federal Air Surgeon has agreed to postpone the execution of this policy change, which was planned for January 2014. At press time, the FAA had a meeting of key industry stakeholders scheduled for mid-January. Any changes to the previously announced policy and a timeline for implementation were on the agenda.

The FAA Medical Certification Division has been review-


ing and streamlining many of its policies. Some of these changes include policies on hypothyroidism, hypertension, asthma, headaches, arthritis, hepatitis C, glaucoma, pre-diabetes, and genitourinary cancers. These conditions no longer require a waiver (special issuance) as long as the pilot or controller can document that they meet certain criteria. There have also been changes made to the coronary artery disease, neurologic injury, and sleep aid policies. More changes are anticipated in 2014.

In general the FAA Medical Certification Division has been paying more attention to risk factors in pilots and controllers that can increase their chances of having an incapacitating event while on duty. For instance, pilots and controllers with known coronary artery disease are being asked to document good control of their lipid profiles as part of the special issuance process. In those with multiple risk factors for heart disease and strokes, the FAA is paying closer attention to blood pressure readings, cholesterol levels, and blood sugar readings. The idea is to prevent catastrophic events from occurring for both health and safety reasons.

Therefore, as spring approaches, the weather improves, and the days get longer, I would encourage all of you to focus a little more on a healthy lifestyle. Increasing exercise, eating more fruits and vegetables, and dropping a few pounds can go a long way for preventing major health issues. Tiny changes such as taking the stairs instead of the elevator, or skipping a soda or sweet a few times a week can make a big impact if continued throughout the course of a year. This has been the focus of my New Year's resolution!

I look forward to meeting you at the upcoming Conference, and invite you to bring any aeromedical questions to my educational session on Friday, March 7, or look for me in the WAI booth in the exhibit hall. Additionally, you can always e-mail your questions to Kelly Nelson, editor-in-chief of *Aviation for Women*, at knelson@wai.org. ➔

.....
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.



**HOT TOPICS
FOR FAA MEDICAL
CERTIFICATION**

Join Dr. Corrigan for a presentation on
hot topics concerning aeromedical certification
for aircrew and controllers.

Friday, March 7,
from 1:45 to 2:45 p.m. in Yucatan 3.

Thanks to business aviation, we're bringing cancer patients closer to their cure.

“After her cancer treatment, she could not fly commercially. What a relief she could fly with Corporate Angel Network.”



Through the generosity of corporations flying business aircraft, Corporate Angel Network arranges free travel for cancer patients using the empty seats on corporate jets.

This service is vitally important to cancer patients. Some simply can't afford the cost to fly commercially. Others can't handle the stress of navigating airports. Still others can't risk the exposure of crowded airports because of immune system deficiencies.

Since 1981, Corporate Angel Network, a not-for-profit organization, has worked with U.S. corporations to schedule nearly 40,000 cancer-patient flights and currently transports between 250 and 300 patients a month to and from treatment. The process is simple. Corporate Angel Network's staff does all the work. After all, patients and their families have enough to worry about.



Cancer patients fly free in the empty seats on corporate jets.

Corporate Angel Network, Inc.
(866) 328-1313
www.corpangelnetwork.org



JO DAMATO

I KNOW MY CREW

Women in aviation, we know who we are, right? We dare to be ourselves in a world of conformists. We inspire. We motivate. People are watching us. Keep up the good work! I mean all of that sincerely. My non-aviation female friends and their daughters are inspired by what we do in aviation. It is a field that fascinates. Being in aviation and being a woman does make

us stand out still, but let's own that. A recent observation by my 9-year-old son reminded me how important it is to know who we are and to embrace that knowledge!

Last month, I took my sons to a school bingo night. When we got there my 9-year-old wanted to sit at the same table with me and his younger brother instead of at a table where a few boys from his grade were sitting. I prompted him a few times to go and sit with his classmates, but I could tell he just wasn't comfortable doing so and I dropped it. The three of us had a great time together and I waited a few days before I brought it up to him again. He was so matter-of-fact when he told me that they are nice kids, none of them are mean to him or vice versa, but they are not the crew he normally hangs with so, given the choice, he chose us.

