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JULY/AUGUST 2014

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BRADY LANE

Ten years ago WAI member Katie Writer set out to Alaska for a flying job. Today she still enjoys aviation in the 49th state as she raises her family in Talkeetna.

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COVER PHOTO

Betty Monnett, WAI 27694, is co-owner and CFO of aircraft kit manufacturer Sonex Aircraft LLC. Photo by Bonnie Kratz

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PRESIDENT'S MESSAGE

KAREN KAY MARLETT PHOTOGRAPHY LLC



DR. PEGGY
CHABRIAN

Dr. Peggy Chabrian recently visited the offices of Rolls-Royce in Indianapolis to speak at its monthly Lunch and Learn event.

ing your AirVenture plans accordingly! You won't want to miss any of the great activities planned for the day. The annual WAI Connect Breakfast will kick things off that morning at the EAA Nature Center Pavilion. You can mingle with other WAI members and air show celebrities, hear an update on the exciting things happening at WAI, and enjoy a wonderful breakfast in a scenic setting. For those who have attended this event in the past, please note the change from Friday to Wednesday this year. We hope to see you there, and throughout the day for the annual photo on the Plaza, and WomenVenture Power Lunch immediately following. Find all the details on Page 6.

Of course, we'll be at AirVenture throughout the week, so be sure to stop by our booth in Hangar B. We'll have some pins to help you show your pride in being a WAI member and a great selection of WAI merchandise to shop from. Plus you'll have the opportunity to talk to several key staff members. Be sure to bring by any friends who are not yet members to help them join and have yourself entered into the drawing for the current new member campaign!

Dear WAI Members:

As this issue goes to press we are only a few weeks away from EAA's AirVenture in Oshkosh, Wisconsin. WAI is one of the sponsors of the annual WomenVenture program at Oshkosh, designed to link up women at the event and encourage them to reach for their aviation dreams—including learning to fly. WomenVenture events have moved to Wednesday, July 30, this year so be sure you're mak-

We recently had a meeting of the minds to discuss the next conference theme and decided instead to create a conference tagline that describes the mission and purpose of the event year after year. Together we came up with "Connect. Engage. Inspire."—three words we feel speak to the heart of what we try to accomplish there. Our goal is to foster the connections we all know are so important in this industry; engage those who are just getting started, are trying to find their place, or are looking for a change; and inspire one another to pursue the dreams we each have. We look forward to building an amazing conference program on this foundation for you in 2015. Plans are already in the works for special tours including airline facilities, museums, and more! This is one conference you will not want to miss—I hope to see you in Dallas, Texas, March 5-7, 2015.

We've also begun considering session topics and speakers and are taking nominations for the Pioneer Hall of Fame. See Page 5 for more information on becoming a presenter, and Page 7 for information on how to nominate a pioneer.

The next several months will find us implementing pieces of our recent strategic plan. Input from you was instrumental in guiding the WAI board and staff in determining our goals for the next three years and creating a plan to achieve them. We will keep you posted here in the magazine and electronically as these initiatives are launched.

Wishing all of you a good summer—and for those who fly, lots of blue skies and tailwinds!

Dr. Peggy Chabrian

Dr. Peggy Chabrian
President and Founder

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Mrs. Adekola sent us this photo of herself with friends and exhibitors at the conference.

2013 Membership Drive Winner

A.O. Adekola, WAI 50815, was the winner of our 2013 Passport to Adventure membership campaign and chose the

Write Us a Letter

Letters intended for publication should be e-mailed to 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.

Women in Aviation VIP Adventure package as her prize. The package included two nights of hotel, two regular registration packages for the 2014 International Women in Aviation Conference, and seating at the Friday lunch and Saturday banquet. We're pleased to hear she enjoyed the trip!—Ed.

It has been a great experience attending the WAI conference for the third time. This year's conference particularly was very unique (25th anniversary), well organized, and very successful.

I enjoyed the three-day program with so many interesting seminars and discussions on various topics including "You, Inc.," and "Your Best First im-

pression," presented by Kris Palcho and Nancy Hultgren, and Afton Benassl, respectively. They were very informative and insightful.

I went to the exhibit hall where some souvenirs were collected and met several exhibitors and we exchanged addresses.

My favorite moment was the gala night, which I called networking night, where we exchanged ideas sharing our various aviation related problems, socializing with international counterparts. Three women who distinguished themselves in their careers were inducted in the WAI Pioneer Hall of Fame. Scholarships were given to deserving WAI members and students.

This year's conference held in Orlando, Florida, was a huge success, and I am proud to be part of the success story.

In conclusion, I would like to express my sincere thanks to people who have made this year's conference tomorrow's reality.

A. O. Adekola, WAI 50815
Zaria, Kaduna, Nigeria

Why Join WAI?

We all join organizations for different reasons, and when it comes to Women in Aviation, International, it's no different. Some of us joined for the scholarships and stayed for the amazing networking and connections we've made. Some of us joined to help the next generation of female aviation professionals take flight. The camaraderie is priceless, and the scholarship opportunities are unmatched.

Women in Aviation, International is the fastest growing aviation organization today—so why did you join? Send us a note with what brought you to WAI, and/or why you stay! We want to feature these expressions of WAI pride in a future issue of *Aviation for Women* to share with others what's so great about being a member.

Send your notes and photos to knelson@wai.org by August 15, 2014.

Not yet a member? Visit www.WAI.org/membership today to sign up, find a local chapter, and begin receiving *Aviation for Women* and the *WAI Connect* e-newsletter bimonthly. Plus you'll get exclusive member discounts and be eligible for WAI's incredible scholarship offerings—don't delay!



Just Say No

I just received a copy of the WAI magazine and read [Pat Luebke's] article. Just loved it—laughed right out loud reading, "I had read the delegation book about not doing everything myself, but she'd read the 'it's okay to say no' book."

I also love the fact that Pat knows herself so well that she doesn't mind saying no to Shakespeare and baking Christmas cookies.

Nancy Bouvier
Fort Lauderdale, Florida



Share your knowledge!

Call for Presenters

26th Annual International Women in Aviation Conference • March 5-7, 2015 • Dallas, Texas

We are looking for some dynamic presenters for our 26th annual conference!

We invite you to come share your expertise with our audience including aviation and aerospace professionals, students aspiring to aviation careers, and passionate recreational aviators.

For more information on our past educational session offerings, or details on how to submit your proposed topic, visit www.WAI.org or e-mail presenters@wai.org.

The submission deadline is August 11, 2014.

THIRD ANNUAL RAISE AWARD COMPETITION NOW OPEN

The office of the Secretary of Transportation has announced the third annual RAISE Award is now open for submissions. RAISE stands for Recognizing Aviation and Aerospace Innovation in Science and Engineering, and the goal of the award is to find the next generation of innovators in aviation and aerospace and recognize them for outstanding concepts.

This year the challenge has two divisions—one for the high school level, and one for college and graduate level students. The deadline for submissions is October 31, 2014; applicants are encouraged to submit expressions of interest by September 2, 2014.

For more details on this year's competition, visit the website www.DOT.gov/office-policy/aviation-policy/secretary-transportations-raise-award.

All submissions will be evaluated by a team from the FAA, DOT, NASA, and representatives of academia and the aviation industry.

Scholarship Winner

In the May/June issue of *Aviation for Women* we listed the names of all of our 2014 scholarship winners and regretfully missed one. **Katelyn Bobalik**, WAI 36271, of Winter Park, Florida, was the recipient of this year's R-W Foundation Scholarship. Congratulations to Katelyn, and many thanks to the R-W Foundation. ➔

Updated Legal Benefits for WAI Members

SmithAmundsen LLC has partnered with Women in Aviation, International to update legal benefits available to members of WAI.

Any member with a legal concern may contact WAI for a referral to SmithAmundsen's Aerospace Group. Members will receive a free 30-minute consultation with a SmithAmundsen attorney for the purposes of general guidance and evaluate whether the concern requires legal representation or can be resolved in another manner. Should the WAI member require formal representation and choose to retain SmithAmundsen, they will receive 10 percent off of standard rates.

For more details on this program, contact WAI headquarters at 937-839-4647.



WomenVenture!

