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# AviationforWomen<sup>®</sup>

MAY/JUNE 2014

The official publication of Women in Aviation, International<sup>®</sup>

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# AviationforWomen®

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*Aviation for Women*, (ISSN 1525-7762), Volume 17, Number 3, 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@wdsmai.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.



BONNIE KRATZ

Attendance at the Friday luncheon during the annual conference was the largest in the history of the event. United Airlines sponsored the meal and astronaut Eileen Collins shared stories and insights from her incredible career.

## FEATURES

- 18 ROSE PARADE HONORS THE WASP by Katherine Sharp Landdeck, Ph.D.
- 24 THE 25TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE
- 36 INSPECTING AIRCRAFT FOR THE AIR RACE CLASSIC by Ava Shubat

## DEPARTMENTS

- 2 President's Message
- 4 Airmail
- 5 WAI News
- 8 WAI Chapter News
- 12 WAI Members in the News
- 13 CFI Tips
- 14 Corporate Member Profile
- 16 Gear and Gadgets
- 46 Careers & Classifieds
- 47 Calendar
- 47 Advertisers Index
- 48 In Our Own Words

## COLUMNS

- 40 THE TOOLS FOR SCHOOLS  
by Jacque Boyd
- 42 PERSONAL DEVELOPMENT  
by Patricia Luebke
- 43 MEDICAL Q&A  
by Dr. Jon M. Riccitello
- 44 THE JUGGLING ACT  
by Jo Damato

## COVER PHOTO

A group of WAI conference attendees toured Kennedy Space Center March 6 as part of one of three local aviation tours offered this year.  
Photo by Andrew Zaback

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## PRESIDENT'S MESSAGE

PAULA GRUBB



DR. PEGGY  
CHABRIAN

with approximately 150 in attendance, it was exciting to see more than 4,500 individuals this year.

Although some thought there were more men than women at the conference this year, the reality is the attendance was comprised of 65 percent women and 35 percent men. There were close to 800 more women at the conference this year than in 2013. WAI conferences and the organization have included men since the very beginning. Many of us have had men in our lives who have served as mentors or even introduced us to aviation. We encourage all who support the mission and goals of WAI to join and participate.

I am also aware of some of the problems that arose during this year's conference. Based on the number of airlines that are now hiring and exhibiting at our show we knew there would be a number of individuals coming for the primary purpose of having an opportunity to interact with these companies. A number of new initiatives were put into place this year including hiring briefings by the airlines, the "fast pass" ticket system to reduce the wait time and long lines in the exhibit hall from the previous year and separate interview rooms for some of the companies who requested them. These new initiatives decreased the long lines in the exhibit hall and the briefings provided everyone who was interested an opportunity to hear directly from the hiring companies. We are already looking at ideas for making next year's conference even better and ways to improve even more.

Dear WAI Members,

What a wonderful 25th anniversary conference many of us had the opportunity to experience in March! I enjoyed interacting with many of our members during the week and enjoyed receiving your feedback after the event was over. Thinking back to the first conference

In this issue on Page 48 the In Our Own Words column was written by one of the individuals who came to the conference for the sole purpose of looking for a job. His experiences while there and the view he now has of Women in Aviation, International speaks to the expectations of the staff and board members regarding those who were looking at our conference as a job fair only. I encourage you to read it. We also realize not everyone who comes to the conference—and this means the majority of those attending—are not looking for a job, and even more specifically, not looking for an airline pilot job. With this in mind we wanted to ensure the general sessions, exhibit hall, education sessions, forums/workshops, and tours were all of high quality and not focused on just the hiring opportunities.

The feedback we received from many of you in the post conference survey form are being reviewed now and many of your ideas and suggestions will be in place for next year in Dallas. And you'll be hearing more this year regarding the results of our strategic plan with new member benefits for you and increased ways to communicate with us.

We have a busy and exciting summer ahead. I look forward to meeting many of you at the various air shows and aviation events that WAI participates in each year and hearing your continued feedback on the organization, the annual conference, and what your membership means to you. If you can't make it out to see us in person, take note of the new box below and use the staff contact information to reach out to WAI staff members with your questions, comments, concerns, and feedback. One of our top priorities this year is improving communication, and we want to hear from you!

*Dr. Peggy Chabrian*

Dr. Peggy Chabrian  
President and Founder

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# 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!***

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** ★ Silver WAI pull-apart key chain
  - 3 new members** ★ Coffee mug with WAI Pewter logo
  - 5 new members** ★ \$25 gift certificate to WAI store
  - 10 new members** ★ Your WAI membership renewed for one year
  - 15 new members** ★ Sterling silver 3-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.

Go to **[www.wai.org](http://www.wai.org)** for more details on the campaign!  
The prizes are fun, but your real reward will be watching your new star shine.





### My Daughter's First Conference

Sending you a GREAT BIG THANK YOU for assisting us with [my daughter] Adisen's registration to the WAI convention. It was a great experience not just for Adisen but for myself also. I'm learning more and more about aviation every day and this conference did not let either one of us down.



**Adisen attended the WASP educational session and got to meet Dawn Seymour.**

She met so many wonderful people through volunteering, the luncheon/banquets, exhibit hall, and just mingling around and talking with everyone. So friendly, everyone was so willing to talk with Adisen, find out her plans, and just give their story and advice. We met pilots from France, England, and Alaska, and she sat next to fighter pilots who were in Afghanistan who shared pictures of their jets, in flight, with her (wow).

She was also able to talk with many of the college reps. We listened to Eileen Collins and her astronaut story, which was absolutely amazing. This also really increased Adi's interest in space. Adisen met a few of the WASP women (Dawn and Flo), she met Wally Funk (Mercury 13) and Chelsea Abdingdon who is now a great inspiration to her.

"I'd like to do that," she said of Chelsea being a ferry pilot.

Again, we both can't thank you enough. It was so beneficial for Adisen to be there. We honestly are so grateful for your generosity.

Adisen is currently working through this terrible Wisconsin winter with flight lessons, it's been slow due to the

Raiders Chapter) and right before my 21st birthday. It's been an amazing experience so far and I really enjoy the charter environment. I plan to keep building time and hopefully apply for a type rating scholarship through WAI next year.

**Alison Taylor**, WAI 44224  
Smyrna, Tennessee



**Congratulations to Courtney Bamford and Michael Graham who were recently engaged at 37,000 feet over New Mexico!**

weather. She recently accomplished her night cross-country flight with her instructor from Oshkosh to Milwaukee to Madison. She'll have a busy spring with preparing for her ACT test and her FAA exam and checkride in June when she turns 17.

It will be an exciting couple months coming up. Then, senior year.

Thank you, again, for this very enlightening and unforgettable experience for both of us!

**Jeanne Fenrich**

Winneconne, Wisconsin

### Missed the Conference for a Good Reason

I was unable to come to the conference, which would have been my fourth in a row, and was devastated about it because it's something I look forward to every year. But I assumed my fellow women in aviation would be proud of the reason I wasn't able to come. I took a job a little over six months ago flying the Beechjet 400A and Hawker 800 for a private charter company out of Nashville, Tennessee. At the time of the conference I had a trip to New York City, which was amazing.

I am very proud of this big step in my career, and am very proud to say that it came right after I graduated from Middle Tennessee State University (Air

### Mid-Air Proposal

I am a CFI in Roswell, New Mexico, and on March 1, I boarded a Southwest Airlines flight from Albuquerque to San Francisco to meet up with some friends and tour the Bay Area. On the flight, my life changed in an unexpected way! My boyfriend, who is an air traffic controller in Roswell, New Mexico, proposed to me at 37,000 feet! He stood in front of the airplane on the PA system and asked for my hand in marriage in front of 115 people. Of course, I said YES! It was such a special day that I will never forget. We can't wait to start planning our aviation themed wedding slated for next year!

**Courtney Bamford**, WAI 44326  
Roswell, New Mexico

## Write Us a Letter

Letters intended for publication should be e-mailed to [knelson@wai.org](mailto:knelson@wai.org) with the subject line "Letter to the Editor" or addressed to WAI/Letter to the Editor, 3647 State Route 503 South, West Alexandria, OH 45381. Please include your WAI number, city, and state. All letters are subject to editing. Unpublished letters will not be returned.



## Destination: Dallas!

Mark your calendar and start making plans to join us in Dallas, Texas, March 5-7, 2015, for the next International Women in Aviation Conference. Take part in the educational sessions, network in the exhibit hall, and participate in fun local tours and social activities. More details will be announced in the coming weeks and months, so stay tuned.



Bonnie Kratz



Jean Moffitt

PAULA GRUBB

JOHN RIEDEL

## Volunteer Awards Given During Conference

Each year during the annual conference awards are presented to WAI volunteers who have gone above and beyond. Recently WAI supporter **Buck Hilbert** came forward to create an award that honored his late wife's infectious volunteer spirit and so the first Dorothy Hilbert Chapter Volunteer of the Year award was also presented. Congratulations and thank you to both of this year's award winners!

### SOMETHING TO REMEMBER US BY

A popular stop in the exhibit hall at the conference this year was the time capsule box. Members were encouraged to bring trinkets and "signs of the times" for inclusion in the box, and all conference attendees received a card at registration with some questions to encourage them to share their impressions of aviation today and predictions for the future.

The mementos collected ranged from unique exhibit hall finds to truly unique items like a book signed by FedEx founder Fred Smith. A look at the cards showed an optimistic outlook when it came to opportunities for women in the next 25 years, and several predictions about the role of drones. "Women will rock the world!" one read. Another predicted "an increase of women in aviation, and moon vacations!"

All of the items and cards were carefully packed in a sturdy waterproof container for stowing at WAI headquarters in West Alexandria, Ohio, until the 50th anniversary conference in 2039.



ANDREW ZABACK

### Bruce Baty Volunteer of the Year

Photographer **Bonnie Kratz** was honored with the 2014 Bruce Baty Volunteer of the Year award. Bonnie, WAI 16074, has volunteered her skills at the annual conference and for WAI at other aviation events since 2008. A former EAA staff photographer, Bonnie was a charter member of the WAI Oshkosh Chapter and has led several educational sessions on photography at the annual conference, and also shoots regular assignments for *The Daily* and *Aviation for Women* magazine.

### Dorothy Hilbert Chapter Volunteer of the Year

**Jean Moffitt**, WAI 13965, was presented the Dorothy Hilbert Chapter Volunteer of the Year Award. Jean is treasurer of the Spirit of Columbus Chapter and volunteers her time wherever needed, including helping with the chapter newsletter and sending out meeting invites and chapter updates. She is a true champion for the cause and is always there to support an event that encourages women and young people to become involved in the aviation community. ✈

A special thanks to the volunteer writers and photographers who helped out on *The Daily* during the 25th annual conference. Look for their work in this issue and the months to come!

JOHN SLEMP



## WAI Connect Breakfast at AirVenture



Everyone knows breakfast is the most important meal of the day. The annual Women in Aviation

Connect Breakfast will again kick off the WomenVenture activities at EAA AirVenture Oshkosh, Wednesday, July 30, at EAA's Nature Center Pavilion. Join us and start the day with a hearty meal, networking, socializing, and the opportunity for a little inspiration from some of the most successful women in the industry. Visit [www.WAI.org/events](http://www.WAI.org/events) to register today.

But the fun doesn't end there! Following breakfast women from all corners of aviation and aerospace will gather at show center for the annual WomenVenture photo. The second annual WomenVenture Power Lunch will immediately follow at Theater in the Woods. Tickets and more information on this year's WomenVenture activities are available online at [www.AirVenture.org/womenventure](http://www.AirVenture.org/womenventure). ➔



COURTESY OF BOSE

## 2015 New Member Campaign Off To a Great Start

A new WAI membership campaign kicked off in March at the conference, and one lucky new WAI member went home with the first prize. Bose, also celebrating the 25th anniversary of its aviation headset line, gave away an A20 aviation headset through a drawing of all members who joined or renewed their membership at the 25th annual International Women in Aviation Conference in March. Congratulations to [Kelli Gallagher](#), WAI 59702, from the U.S. Marine Corps, and thank you to Bose for the generous donation.

But wait, there's more! You still have a chance to win an A20 headset of your own, or one of a number of other great prizes—including the grand prize of a 2016 WAI conference registration, airfare, and hotel for two. All you have to do is tell someone new about WAI and have them put your name down on their membership application. You'll get some nifty prizes along the way and be entered into a drawing for the grand prize! See Page 3 for details. ➔

## Survey Results Are In

Thank you to everyone who participated in our post-conference survey. The questionnaire was e-mailed out mid-March to all conference attendees and we received an overwhelming response with great feedback. Over the next several weeks we'll be reviewing the responses and making plans for the 2015 conference. A committee has already begun meeting on ways to improve the fast pass system and accommodate our airline partners who are looking to hire and our members who are looking to be hired, while still preserving the traditional conference experience we all come for.

We appreciate your input and ideas and thank you for helping us improve the conference experience! ➔





PHOTOS BY CHRIS MILLER



The 40th Annual Sun 'n Fun International Fly-In & Expo held April 1-6, 2014, in Lakeland, Florida, lived up to its name, with a week full of activity for WAI and its members in attendance. Many members stopped by the WAI booth in Hangar A to say hi, talk to staff, and find out more about what they can do to get girls and young women involved in aviation. Throughout the week information was shared with show attendees and many new memberships were taken.