I was really impressed with how comfortable he is in his

skin. In a fourth grade sense he knows who his friends are and he knows that he likes being with them because they share common interests. The next night we went to a family party at one of his close friends' homes and I only saw him when he wanted to treat himself to the chocolate fountain. Otherwise, he was outside with a flashlight playing tag with his friends and having the time of his life. I hope he carries his fourth grade outlook with him as he grows because I do worry about the future circles he will travel in—who these people will be and what influence they will have on the decisions he makes.

I wish I had more of my son's confidence when I was younger. I know I wasted a certain amount of time wondering what others thought of me, but once I started flying I cared less. I had found my identity and it was marvelous and freeing. I was still a teenage girl, so the superficial stuff still lingered—and still does at times today—but knowing I was meant to follow my passion for aviation and living that every day since I was 15 lets me focus less on what others think of me and more on my relationships with my husband, my family, and my friends who I know I want to be friends with for life.

I guess with age comes wisdom because I try very hard every day to unapologetically be myself. I'm quirky, I'm loud, I'm impulsive, I talk way too much, I like to wisecrack. I'm an acquired taste, but now I have confidence to know that the people who are in my life are there because they like me and they want to be there. I guess my son already knows that and I just needed a reminder that I know that too.

When I decided to learn to fly at 15, I essentially branded myself as the "airplane girl." It's the characteristic that has followed me the longest. It is the conversation starter people brought up at my 20-year high school reunion, and the one that people in our town who recognize me as one of my parents' five kids use when they say, "You're the one who flies, right?" Just yesterday I was sitting on a gym stage watching my son's basketball game when a mom sitting next to me started a conversation about how she thought of me on her family's Christmas vacation. The airplane made her nervous and she was picking my brain for the words that would alleviate future anxiety.

Anyway, like my son, I know who my crew is. My closest

Join Jo Damato and panelists Paula Kraft, Mary Miller, Mary Ann Morosky, Lisa Pelate, and Jenny Showalter for a discussion on careers in business aviation moderated by Brenda Miles on **Friday, March 7**, from 1:45 to 2:45 p.m. in Fiesta 5.

MAKING IT WORK: CAREER, FAMILY, PRIORITIES

Join Jo Damato and panelists Karen Baetzel, Laurie Farris, Janet Patton, and Mischelle Mason for a discussion on having it all moderated by Kristy Kiernan on **Saturday, March 8**, from 3 to 4 p.m. in Fiesta 5.

friends who are not immediate family or childhood friends are my Women in Aviation circle. I don't get to see them at the lunch table at school every day, but I can't tell you how often a text, e-mail, or phone call from one of these ladies lights up



my day. Also, when I travel for business I am more than often fortunate that one or more of the people at my destination will be from my crew.

My main crew when I travel is made up of a diverse group of women who currently live in Hawaii, Idaho, Montana, Texas, Ohio, Georgia, Florida, Connecticut, and Michigan. Two of us work for NBAA and the rest work for fuel companies, FBOs, and flight departments. Some of them are certificated pilots like me. Some of them are moms or even grandmoms. The main thing that all of us have in common is that we are

all women with business aviation careers. The main thing that brought us together was our working together on the NBAA Schedulers & Dispatchers Committee.

I have been the NBAA staff liaison to this committee since 2004. Each year, all year long, I work side-by-side with about 30 volunteers. We e-mail constantly, talk on the phone often, and meet three times per year for at least two days at a time, and then we spend the week of the event executing the plan. It is hard not to develop a mutual bond when you are working so closely together. I have often told my bosses that the best part of my job is being the liaison to the S&D conference. I have plenty of professional reasons for that to be true but the biggest reason is that the women I have met and bonded with through this event have given more to me personally than I could ever hope to put into words.

I asked my son what brought him and his crew together. He said they like the same movies and video games and they find the same things hilarious. If I ask my crew of business aviation ladies that I think we'd all say we all like aviation and we find the same things hilarious. So when it gets tough out there, and when you feel all alone in this crazy amazing industry, reach out to your own crew. The ones who get you. Who know why you are who you are and use that support as often as you lend it. We are a gift to one another. We are Women in Aviation! ✈

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

General Aviation
Manufacturers Association



www.GAMA.aero

Proudly representing the world's leading manufacturers of general aviation airplanes, engines, avionics, and components



Thank you, WAI, for **INSPIRING** our
leaders of tomorrow!