The annual WomenVenture gathering, designed to encourage and inspire women in aviation and those who want to fly, will welcome hundreds of female aviators on Wednesday, July 30, during the annual EAA AirVenture Oshkosh fly-in convention.

Sponsored by Women in Aviation, International, EAA, and The Ninety-Nines, WomenVenture is moving to mid-week this year to allow for expansion of the day's activities and welcome more participants.



JOHN SLEMP



JOHN SLEMP

All women involved in the aviation community are invited to be a part of the annual WAI Connect Breakfast, kicking the day off in EAA's Nature Center Pavilion at 8 a.m. Activities then move out to the AirVenture grounds with the annual group photo on the Plaza at 11 a.m., followed by the WomenVenture Power Lunch at Theater in the Woods at 11:30 a.m.

(Pre-registration for breakfast and lunch is required. Visit www.WAI.org/events for breakfast and www.AirVenture.org/WomenVenture for lunch.)

CONFERENCE NOTICE

Due to the overwhelming number of requests and our limited staff and resources, WAI had to make the decision to eliminate issuance of international letters of invitation. We do apologize for any inconvenience to our members and potential attendees. We are aware of instances where these letters are not required and encourage investigating other options available to you.

Debbie Travis King, WAI 2488, a pilot for the Commemorative Air Force's B-24 Liberator *Diamond Lil* and B-29 Superfortress *FIFI*, will be the keynote speaker at lunch. Debbie was featured on the cover of the March/April 2014 issue of *Aviation for Women*.

As in the past, limited-edition WomenVenture T-shirts will be available to all women who participate in the photo (while supplies last). Shirts can be picked up at the EAA Welcome Center, the WAI booth, or the Ninety-Nines booth beginning on Monday, July 28. ➔



NOMINATIONS

Women in Aviation, International is now accepting nominations for inductees into its Pioneer Hall of Fame. Female candidates or organizations that have made significant contributions to the aviation industry as record setters, pioneers, or innovators are eligible. Posthumous nominations are acceptable. Special consideration will be given to individuals who have helped other women become successful in aviation or opened doors of opportunity. The induction ceremony will be held Saturday, March 7, 2015, at the Hilton Anatole in Dallas, Texas, during the annual International Women in Aviation Conference.

The official nomination forms are available at www.WAI.org/pioneers or by calling 937-839-4647, and must be submitted no later than September 30, 2014. A list of previous inductees is also available online. ➔

Nominate Your Heroine



JOHN SLEMP

WASP Bernice "Bee"
Falk Haydu was inducted into
the Pioneer Hall of Fame
in 2012.



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New Provisional Chapters

Rose City Chapter (130P)

Portland, Oregon

President: **Ashley Salm**

Vice President: **Cassia Hardesty**

Secretary: **Tanya Malhotra**

Treasurer: **Marianne Ross**

Membership Chair: **Brein Tabachnick**

Outreach Chair: **Victoria Borst**

Contact Info: **Ashley Salm**,

asalm@gmail.com

North Eastern North Carolina Chapter (131P)

Elizabeth City State University
Elizabeth City, North Carolina

President: **Robin Perry**

Vice President: **Elisabeth Golden**

Secretary: **Robert Golden**

Treasurer: **Colin Garr**

Membership Chair: **Kyree Curmon**

Outreach Chair: **Tanvi Patel**

Chapter Advisor: **Robin Mangham**

Contact Info: **Robin Perry**,

rperry912@students.ecsu.edu

California's Aerospace Valley Chapter (132P)

Edwards, California

President: **Kacy Anderson**

Vice President: **Dustin Mosher**

Secretary: **Rebecca Colby**

Treasurer: **Nora Wang**

Membership Chair: **Sam Rarge**

Outreach Chair: **Charles Eger**

Contact Info: **Kacy Anderson**,

kanderson439@gmail.com

INDEPENDENCE CHAPTER

Members of the WAI Independence Chapter in Philadelphia, Pennsylvania, participated in the 14th Annual Girls Exploring Tomorrow's Technology (GETT) event. The annual daylong event is for parents, girls in grades 6-12, and educators to learn how technology careers can be fulfilling, fun, and financially rewarding. Held at Phoenixville Middle School, 498 girls, 86 parents and educators, and more than 75 volunteers attended this year's event in mid-March.

Two chapter board members, **Brienna Henwood**, WAI 53847, and **Stacy Sheard**, WAI 39936, were an integral part of the program and became instant role models to the



INDEPENDENCE CHAPTER

girls. Stacy kicked things off with a helicopter fly-in and Brienna ended the event by giving the final keynote address.

Stacy is a test pilot for Sikorsky Aircraft Corporation's Sikorsky S-76 and S-92 helicopters. She landed in the school's backyard and girls took turns sitting inside the helicopter and asking her about being a female pilot.

Barbara Little, WAI 53627, spent the day breaking the ice with them—joking



around about Justin Bieber, lip gloss, and other teenage subjects—but the hope was that the girls could identify with us, and see themselves as professionals in a STEM career one day, or any other career that they may desire!

Brienna, the director of commercial astronaut training and research at the National AeroSpace Training and Research (NASTAR) Center, was the GETT closing keynote speaker. She radiated her confidence and self-empowerment message to the girls from onstage dressed in a fully adorned space flightsuit with mission patches and pins. "Anything is possible," Brienna told the audience. "To find your dream career, first you must know *who* you really are and *what* you truly enjoy. Stay true to yourself and don't let anyone else tell you otherwise. Success and happiness will follow." Along with inspiring "girl power," Brienna shared insight into how she got to where she is now in her career, and gave the girls (and the teachers) some great ideas and tips on ways to take your own individuality and apply it to STEAM (science, technology, engineering, art, and mathematics)-based careers. ➔

OSHKOSH CHAPTER

Oshkosh Chapter member **Karen Kalishek**, WAI 47502, invited **Sgt. John Jones** of the Wisconsin State Patrol to the group's April meeting to share his presentation "Eyes in the Sky: Law Enforcement Aviation." Sgt. Jones explained aircraft types used and modifications to make them suitable for law enforcement purposes. He also covered training requirements, how the specialized technology in the



OSHKOSH CHAPTER

aircraft operates, and communication and coordination systems with ground support troopers. His presentation included numerous stories and photos of real world events highlighting the range of activities in which flying troopers are involved.

Karen, a FAASTeam rep, listed the event as a safety seminar on the FAA's website and the chapter opened the meeting to the public. Those who registered received credit for the FAA's WINGS program after attending the presentation. Nearly 40 chapter members and guests attended. ➔



SEA TO SKY CHAPTER

On the weekend of April 26-27, the Sea to Sky Chapter in Vancouver, British Columbia, hosted “Snowbirds Take Flight—An Island Escape” inviting members on a trip to the Comox Valley on Vancouver Island. The theme of the weekend focused on watching the Canadian Forces Snowbird Air Demonstration Team perform a few air shows while completing their annual two-week practice in Comox.

With a backdrop of brilliant blue sky, sun shining on the ocean, and sparkling mountains, our group of men and women gathered at the very picturesque Air Force Beach to view two thrilling air shows. The weekend also included a tour of the Comox Valley Airport, as well as a presentation at a local aviation watering hole on a chapter member’s experience as a pilot in Antarctica. A wrap-up pancake breakfast was held to celebrate the success of the weekend. A fabulous time was had by all, and there is already talk of another event to be held next year! ✈

UPPER CANADA CHAPTER

The Upper Canada Chapter in Toronto, Ontario, recently hosted another successful Girl Guide Aeronautics Badge event, which provided the opportunity for 51 Guides to earn their aeronautics badge. The girls learned the basics of an aircraft, how it works, and even had the opportunity to sit in one! Thank you to volun-



teers **Lisa Graham**, WAI 8030; **Katherine Krupka**; **Sherry Kremko**; **Mari Mersi**; **Jackie Tamboer**; and **Laina Reeves**, WAI 1832. The day would not have been possible without the

generous support of the Brampton Flight Centre by providing a classroom and aircraft for the girls to explore. Following the event, the volunteers enjoyed lunch at the airport café and got to know Seattle member Laina Reeves who was able to join them for the day while she was in Toronto teaching a 787 course for Air Canada. ✈