Dr. Peggy Chabrian hosted a daily radio show, Women Shine at Sun 'n Fun, from the deck of Sun 'n Fun Radio, featuring guests that included WAI staff members Kerisa Citro, Audra Hoy, and Kelly Nelson, and WAI members including **Barbara Walters-Phillips**, **Matt Zuccaro**, **Kathie Beaty**, and **Carol Vandervliet**. At the end of the week Peggy announced WAI would be a Sun 'n Fun Radio deck sponsor, continuing the organization's support for the great work done there each year.

Saturday morning WAI hosted its annual Connect Breakfast on the grounds, sharing updates on the organization's recent conference, goals for 2014, and other work in progress. The event was capped off with a door prize drawing awarding several attendees a WAI gift to take home, and one lucky attendee—**Olivia Lisbon**—winning a full registration to the 2015 WAI Conference in Dallas, Texas! ✈



ANDREW ZABACK

## New Official Chapters

### Independence (94)

Philadelphia, Pennsylvania

[www.WAI-Independence.org](http://www.WAI-Independence.org)

President: **Barbara Little**

Vice President: **Brienna Henwood**

Secretary: **Kristin Eaton**

Treasurer: **Jennifer Paulson**

Membership Chair: **Kristin Eaton**

Outreach Chair: **Stacy Sheard**

Contact Info: Barbara Little,  
[barbaraelittle@gmail.com](mailto:barbaraelittle@gmail.com)

### Cleveland (95)

Cleveland, Ohio

[www.WAICleveland.org](http://www.WAICleveland.org)

President: **Leah Hetzel**

Vice President: **Catrina Capistrant**

Secretary: **Lori Elling**

Treasurer: **Peggy Cornell**

Membership Chair: **Christie Pastor-Barsi**

Outreach Chair: **Michelle Sawan**

Contact Info: Leah Hetzel,  
[wai.cleveland@gmail.com](mailto:wai.cleveland@gmail.com)



ANDREW ZABACK

## Chapters Shine at the Conference

The 25th annual conference is on the books, and my first conference as a WAI staff member is under my belt. Whew! Thank you to everyone who stopped by the WAI membership booth to say hi and welcome me. It was an absolute pleasure to be able to meet as many chapter members as I did during the conference.

The chapter events held during the conference were a great success, and I'm happy so many of you were able to participate. Things kicked off with the Chapter Reception on Wednesday evening. It was the perfect place to meet and mingle with fellow chapter members. For me personally, it was a very exciting way to kick off the conference. I have e-mailed or spoken with so many of you over the last six months; being able to actually meet you in person was a superb way to start things off.

Thursday morning's Chapter Leadership Workshop had about 60 chapter leaders in attendance. I cannot express enough thanks to our great guest speakers: **Lyndse Costabile**, director of development, Embry-Riddle Aeronautical University, and **Amy Kienast**, president, Yankee Ladies Chapter.



JOHN RIEDEL

**by Audra Hoy**

Many ideas were discussed and questions asked—we all walked away with tasks on our “to do” list!

The How to Start a Chapter session had a large turnout, and multiple people from the same geographical area were able to meet for the first time and already start brainstorming ways to get a chapter rolling in the area. I have to admit, it was like I was a proud mama! I look forward to working with many of you over the next year to help start or strengthen a chapter in your area.

It was also wonderful to see all the chapters showcased in the membership booth area telling attendees about their chapters and the events they do throughout the year. There was lots of interest during the week from attendees wondering if there were chapters in their area—I made “plugs” for many of you!

Please stay in touch with me—any questions, concerns, comments, or even if you just want to say hi! Send me a note at [ahoy@wai.org](mailto:ahoy@wai.org) anytime. I am looking forward to seeing all of you again in Dallas (my hometown) in March 2015! ➔





(L-R): Erica Kaiser, WAI 50002; Abigail Sanders, WAI 56026; Lindsey Floyd, WAI 35700; Jessica Freeman, WAI 53638; Mallorie Stafford, WAI 53824.

### HEART OF GEORGIA CHAPTER

Members of the Heart of Georgia Chapter at Middle Georgia State College-Eastman Campus Second Annual Softball Tournament conducted the chapter's annual fall raffle, raising funds to attend the WAI conference. ➔



### GONE WITH THE WIND CHAPTER

A view from the Delta Sky Deck at the ATL International Terminal is a wonderful thing, particularly on a nice day. The Atlanta Gone With the Wind Chapter gathered recently at Hartsfield-Jackson Atlanta International Airport to visit the new Delta Sky Club and experience the highlights of the International Terminal, opened in May 2012.

The Sky Deck overlooks a very active ramp with views of large (and small) aircraft, and the center airfield at the world's busiest airport. You would expect their group of aviation enthusiasts to lean over the railings to see a Korean Airbus A-380 or a Delta B-747-400, but a surprising number of Sky Club members also were comparing notes on the nuances of the parade of gleaming aluminum.

Chapter members started the tour by removing shoes for the TSA, socialized at the Sky Deck compliments of Delta, and enjoyed the beautiful new terminal at the airport.



(L-R): Cecilia Ernst, WAI 40235, chapter membership director/treasurer; Ruth Faibisoff, WAI 55133; Raquel Schroeder, WAI 55184; Sara Mauer, WAI 47899, chapter president. Anna McKelvey, WAI 56100, is not pictured.

### WOMEN WITH WINGS CHAPTER

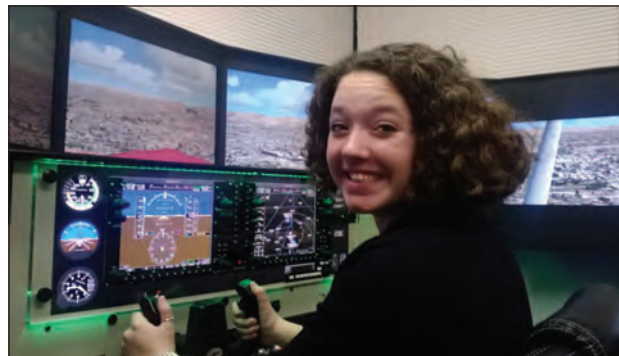
The St. Louis Women With Wings Chapter had a very successful holiday party in January. The large turnout made for a delicious potluck dinner and an entertaining white elephant gift exchange. With the many creative and silly gifts, the membership shared quite a few laughs. In addition, [Anna McKelvey](#), [Ruth Faibisoff](#), and [Raquel Schroeder](#) were awarded the chapter's fall scholarships. ➔

### GREAT SALT LAKE CHAPTER

The Great Salt Lake Chapter recently hosted an afternoon event that brought several girls and women together who are all connected to the transportation industry.

Members of the WTS Northern Utah chapter work with young girls in a mentoring partnership that includes monthly field trips. Their February field trip brought about 20 girls and their mentors to the Westminster College Flight Operations Center so they could learn as much as possible about the aviation side of the transportation industry.

Great Salt Lake Chapter members helped the girls build rockets, showed them how to successfully work the controls of a flight simulator, and took them on a tour of the aviation maintenance hangar where the college's chief maintenance technician showed them around and answered their questions. The event was a huge success and a nice opportunity for WAI chapter members to interact with WTS (Women's Transportation Seminar) chapter members—both organizations are devoted to advancing women in their respective fields. ➔







(L-R): Melanie Rivera, WAI 51046, historian; Pamela Svrdlin, WAI 30054, co-president; and Carlyn Smith, WAI 41788, secretary.

### SAN FRANCISCO BAY AREA CHAPTER

Members of the San Francisco Bay Area Chapter attended the 25th Annual International Women in Aviation Conference in Lake Buena Vista, Florida. ➔



Stephanie Spolar

### CENTRAL FLORIDA CHAPTER

**Stephanie Spolar**, WAI 50449, has been an aviation enthusiast since she could walk, and has idolized Orlando pilot **Lee Lauderback** since first meeting him when she was 4. Stephanie was treated to a special Sweet 16 birthday by spending the afternoon with Lee at Stallion 51 in Kissimmee, Florida, then flying the dual cockpit/dual controlled TF 51 Mustang *Mad Max*. ➔

### SEA TO SKY CHAPTER

The Sea to Sky Chapter recently participated with attendees and volunteers at the 7th Annual Aviation Leadership Forum, at the Fairmont Hotel Vancouver. It gathered a large aviation crowd with the theme *Leading Change Management—From the Ground Up*. Chapter President **Amy Robertson**, WAI 54867, gave a short speech about changes faced and **Marcia Strang**, WAI 6092, was instrumental in bringing the event to life. The chapter was also able to provide a good number of volunteers to support the initiative. A number of fabulous keynote speakers took to the stage to inspire all present and the interactive activities throughout the day really brought everyone together. ➔



Amy Robertson spoke at the Aviation Leadership Forum.

### TSU MAROON TAILS CHAPTER

The Texas Southern University (TSU) Maroon Tails Chapter participated in the 29th Annual Wings Over Houston (WOH) Airshow October 25-27, 2013. This is the chapter's second year volunteering for the Wings Over Houston Airshow. Duties for the TSU Maroon Tails included assisting event organizers and the Commemorative Air Force, in their efforts in setting up the reserved prime view area seating for the Wings Over Houston Airshow. The viewing area was set up in record time and requests have been made for the chapter to assist the WOH organizers for the upcoming show in October 2014. ➔



(L-R): Utitofon Umoh; Blair Ogujiofor, WAI 56836; Anthony Fathabadi, WAI 58607; Sneha Bhavsar, WAI 55773; Gerardo Sanchez; Cheyney Abbott, WAI 53962; Stephanie Fagan, WAI 54322; Major General John H. Bailey II; Erik Cao; Sharon Hudson, WAI 51430; Niko Nkululeko.





Yankee Ladies join Laura Edge after a fascinating presentation.



### YANKEE LADIES CHAPTER

The Southeast Michigan Yankee Ladies chapter recently enjoyed a presentation by author [Laura A. Edge](#). For more than 10 years Laura researched the history of her father's World War II and POW experiences and wrote a book to honor his service and memories. Laura took the chapter on a journey of years of research, how she got documents and photos, and eventually received some artifacts of the aircraft crash site to make her book *On the Wings of Dawn* a reality. ➔



Congratulations to the Louisiana Tech Chapter for winning the Chapter Logo competition by popular vote at the 25th Annual International Women in Aviation Conference. We'll be shipping a WAI pop-up banner with your logo out to you soon for you to use at future events!



### CHICAGO LEADING EDGE CHAPTER

Members of Chicago's Leading Edge recently toured American Eagle's Operations at O'Hare International Airport. They visited the operations tower to meet the folks that conduct the orchestra of jets on a daily basis, and then visited one of Eagle's regional jets for a cockpit tour. The chapter thanks their guide [Hal](#), and member [Maureen Hallacy](#), WAI 2599, for arranging the tour.

Also in February, the chapter held its second annual Bar Trivia Fundraiser at Fitz's Spare Keys in Elmhurst, Illinois. More than 50 people attended. For \$10 at the door, guests formed teams to answer trivia questions for cash prizes. There was also a silent auction with great prizes including a private sailing trip for six, a weekend stay at a lake house in Michigan, a ride in an Extra 300, discovery flights, salon goodies, and much more. More than \$1,900 was raised to go toward scholarships and outreach events for the coming year. The chapter could not have done it without trivia hosts [Rob Delaney](#), WAI 59156, [Nick Zahos](#), and [Matt Berger](#), or their generous sponsors. ➔

## Nelda Lee Retires

Nelda Lee, WAI founding board member and Pioneer Hall of Fame inductee in 2004, announced her retirement from The Boeing Company during the 25th Annual International Women in Aviation Conference. Nelda, WAI 15, started at McDonnell Douglas, which merged with Boeing, where she has been a trailblazer for women in aerospace engineering for 45 years. WAI congratulates her on a remarkable career!



BONNIE KRATZ

## CAREERS

**Linda Davis**, WAI 58705, is working on her private pilot certificate. At 70, she's just starting her training and has found out how much fun going flying is! Also, it's never too late!

**Audrey Fishback**, WAI 53985, recently passed her commercial SEL checkride, and **Zia Safko**, WAI 41906, recently passed her CFII checkride. Both Audrey and Zia are members of the Mile High Chapter in Denver, Colorado.

**Candyce L. Goudey**, WAI 53294, passed her instrument checkride on October 19, 2013.

**Deborah Hersman**, WAI 44399, chairman of the National Transportation Safety Board, left her position as the head of the NTSB in late April to be president and CEO of the National Safety Council. Deborah recently spoke at

the 25th Annual International Women in Aviation Conference, and has been a great friend to WAI. We wish her the best in her new position.



Jennifer Leavens

New Central Florida Chapter member **Jennifer Leavens**, WAI 56790, recently passed her private pilot checkride at Executive Airport (KORL) in Orlando, Florida.

**Wendy Moretz**, WAI 52313, recently passed her instrument checkride and be-

gan work on her commercial certificate.