**COMMITTED TO PRESERVING
YOUR FREEDOM TO FLY**

AOPA is proud to be a Bronze
Level Sponsor of the 2014 Women
in Aviation Conference

Come see us at booth 830!

CAREERS & CLASSIFIEDS

OPPORTUNITIES



*Finally...
a pilot's watch
for women*

www.TheAbingdonCo.com



Career Guidance
Aviation Career Counseling
Helping Motivated Pilots Succeed

805.687.9493
In-person or phone consultations

Career Planning
Interview Preparation

www.CaptainKarenKahn.com

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

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

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



VISIT US AT
Celebrating 40 YEARS
1974 2014
SUN 'n FUN
International Fly-In & Expo
APRIL 1-6, 2014

WAI Members get a discounted rate on Sun 'n Fun admission online. Use code WIA453. See you there!

sporty's pilot shop
Learn to fly here!

Flight Training Courses • DVDs • Headsets
GPS • Radios • Flight Bags • Kneeboards
Flashlights • and Much More

sportys.com
1.800.SPORTYS (776.7897)

Look for Women in Aviation, International's official social media pages here.



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

For more information, call Lisa DeFrees at (315) 624-3670. Send material to *Aviation for Women* Magazine, 2322 Genesee Street, Utica, NY 13502. Fax: (315) 624-3674; Email: ldefrees@wai.org.

Aeroindustryjobs

WOMEN IN AVIATION VIRTUAL CAREER FAIR, FEBRUARY 15TH – MARCH 14TH, 2014

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.



CONFERENCE TIME

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

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

April 5
WAI Connect Breakfast
at Sun 'n Fun
Lakeland, Florida
www.wai.org

May 17
Sporty's Fly-In
Clermont County Airport
www.sportys.com

July 28-August 3
EAA AirVenture Oshkosh
Oshkosh, Wisconsin
www.airventure.org

July 30
WAI Connect Breakfast
WomenVenture
Oshkosh, Wisconsin
www.wai.org

October 21-23
NBAA Business Aviation
Convention & Exhibition
Orlando, Florida
www.nbaa.org/events

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

ADVERTISERS INDEX

*Please Support the Companies
that Support WAI!*

The Abingdon Co	Page 86
Airbus	Page 35
Alaska Airlines.....	Page 55
American Airlines.....	Page 29
American Airlines FCU.....	Page 49
American Eagle	Page 65
AOPA	Page 85
Aviation Career Counseling.....	Page 86
Aviation Homes and Land	Page 86
The Boeing Company	Page 26
Bose Corporation	Page 11
Corporate Angel Network.....	Page 83
David Clark	Page 3
Delta Air Lines	Page 33
DTC DUAT	Page 13
EAA	Page 79
Embry-Riddle Aeronautical University.....	Back Cover
FedEx Express	Page 55
Flying Magazine.....	Page 69
GAMA.....	Page 85
Gulfstream.....	Page 31
Helicopter Association Intl.	Page 81
Horizon Air	Page 53
Jeppesen	Page 17
Jet Blue.....	Page 37
NBAA	Page 81
National Geospatial-Intelligence Agency.....	Page 47
The Ninety-Nines	Page 19
Pratt & Whitney	Page 53
Signature Flight Support	Page 79
SkyOne Federal Credit Union.....	Page 7
Southwest Airlines	Page 41
Sporty's.....	Page 86
Spruce Creek Fly-In Realty.....	Page 86
United Airlines.....	Page 59
UPS	Page 53
U.S. Coast Guard	Page 39
U.S. Department of Defense.....	Page 57
Utah Valley University	Page 17
Walmart Aviation	Page 55
Wileman Aircraft Service	Page 86
Wings Financial.....	Inside Front Cover
Women in Aviation, International.....	Inside Back Cover
XOJET.....	Page 5

**Dress
with
character**

WAI Member Services
Manager and Merchandise
Manager Sue Coon,
WAI 8500, is wearing the
WAI 2014 Sweatshirt
in Heliconia Pink.
Get yours at the 25th
Annual International
Women in Aviation
Conference March 6-8,
or order online.