ERAU PRESCOTT CHAPTER

Members of the ERAU Prescott Chapter recently helped the local Girl Scout troop celebrate their cookie season by hosting a glow party at Embry-Riddle Aeronautical University. The girls participated in several activities that involved glowing in the dark, such as black light jump rope. This was an excellent way to end the semester. The chapter is continuing to work with the Girl Scouts to develop an aviation badge for next year! ➔



WASHINGTON STATE CHAPTER

WASHINGTON STATE CHAPTER

The Washington State chapter in Seattle, Washington, recently participated in Alaska Airlines Aviation Day. All day long youth meandered through the Alaska Airlines Hangar, the Alaska Airlines Operation Center, and the SeaTac Conference Center. Boy Scouts and Girl Scouts earned their aviation merit badges and patches. Chapter members **Peggy Phillips**, WAI 28228; **Ashley Salm**, WAI 27136; **Jeanne Deaver**, WAI 9197; and **Laura Mason**, WAI 3155, worked a display table, while students including **Kimberly Rangel**, WAI 55993, toured the facilities. It was a great opportunity for the chapter to share information about WAI. ➔



EDELWEISS CHAPTER

EDELWEISS CHAPTER

The Edelweiss chapter in Lausanne, Switzerland, recently visited the Pilatus aircraft factory in central Switzerland. The tour was organized by the Edelweiss Chapter, and members of the Geneva Aeroclub, Women Pilots, Plane Owners of Lausanne, and Lausanne and Aero Aeroclub joined the group.

Pilatus Aircraft Ltd. develops, produces, and sells different kinds of aircraft. The more famous are the Pilatus Porter PC-6, the PC-7 Mk.II, PC-9 M, and the PC-12 NG. We were privileged to have two enthusiastic and skilled guides for our visit: **M. Loup** and **M. Bourban**, engineers at Pilatus. We would like to thank them for the marvelous time they offered us. We went home with an increased pride in our Swiss aviation industry. ➔



WOMEN WITH WINGS CHAPTER

WOMEN WITH WINGS CHAPTER

St. Louis, Missouri's Women With Wings chapter members had the opportunity to tour the St. Louis TRACON facility on March 12, followed by tours of Lambert tower (KSTL) on March 26 and April 2. They were able to observe the controllers in action, ask questions, and hear some amazing stories. The friendly and professional staff of both facilities provided valuable information to the pilots, and made for experiences the group will not soon forget. ➔





GONE WITH THE WIND CHAPTER

Members of Atlanta, Georgia's Gone With the Wind chapter partnered with Youth Aviation Adventure (YAA) to volunteer their aviation expertise by leading educational sessions to expose and teach youth about all aspects of aviation. YAA was started in Columbus, Ohio, and now offers its program all around the U.S., with a pool of hundreds of pilots and other aviation professionals, enthusiasts, and volunteers, and is geared to boys and girls between the ages of 12 and 18.

The curriculum is based on the requirements for earning the Girl Scouts and Boy Scouts aviation merit badges. The kids (and some interested adults) spend about 20 minutes at each of the nine stations such as an "In-the-Know" aviation quiz game, airplane preflight checks, airport surface operations, airport firefighting operations, police use of helicopters, aerodynamics, the life of a professional pilot (careers), aircraft engines, and instrument panels. Most stations are run by two pilots/discussion leaders. ➔



GONE WITH THE WIND CHAPTER

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CAREERS

Andrea Coppick, WAI 6452, has recently written a children's book called *Georgia Goes to Lunch* about a fearless 7-year-old girl who loves to observe the world. Andrea is an Alaska Airlines pilot flying the Boeing 737 and sponsors the Dare to Dream scholarship offered through WAI since 2009. She wrote the story to share her love of flying and hopefully inspire young girls to consider careers in aviation. The book is available online at www.WAIstore.org.

Blake Schuette, WAI 49633, was formally presented the Candi Chamberlin



Auburn applauds Blake Schuette.

Kubeck Award at Auburn University's A-Day football game. Auburn president **Dr. Jay Gogue** presented the award in front of the more than 70,000 people in

attendance. Congratulations to Blake on receiving the 2014 scholarship presented by the NIFA Foundation.

Danielle Metcalfe-Chenail, WAI 49211, was recently honored as Edmonton's (Alberta, Canada) Historian Laureate in part due to her work highlighting women's contributions to aviation. In March 2014 she spoke at the Alberta Aviation Museum and gave an interview on the local radio station in promotion of women in aviation. Her upcoming book, *Polar Winds: A Century of Flying the North*, tries to unearth the hidden stories of female passengers, pilots, ground crew, and executives North of 60. ✈

PASSAGES Virginia Volk: 1959-2014



WAI's Capital Region Chapter (WAI-CRC) and FAA's Technical Women's Organization (TWO) offer this tribute to Virginia Volk, the founder of WAI-CRC and an active member of TWO. We pray her family has peace at this difficult time. Virginia will be remembered for her legacy of service to women in aviation, both now and in the future. A WAI scholarship in her honor will celebrate her life and numerous accomplishments.

Virginia, WAI 218, took her first plane ride at 8 years old and her next ride at 23 when she was off to the FAA Academy in Oklahoma City. Upon graduation, she began a career as an air traffic controller, and dedicated more than 30 years of meritorious service to the FAA. Virginia founded the Capital Region Chapter of WAI and served as an active member of both TWO and the Professional Women Controllers (PWC) organization. PWC awarded Virginia the Professional of the Year award in 1993 and Manager of the Year award in 1998, as well as numerous other awards, citations, and letters of appreciation.

She was a female pioneer who loved aviation and always went above and beyond in everything she did to support safe skies and a growing air transportation system. She was instrumental in championing the advancement of women in the FAA while also supporting education and outreach programs targeted at women in all areas of aviation. Virginia's most prized possessions were the awards and honors she received from the children she touched and introduced to aviation.

The Virginia Volk Scholarship will be awarded annually to a woman who embodies the qualities that she exemplified while pursuing a career in aviation. — *By Maria Killian*

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** for more details on the campaign!

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

The WAI members listed below have all recruited a new member for WAI. They are now eligible for great prizes! Have you discovered a new star? Help them join.

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Kacy Anderson	Chinwe Nwaobasi
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Audrey Baxcajay	Olugboyega Osifowora
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Catrina Capistrant	Donna Petrosky
Rebecca Colby	Kelly Rinehart
Dr. Diane Dempster	Lisa Rodriguez
Elisabeth Dupuy	Linda Rogus
Shelby Edwards	Cherise Rohlfing
Mikayla Fisher	Lukasz Shaded
Heather Ford	Kerry Sheridan
Angye Fox	James Shore
Daniel Funk	Carolyn Smallwood
Wally Funk	Lexie Stolen
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Kari Harris	Christine Torres-Vega
Melanie Ho	Eugene Ulat
Athina Holmes	Eric Valgardson
Katrina Horobowski	Lotte van Noetsele
Coralyn Hudik	Chelsea Welch
Leon Johnson	Cody Welch
Erica Larsen	Tommy White
Lorrie LeBlanc	Fallon Winslow
Anita Lemmon	Emily Wiprud
Ryan Mammen	Matthew Wise
Jennifer Meiners	Michael Wolf
Cindy Mencil	Claudia Zapata-Cardone
Megan Montgomery	



FROM VIRTUAL KEYBOARDS TO SUNBURNT LIPS

It may be one of those relics of the past when it comes to technology, but I'll admit that I enjoy having a standard-size keyboard when I'm on the road. So, when I heard about the Epic Mobile Projection Keyboard from Celluon, a wireless Bluetooth projection keyboard that provides a complete redesign of the traditional computer keyboard, I was curious. Essentially it uses

a laser light to project an image of a keyboard onto a flat surface, and then translates key strokes into language the computer understands.

The Celluon Epic has a slim, attractive design given the technology it packs: It is compact, lightweight, and easily fits into any small pocket. Plus, it can be positioned next to your device where you are typing and it is barely noticeable. The "virtual" keyboard comes equipped with a red laser diode light source that projects a full-sized QWERTY keyboard on nearly any firm, flat, opaque surface. With a secured yet simplified pairing via Bluetooth, the Epic is compatible with a variety of devices. The built-in battery has more than two hours' operating time (it takes three hours to recharge the battery), and is compatible with all the major mobile and desktop operating systems including iOS, Android, Windows XP+, Mac OS X, and Blackberry 10. (Windows Phone isn't yet supported.)