**Samantha Rawlins**, WAI 53959, passed her private pilot checkride January 1, 2014. Samantha, 18, is a college senior, having skipped four years of K-12 school and starting college full-time at age 14. She is an Aerospace Engineering major at Cal Poly San Luis Obispo.

## Trailblazers of Boeing Honored

The women of Boeing were honored at the Future of Flight Aviation Center & Boeing Tour on March 15, 2014, with a book signing and luncheon event to celebrate the publication of *Trailblazers: The Women of the Boeing Company*. The author and many of the women featured in the book participated in the events and a panel discussion on what has inspired them over the decades.

Among the women honored were WAI members and Pioneer Hall of Fame inductees including **Patricia Beckman**, WAI 17; **Suzanna Darcy-Hennemann**, WAI 42914; and **Nelda Lee**, WAI 15.

The book is available for purchase at [www.WAISTore.org](http://www.WAISTore.org).

## DOROTHY SAUL-POOLEY BECOMES MASTER OF THE HONOURABLE COMPANY OF AIR PILOTS

Dorothy Saul-Pooley, WAI 39411, was recently invested as master of the Honourable Company of Air Pilots, marking the first time a woman has led the 85-year-old organization. The Honourable Company of Air Pilots, formerly known as the Guild of Air Pilots and Air Navigators, is one of the world's longest-established independent pilot organizations.

"I am, of course, deeply honored to take on this role," Dorothy said. "To be elected to lead one of the world's premier aviation organizations is a humbling responsibility, yet an immense privilege. Some may want to take something of the fact that I am the first woman to take on the role, but I think that this is merely a sign that it simply doesn't matter whether a pilot is a man or a woman. We have seen women succeed as fighter pilots, airline captains, astronauts, and test pilots. I hope my year as master will help emphasize that aviation is a career for all, while the Air Pilots also continues to promote the highest levels of professionalism, training, and safety practices around the world."

Dorothy was a keynote speaker at the 25th Annual International Women in Aviation Conference in Lake Buena Vista, Florida, in March.



## PASSAGES

**Mary "Maggie" Maga Haynes**, WAI 50938, inducted into the WAI Pioneer Hall of Fame in 2012, died February 23, 2014, at St. Thomas Midtown Hospital in Nashville, Tennessee. Mary was one of the U.S. Navy's first female aircraft mechanics. She trained and served during World War II as an Aviation Machinist Mate. Besides doing maintenance on aircraft on the night shift, she also performed line handling services such as driving trucks, parking, fueling aircraft, and lighting the black smudge pots used at that time to light the runways at night. ➔



## CFI TIPS



MEG GODLEWSKI

*I've just enrolled in a Part 141 flight school. My intention is to fly for the airlines. My CFI told me that I could accelerate my training by moving back in with my parents, because it would help cut expenses. I'm 23 and I've been out on my own for about four years now. I have an associate degree*

*in business administration and I am working full time, but plan to work part time to have more time to fly and study. Any suggestions on how to broach the subject with my parents?*

Will your parents be okay with your moving back home? Can they afford to have you move back in? Will they charge you rent? If they agree to let you move back in may I suggest you draw up a contract outlining a proposed schedule for the acquisition of your private, instrument, and commercial certificates, along with an agreement to pay them back for their expenses during this time. You might suggest that you will pay them back within five years of getting your commercial ticket in a percentage directly proportional to your income. If they see you are serious about this, they are more likely to help out—if they can.

*My 14-year-old daughter has expressed an interest in aviation. Is she too young to start taking flying lessons?*

There's no minimum age for starting flight lessons, but she will have to wait until her 16th birthday to solo. I recommend that she initiate contact with a CFI. Flying is a grown-up activity, and she needs to demonstrate enough maturity to make the arrangements on her own. She'll likely appreciate it more too!

*I just earned my CFI ticket and I'm looking for a job. I want to fly as a corporate pilot. I have just 300 hours now, so I have a long way to go before I'm employable in the corporate world. What should I be looking for in a first job?*

There are several things you should consider when applying for a job as a CFI. How is the weather in the area? Is there an instrument approach into the airport? Will you be able to fly year-round? How large is the fleet? How is the maintenance? Does the school have complex and multiengine airplanes? Will you be required to pay for your standardization training and aircraft checkouts? How much of a student load will you have? Will you be paid for both ground and flight time? And finally, when you do interview at the business, ask yourself if you can see yourself working there for at least a year. ✈

.....  
Meg Godlewski, WAI 8165, is a Master CFI and active flight instructor. She also writes for [www.GeneralAviationNews.com](http://www.GeneralAviationNews.com).



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## GENERAL AVIATION NEWS

**G**eneral Aviation News of today would be hard to recognize from its start in 1949. Along with a twice monthly newspaper delivered to nearly 30,000 readers all over the United States, we host the obligatory website ([www.GeneralAviationNews.com](http://www.GeneralAviationNews.com)), a small but growing e-newsletter (*The Pulse of Aviation*), produce the official daily newspaper of the Sun 'n Fun Fly-In (*Sun*

*'n Fun Today*), and track more than 600 residential airparks via [LivingWithYourPlane.com](http://LivingWithYourPlane.com).

What remains similar today to our roots is our focus on the owner/pilot. Today we call it the “grassroots.” Back in the 1940s and 1950s our focus was on the airport as the hub of aviation and the many entertaining personalities that call an airport home. Today little has changed in that regard.

*General Aviation News* tells stories of the build, the rebuild, the learn to fly at all costs, and more—all centered around the person (or people) that make it possible.

We are a family business. Have been since Mom and Dad (Mary Lou and Dave Sclair) bought *Northwest Flyer* from Jack Brown in 1970. While Dad was out front writing stories and selling advertising, Mom ran the back office. As anyone with operations experience will tell you, nothing happens if the back office isn't working. And work it did.

Living on a residential airpark in the 1970s and 1980s, Mom raised us kids, ran a business, and learned to fly. While Mom never took her checkride, she completed everything else. Her desire wasn't to be a pilot, but to be a capable copilot. An interesting observation as I write this more than 30 years later.

Initially following, then far exceeding Mom's footsteps, my

sister Robyn went on to become an accomplished writer, business manager, and pilot. Within the “family business” she operated the sales team, then a fleet of writers as managing editor. A pilot since 1977, just after graduating high school, the flying bug bit hard. Robyn left (sort of) *General Aviation News* to pursue her goal of being a professional pilot. While winding her way through the myriad charter operators and regional carriers, finally landing at FedEx as a MD-11 pilot, she remained involved in *General Aviation News* at a high level.

Beyond the Sclair family, *General Aviation News* is populated with many a woman. Our editor is Janice Wood. While not a pilot, she wrangles a diverse and far-flung group of pilot writers to produce a topical and entertaining publication. Meg Godlewski is our staff reporter and resident Master CFI. An active instructor and prolific writer, Meg's contributions to *General Aviation News* specifically and general aviation in general are hard to cata-

log. Kathleen Madsen is our business office. With us since the mid-1980s, Kathleen has done it all. Written, sold, and managed. In fact, she met her future husband when he came into our office to place an ad for his plane.

From the start of Women in Aviation, International, Mom insisted *General Aviation News* play a part. If not among the first members, we joined early on, and remain corporate members to this day. We've enjoyed watching WAI's influence grow over the years.

Here's to our collective roots—but I can't wait to see what grows tomorrow. ➔

.....  
Ben Sclair, WAI 4006, is publisher of *General Aviation News*, a pilot, a father of three, and a husband of more than 19 years.



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

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## INNOVATIVE ANTI-THEFT BAGS AND COMPRESSION SOCKS

**A**s a frequent traveler, being a road warrior is tough enough without worrying about my bag being stolen, my ID lifted, or my passport getting lost. The challenge has been to find travel-worthy bags that stand the test of time: They must be durable, practical, and incorporate the latest in technology. Most of all, they must be travel easy. Every once in a while a company

comes along with that unique combination of innovation, functionality, and style that screams that they really care about both their products and customers. It is even better when products come in neutral colors—not begging for attention but can still accent a basic black traveling wardrobe.

Travelon ([www.TravelonBags.com](http://www.TravelonBags.com)) is just such a company and I find it difficult to dial down my enthusiasm for its innovative line of products. They recognize changing market conditions and quickly interpret this insight into quality products for the traveler. Founded more than 30 years ago, they are an industry leader of more than 400 branded travel products and accessories designed to make the travel life a bit easier and a lot more secure.

I recently travel-tested Travelon's anti-theft signature tote (\$90) and its anti-theft signature slim pouch (\$40). I also put a pair of compression travel socks to the test (\$20). Here's what I found out.

### Anti-Theft Signature Line

The stylish design and functionality of the anti-theft signature tote and slim pouch are crafted with the frequent traveler in mind. Great for traveling around town and even far-away places, the tote and slim pouch incorporate modern technology to fend off high-tech thieves. Surprisingly, they are lightweight and, I suspect, waterproof because of the durable nylon construction.



**Many items increasingly have an RFID tag and can be read at a distance without your knowledge. This enables an individual with an inconspicuous reader to gather sensitive data about you without your consent.**

I ordered both bags in “truffle”—an inconspicuous color that goes with everything. Each bag incorporates slash-proof body panels, locking compartments, cut-proof straps, and RFID blocking slots. The tote has two exterior pockets with a heavy-duty zipper to keep contents within. An exterior zippered side pocket expands for a beverage, but I use mine for easy access to cellphone and sunglasses. The tote opening is secured by a lobster claw swivel clasp that hooks to a heavy-duty zipper. The coupled closure recesses into the bag for extra protection.

Inside contents depend on where I'm going. Usually, I have a pocket camera, tablet, change of clothes, extra pair of compression socks, meds,



as well as my matching slim pouch. Once at my destination, I use the slim pouch to travel lighter: sunglasses, cellphone, credit cards, and ID.

I love the clipped miniature LED light inside each bag. What I miss is not having an inside key clip for my electronic key fob. I would also like another side pouch for my sunglasses and cellphone. That way, I can free up the other one for my water.

### Why RFID?

You may or may not realize that many items increasingly have an RFID tag and can be read at a distance without your knowledge. This enables an individual with an inconspicuous reader to gather sensitive data about you without your consent. All U.S. passports since 2007 contain RFID tags with passport information and a digital photo of the passport holder and in theory the tag can be read when passed near a reader. It can even be read if covered or inside a case. The Travelon RFID-blocking products block transmission of information when cards are inside the product or pocket, preventing unauthorized access.

### Compression Socks for Travel

Tough for me to say, but I wear compression socks for long flights. I love my Travelon compression socks and the fact they come in black. No one really knows I am wearing compression except for me. The reward is that when I land there is no swelling at the ankles or feet. I even pack an extra set in my carry-on bag.

They are usually recommended for those who fly frequently, spend time on their feet, sit for prolonged periods, are pregnant, or have circulatory issues. Worn as a preventative measure, they help reduce swelling to the feet and ankles, which can be caused by inactivity, gravity, and cramped seating. Studies have shown that economy class travelers on long airplane flights are at risk for developing blood clots in their legs (deep vein thrombosis) due to many of the above conditions. A clot can then travel to the lungs and may be fatal. Make sure you have no contraindications to wearing compression socks by checking with your doctor first. ✈

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



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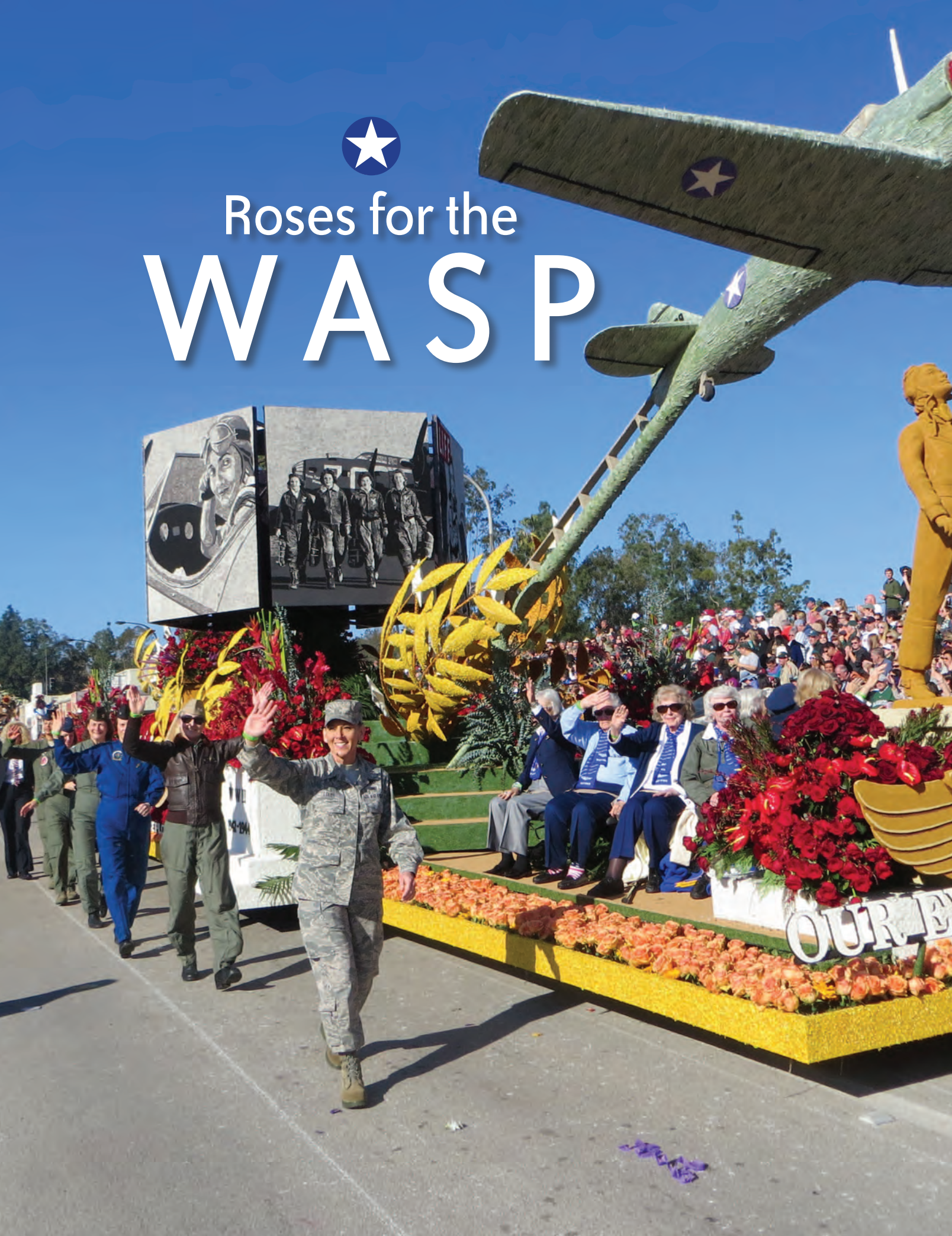