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



LUCY YOUNG

WALKING WITH THE WASP

The word was out, the Women Airforce Service Pilots (WASP) float had overcome all of the hurdles to become a reality and would be in the 2014 Rose Parade! Kate Landdeck of the sponsoring Wingtip-to-Wingtip Association invited several female military aviators from the '70s to walk alongside the float and represent the legacy of the WASP. This was an opportunity

to demonstrate our gratitude for their courage, sacrifice, and patriotism.

To say walking with them was an honor for me is a huge understatement. I was thrilled to join up with some old friends from the Navy, Air Force, and the airlines. Our base was a hotel in Pomona, California, and it was like old home week to meet up with old friends and make new ones. Tuesday morning we boarded a donated school bus and headed to Irwindale, California, and the Fiesta Floats barn where our float and 10 others were built, and the official judging occurred. The infrastructure and racks of flowers (what was left after they had finished the floats) were amazing, but the finished products were simply spectacular.

Our float was instantly recognizable by the AT-6, WASP statue, and rotating hexagon with six images on it. Every image had been created with seeds of different colors. The Fifi-nella mascot and 1943 *LIFE* magazine cover were beautifully reproduced. Thirty-eight stars represented the WASP who lost their lives in the war. The Congressional Gold Medal was displayed on each side. There were eight chairs on the float and Kate drew lots to choose eight WASP to ride. We all took our places and did a quick review of various facing movements to look sharp for the judges. The driver, Jody, showed me the hatch from which he would operate the float's V-8 engine. An observer was stationed up front and could see ahead through a grate to direct the driver via an interphone.

New Year's Day dawned very early for us. The bus driver expertly guided us to our float staging area on South Orange Grove Boulevard. The "handler" for our float, dressed in the uniform of white suit and red tie, briefed us on the bus and called roll, handing us the green wristbands required on the

parade route. He would be hovering around the float at all times on his scooter, providing water and other assistance.

The route is 5.5 miles and I was glad I had road tested my shoes and socks to avoid blisters. We learned that the float had won the National Trophy Award (best representation of

American life, past, present, or future) by the large banner that appeared in front of us, carried by two Boy Scouts. After we made the turn at Media Corner, the sheer enormity of the crowd became apparent. The estimated 800,000 fans were ebullient throughout, and even though we were near the end of the parade, there was no sign that people had left early. We

waved so much that our arms started to ache. Many stood up and saluted the WASP and we returned their salutes. When the float would stop occasionally, fans would sneak out and take photos with us.

The crowd was so enthusiastic that adrenaline kicked in. I could have walked forever! People were up on rooftops and balconies and anywhere they could find a viewing spot. Sheriffs were stationed throughout the route, as were volunteers making sure the parade proceeded safely. This was the 125th Rose Parade, and they have perfected the massive operation.

That night we had the pleasure of dinner with the WASP and their friends and family back at the hotel. I fervently hope that they have all recorded their stories for posterity. Kate and Chig Lewis, the president of Wingtip-to-Wingtip, are to be commended for their incredible efforts to bring the WASP float to fruition. Donations are still being accepted at www.WASP-Float.com to defray the expenses of this amazing event. ➔

.....
Lucy Young, WAI 764, is an Airbus 320 captain for US Airways in Charlotte, North Carolina.



BOB ELLWOOD

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.


Women in Aviation®
INTERNATIONAL



FLORIDA
ARIZONA
WORLDWIDE

EMBRY-RIDDLE
Aeronautical University

It's in our name. We do it best. We are the University of Aviation.

Embry-Riddle is the touchstone of aviation education. If you want to set yourself on a course for a fulfilling and distinguished career in aviation and you believe you have what it takes to be number one—to reach the heights you've dreamed of—your flightplan starts here. Come learn with the best at the top aviation/aerospace university in the world. **At Embry-Riddle, your career is**

Number One for Take Off

embryriddle.edu

AVIATION ■ ENGINEERING ■ BUSINESS ■ ARTS & SCIENCES ■ SECURITY & INTELLIGENCE