Setting up the Epic is fast and easy. The on/off switch and the micro USB port for charging are located on the back. Just turn the projection device on/off switch on and it automatically enables the Bluetooth signal. Then, with your smartphone, tablet, or computer, go to Bluetooth settings and pair to the device. It will be functioning almost immediately.

You must have an opaque, flat surface for it to function properly. (This translates into the virtual keyboard probably working better in your hotel room rather than on a plane.) Keystrokes are recognized and then relayed via an invisible infrared layer combined with an optical sensor. An adjustable audible beep confirms a successful key press. Initially, the company suggests starting with a one-finger operation to get used to the infrared keyboard, eventually building up to two-handed typing. If you are a fast typist, be aware that recognition rate is 350 characters per minute, or about 70 words per minute. You don't want to outpace system capability.

The Epic retails for \$149.99 at www.Celluon.com. This is a



great mobile tool for road warriors willing to pay the price.

Banana Boat's Sport Sunscreen Lip Balm for ultimate protection

A recent photo safari to Tanzania found me field testing a product I didn't have. The short story is that I was on a malaria medication that comes with warnings of skin sensitivity and the need to stay out of the sun. As we were on safari from 6 a.m. to 6 p.m. daily, the most I could do was protect my skin. I did my best by wearing a broad-brimmed Tilley hat, Oakley polarized wrap-around sunglasses, long sleeves, and long pants. Plus, I lathered sunscreen on my face and applied good old-fashioned ChapStick to my lips.

By the first evening my lips were feeling sensitive and sunburnt—something that had never happened to me. By the next morning, they were puffy and swollen, making me look like I had had collagen injections that had gone all wrong. A fellow photographer gave me a spare tube of Banana Boat's Sport Sunscreen Lip Balm with broad spectrum SPF 50. "I picked it up at REI," he told me.

The package indicates that it provides three-way protection while keeping lips moisturized but sweat resistant. Apparently the ultra-sheer formula with patented AvoTriplex technology protects three ways: against sunburn with high UVB protection, against aging and long-term skin damage with high UVA protection, and lasts longer than ordinary sunscreens since it doesn't break down.

I applied it about every hour because it felt good on my lips, and within a day, I could finally pass food by my lips. Plus, the bee-stung look was definitely subsiding. My unintentional field testing of Banana Boat's Sport Sunscreen Lip Balm earned it a "thumbs-up." I will definitely add it to my standard packing list for future trips. Retails from \$1.99 to \$2.25 at REI and most drugstores. ➔

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



LARISSA FILDES

JETPUBS

JETPUBS was founded in 2001 to help airlines in areas where, for a variety of reasons, they could not effectively help themselves. We converted manuals, built computer-based training modules, authored user guides, built static trainers, and created many customized one-off solutions. For several years, we were all things to all people.

Over time, it became clear that there was one area where no airline was proficient: manuals. Airlines specifically (and aviation companies generally) do a consistently poor job creating, revising, approving, and distributing their manuals. We also realized that, while we enjoyed working in a variety of areas for our customers, we could provide the highest value to our customers by focusing on just two areas—manuals and training materials.

And, since 2008, that is all we do at JETPUBS. The fact is airlines are great at moving airplanes from A to B, training centers are great at training students, and manufacturers are

**Over time,
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was proficient:
manuals.**

great at building aircraft, but none of them are great at building or maintaining their own manuals and training materials. We provide these services to airlines so that they can have a world-class product that is simply not available to them by doing it internally.

So, what do we do in each of these two areas? Training materials are everything tangible that might be used as a training asset: cockpit posters, schematics, aircraft diagrams, static trainers, or digital graphics to be used in training presentations. Cockpit posters are our most popular product in this area and, just as we have done since day one, we still provide all cockpit poster customization to our airline customers free of charge. Our customers are always able to train with accurate and relevant materials that pertain exactly to their specific fleet configurations. Their cockpits are produced as student handouts, framed sets for briefing rooms, lifesize sets for large classrooms, static trainers, and as a reference for our famous Lights and Switches Guides.

In the area of manuals, we do anything you can imagine. We create them, author them, revise them, print them, dis-

tribute them through our iPad app, create binders and tabs for them, and cross reference them against regulatory requirements just to name a few. Our online manuals service allow our customers to easily author changes to their man-



uals without worrying about formatting, standardization, or even how to use publishing software. For the first time, an airline subject matter expert is able to quickly and easily make and track all of their own changes while someone else does all of the heavy lifting on the back end. They also have instant information about what other manuals will be affected by a change as well as to what regulatory references the section they are modifying is tied. All communication (including that with the regulator) is tracked and archived for future reference.

In these two areas, we bring simplicity to aviation. We allow airlines and training centers to focus on what is important. Whether that is allowing them more time to run the airline, helping with an upcoming audit, or focusing on training, we are here to help. Every aviation company is different. We currently work with more than 300 airlines and each one of them is different in their own way—from how they view the world to the way they write their procedures. By developing relationships with each of our customers we are able to solve their specific problems more quickly and accurately.

JETPUBS is a proud corporate member of WAI with women comprising more than two-thirds of our staff. Earlier this year, we enjoyed exhibiting at our first WAI conference and were delighted to see and feel the energy surrounding the conference. It was a testament to the fact that women are making a real difference in aviation. Although almost eight months away, you will not want to miss what JETPUBS will be sponsoring at the next WAI conference. We look forward to getting to know all of you more. See you there! ➔

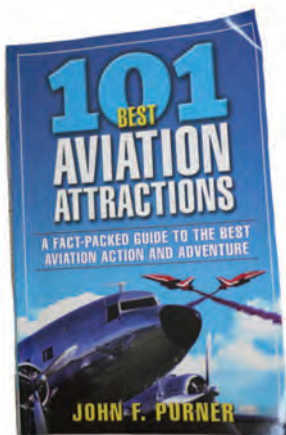
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Larissa Fildes, WAI 55813, is director of operations for JETPUBS.

FLY-IN FUN



***Tips for finding more
memorable flying adventures***





Of the many books and manuals I own, one is fairly unique: John F. Putner's *101 Best Aviation Attractions*. Flipping through the contents of this 101-chapter book one is quickly struck by how many of Putner's "attractions" are actually air shows, airfests, and fly-in adventures all over the world.

by Amy Laboda

Out-of-date though my copy may be, it is still relevant—and dog-eared, I might add. It has evolved over time into one of my idea-makers. And when I'm looking for an excuse to go flying it is perfect. I cross-check the information in the book with more recent data found on the Internet and more times than not I can find the perfect excuse to pull my airplane out of the hangar, fuel up, preflight, and be off.

The Truth

I wasn't always like that. Once upon a time I was like any other pilot, struggling to find good excuses on a beautiful day to go fly by myself. I will admit that I even let myself go for a bit, getting out of practice, even uncomfortable in the cockpit. I didn't like that feeling at all, so I made a pact with myself that I'd fly regularly enough so that I was always comfortable in the left seat. But to where? For what?

That was around the time I discovered Putner's book. Therefore, I'm here and now stating that my love of flying to fly-ins, pancake breakfasts, air shows, and the like is because of Putner. There, I said it.

Finding Your Perfect Weekend Fly-In

Sure, sometimes this compulsion gets a little expensive (my annual pilgrimage to EAA AirVenture, some 3,000 miles roundtrip, comes to mind), but often it's quite economical. I've camped near the runway under the wing of my Kitfox at Sun 'n Fun many times. Heck, even the trek up to the Triple Tree Fly-In, some 400 miles away, was a camping trip economical enough to repeat. Besides that, South Carolina in the early autumn is gorgeous, the food is awesome and the camaraderie...okay, well don't get me started.