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# Roses for the WASP







## Our Eyes Are on the Stars

The first thing you noticed walking into the hangar was the smell. Not the oil and avgas pilots are used to, but the unmistakable scent of flowers. Millions of beautiful, fresh

**by Katherine Sharp Landdeck, Ph.D.**

flowers. The fact that we were there at all, at Fiesta Parade Floats in Irwindale, California, was a bit of a miracle. And to be there with the Women Airforce Service Pilots (WASP) of World War II, to celebrate their history and their legacy with this Rose Parade float on New Year's Day, was amazing.

Just a year ago friends and supporters of the WASP, represented by the nonprofit group Wingtip-to-Wingtip Association, imagined that they should have a float to celebrate the WASP in the 2014 Rose Parade. There was no money and very little time, but a core group of people believed in the project and were determined to make it happen. We spent the summer and fall working with Fiesta's Tim Estes, a pilot himself, who worked with us despite knowing we were not sure how we were going to pay for it.

The question of design was a serious and complicated one. Tens of millions of people globally would see the float on New Year's Day. We had to decide what message we really wanted people to understand about the WASP and who they were/are, what they did during the war, and why they are important today. People would have only a minute to see the float and get our message. We had to be clear, we had to be accurate, and we had to do it all in flowers.

Our design committee worked hard with our builder to tell the most important parts of the WASP story. Standing tall at the front of the float



PHOTOGRAPHY BY ROBERT ELLWOOD



is the well-known statue of the WASP trainee, the original built by WASP Dorothy Swain Lewis, WAI 8114. Her statues stand at the United States Air Force Academy, the U.S. Air Force Museum, the WASP Museum in Sweetwater, Texas, and a few other places. We lost our dear Dot in the fall of 2013, so it was especially poignant to have her statue on the float. The statue represented all 1,870 women who entered the WASP training program with the dream of one day earning her silver wings and flying for her nation.

Dramatically flying off the front of the float is AT-6 Texan No. 254, modeled after a specific plane that the WASP flew while training in Sweetwater. The selection of the plane type was most contentious among the design committee. Some wanted the many pursuits WASP flew during the war—perhaps a flight of P-51s and P-38s zooming overhead. And some wanted the bombers the WASP flew—B-17s, B-24s, and B-25s all lumbering down the streets of Pasadena. These would all help demonstrate the complexity and depth of flying the WASP did during the war and in a dramatic way. In the end we decided the AT-6 was the best choice. One obvious reason was money—we simply could not afford to have several planes flying off of the float as some in our group had hoped. And while only a couple hundred of the WASP had the chance to fly the



## The WASP

The Women Airforce Service Pilots (WASP) was a paramilitary aviation organization of female pilots employed to fly military aircraft for the U.S. Army Air Force during World War II. More than 25,000 women applied to join the

WASP, but only 1,830 were accepted, and only 1,074 passed the training and joined. They flew every type of military aircraft, ferrying them from factories to military bases.

Considered civil servants of the Army Air Forces, the WASP were disbanded in 1944. After a long battle for recognition of their military service, the WASP were granted veteran status in 1977, and awarded the Congressional Gold Medal in 2009.

pursuits and bombers, the AT-6 Texan is a plane flown by every WASP and so we felt it was most representative.

Other features of the float told different parts of the WASP story. The silver wings, which the women wore so proudly, had a place of honor on the very front of the float. Thirty-eight stars flanked each side of the float, representing the 38 women who were killed during the war. A rotating hexagon revealed pictographs, each taking hundreds of hours to put together, telling a part of the story. Nancy Love and Jacqueline Cochran, the leaders of the WASP, each had a panel. Fifiella, the feisty WASP mascot, had her own panel as well. Two images were of WASP with their planes, and the final was of the well-known summer 1943 *Life* magazine cover that featured WASP Shirley Slade in her braids. The Congressional Gold Medal that the WASP received in March 2010 had a place on the float as well.

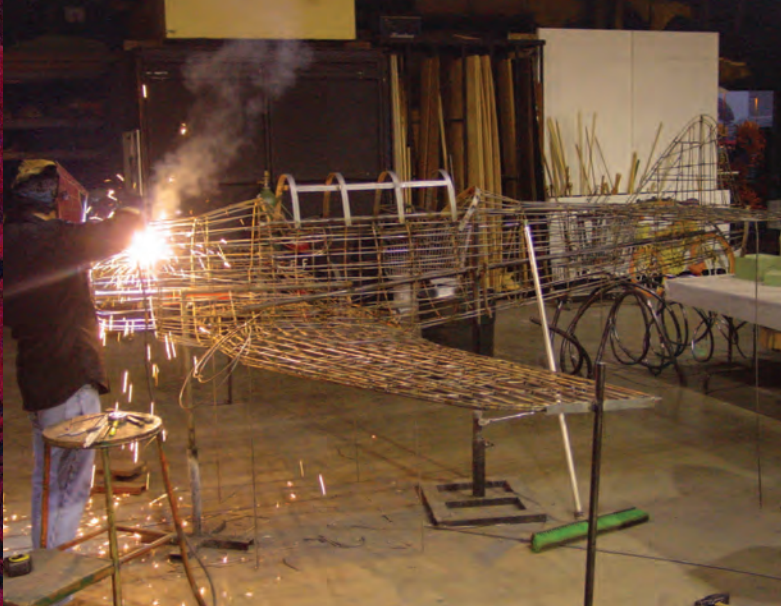
The basic design was in place by the summer of 2013, but our big struggle was money. The federal government's sequester was in place and the pocketbooks of traditional WASP supporters were drawn tight. No major donors were stepping forward and it was beginning to look like our grassroots efforts were just not going to be enough. By October we were sadly realizing it simply wasn't going to happen. We drafted a letter to send to the WASP, reporting our failure. Then the miracle began.

*The Washington Post* had a pre-Veterans Day article telling about the WASP and their hopes for a



**Above: We had a bit of a lull mid-parade (20 minutes!) as a broken float ahead of us was towed out of the parade route. People came out of the crowd to say hello to the WASP and we had some time to pose for pictures. Shown here are walkers Trish Beckman, Carol Sikiber, Kimberly Scott, Suzette McComas, and Lucy Young. Below: Trish Beckman, WAI 17, carrying the commander wings of Jill Long, WAI 41315, who couldn't be there.**





## Decorating the Float

**A** unique feature of the Rose Parade is the requirement that all floats be made of natural materials. The materials used to create the WASP float reveal the skilled artistic ability of the float builders. The black and white images were crafted in onion seed, poppy seed, and crushed sweet rice. The color image of Finella was crafted of fresh floral materials including sinuate statice, red ilex berries, and yellow strawflower petals. Each of the seeds and berries was painstakingly glued on to create the 6-foot by 7-foot portraits. They took hundreds

of hours of dedicated volunteers who were proud to be working on the WASP float. It was a kind of “paint by number,” only with tiny seeds.

The WASP trainee statue was covered with golden clover seed. The Congressional Gold Medal and the WASP wings were crafted with delicately cut gold and yellow strawflower petals. The AT-6, complete with spinning propeller, was stunning and was carefully covered with silver-leaf protea leaves to mimic the look of stainless steel, and had accents of red carnations. More than 15,000 red Freedom roses ran the length of the float, each placed on the float two nights before the parade so they would be fresh for the judging on December 31, and for the parade on January 1.

**The welder at Fiesta Parade Floats, top right, builds the frame of the AT-6 that flew above the float. He was working on it in late October—a leap of faith for our builder as we still did not have enough funds for our first down payment. The other photos show details of flora displays and pictograph on the float while still in the hangar.**





## Wingtip-to-Wingtip

Wingtip-to-Wingtip Association is a 501(c)(3) nonprofit established in 2008 to support the WASP and their families, share the WASP story, and preserve their legacy. It is made up of WASP family and friends who believe in this mission. Wingtip was the official sponsor of the WASP float, "Our Eyes Are on the Stars," in the 2014 Rose Parade. Go to [www.WASPFloat.com](http://www.WASPFloat.com) for more information about the float and to donate, or visit [www.Facebook.com/WASPRoseFloat](http://www.Facebook.com/WASPRoseFloat) for more pictures and videos.



float. Then WASP Mary Nesbitt Hearn learned that we were about to pull the plug and she asked us not to. She and her family donated \$50,000 to encourage us. Between the donations we had started receiving thanks to the *Post* article and Mary Hearn's generosity, we had just enough to give us the down payment we needed for our builder to begin building. And build he did. In about seven weeks Tim Estes and his crew went from drawing board to driving the float down Colorado Boulevard covered with roses.

And sitting among those roses were the reason we took on this crazy idea in the first place. The women of the WASP came to Pasadena. Volunteers who had spent hundreds of hours working to build the float finally had a chance to meet the women they built it for and humbly shake their hands and pose for pictures. Every WASP had a chance to climb up on the float, and each had a chance to sprinkle crushed walnut on the floor of the float, a final act of ownership and fun.

Eight WASP rode the float in the parade, but many more wanted to. Once we realized we were really going to have a float we had only six or seven weeks to make plans. Being a part of the Rose Parade is a bit of an arduous adventure, arriving at the parade by 6 a.m., waiting several hours in the early morning cold for it to begin, and then traveling the more than 5-mile route waving to nearly a million people cheering alongside the roads. But 16 WASP made the trip to Pasadena and we had to draw names to decide who the lucky eight would be. They included Alyce Rohrer, WAI 48086; Flora Belle Reece; Margot DeMoss; Shirley Kruse, WAI 47440; Marty Wyall, WAI 312; Lois Bristol Young; Virginia Lee Doerr; and Florence Mascott, WAI 55162.

The WASP did not travel the parade route alone. Part of the story we wanted to tell with this float was that of their legacy. Readers are no doubt familiar with the fact that the WASP were disbanded and sent home from the war in December 1944, and no women flew for the U.S. military again until the 1970s. We wanted those watching the parade to recognize the connection between the WASP and the military women and female pilots of today. So as part of the float we had 14 women walk alongside them to represent the WASP legacy. It was a diverse group. Some of the walkers were those first women to fly for the military in the 1970s—the direct descendants of the WASP. A group of Navy women included Joellen Drag Oslund, the fourth woman to earn naval aviator wings and the first helicopter pilot in 1974; Lucy Burwell Young, WAI 764, the 14th woman to earn her Navy wings in 1977, and a US Airways pilot; Carol Skiber, WAI 2536, the 41st woman to win her Navy wings in 1980, and a Southwest Airlines pilot; and Trish Beckman, WAI 17, one of the first women to qualify as a Navy flight officer and attend test pilot school. Other walkers included US Airways pilot Connie Tobias; Southwest Airlines pilot and retired Utah Air National Guard Reservist (and senior refueling boom operator) Suzette Umphrey McComas, WAI 4884; U.S. Air Force Reserve retired officers Sandra Opeka, Nancy Sumner, and Wendy Cooper; and still active reservist Gina Louis, WAI 42022. Also important to the story was Kimberly Scott of the U.S. Air Force, an Academy graduate and combat veteran, and current Alaska Airlines pilot. Active duty U.S. Air Force pilots Jennifer Cress, AWACS pilot and combat veteran, and Samantha Weeks, former U.S. Air Force Thunderbirds pilot and combat veteran, rounded out the group. The women were humble about their own accomplishments, their own barriers overcome, and were proud to walk alongside the WASP telling the story of the past, present, and future of women in aviation and women in the military.