Flying in to an event can be exotic, too. I remember with an eerie clarity the opportunity I had to be a backseat passenger in a French Robin (think of it as a Grumman Traveler), one of four, who flew in formation into Paris' Le Bourget airport, where Lindbergh landed nearly a century ago. We were a part of a Women's

Day at the Paris Musee de L'Air de l'Espace. We waited with impatience half the morning in front of a roaring fire at the tiny FBO in the countryside for the Paris skyline to clear of low clouds before we could takeoff. Once airborne the whole of the city of lights spread below us, the Seine a jeweled belt winding through its middle, sparkling in the sudden sunshine of mid-morning. There was some tension as our pilot worked to stay in loose formation with another Robin. We had to, as our transponder had, typically, gone on the blink. But air traffic control knew the event was happening and was sympathetic. Yes, really, they were! There was the French equivalent of a NOTAM issued and all pilots were vetted before being issued their flight plan in person for the trip into town.

We were vectored onto downwind behind our formation partner, and glided deftly over the gritty industrial buildings and apartments that now surround Le Bourget. Scenery? Nothing to write home about right around the airport, but getting to land where Charles Lindbergh landed? Where the Paris Air Show is held every other year? Even from the backseat it doesn't get any better than that.

We were part of a veritable fleet of aircraft flown by women: military helicopters and jets, Stearmans, a Bücker Jungmeister, and more, directed to park on the ramp immediately in front of the museum, surrounded by rockets and other static displays, and brought in through the ramp-side entrance. There I met several other WAI members from France and Eu-

rope, some of whom I've been good friends with ever since.

So, where do you go to find opportunities such as my Paris trip? I will admit that I spend more time than I should with that Putner book, outdated though it is.



PHOTOS COURTESY OF AMY LABODA



Check your local airport pilot shop, bookstore, Sporty's, ASA, or Amazon.com for copies. FunPlacestoFly.com and FlyIns.com are more up-to-date sites you'll want to check next to confirm the dates and get detailed information and the most recent contacts. Don't discount your WAI, AOPA, or EAA calendars. They are also loaded with national and sometimes international fly-in treasures.

Ask, Ask, Ask!

Once you've done your web work, start corresponding. Email is a great first move, but you'll probably need to resort to a good, old-fashioned telephone call to be sure that you've got all the information you need for your trip. No matter what, don't forget to ask critical questions such as is there aircraft fuel on the field, can I camp or how close is lodging, is there transportation available? And of course, find out if there is a NOTAM or arrival/departure/parking procedure you'll need to follow.

Don't discount information from friends who have been there! Some of my most fun fly-in experiences—from seafood fests in the Everglades, to glider competition weekends, to an all-women backcountry fly-in educational weekend—were tips from good friends who were in the know. And those good friends who have been there are also knowledgeable about how those arrival/departure/parking procedures work in real world conditions, such as a misty marginal visibility morning arrival, or departures scrambling rapid-fire in the moments after the last performer lands and the first crack of summer lightning and thunder strikes.

Joining the Flock

Good information from people who have been there has often been the most compelling reason for me to head out. I rarely regret it. You see, fly-ins are an opportunity for me to convene

with other like-minded fliers and often their families. Fly-ins are happening year-round nearly everywhere on the planet, and they come in all sizes. But beware. Once you've been to one, you may discover, as I did, that they are addictive. Catch the fly-in fever and you are likely to be spotted flying all over your state, your region, or beyond, filling your logbook with documentation of fabulous fields, and fun flying.

I cannot emphasize this enough, all fly-ins have these items in common: arrival and departure procedures. If you do anything in your preparations to go even to the smallest of fly-ins, please, check the NOTAM for your destination airport. If your fly-in or air show is worth its salt, it has worked with the FAA to issue procedures for arrival and departure, and parking on the field. You need to know this information.

Check web information and, if you find nothing there, call the principal listed for the event. They all have a plan for how to get the bulk of traffic safely in and out of their airfield. You need to know that plan before you takeoff. Why?

I've seen it play out at more than one show: I'm approaching the airfield at recommended airspeed and altitude (I found it in the NOTAM). I'm following the ground track delineated in the notice, and I'm listening—not talking—on the designated frequency. That's when I hear a random pilot pop up and announce that he's "comin' in." This guy (or gal, I've heard both) knows nothing of special procedures today. He may not even know there is a fly-in going on. And he's talking on the common traffic advisory frequency (CTAF) except, today, there is a temporary control tower on the field.

Fortunately tower controllers are monitoring the CTAF and suggest that our errant pilot remain outside the Class D airspace until he's read the NOTAM and can comply. So our flummoxed pilot goes away. Except sometimes he doesn't. Sometimes he ignores the tower and creates chaos by just flying a standard pattern and landing without a clearance, ostensibly because he didn't need one to land there last week (seriously, I can't make this stuff up!). Once I heard a temporary tower controller read the NOTAM to the pilot! And another time they just read him a phone number to call when he got on the ground.

Whatever you do, please, don't be that guy!

NOTAMs are easy to find at PilotPortal.gov online, or from Flight Service if you don't do computers. One word of warning: In the last couple of years the government has neglected to update NOTAMs and TFRs on the weekends, so





definitely call Flight Service and ask if anything has changed before taking off on a weekend.

If there is no NOTAM for your destination, you should still check the airport's website, the event website, or at the very least call the FBO on the field or the event contact to get information on how to land, where to park, and any arrival restrictions. It is uncommon for arrivals to be held during air show performances, for example. Even if the fly-in didn't apply for a TFR, they could have informal demos, spot landing contests, or other runway-closing exercises (flame-throwing jet-powered dragsters come to mind). You don't want to be the pilot that lands in the middle of the show.

Practice Makes Proficient

Your final preparation before you head off to a fly-in gathering is to practice the arrival. Why? Well, most fly-in arrivals demand that you control your aircraft with precision, and you can't do that if you haven't practiced. Trust me, I'm a flight instructor. I administer plenty of flight reviews. I know. Pilots who have not maneuvered in slow flight are more than just not comfortable, they can be dangerous. Pilots who have not practiced a spot landing (and you can bet you'll be asked to perform one at any crowded fly-in where ATC is working hard to get everyone on the ground safely before the air show performers shut the field down to arrivals) will not land on the spot consistently.

Pilots who practice in the aircraft they intend to fly to the event will be rewarded by having enough spare brainpower to keep a sharp lookout for other aircraft. Fly-ins are notori-

ous for bringing aircraft much closer together than what is normally encountered in a traffic pattern. Most of us are accustomed to seeing a couple of airplanes in the airport traffic pattern, but at a fly-in of any size you are more likely to encounter as many as a dozen aircraft converging on one point in space (say, the entry waypoint on the arrival procedure). Some will be eye-popping close! You'll want that extra processing power to leave you ready for nimble maneuvering if you see traffic you need to avoid.

Speaking of which, if you can do so, bring a copilot or observer with you to carry out the role of traffic spotter. A good spotter will call your traffic on the right side of the aircraft (or left side, if you fly a helicopter). That way you can focus on executing your precision flying skills. Besides, four eyes and two CPUs (brains) are infinitely better than one in the air.

It all sounds a little scary on paper, and I won't lie, it can be. But fly-ins and air shows come off accident-free all the time, so I know they can be managed safely. I'm living proof, having survived piloting dozens of gatherings in aircraft ranging from light taildraggers to a DC-3. It is a testament to our collective piloting skills and commonsense as pilots that this safety record exists.

So, don't be the outlier—the one pilot who makes us all look like amateurs to the general public. Study up, practice, and then go enjoy the pilot party! I hope to see you there. ➔

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

BUILDING AN ALASKAN LIFE

A decade to cherish



PHOTOS COURTESY OF KATIE WRITER

Above: A pregnant Katie poses after flying into Talaheim Lodge in her much loved Piper Super Cub. Far left: Fishing on Talkeetna River with Wren, 1 month old. Left: Wren, at the door and ready to fly. Right: Jasper, searching for fishing lures.

JULY/AUGUST 2014



Earlier this year I hit the ten-year mark of moving to Alaska for my first flying job. I recall the unknown of a new adventure being somewhat daunting. As a newly certified flight instructor, the responsibility of teaching others how to fly floatplanes in Alaska required professionalism beyond the years of flight training. Thinking back, I could have easily been stalled by fear of the unknown. **by Katie Writer**

My employer's confidence in my abilities, coupled with the students' readiness to fly, made for a perfect beginning because there was no room for any doubt or hesitation. There was some magic to being 35 years old, as I was adventurous and willing to take on the challenge.