The day of the parade was perfect—sunny and 80 degrees. Nearly a million people crowded the streets of Pasadena to watch the parade. Watching the crowds greet the WASP was breathtaking. As they realized who the women on the float and walking alongside it were, they stood, cheering, waving, and saluting. The Tournament of Roses officials felt the same about the WASP float and gave it the prestigious National Trophy Award for greatest representation of American life past, present, or future. And that is just what the WASP story gives us all. A chance to know a group of women who took their chance to fly and defend their nation and giving all women who came after them someone to look to and say, "They did it; so can we." The Wingtip-to-Wingtip Association is still fundraising for that final \$50,000 to pay for the WASP float, but we are all grateful for the WASP allowing us to tell their story, share their legacy, and be a part of their day of roses. ➔

.....  
Katherine Sharp Landdeck, Ph.D., WAI 1610, is vice president of Wingtip-to-Wingtip Association, associate professor of history at Texas Woman's University, and has been studying the WASP for more than 20 years. She is currently completing a book, which follows the WASP from the 1920s to the present.







# Celebrating 25 Years



It was truly the biggest ever, with more than 4,500 people at Disney's Coronado Springs Resort in Lake Buena Vista, Florida, to help Women in Aviation, International celebrate the 25 years of conferences that connect and empower women with a passion for flight.

More women than ever turned out for the event, held March 6-8, 2014, and a record number of girls participated in the third annual Bring Your Daughter to the Conference Day.

"Our members came out in full force for our 25th anniversary conference, and we signed up a lot of new members," said Dr. Peggy Chabrian, WAI president and founder. "I could never imagine the size of this conference back 25 years ago at our first one in Prescott, Arizona."

## COMMEMORATING OUR PAST

What's a birthday party without cake? Our 25th anniversary celebrations kicked off during Thursday's Opening Night Reception with Dr. Peggy Chabrian and Disney's own Minnie Mouse dressed in a flight suit welcoming attendees to the conference. The local Southwest Middle School Chorus sang "Happy Birthday" as the crowd was served birthday cake in the Coronado Ballroom.

In the exhibit hall was a time capsule that rapidly filled with commemorative goodies from exhibitors and attendees—signs of the times to serve as a reminder of what the aviation industry was like in 2014 when the capsule is re-opened in another 25 years.

And on display inside the exhibit hall was a fantastic memento from the very first conference—a banner brought to Prescott in 1990 (and several years after) and signed by early conference attendees.



Dr. Peggy Chabrian, Amy Carmien, and Wally Funk are the only three people to have attended all 25 WAI conferences. Here they are holding a banner Amy brought to the very first conference featuring signatures of many early conference attendees.



The Southwest Middle School chorus sang "Happy Birthday" to WAI at the opening reception Thursday night.





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### 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  
Regional Airline Association





## INSPIRING SPEAKERS

The general sessions, luncheon, and banquet were all fantastic parts of the annual conference bolstered by an array of inspiring and informative speakers.

New this year was a special Thursday night presentation, open to the general public, by former SR-71 pilot Brian Shul.

Friday's general session, sponsored by The Boeing Company, featured Joy Bryant of the Boeing Space education division. Joy shared highlights from the history of female aviators and what they've achieved through the years. Dr. Peggy Chabrian shared a series of photos from early conferences and the story of how WAI started. Barbara Barrett—an aviation policy official, pilot, and astronaut who also attended the first WAI Conference—also spoke, sharing an overview of her own career and other career opportunities in the aviation industry. NTSB Chairman Deborah Hersman shared information on the NTSB's mission and a nod to the 100th anniversary of commercial flight this year. Cape Air President and Chief Administrative Officer Linda Markham wrapped up the session, sending attendees off to the day's activities inspired.

That afternoon during the luncheon sponsored by United Airlines, attendees were treated to a presentation by astronaut Eileen Collins, the first female space shuttle commander. Eileen shared anecdotes from her career and advice for young women charting their own career paths.

On Saturday the general session sponsored by FedEx Express featured Nagin Cox from NASA's Jet Propulsion Lab sharing the successes of the Mars rover program. Dorothy Saul-Pooley, first female master of the Guild of Air Pilots and Navigators in London, shared her experiences learning to fly 25 years ago and the drive and determination it required of her after her first flight instructor told her to quit. FAA Deputy Administrator Michael Whittaker also took the stage and spoke some of his career and also his predictions for aviation's future, including drone use. Mariola Ziolkowski, president of the WAI Deutschland Chapter and general manager of MT Global Experts, closed out the session with a presentation on a traveling photography exhibit on women in aviation that she has been shepherding throughout the world over the last year.

Closing out the conference at Saturday's banquet sponsored by Airbus Americas and Delta Air Lines, jet dragster driver Elaine Larsen shared her incredible journey down a nontraditional career path and offered her own advice for the road less traveled.







PAULA GRUBB



PAULA GRUBB

Linda Markham



BONNIE KRATZ

Dorothy Saul-Pooley



PAULA GRUBB

Nagin Cox



Eileen Collins



Elaine Larsen

Women in Aviation  
INTERNATIONAL

BONNIE KRATZ





**TOURS**

Local aviation tours are always a fun way to get a little something extra with your conference experience, and this year did not disappoint. On Wednesday a group bused out to the nearby Fantasy of Flight museum to tour the facilities and visit not only the aircraft on display but also see what was hanging out in the restoration shop. On Thursday one group set out for the Kennedy Space Center to explore this popular attraction, and another headed to Embry-Riddle Aeronautical University's Daytona Beach campus to learn more about its offerings.







JOHN RIEDEL



PAULA GRUBB

## VOLUNTEERS

The annual conference could not happen without the hard work and dedication of many volunteers. More than 400 attendees volunteered their time during the event and served more than 1,986 hours (that's 82.75 days!) combined. Thank you to everyone who gave of their time before, during, and after the conference to make it a success.



JOHN RIEDEL



BONNIE KRATZ

## EDUCATION

More than 50 educational sessions were presented over three days, with topics for every kind of aviation enthusiast. Members availed themselves of maintenance training, an educators workshop, a leadership workshop, and two professional development seminars. And throughout the event, there were opportunities for networking and learning for all.



PAULA GRUBB



JOHN RIEDEL



BONNIE KRATZ



PAULA GRUBB



**Bear Ride accepted for her sister.**

## PIONEER HALL OF FAME

In addition to the bustling exhibit hall, information-packed educational sessions, and ample networking opportunities, four women were inducted into WAI's International Pioneer Hall of Fame. Honored this year were Dr. Nancy Currie, NASA astronaut and mission specialist on the International Space Station; Beryl Markham, the first woman to fly solo across the Atlantic from east to west and author of aviation classic *West With the Night*; Dr. Sally Ride, NASA astronaut and the first

American woman in space; and Sheila Scott, a British pilot with more than 100 records, trophies, and awards.

"We honor these women so that their names and accomplishments are never forgotten," said Dr. Peggy Chabrian, WAI founder and president. "These are women who didn't just set new records of achievement, they opened the door for other women as well."

## SPIRIT OF FLIGHT

The National Aviation Hall of Fame (NAHF) has honored Women in Aviation, International with its Milton Caniff Spirit of Flight Award. The purpose of the award is to recognize a group or organization for its exceptional contributions to the advancement of flight.

The NAHF made the announcement of the upcoming award at the WAI Media Breakfast held during EAA AirVenture Oshkosh 2013, but formally presented the award at the luncheon during the annual conference.

BONNIE KRATZ



**Pioneer Hall of Fame inductee Nancy Currie**

**Ron Kaplan, executive director of the National Aviation Hall of Fame, presents the Milton Caniff Spirit of Flight Award as Eileen Collins, Betty Darst, Peggy Chabrian, and Bill Harris look on.**







## INTEGRITY

Honesty, transparency and fairness are essential. These traits must guide our decisions, behaviors and operations. High ethical standards are expected of every member of Flight Operations.

### FAST PASS TO SUCCESS

Airline hiring briefings were a much anticipated addition to the conference this year, and they were well-attended throughout the event. It's a good sign, because it means there's a sense of optimism surrounding pilot hiring, and while requirements to become a pilot remain highly competitive, the general feeling about the future of the airline industry is one of excitement.

You're probably aware by now that last year's WAI conference made headlines for the never-ending lines to see an airline recruiter. There were photographs of lines out the door and stories of long wait times. And while we all love that the airlines are beginning to hire again, nobody wants to stand in line all day!

WAI recognized the need for a change and worked hard to make it easier for attendees to connect with airline recruiters. To do this, airlines this year offered hiring briefings throughout the conference to provide hiring news and answer general questions, making it easier for members to get the basic information without waiting in line.

And this year's conference attendees were the first to use a new fast pass program, which allows WAI members to grab a specific date and time to see a recruiter for some one-on-one time. Each airline predetermined the number of fast passes it was able to offer depending on how many people they were capable of seeing at the conference.

And there seems to be good news! Whether there is an actual pilot shortage or not, the pilot hiring trend looks hopeful this year, with most regional airlines hiring as well as many national carriers and majors. Southwest, for example, says while the airline's growth is slow, the company does expect to continue hiring into late 2014 and beyond.

In addition to Southwest Airlines, JetBlue, Delta, United, American and US Airways have said they are hiring pilots, although they warn that the competition among pilots is still strong when it comes to total time and experience. JetBlue expects to hire 350 pilots in 2014 and an additional 300 to 400 pilots per year in the future.

At least one thing remains the same: Pilot recruiters are all looking for candidates with strong leadership skills, community service, and overall, someone who is a "good fit" for the company. And according to Bonny Simi, vice president of talent at JetBlue, face time is extremely important when it comes to getting a foot in the door, making the fast pass a valuable option for conference attendees this year.

—Sarina Houston, WAI 16553





## FROM A GIRL'S PERSPECTIVE

When I arrived at the 25th Annual International Women in Aviation Conference in Orlando I couldn't believe how many people were there. I hadn't been sure what to expect because the last time I went to the conference was 12 years ago when I was only 1 year old. I was especially amazed at all the people from other countries. My mom and I walked into the opening reception when they were announcing all the different countries, and there were people from Nigeria, Australia, the United Arab Emirates, the United Kingdom, Finland, and lots more.

One of my favorite parts of the conference was the exhibit hall. I loved all the little trinkets, and there was so much to look at. I got to look at the Pratt & Whitney booth and one of the ladies there told me all about how much fun engineering is, and what a great career it is.

Going to the robotics talk was amazing. When I was 5 years old, my favorite movie was *Roving Mars*, so when Nagin Cox showed a slide about the Mars rovers *Spirit* and *Opportunity*, I was pretty excited. When she said that she was watching when *Spirit* took its last test drive on Earth, I was totally shocked. Her talk was one of my favorite experiences at the conference, but I did love my mom, Kristy Kiernan's, talk too. She led a panel called "Making It Work: Career, Family, Priorities." I was the helper, so I handed out papers with information about the panelists and collected the cards that had people's concerns or ideas about the topic. I think it went really well, and it was cool to see my mom helping all these other people by putting together the panel of amazing women.

I also really enjoyed Daughter Day. My mom and I got to help out by handing out the nametags for everyone. After that, we went to do some of the activities, like a sectional chart scavenger hunt, air traffic control simulation (which I was terrible at), and a flight simulation (which I was not so great at either). We managed to see the last few minutes of the career panel, and then went to look at the college booths. I'm still in eighth grade, so I've got a while before college,



The author meets Elaine Larsen and asks for a photo.

but it was still cool to see all the different options. I've been mildly obsessed with Parks College ever since I talked to the people at that booth. Right afterward, we had lunch and got to listen to Elaine Larsen, a drag racer, who was really amazing and funny. Near the end of the talk, my mom had to meet with her panelists so I was on my own, but I ran up to get a picture with Mrs. Larsen. Since I've been shy and introverted for most of my life, I was kind of amazed that I actually asked for a picture. As you can see, someone took the picture, and Elaine was really nice.

Before the conference, I had no idea what to expect, and I didn't know if I would like it. But by the end, I had seen tons of different aviation careers, heard thousands (maybe not that many...) of flight stories from my mom's old friends, and realized how much support there is for women in male-dominated careers. This conference was the living version of a quote that appears on all my classroom walls: "Shoot for the moon. Even if you miss, you'll land among the stars." I can't wait to go the conference next year, and I hope to see you there too!

—Abby Kiernan

This year's Daughter Day had a record number of participants—more than 250 girls!







BONNIE KRATZ



JOHN RIEDEL



ANDREW ZABACK  
ANDREW ZABACK



PAULA GRUBB



ANDREW ZABACK  
PAULA GRUBB



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## CONGRATULATIONS TO OUR 2014 SCHOLARSHIP WINNERS!

### Aero Femme (Girls Fly Too)

**April Erhardt**, Alaska  
**Brianna Eckler**, Washington

### Airbus A320 Type Rating Certificate Scholarships

**Tandy Westmiller**, Texas  
**Jennifer Byrne**, Ohio

### Airbus Leadership Grant

**Loise Mwangi**, Kenya

### Aircraft Dispatcher Certification Course (Airline Ground School)

**Tamiko Ueda Heuer**, Kentucky

### American Airlines and American Eagle Engineering Scholarship

**Katelyn Demyan**, West Virginia

### American Airlines Aircraft Maintenance Technician Scholarship

**Geoff Locke**, Michigan

### American Airlines Veteran's Initiative Scholarship

**Kerry Sheridan**, Florida

### Anne Bridge Baddour Aviation Scholarship

**Jessica Lowery**, Louisiana

### AOPA Student Pilot Scholarship

**Alyssa Mae Celone**, Connecticut

### ATP General Aviation Maintenance Scholarship

**Carmen Coipel**, Michigan

### Beyond and Above Corporate Flight Attendant Training

**Tawney Buttler**, Illinois  
**Melody Alesi-Pazian**, New York

### Boeing Company Career Enhancement Scholarship

**Lorna Christian**, New York  
**Loise Mwangi**, Kenya

### Bombardier Learjet 45 Type Rating Scholarship

**Tanya Gatlin**, Colorado

### Bunny M. Connors Memorial Scholarship

**Melissa May**, Wisconsin

### CAE SimuFlite Citation Corporate Aircraft Training

**Kristine Parrish**, Washington

### Candi Chamberlin Kubeck Award (NIFA Foundation)

**Blake N. Schuette**, New Jersey

### Changing the World

**Jennifer Cooney**, Massachusetts

### Christine Reed Memorial Flight Scholarship

**Jessica Koeppen**, Virginia

### Cochise Community College/ Northrup Grumman

**Patricia Espinosa**, Arizona

### Dare to Dream Scholarship

**Brenda Alarcon**, California  
**Susan Tuddenham**, United Kingdom

### Dassault Falcon Jet Corporation Scholarship

**Cassandra Ketcham**, Indiana

### Delta Air Lines Aircraft Maintenance Technology Scholarship

**Carlimar Collazo-Torres**, Puerto Rico

**Delta Air Lines Aviation Maintenance Management/ Aviation Business Management**  
**Anna M. Romer**, Georgia

### Delta Air Lines Boeing B-737-800 Type Rating Certificates

**Emily Van Vleet-Singer**, California  
**Cassandra Schroer**, Minnesota

### Delta Air Lines Engineering Scholarship (Includes Conference Trip)

**Lauren Schumacher**, Missouri

### Delta Air Lines Engine Maintenance Internship

**Jenny McCartney**, Georgia

### Diane Endres Ballweg Scholarship

**Patricia Austin**, Ohio

### Elisha Hall Memorial Scholarship—Wright Chapter

**Gabrielle Palmas**, Arizona

### FedEx Express JT8 Engine

**Rancho High School**, Nevada

### HAI/WAI Initial Helicopter Scholarship

**Anne Brousoz**, Switzerland

### ISA+21 Scholarships

**Courtney Bamford**, New Mexico  
**Emily Keen**, North Dakota  
**Ricki Racker**, Florida  
**Robin Steenman**, Florida





(from left to right, clockwise) Jenny McCartney accepted the Tools for Aircraft Maintenance (TAM) award from Phillip Burton. Hal and Sandy Shevers of Sporty's with winner Joan Kariuki. Katelyn Demyan won the AA Engineering scholarship. Southwest Airlines awarded five type ratings. Anna Romer won an Aviation Business Management scholarship from Delta Air Lines. FedEx gave Rancho High School a JT8D engine. Airbus' Linda Herbert congratulates Tandy Westmiller. (below) Boeing Career Enhancement winner Lorna Christian.



#### ISA+21 B-737 Type Ratings

**Elizabeth Polcari**, Texas  
**Joan Schaffer**, Illinois  
**Maggie Eickhoff**, Virginia  
**Maureen Hallacy**, Illinois

**It's About Time Scholarship (Abingdon Watches)**  
**Orla O'Dea**, Ireland

**Janet Clark Memorial Scholarship—WAI Washington State Chapter**  
**Taylor Ratliff**, Texas

**Jeppesen Flight Training**  
**Madeline Gibson**, Mississippi

**Keep Flying Scholarship 2014**  
**Jessica Dyer**, Virginia  
**Crystal Pitts**, Arkansas

**Kelsey Meyer Memorial Scholarship**  
**Brittany Ortiz**, Arizona

**Lt. Valerie Delaney Memorial Scholarship**  
**Chelsea Ann Atwater**, Arizona

**Mission Discovery Scholarship**  
**Noelle Cudzilo**, Indiana



#### Pratt & Whitney Maintenance Scholarships

**Minsun Park**, Michigan  
**Ryan Turner**, Virginia  
**Michael Susterka**, Michigan  
**Bettina Edelstein**, Vermont  
**Joan Kariuki**, Minnesota  
**Heather Valentino**, Massachusetts  
**Whitney Brooks**, Massachusetts

**Ride the Sun**  
**Karen Kalishek**, Wisconsin

**Signature Flight Support**  
**Kelly Jeanfavre**, Florida

#### Southwest Airlines B-737 NG Type Ratings

**Antonia Hayes**, Tennessee  
**Arlynn Saenz Sturdivant**, Texas  
**Danijela Hurley**, Virginia  
**Kristen C. Veith**, Georgia  
**Drew A. Albright**, Nebraska

**Sporty's Foundation**  
**Joan Kariuki**, Minnesota

**Ted Mallory Memorial Scholarship**  
**Erin Mann**, Arizona

**Thrush Aircraft Agricultural Pilot Scholarship**  
**Andrea Coppick**, Idaho

**Tools for Aircraft Maintenance**  
**Jenny McCartney**, Georgia

**United Airlines Pilot Scholarships**  
**Sivan Solomon**, Florida  
**Lauren Pisula**, Pennsylvania

**Universal Weather & Aviation FAA-certified Dispatcher Training**  
**Kelly Straley**, California  
**Michelle Bassanesi**, Italy

**WAI Enthusiasm Award**  
**Emelia Church**, Utah

**WAI Atlanta Chapter Gone With the Wind Scholarship**  
**Rachel Roberts**, Georgia

**WAI Mile High Chapter Empowerment Scholarship**  
**Dana Ahlin**, Minnesota

**Wings Over 35**  
**Emily Roback**, Alberta, Canada

**Women in Aviation Management Scholarship**  
**Allison Couch**, Ontario, Canada

**Women in Aviation, International Achievement Award Student—Kayla Harder**, Florida  
**Individual—Wendy Hollinger**, Ohio

**Women in Corporate Aviation Career Scholarship**  
**Codie Ann Hudson**, Ohio

**Women Military Aviators Dream of Flight Scholarship**  
**Alicia Horton**, Missouri

**Yukiko Howell Memorial STEM Scholarship**  
**Candice Votava**, Wisconsin





# INSPECTING AIRCRAFT FOR THE AIR RACE CLASSIC



Klamath Falls, OR (KLMT)

Concord, CA (KCCR)

START



**W**hen you think about aircraft inspections the mind conjures up an A&P going over an aircraft during an annual, 100 hour, or progressive inspection in accordance with Federal Aviation Regulations (FARs). Inspecting aircraft prior to or after an air race is not a typical aviation maintenance technician task. Never did I think I would be asked to inspect airplanes for an air race, however, it is what I found myself volunteering to do for the 2013 Air Race Classic (ARC). My local chapter, the NW Arkansas Chapter of Women in Aviation, answered a call for volunteers, and I heard about the airplane inspections and offered my help as a FAA mechanic with inspection authorization (IA).

Inspections are a critical part of the race each year to promote safety and ensure airplanes are as stated on the entry form, and adhere to ARC rules. All airplanes are ARC-inspected at the Start. A select number of airplanes are re-inspected at the Terminus, based on their finish or a request from the ARC judge. All inspections begin with paperwork: the ARC Annual Inspection and Document Required Record (K-04) completed by racers and their home-based A&Ps, aircraft logbooks, and associated documentation. The K-04 form assists racers, prior to their Start arrival, in ensuring the airplane and documents are in order, current and in effect for the entire race.

Fifty-five Classic teams, flying general aviation airplanes representing a variety of manufacturers, can be entered. Volunteer expertise, organization, and efficiency are the key to accomplishing all inspections within the allotted time: 16 hours at the Start, five hours at the Terminus. The Association for Women in Aviation Maintenance (AWAM) connected with ARC to provide volunteers and technical support and promote pilot and mechanic education and sharing of information. It is quite a unique sight to see more than 50 flight teams of women sharing knowledge and experiences with inspection teams of mostly female mechanics.

**by Ava Shubat**

The ARC airplane division director works closely with the designated chief inspector to coordinate activities and provide support. The chief inspector identifies and organizes the volunteers and oversees the inspections. Volunteers are divided into teams, each with a lead inspector (A&P IA) and several inspection volunteers. Inspection volunteers assist the lead inspector and can be A&Ps, individuals with an understanding of the regulations and aircraft inspection procedures, or students in aviation maintenance. Inspection teams are briefed by the chief inspector. The director is available to answer any questions. Inspections include paperwork, and functional and visual checks. No maintenance or sign-offs are





required of any volunteer. A dedicated inspection checklist, similar for Start and Terminus inspections, is used. Terminus inspections can focus on more specific items.

Start inspectors ensure all airplanes have FAA-approved placards, the airframe data plate is present and correct, the race number is affixed per ARC rules, airworthiness directives (ADs) are properly signed off, altimeter and static checks are current, equipment is operational (including a FAA-approved ELT, a navigational and communication radio, a transponder, and all lights—including the required landing light and rotating beacon or strobe system), and proper tiedowns are available. The exterior of the airplane and any recent maintenance work is verified for condition in accordance to the ARC handicap rules. The pilot or team representative is required to be present at their Start inspection. Any issues identified by the inspectors are reviewed with the pilot. Torque seal is used at attachment points and change locations for the propeller governor, engine, and magnetos.

AWAM provided the coordination and continuity between Start and Terminus inspections.

At the Pasco, Washington, Start, nine A&P students, who are AWAM Chapter 19 members from the South Seattle Community College, and eight other volunteers from the Pasco area under the supervision of the co-chief inspectors Lynette Ashland and Gail Rouscher completed the inspections. At the

**AT THE TERMINUS,** airplanes are tied down after landing, racers are instructed to leave aircraft logbooks and documentation on the pilot seat, keys are surrendered to the ARC inspection team, and then airplanes are considered “impounded.”

Terminus, airplanes are tied down after landing, racers are instructed to leave aircraft logbooks and documentation on the pilot seat, keys are surrendered to the ARC inspection team, and then airplanes are considered “impounded.” Racers are not allowed access to the airplane until the race officials have concluded their work and authorized release.

The race ended on a Friday. The inspection volunteers arrived at the Terminus, Fayetteville Drake Field, early Saturday morning. I was joined by 11 local volunteers to assist AWAM members and Lynette and Gail, and the ARC Airplane Division Director Lara Zook Gaerte, with her daughter and assistant Tia Zook. Volunteers comprised of five technicians from Walmart Aviation, five individuals from EAA Chapter 732 in northwest Arkansas, and one volunteer from Skyventure Aviation Inc., a local flight school. We were briefed by Lara, Lynette, and Gail on the purpose, scope, and requirements of the inspection. Individuals were divided into teams and given keys to the airplane. Logbooks were looked at for current inspections and proper sign-offs. If en route maintenance was accomplished, the logbook and the appropriate ARC form was reviewed for any impact on aircraft speed. Inspection teams sent to the aircraft followed their checklists, verifying torque seal markings if applied, ensuring operational and functional checks, including verifying the altimeter with the local altimeter setting, and







(left to right) Lynette Ashland, Lara Gaerte, and Gail Rouscher.

inspecting the general safe condition of the airplane. The team pilot can be present at the Terminus inspections and discuss any items discovered with the inspectors.

That June day was a hot and humid one, but according to Gail and Lynette, we were done in record time. At that point we were told to relax and wait for our free pizza lunch!

All in all, inspecting aircraft for the ARC, joining other volunteers working in different roles, and interacting with race participants was an extremely enjoyable and fun experience to be involved with. Although I don't think the start or terminus will ever come to northwest Arkansas in the near future, if it did I would raise my hand again to volunteer. It was truly an experience this A&P-IA will never forget! ➔

.....  
Ava Shubat, WAI 215, is a captain with a Fortune 100 company flying a Dassault Falcon 2000EX EASy and Dassault Falcon 50EX. She's a CFII/MEI and A&P IA.



## AN INCREDIBLE EXPERIENCE For female pilots and mechanics!

The Air Race Classic (ARC) is an all-woman annual air race approximately 2,400 statute miles and four days in length. This year's race is from Concord, California, to York, Pennsylvania, and runs from June 16-19. The ARC is a descendant of the first Women's Air Derby in 1929, when Will Rogers coined the phrase "Powder Puff Derby," and the All Women's Transcontinental Air Race (AWTAR) that ran from 1947 to 1976. ARC picked up the baton in 1977, to continue women's transcontinental speed competitions and runs annually each June.

Early years of racing were showcases for the manufacturers developing makes and models of airplanes.

## THE AIR RACE

has become a "must do"

for women in aviation, no matter what  
age or background.