Moving to Alaska was no big surprise to my friends and family. My first flight instructor and mentor, Al Richardson, was a bush pilot and he taught me survival skills along with the flight training. He outfitted me with hand-me-downs such as heavy duty rain gear, a tool bag for the airplane, a bivouac sack, knives, fishing lures, flares, hand saw, rope, a .30-06 rifle, and a head full of stories about how to survive in the North. My float vest was full of goodies that could keep me going if a situation arose. (A butane lighter, fire starter, nuts, water bottle, cord, chocolate, a Leatherman, and a hand saw were items I always packed on my person.) When I arrived that summer of 2004, I showed up with the basic necessities. I did not have any money saved due to the financial demands of flight training. This was an advantage, I thought, because I was primed to work, teach, and fly. There was no time for much else, and living near Lake Christiansen was heavenly.

Summertime in Alaska is hard to describe until you make the trip and see why outdoorsy people love it so much. The extended hours of daylight rank at the top of the list because it energizes you so much. In the month of June, there is a constant buzz of activity. There is no need to go inside unless you need to escape the mosquitos or take a catnap. The exponential growth rate of the fiddlehead ferns, water lilies, devil's club, cow parsnip, and other vegetation seemed to fill the air with an abundance of oxygen that added to the insomnia for summertime residents. The Anchorage air traffic out of Lake Hood and Merrill Field is a constant stream when the weather is decent. It seems that everyone is headed out for an adventure.

The beauty of the wilderness crawling with bear, moose, caribou, fox, wolverine, coyotes, and musk oxen is what makes Alaska the gem of all gems. The multiple mountain ranges, vast coastlines, pristine lakes, salmon-filled rivers, and bays are plentifully immense and full of wonder. Even the Discovery Channel represents Alaska as the ultimate nature destination. The opportunities for hiking, fishing, rafting, skiing, and exploring seemingly unlimited miles are endless, and an airplane is one of the best ways to get a head start to an adventure. There is so much to see and do that it can be overwhelming. Train rides, boat rides, and driving throughout the road system also offer wonderful scenic pleasure.

Working as a flight instructor is one way to see various parts of the state. Instructing gave me an added set of skills as well as fueled many hours of flying. Yet at some point it was time to stretch my own wings, and that I did. I bought a PA 22-20 in Houston, Texas, and planned to fly it back to Alaska. I

had a lot of float time and not a lot of taildragger time, which is almost mandatory in Alaska. Tricycle gear does not handle the backcountry strips so well. I liked the idea of gaining some cross-country experience and purchasing a plane 4,500 miles away offered that chance. I flew almost 3,200 miles in *Jaune Oiseaux*, “yellow bird,” before that fateful day in Mackenzie, British Columbia. Upon landing, a gusty crosswind sent us into a ground loop that ended a very fine journey with a major heartache. The insurance company totaled the plane and I was back to flight instructing floats for the summer in Talkeetna, Alaska. Sigh.

In 2005, I spent the summer teaching for Alaska Floats and Skis and enjoyed having a year of experience under my belt. The students were ecstatic about learning the joys of hopping from one lake to the next and it was not uncommon to see bears and moose and hear the loon making its call. On one memorable flight, we had to abort a landing when we realized a black bear was swimming across our landing zone. I also grew to appreciate what great swimmers moose are after seeing how they’d rather swim across a lake than bushwhack around it. I always enjoyed the silence after shutting off the engine and pulling up to a sandy shore in a floatplane. Summer was busy and by the time the colors started to change, I was not the only one who looked forward to the slower pace of the off season.

That fall, I purchased a beautiful Super Cub. I had never felt such love at first sight for an inanimate object. I was sure that when I laid eyes on N4121Z at Birchwood airport that we were meant to be. It came with all of the Alaska mods such as a belly pod for cargo, wing covers, skis, and tundra tires along with the history of an owner who had flown it and loved it for 25 years. And it was only 100 miles away from Talkeetna.

Today, raising a family in Alaska really has become my ultimately satisfying life experience. Parenting can be a thankless job and though there is nothing that compares with the love of having offspring, other family members—like the family Super Cub—suffer. My husband, Tod, works as a fishing and hunting guide throughout the state. During my first pregnancy, I’d fly out to his camps to drop off or pick up gear. I was learning some new locations and even some challenging river flying with the floatplane. I did not mind having a big belly and it seemed that others noticed it more than I. “When are you going to hang up the keys to the airplane and have that baby?” onlookers would ask. I was satisfied with the adventures I shared with my little one while she was in my belly.

Perhaps having been adventurous my entire life made the transition to motherhood so dramatic. I became a homebody. I loved taking care of my babies (we have a girl, Wren, and a boy, Jasper, who are two and a half years apart). Motherhood came with great joy. The challenges did come with the territory. Nothing is more challenging than raising two children in the far north where no grandparents or family reside. There are



Simple plans make for simple pleasures.

Above: Happy frequent flier Wren after spotting a moose in a lake “that looks like soy sauce.”

not too many moments when I am not with my children, and though I find this a huge blessing, it is also challenging to lose 100 percent freedom of time and mobility. How

do other women pilots do it, I ask myself. We didn’t use daycare and we all enjoyed being part of each other’s daily lives while we built our cabin into a house, Alaska style. The kids got to see every step of the way—from the septic installation to raising the roof. We got to pitch a tent in the house and live in it without windows or a back door installed until November 2011. I would often lay awake when my husband was away guiding hunts wondering if a bear was going to walk right into our house while we were sleeping. We are committed to raising our kids here in Talkeetna. There is nowhere else we’d rather be.

By the summer of 2011, I found a little more freedom to reconnect with my first baby, my Super Cub. The first week after putting it on floats we all flew to nearby Larsen Lake for a family outing. We brought along a small raft, fishing gear, rain gear, hot dogs, and a can of spicy chili. Tod and Jasper were happy to arrive and it didn’t take them long to inflate the raft from the float, climb aboard, and have their fishing line in the water. As I taxied away from them, I paused to take in how completely comfortable they looked at that given moment.

I flew back to Christiansen Lake to pick up Wren, who was 4 and a half at the time. She was very excited to climb aboard

the plane. I love the look she gives me when I check in one last time before taking off. This kid loves to fly! When we landed at Larsen Lake, she wondered why the flight was so short.

It didn't take but 20 minutes to fetch Wren, but a dark cloud had changed the scene. Tod and Jasper paddled up to the plane just as it began to downpour. The wing sheltered them and as loud as the pitter patter of the rain was, an inner serenity filled me. There we all were with the plane as our shelter and I imagined N4121Z feeling satisfied. Luckily, the sun came out shortly after and we taxied to a small point where we could safely park the plane. We made a small fire and roasted hot dogs and ate the chili with a spoon carved on the spot. No one needed to say much, as we all were feeling quite content. Simple plans make for simple pleasures, and we were off to a good start with that family outing.

Something starts to shift in a family when the kids mature yet are still totally dependent on the parents. Some may call it the golden time of a family and I feel blessed to realize it. There is magic in children's psyche and the more they are outdoors experiencing the beauty of nature, the more intact their core becomes. There is a reason for the family camping trips and hopefully this will not be replaced with the digital infatuation.

Flying requires confidence, especially when thinking about taking other passengers and family members. Confidence comes with practice. I have made some goals to fly frequently this summer and with this, the garden may not be as vast, but the chance to raise my family as an aviating one is certainly enticing.

There really is a special bond that you share with your kids when you take them flying. They each become so engaged with their perspective of the world while I focus on flying safely and keeping my attention on all that important logic that goes through a pilot's brain. I know there is something about a mother's chemistry in the presence of her children. When flying an airplane with one's children, the pilot has to stay focused on piloting the plane. One has to create a good foundation with their kids to respect, "Mom is flying, be conscientious, be quiet." If we could only maintain that in the car! With a new headset, we do talk together and share what moves or interests us when the time is right. They know to tell me if they see another airplane—they are great spotters! They take this back seat job seriously and let me know when they see another airplane. All in all, there is a feeling of gratitude and one of hope that the Super Cub will be a part of our family history for years to come. Will they be piloting N4121Z someday while I relax in the back seat taking in the view?

The ignition of my own desire to be a bush pilot in Alaska came to me like a shooting star. The idea was clear, sparkly, out of reach, and bright. Each step toward reaching this goal was rewarded by meeting wonderful people along the way. It was a life-changing bold move. The courage within me blossomed because of the challenge of becoming a pilot. Knowing that I'd be a good match with Alaska ultimately brought me to my home in the North. I am forever grateful for that shooting star. ➔

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Katie Writer, WAI 11711, enjoys painting, photography, playing with her kids, and exploring Alaska. She's writing her first book and can be reached at akktwriter@gmail.com.



Alaska: Dream Versus Reality

Moving to Alaska from the Lower 48 is a big change. Here are some things to consider if you are thinking about making it your reality:

- Summer is one of four seasons, and it is the shortest. Consider the lengthy winter and know if you choose to be a year-round resident you choose to love snow and cold. If snow and cold and dark, long nights are not your cup of tea, find a summer-time job and skip the winters.
- Start saving money and frequent flier miles so that you can afford a coveted winter retreat to warmer latitudes.
- "Roughing it" is a nice way to think about moving to Alaska. You may end up living in a simple "dry cabin," which means no running water. This leads to showering less and adding more chores to your daily living. "Simple living" can be more complex like carrying water, using an outhouse with bugs in the summer, and cold buns in the winter.
- Outdoorsy people adapt easier, because it can be like a camping trip. Some find this super satisfying.
- I find the abundance of shopping malls and overly materialistic American culture to be unsettling. Living close to nature with less stuff is a healthy alternative.
- The Internet is a great place to search for jobs in Alaska. Flying jobs are plentiful, though they often require that you have "Alaska" time in your logbook.
- You can also pack your car and drive up the Alaska-Canada Highway and find work when you arrive. Having your own wheels is not mandatory, but a bonus.

Whatever you choose to do, think of it as a life-changing adventure that you'll never regret unless you don't give it a try.



Sonex CFO Betty, center, is often billed as one of the company's greatest assets for her endless involvement and support. Her husband John, right, is founder and president, and her son Jeremy, left, serves as CEO.



BONNIE KRATZ



Working Through Life **Together**

***Betty and John Monnett epitomize
husbands and wives in business***

In her wildest dreams, Betty Monnett, WAI 27694, never imagined she'd be the co-owner/operator of an aircraft business.

Growing up in the 1950s, Betty saw two options for her career path—become a teacher or a nurse—and she wanted nothing to do with nursing! As the eldest in her family, she recalled playing school with her siblings often, “and I was

by Mary Jones

always the teacher,” she said. After high school, she attended Northern Illinois University in DeKalb, Illinois, to become an elementary school teacher.

There, Betty made the acquaintance of John Monnett. Her sorority's table was adjacent to where John and his fraternity brothers hung out in the student union. One day she noticed John poring over some books and working with a circular slide rule. Not having noticed him studying so seriously before, she asked what he was doing. He replied that he was studying to pass the test for his private pilot certificate.

A few weeks later, John asked Betty to go for an airplane ride, saying, “I want you to be my first passenger.” Betty said she had a class yet that afternoon, but John promised they'd be back in time.

So off to the airport they went, where John rented a Cessna 150. Betty said she thought to herself, “Well, I either have to look out the window and try to enjoy myself or I can write this guy off.” But she said the ride was pleasant. “I wasn't in love with it, but I did enjoy it a bit.”

Long story short, the romance between Betty and John blossomed, and they continued their studies, both planning that their lives would revolve around teaching. John's interest was art, and he was studying to complete an art major with an education minor, planning to be a high school art teacher, though aviation was important as his hobby.

The summer after graduating college, Betty



Above: John and Betty, pregnant with twins, in the Sonerai. John likes to joke this is the only time it was flown as a four-place aircraft. Below: Betty in the Defender John restored for them.



worked in Hawaii as a counselor at a Girl Scout camp, keeping in touch with John via weekly letters. In one of his letters, John wrote that he had a surprise for Betty when she returned home. Betty, of course, thought it might be an engagement ring, but the surprise was a basketcase Aeronca Defender that John and his father had purchased and that John was restoring.

After Betty graduated in 1965, they set a wedding date in August 1966, shortly after John would graduate. John promised he'd have the Defender flying before they were married. And he did, flying over her parents' home just two weeks before their wedding day. For their honeymoon later that summer, John and Betty flew the Defender from their home in Elgin, Illinois, to Hales Corners, Wisconsin, where they toured the EAA museum.

Betty entered into her marriage with John believing their



future would involve teaching and raising a family, with flying being John's hobby. "He was an art teacher; he made art, pottery, sculptures, and he was really into his students and fellow teachers. Flying was for fun. We'd fly to Meigs Field for fun and other airports, too. I never had a clue this would one day become our livelihood."

Betty continued, "We were doing great! We were both teachers and had summers off but were getting a year-round paycheck. I'd work extra for the school district in the summer and John worked on planes." That lifestyle lasted for about seven years. John rebuilt a J-4 Cub, and then built a modified Jeanie's Teenie homebuilt. That was the aircraft they took to EAA's fly-in convention in Oshkosh in 1970.

"I loved the convention!" Betty said. "I thought it was great; so many like-minded people enjoying airplanes together and having fun. We went to Rockford a couple of years and then to Oshkosh in 1970. That year, John met Steve Wittman and saw his V-Witt racer. The night we came home from Oshkosh, John sat down at the kitchen table and started drawing on a napkin. When I asked him what he was doing he said, 'This is a racer I'm going to build; I'm going to race against Steve Wittman.'"

Those drawings became the Sonerai I, and that airplane changed John and Betty's lives. They took the airplane to Oshkosh 1971, along with their 4-month-old son, John Monnett III. Returning home after convention, letters started coming in from people wanting to build the Sonerai.

John said, "Well, we might as well sell some plans." So they found a draftsman to draw the plans, printed them at school, and charged \$50 for a set. Betty remembered telling John, "This is going to be great. This can be your airplane money; you can keep flying without hurting our budget."

But the requests didn't stop there. Builders wanted help with parts and soon John's 14-by-14-foot shop and their 19-by-19-foot garage were filled with parts and machines to build parts. With John still teaching, Betty stayed home to raise young John, and their lives were

soon consumed by work. "It was a very busy time, but we never really said, 'Okay, this is what we're going to do.'"

But it was becoming too much. John recalled, "One night Betty said to me, 'You can't keep this up; you can't work 17 hours a day. Are you going to build airplanes or teach?' Well, given that choice, I'm going to build airplanes."

John took a year's sabbatical from teaching in 1974. He and Betty decided it was time to see if the airplane business could work, and Monnett Experimental Aircraft was born. "We couldn't keep up the pace we were living," Betty said. "Something had to change." By then, their twin sons Jeremy and Jason had joined the family.

While John worked at the company's facility just blocks from home, Betty cared for the boys and did the bookkeeping and other office work as needed in the evenings after John came home. "It was hard," Betty recalled, "but we never looked back. We made decisions by the seat of our pants sometimes, but we just kept moving forward."

Monnett Experimental Aircraft eventually moved to Oshkosh, Wisconsin, in 1981, and continued to grow. But bad times came along as well, and in 1984, John and Betty made what they described as emotional decision instead of a business decision. Struggling during slow times, they didn't want to let their employees go, so they ended up selling their business to a company from Great Britain. When that company folded, John and Betty were left with significant debt.

"One of us needed to get a job, and at that moment, it needed to be me as John had to wrap up the business, so at the age of 50 I re-entered the workforce," Betty said. "My teacher certification was no longer valid and I couldn't afford to spend money to reinstate it. So I started looking for a job. Because of my experiences in running our business and the volunteer work I'd done, I was able to land a position as the public relations person for a home health care business and that was good for about 10 years. Then home health care started changing considerably and I could see my job ending.

"Through that work I'd come to know



TOGETHER 24/7

According to the Small Business Administration, since the 1980s the number of businesses run by married couples has increased by 90 percent. In 1995, one-third of the fastest growing private companies on the Inc. 500 list were owned and operated by husband-and-wife teams.

In the world of aviation, several couples who have built successful businesses together come to mind—John and Martha King, Hal and Sandy Shevers, Phil and Tish Lockwood of Lockwood Aviation Supply, and Brian and Carol Carpenter of Rainbow Aviation, and there's a host of others. Take a tour through the exhibits at any aviation event and you're likely to find several couples running their business jointly.