With the reliability of the new equipment yet to be proven, racers were both pilots and mechanics, often having to fix or rebuild their aircraft wherever they happened to land during the race. Today's flying machines are FAA regulated, sleek, fast, and although continue to develop, are reliable. Pilots work with their mechanics to achieve optimum results. Although the race is historic, volunteers work throughout the year to keep the race current with today's aviation requirements and technology.

The air race has become a "must do" for women in aviation, no matter what age or background. Besides marking its place in history, the race provides role models for future women pilots, supports youth aviation activities at the Start and Terminus, increases public awareness of general aviation, and has become a networking event for both racers and volunteers, which continues well past the ARC event itself.

The route changes annually. Look for your area on the race course. Whether you are a mechanic inspecting on the ground, a racer flying the route, or a volunteer providing ground support, you can catch the excitement of this racing event!

Visit [www.AirRaceClassic.org](http://www.AirRaceClassic.org) for more information on the Air Race Classic.





JACQUE BOYD, Ph.D.

## ALTERNATIVES TO STANDARDIZED TESTING

**T**oday I'm not simply the high school director. Today, I'm the receptionist, the secretary, the head-'em-off-at-the-pass person before students come piling into the Gathering Hall and interrupt testing. This is the color-in-the-bubble testing. This is the BIG SERIOUS testing—the state mandated testing—the you-won't-graduate-if-you-don't-pass testing. Can you

tell how I really feel about this testing?

Like the PSAT, the SAT, and the ACT, this sort of thing seems to be a necessary evil according to a large part of the educational community. When it's all said and done we get to publish the results to either make my community think we're doing a fantastic job, or not. I have to admit that the results of these multiple choice, standardized tests are a part of the process that ranks my little rural high school in the top percentage of the nation. Then again, I think it's also a bit of a testament as to how we handle standardized testing when our educational approach is less than traditional.

When I take the mandatory test coordinator's workshop three times a year there's always a section about how to send back contaminated materials. Those are the materials that, excuse the terminology, might have blood, sweat, or barf on them. Yes, students can actually get so wound up about these tests they throw up on them during the session. Well, not at my school. We tend to treat these tests as if they are what they are—a necessary evil to do the necessary box-checking for the entities who need it. So far, no one has ever bled, sweat, or thrown up on a test booklet.

There are also tests called EOCs or end-of-course tests. These are also largely multi-choice tests that are graded by using Scantron systems. And, in New Mexico there are also short-cycle-assessment tests done on computers. Testing. Testing. More testing.

We know what this does to students. What does it do to teachers? Under the worst of circumstances they teach to the test and only work with curriculum that they think they know will be on the tests. Under the best of circumstances they keep teaching what it is they know they should be teaching.

I'm able to alleviate some of the testing and teaching stress because of the approach that we use. Many of our final exams are project based. Granted, a project can't be sent through a Scantron device, but it can be used as a final test to evaluate

***How do I measure  
the success of  
my endeavors and  
the finished-product  
success with my  
students? Projects.***

how well the student understands the concepts he or she has been taught.

One way or another I've been working in the educational arena for more than 40 years. My mom was a teacher. My aunts and uncles were teachers. My grandfather was a teacher. The language of education might change but the goals don't—or shouldn't. I believe the aim of education is to make certain that the students have the tools they need to become responsible and successful adults. What it takes to be suc-

cessful at any certain point will morph a bit with the skills that are necessary to enter the workforce at any specific time.

So it comes down to how do I, as an educator, measure the success of my endeavors and the finished-product success with my students? Projects.

Many of our final exams and our seniors' total end-of-course exams are project or portfolio based. It works perfectly into the concepts put forth by most STEM (science, technology, engineering, math) curriculums. Not only do students have to possess the knowledge, but they also have to show that they know how to use it. If you go onto the Moreno Valley High School website ([www.MVHSNM.org](http://www.MVHSNM.org)) you can pull up the Senior Projects and Portfolio Guidelines under the Downloads section. Each of the subjects represented has a grading rubric that outlines the expectations. We've expanded it in order to use it as our EOC for graduation requirements. So far, it's been successful.

As a part of our teacher evaluation system—modified a bit to fit our specific curriculum in addition to the state guideline—each of the teachers must also have each student do at least two projects a year. Those can also be used as their final exams.

I ask each teacher to develop an analytic rubric for grading the content of any project that might be used as a final exam. For non-educators an analytic rubric is a scoring guide which is used to measure artifacts, portfolios, or performances in a quantitative manner. It does this by taking away or assign-



ing points for particular traits, criteria, or dimensions that are missing or present. By having that rubric on file it helps with explanations after the fact for everyone involved. If a parent questions a final exam grade we go straight to the rubric during our conferences.

A few years ago we purchased several GoPro cameras. I can only begin to give you an idea of what the equipment did to the quality—and content—of our video production. Videos are a great addition to the scope of projects, and the GoPro camera takes it to another level. A few weeks ago, when we were working on getting information out to our communities on a bond issue for building permanent classrooms—we're still in modular buildings—I wore a headcam for an entire day. The digital arts class edited the footage and put a video together that we took to several community groups. The video was great, but relish the visual of me wearing a headcam for eight hours!

Remember the science fair you might have entered as a student? Now, take new technology and expand upon that. Last night I watched a television program that outlined the usage of drones. I got three phone calls from former students telling me that what we'd done with developing a UAV had done some of the same things. Basically, we modified a Lancair radio-

controlled aircraft and installed lipstick cameras in its belly. The successful flight of that vehicle was their final exam and was graded according to a rubric that spelled out the exact concepts and processes that were to be included.

My doctoral dissertation was a qualitative examination of the use of aviation and aerospace education concepts for math and science in the elementary school classroom. I think qualitatively, not quantitatively. I can kick butt on an essay but many times simply fall apart when it comes to multiple choice standardized tests. An attention-getting video about concerns on multiple choice testing outcomes lives on YouTube—go online and find “I Choose C.”

If you have students who would perform better and be able to demonstrate understanding better with a qualitative exam, try using project-based outcomes. If you still need a visual to tweak your memory, just think of the students who always made the volcano with lava from baking powder and vinegar. It's the projects we remember, not filling in the bubbles. ✈

.....  
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](mailto:JacqueBBoyd@yahoo.com).

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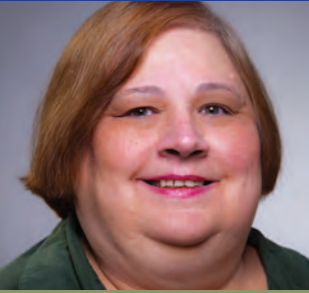
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PATRICIA LUEBKE

## LEARNING TO SAY NO

In the runup to this year's WAI conference, one of my jobs was to orchestrate the first day's issue of *The Daily*. That's the issue of WAI's daily news report that conference goers receive when they register. The other two issues, Friday and Saturday, are prepared on site and printed overnight. There are lots of pages to fill with pre-conference material and I'm backed up by a group of volunteers.

Of course, I want the issue to be as interesting as possible and I had the idea that since Beryl Markam was being inducted into the WAI Pioneer Hall of Fame, some of our members may not be familiar with *West With the Night* and it would be an interesting, personal article—how a particular book impacted the woman. I selected someone to write this article—after all, I was only asking for 400 words—and sent off a charming e-mail.

Just as I was about to scratch that one off my list, I received a return e-mail that basically said, "Sorry, too busy. No." Of course, the no was gentler than that, but it was still a no. Actually it made me chuckle. I had read the "delegation" book about not doing everything myself, but she'd read the "it's okay to say no" book. And a pleasant no trumps a charming delegation. Every time.

In fact, I respected her for saying no. A few weeks prior, I had been invited to attend a Broadway production of Shakespeare's *Twelfth Night* with two friends who were excited about the evening. Well, I wasn't. As much as I want to love Shakespeare and get the jokes or feel the tragedy, I just can't. It would have been easier to say yes, but I know I would have dreaded the evening, so I said no. As a compromise, the two women came to my apartment for a late lunch and when they left I was happy—not that they were leaving, but that they were leaving without me. They had a great time watching the play, and I had a great time not watching it.

I relate the *Twelfth Night* anecdote as if it were quite easy for me to do. But that simple no took years of work to develop. I wanted to look grateful. I didn't want to hurt anyone's feelings. I didn't want to burn a bridge. I didn't want to miss any opportunities. ("Maybe this time, I'll enjoy Shakespeare.") Saying no gets easier with age, but I confess that I've done my years of eating Thai food when I would have preferred Mexican, seeing movies I didn't particularly want to see, finishing a book I wasn't enjoying—and the list goes on.

I had organized a Christmas cookie exchange with a group of friends who gather for an annual Christmas brunch. Somehow I became the de facto director of the cookie exchange and one year when I started the preparations to make my cookies, I had a heretical thought: I don't enjoy baking Christmas cook-

ies. So I stopped. I went to a marvelous bakery nearby and bought my Christmas cookies. Of course, once I confessed to my buy-instead-of-bake plan, my friends wouldn't let up on me, but five or so years later, my store-bought cookies have become my own tradition at our brunch.

### **You don't owe anyone an explanation.**

Saying no isn't just about saying no to something you don't want to do. Many years ago, a therapist told me that when someone asks a personal question, you don't owe anyone an explanation. That

was a tough one for me. It might take a year or two or 10 to drum that one through our skulls, but it's true. I have only had to use this line once, but I pass it along because it works. If you find yourself at the receiving end of questions you don't want to answer, simply say, "I hope no one ever makes you feel as uncomfortable as you're making me feel right now." You'll hear some sputtering, but the questions will end and you will have made your point—and feel good about it.

And just as you want people to accept your no, you have to be willing to accept theirs. No pleading, no convincing, no debates, no guilt-inducing lines. For me, I find that I get the most honest answer when I make a request or issue an invitation or offer a book along with the tagline, "My feelings won't be hurt if you say no." And they won't. What would hurt my feelings is to know someone went along with what I wanted to avoid any sort of unpleasant feelings.

We all have a finite amount of time on this planet and it only makes sense that we get the most out of it. Sure, there are things we have to do for work, for friends, for family when saying no isn't a possibility, but there are dozens of situations which arise where the option is ours. Yes or no. We don't want to be resentful. We don't want to feel used. Practice saying no. Practice on small things first and soon enough you'll be reclaiming blocks of time, even if all you do with that time is relax. Be assertive, not aggressive. "I'm so sorry, that doesn't work for me," (or "Sorry but I just can't fit that in right now") has a nice ring to it. I might even give Shakespeare a 17th try. ➔

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





## KEEP IT COOL THIS SUMMER

**A**fter this year's brutal winter—with all of its attendant airport delays—it may seem strange to worry about the heat.

However, summer is almost upon us, and with it comes the potential for high temperatures and humidity levels that can make life on the tarmac in a flight suit or uniform quite miserable. Let's focus on preventing and treating heat stress injury.

Ever wonder why we humans are most comfortable around 70 degrees Fahrenheit when our body temperature is 98.6? Wouldn't a good 90-plus-degree day establish a nice equilibrium? Our metabolism continuously generates heat that must be removed. The temperature difference between our bodies

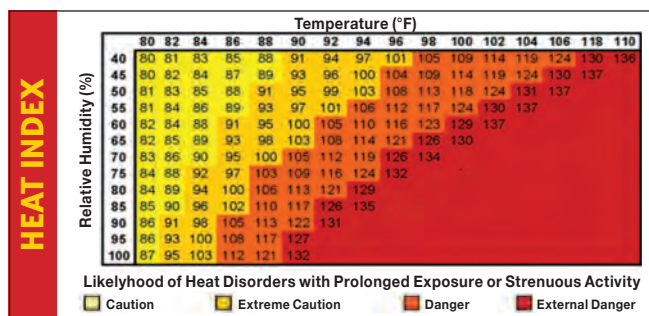
Should the symptoms of heat exhaustion not be recognized in time, heat stroke can ensue. In heat stroke, the body's temperature regulatory mechanism has completely failed. Sweating stops and body temperature rises rapidly, to 104 degrees F or more. Confusion or unconsciousness can occur. While red, hot, dry skin is a common symptom of heat stroke, moist skin doesn't mean heat stroke hasn't occurred. It could simply be that the profuse sweating from before the onset of heat stroke has not yet completely evaporated. Other dire symptoms include rapid breathing, lethargy, and seizures. Heat stroke is a true emergency, and 911 should be called for immediate transport to the nearest hospital. Do your best to cool the victim, but if she is lethargic do not try to give fluids by mouth.

A few basic precautions can prevent heat injury. Avoid prolonged exposure to the heat and limit strenuous activity. This is especially important on those humid, muggy days. The blacktop and concrete tarmac can overwhelm one's cooling capacity very quickly. This can be particularly dangerous in the general aviation setting, where the cockpit may not be climate controlled and only adds to the heat stress encountered during preflight. Always stay well hydrated. The more sweat you can produce, the more cooling power you have. Loose, light-colored clothing and a hat will help keep you comfortable. Acclimatizing to the heat over a period of weeks or months also provides a degree of protection as the body gets more efficient at self-cooling.

Flight status issues are relatively straightforward. An affected pilot should ground herself, but once fully recovered, if no residual neurologic deficits, she may return to duty and report at the next FAA medical exam. Any associated medical visits should be listed on the medical application, and any emergency room records should be included. However, with adequate preventive measures, heat injury can be avoided.

For additional information: [www.FAA.gov/news/safety\\_briefing/2010/media/julaug2010.pdf](http://www.FAA.gov/news/safety_briefing/2010/media/julaug2010.pdf) ➔

.....  
Jon M. Riccitello, M.D., MPH, is an associate clinical faculty member at the University of Texas Medical Branch in Galveston, Texas, and is a member of the Aerospace Medical Association and the American Medical Association. He joined the Aviation Medicine Advisory Service and Virtual Flight Surgeons in August 2009.



and the ambient air is what allows us to vent excess heat to the environment. At normal activity levels, 70 degrees feels about right. As the temperature rises, the amount of heat we can lose by passive radiation decreases. Once the ambient air gets above body temperature that mechanism will no longer work at all. In order to survive at 100 degrees or more we must sweat. As the sweat evaporates, its heat of vaporization is removed from the body and core temperature is maintained. At high humidity levels even this process is impaired and heat injury becomes much more likely.

There are three types of heat injury—heat cramps, heat exhaustion, and heat stroke. Heat cramps are simply muscle cramps that happen in response to dehydration and electrolyte imbalances. Heat exhaustion is the most common heat injury. It occurs when the ambient temperature and humidity, along with activity level, overwhelm the body's ability to cool itself. Symptoms of heat exhaustion include fatigue, nausea, headache, lightheadedness, and profuse sweating. The principles of treating heat exhaustion follow simple common sense—reduce the activity level, seek a cooler area (or at least some shade), and drink plenty of fluids with electrolytes. Sports drinks are an excellent option. Salt pills should be avoided. Should nausea and vomiting prevent adequate fluid intake, a trip to the hospital for intravenous rehydration may become necessary.





JO DAMATO

## DIRTY LAUNDRY

**A**s I am sure happens in your household, the laundry never stops. Ever. There are school clothes, sports uniforms, pajamas put on right after the kids take bedtime showers yet discarded as dirty after 10 hours of sleeping in them between a set of clean sheets. There are socks that multiply in the hamper, underwear left in the pants they were simultaneously stepped

out of, and undershirts tangled inside sweatshirts. Oh, and everything is put in the hamper—if it is put in there at all—inside out. And that’s just the kids. It. Just. Never. Stops.

I am the parent who does not travel as much as my airline pilot husband. In the course of his being on a four-day trip I am working full time while being a single parent. I try to stay on top of it all so that the pantry is always stocked, we never run out of milk, permission slips are signed, homework is done, healthy lunches are packed, sports schedules are kept, the house is clean, and the laundry is done. Although, with that last item, we all know it is never really done. You cannot ever catch up on laundry. And then add in the husband back from that four-day trip with a bag full of uniform shirts and overnight clothes suddenly making the empty hamper bulge again.

Why all this talk about laundry? Well, the other thing about having the pilot spouse is that when he is home, he is home. He does not bring his work home with him. He comes home instead to a list. His list, my list... Stuff like change the oil in the car, get more milk, and pick up the oldest from band practice on Monday. I am a spouse who shares the household duties with my husband and, when both of us are in town, there is a fair division of labor. Actually, when my husband is in town, he does most of the labor to even out for the days he is away. He willingly does this and he was the one to set that tone years ago. It took a recent laundry incident—a string of them actually—to reinforce this point in my head and for me to sit back and be thankful that is the terrific reality I live in.

No matter how caught up I might be on the laundry when he gets in from a trip, wait 24 hours and the kids’ hamper and ours is overflowing once again. They are ridiculously overflowing to the point that the contents are so crammed in that they have spilled out and onto the floor. I hate when it gets to that point where it takes multiple trips just to get all of the laundry downstairs to the laundry room where there is my

beloved three-bin sorter. I love that sorter. Whites and lights, colors, and darks; a small pile of hand-wash only items; towels and sheets in their own piles. Everything fits nicely in the bins. I am efficient in that room. I have a system and wash the priority stuff first. When my husband is in charge, however, it is chaos. You can’t even set foot in the room. He hates the bins. He makes about nine different piles all over the floor and hops over them to make a path to the washer and dryer to get the job done. To walk into the laundry room on his watch is to feel like goblins have just left after creating as much mess as is humanly—goblinly?—possible.

Now this has been going on for months, maybe years, and I’ve just let it get my blood boiling. Why, I ask myself, can’t he follow the nice protocol that I do when I am down there? Why,

I think, is this the process that he thinks is the best way to get our clothes clean? And then, very recently, I had a realization that has changed the way I view “his way versus my way” ever since.

I was up in my office working and he was home on probably the third of seven days off. As soon as he came through the door on Tuesday night I had mentally absolved myself of laundry duty, taking out the garbage, bus stop drop-off, dinner cleanup, and any other MEL items like a burned-out bulb or clogged toilet. The cavalry was home! Day 1 and 2 the laundry started piling up and then on Day 3 he began his system. All of the laundry was hauled downstairs and I could hear muttering under his breath. I could hear the frustration all the way up in my office.

That mumbling makes me instantly defensive. I don’t know if I’m meant to hear it or if the man just likes to mumble to himself as he sorts every single piece of clothing the kids have taken off inside out. So, on that day, I stepped out and followed him down to the laundry room hopping over the piles he was making and I found myself literally begging him—in the middle of my workday—to just go away for a while and let me sort

***I found myself literally  
begging him—  
in the middle of my  
workday—to go away  
for a while and let me  
sort the laundry.***



the laundry and start the first load and get “my” system going and then I’d let him take over. As he left the room with his hands raised over his head in frustration I actually saw a replay of what had just happened and I suddenly thought to myself, “Am I really so obsessed with having things only done my way that I am actually telling my husband of 15 years to not do laundry and to let me add this to my already full plate? Won’t his way or my way both end in the same result of all of the clothes being clean and folded and put away by the end of that day? If I keep this up will I ever get help doing laundry again? What is wrong with me?”

I left the laundry room and quickly tracked the wonderful man down and clearly and sincerely told him I was sorry and that I was so happy that he is the type of spouse who doesn’t see our household roles in any stereotypical way. I thanked him for doing the laundry and gave him a hug and a kiss before I went back up to my office and back into my workday.

I guess the pressure of things like this eventually gets to all of us. This may seem like a huge jump, but as more and more of our non-aviation friends start separating and divorcing, part of me wonders, what was the first straw that led to the last straw? Could something as simple as fighting over the way a household task was being done by some-

one versus appreciating the fact that they were helping by doing that task be the first step on the way to ending the relationship? I love my non-aviation friends dearly, but I know that I have to be careful about bragging too much that

my husband, while home for 12 days, built a playhouse, stained the deck, chopped a cord of wood, went grocery shopping, took the kids for haircuts and new sneakers, and bought me a romantic present just because. I may work my butt off when he is gone on a long trip but I also know that I have it good. I know I want to be that kind of spouse for him too. The one who understands that when he is on a trip that his job is one of the most responsible and safety-conscious jobs

there are, that he is tired after a long day with multiple legs finished by a long drive home after days away where he is missing us and we are missing him. It’s important that we appreciate one another.

It’s important to be a team. It’s really important to admit when you are wrong and say it when you realize it, with sincerity and with love. And, it is becoming increasingly important to teach these kids how to do laundry! ✈

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

***It’s important to  
be a team. It’s really  
important to admit  
when you are wrong  
and say it when you  
realize it, with sincerity.***

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## Look for Women in Aviation, International on Your Favorite Social Media Sites!

Keep up with the latest from WAI headquarters, see stories and photos from staff, and find out what's going on with chapters by logging in and making sure you follow WAI on your favorite social media sites! It's a great way to engage with other WAI members from around the world, and by liking, sharing, and retweeting you help promote the organization.

In the coming year we'll be using social media channels more as an important part of our overall communications strategy, so be connected!

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**Blog:** [www.WAIShowDaily.blogspot.com](http://www.WAIShowDaily.blogspot.com)

**Linked In:** Women in Aviation, International (group)





SUMMER'S COMING

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](mailto:knelson@wai.org) for consideration.*

## ADVERTISERS INDEX

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DTC DUAT .....Page 13

EAA AirVenture .....Page 15

Embry-Riddle Aeronautical University..... Back Cover

Flying Magazine..... Inside Back Cover

Pilot Getaways .....Page 45

SkyOne Federal Credit Union.....Page 17

Utah Valley University .....Page 41

Wings Financial..... Inside Front Cover

Women in Aviation, International..... Pages 41, 47

## 2014

### May 4-6

Army Aviation Association of America–Mission Solutions Summit  
Gaylord Opryland Hotel  
Nashville, Tennessee  
[www.Quad-A.org](http://www.Quad-A.org)

### May 17

Sporty's Fly-In  
Clermont County Airport  
[www.Sportys.com](http://www.Sportys.com)

### July 28-August 3

EAA AirVenture Oshkosh  
Oshkosh, Wisconsin  
[www.AirVenture.org](http://www.AirVenture.org)

### July 30

WAI Connect Breakfast  
WomenVenture  
Oshkosh, Wisconsin  
[www.WAI.org](http://www.WAI.org)

### October 21-23

NBAA Business Aviation Convention & Exhibition  
Orlando, Florida  
[www.NBAA.org/events](http://www.NBAA.org/events)

## 2015

### March 5-7

International Women in Aviation Conference  
Hilton Anatole Hotel  
Dallas, Texas  
[www.WAI.org](http://www.WAI.org)

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MICHAEL HERBERT

## AN EYE-OPENING CONFERENCE EXPERIENCE

Nervously I shook the recruiter's hand. This was it, the reason I paid all the money and had stood in line for seven hours for the infamous "fast pass." I followed the recruiter to a table, résumé in hand and a smile on my face. I looked him straight in the eyes as he asked me my first question, "Have you ever been to a Women in Aviation Conference before?"

This was an easy one—I had been to the previous year's conference in Nashville. "Yes," I responded with confidence in my voice, but that was the last time I spoke with said confidence.

A few months before the International Women in Aviation conference, I decided it would be beneficial for me to attend aviation events and talk with recruiters about potential pilot positions with their companies. I have been to many job fairs and each time they resulted in a great experience and more hope that I could one day work for a major airline. Like many pilots, I work for a regional airline and want to make the transition to a major. I have worked for my current company for more than six years and although I truly think it is the best regional in the industry, I want to continue to pursue my dream.

"So tell me about Women in Aviation as an organization," the recruiter followed up his initial question. As I paused to think about how I would phrase my answer I realized that I knew very little about the organization. I stumbled through my response with basic opinions and no facts. I saw the look of disinterest in the recruiter's eyes. He gave me another chance to redeem myself and asked me to sell Women in Aviation to a pilot sitting next to me in the flight deck. My response was not concise or confident, and it ended with, "I really just don't know enough about the organization to answer this question." Heartbreak! As the recruiter asked for my résumé—only because all résumés were being collected—he stood up and told me it would be wise of me to get to know about the organization because it does amazing things. The recruiter had said enough; I got up and thanked him for his time.

I was furious. There I was, a pilot who just took out of his retirement fund to come to this conference in hopes of speaking to a recruiter about why I am a fit for their company, and my résumé was not even looked at. All my hard work over the last year to make myself more marketable and prove that I was a well-rounded individual, and I was not even asked a single question about me. I just wanted to leave. As I sat

outside, annoyed about what just happened, I realized the recruiter did just see how well-rounded I was.

I try to learn from my mistakes. I make a lot of them so I am constantly learning. Maybe this recruiter was on to something. Maybe, just maybe, Women in Aviation, International is not just about jobs. I went back into the conference and sat in on a general session where Dr. Peggy Chabrian was speaking. I learned background information on the organization and its mission. I was shown the progression of WAI, from the pioneer stages of a couple hundred people to more than 10,000 members in just 25 years.

I spoke to people who work for WAI and asked them why they work there and what it is about the organization that draws them to work so hard. It was evident by their answers that people are really proud of the hundreds of thousands of dollars in scholarships given each year. I learned that WAI is not only about women, but it is also about spreading knowledge of aviation throughout the world. It allows people to get excited about aviation and help them follow their dreams. It is about recognizing female aviators who opened paths that all pilots now benefit from. Unlike myself, WAI is not selfish; it is an organization that is open to every person regardless of gender, age, race, religion, or beliefs.

When I came to the 2014 conference I was off course, but through a little guidance and education I realize that I want to be a better advocate for aviation. I want to personally thank all the WAI members for accepting me to your conference and helping me realize the reason I should have attended in the first place. I do not feel I represented myself well in front of the recruiter, but what I got out of this conference was so much more than I have ever gotten out of any job fair I'd attended. I was reminded life is about how we get to our destination, and sometimes taking a direct is not the best route. ➔

.....  
Michael Herbert, WAI 54496, is a first officer for a regional airline and lives in Schaumburg, Illinois.



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

**FLYING** Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

**T**o become an honest-to-goodness rocket scientist is an impressive achievement by any measure. But it still comes in second to Kelly Moran's childhood dream of being a professional pilot.

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

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

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

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

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

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

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

## Don't just keep up, get ahead.

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

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