While for some couples that might be the death knell for their marriage, others seem to thrive working together.

From the financial advisers at New York Life Insurance comes this advice for husband-and-wife teams:

- **Divvy up responsibilities. Separate your areas of responsibility and then let each other work without interfering.**
- **Leave intimacy and related issues at home.**
- **Keep business out of the bedroom. To make a smooth transition from business to domestic partners, limit the time you take each day to catch up after you leave the office.**
- **Get away with each other.**
- **Get away from each other.**
- **Reap the benefits of being in business together. Create a flexible schedule that allows you to each accomplish what you need to do at home and work.**
- **Protect your investment in each other. If one of you suddenly dies or becomes disabled, are you prepared for the business or your lifestyle to continue? Develop a contingency plan with the help of your lawyer, accountant, and/or insurance agent that protects both of you in the event of death, divorce, or another unforeseen event.**



the folks at a financial planning company that eventually asked

me to join them, and I worked with them for several years as the boys finished high school and college, and I resolved we'd never place all our eggs in one basket ever again," Betty said.

John had also taken a job, joining a laser specialties shop where he worked for several years, until the day the twins graduated from high school. "I promised myself I'd get back into aviation when they graduated," John said. "That day I went into the office and quit. We'd set aside some money to help the boys with their college educations, so I didn't feel obligated to them anymore."

John started restoring aircraft, including some Piper Cubs and Vagabonds, and eventually talked his father into loaning him the money to build a hangar on Wittman Regional Airport (KOSH). Then one day a man from Italy contacted John and said he was interested in a side-by-side aircraft like the Vagabond that would meet the European microlight standards. As it happened, John had been sketching out a side-by-side Sonerai, and thus the Sonex design was born.

By this time, Jeremy and Jason had graduated from college, with Jeremy working as an engineer at Boeing Aircraft in Seattle and Jason working in banking. But Jeremy decided he wanted to come back to Oshkosh and work at Sonex.

Betty was still working at the financial firm but, she said, "We'd have breakfast meetings before I'd go to work and talk about what was happening with Sonex. Then one morning Jeremy said, 'Mom, you need to come and work with Dad and me and help us grow our business.'"

That was July 2001, and things were going well for the little company, so Betty quit her job and went to work at Sonex. Then 9/11 happened. "The skies were quiet and our phone didn't ring for two weeks," Betty said. "I was scared. Here we were again—all of us needing to make money from the same business. But we had a workshop the first weekend of October and that workshop still holds the record for the number of kits and plans sets sold. People were determined to realize their dream to fly, and they didn't know what the future held."

Since then the company has flourished, with several designs now available, including the Sonex, Xenos motorglider, single-seat Onex, and SubSonex jet along with the AeroVee engine and a host of engine components.

Today, Betty is easing into semi-retirement after a life she never imagined, but one she has enjoyed thoroughly. "It's been great seeing people achieve their dreams and being a part of their lives. The happiness you see people get from building and



Betty and John today in the offices of Sonex Aircraft LLC in Oshkosh, Wisconsin.

flying their airplanes is just a kick. How can you not enjoy that? It was definitely hard at times, but I'd definitely do it all over again," she said.

So what advice do Betty and John have for those thinking of starting their own business? They offered several suggestions:

- Have a passion for what you're undertaking and totally believe in it. If you don't, you won't get past the obstacles that will develop because you can't imagine what they will be.
- Have good coping skills; be willing to roll with the punches.
- Recognize an opportunity when it presents itself. Recognize when you're in the right place to make something happen.
- Don't be afraid to take risks; the rewards are far more than the failures.
- Talk to people about what you're doing; it's amazing the connections we've made over the years by talking with salesmen and others. The synergy of the connections we made throughout the years has been amazing.
- Adapt to your business's needs.
- See where the adventure takes you.

"Aviation is 110 years old now, and we've been a part of it for 50 years," John said. "It's been a great life, but we're not done yet. We've got lots of ideas of things we'd still like to do."

And while Betty often wanted to strangle John for inviting people home to dinner—"especially when the boys were little and he'd call me on the spur of the moment"—both agreed that they have had many memorable moments in their home while hosting customers and others. "The connections and camaraderie we've experienced have been amazing," Betty said.

Quite the life for a pair of schoolteachers! ➔

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

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

FLYING Reader

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

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



FLYING
Sets you apart.

2015 Women in Aviation, International

Scholarships

We're set to award big money at the 26th Annual International Women in Aviation Conference

March 5-7, 2014, in Dallas, Texas, thanks to our generous donors and sponsors. What follows is a list of 82 incredible opportunities (valued at more than \$450,000) to help you take the next steps toward fulfilling your dreams.

To apply you must be a member of Women in Aviation, International prior to November 1, 2014, and that membership must remain current through March 2015. You can verify your membership status or join WAI at any time by logging into the members only section of www.WAI.org, or calling (937) 839-4647. All applications must be signed and postmarked by November 17, 2014.

SCHOLARSHIP SUBMISSION REQUIREMENTS

Applicants must be a member of Women in Aviation, International by November 1, 2014, and may apply for no more than two scholarships. Internships are not included in the two-per-member scholarship limit. All application materials can be submitted in the same envelope. These requirements are the minimum for all scholarships unless otherwise indicated. Some scholarships may require additional information; please read the description thoroughly to make sure you meet all requirements.

For each scholarship include three stapled (no folders) complete application sets (one original and two copies) of the following information:

- official WAI application form available at www.WAI.org/scholarships
- two one-page recommendation letters
- typed, descriptive 500-word essay
- professional résumé
- copies of all aviation and medical certificates and the last three pages of your pilot logbook (if applicable)

Descriptive essay and résumé should address the following:

- your aviation history and goals
- what you have done for yourself to achieve your goals
- where you see yourself in five and 10 years
- how the scholarship will help you achieve your objective and your present financial need
- flight or other training/education for which you need assistance; how your previous training was financed
- educational scholarships, awards, and honors
- where you would obtain the training and the hourly rate for the instructor, aircraft, and simulators, or other costs, if applying for a cash scholarship
- demonstrated involvement in aviation activities
- other applicable information as requested for each specific award/grant/scholarship

International applicants must meet all requirements and, in addition, must include your country's pilot, mechanic, or other requirements and the equivalent copies of certificates, licenses, and medicals.

All scholarships, unless otherwise noted, will be awarded at the 26th Annual International Women in Aviation Conference in Dallas, Texas, March 5-7, 2014. Scholarship applications must be signed and postmarked by November 17, 2014. Scholarship application materials should be mailed to **WAI Scholarships, 3647 State Route 503 South, West Alexandria, OH 45381.**

Visit www.WAI.org/scholarships for the official application form and answers to frequently asked questions.

AEROSPACE ENGINEERING SCHOLARSHIPS

American Airlines/Envoy Engineering Scholarship

American Airlines/Envoy will award one \$5,000 scholarship to a student pursuing a degree in aeronautical, electrical, or mechanical engineering with a passion to work in the airline/aviation industry. Candidates will be evaluated on academic standing, personal accomplishments, teamwork, leadership skills, community service involvement, and future career aspirations.

Requirements: Meet all WAI scholarship requirements and guidelines, GPA 3.0 or higher, enrolled in accredited U.S. engineering program through a college or university, U.S. citizen or permanent resident. To complement the scholarship, American/Envoy will host the winner with attendance to the 26th Annual International Women in Aviation Conference in Dallas, Texas, including air travel, hotel, and conference registration.

American Airlines and Envoy Maintenance & Engineering divisions are vital to the companies' commitment to provide safe, dependable, and friendly air transportation to their customers. As such, they seek to attract top engineering talent who share their passion and interest in the aviation industry.

(Scholarship value \$5,000—estimated total value \$7,000)



Delta Air Lines Engineering Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in a baccalaureate degree program in aerospace/aeronautical, electrical, or mechanical engineering. In addition to the scholarship, the recipient will receive a trip to the 26th Annual International Women in Aviation Conference, including round trip airfare, hotel accommodations, and conference registration. Applicants must be full-time students at the junior or senior level with a minimum of two semesters (as of February 2014), with a

cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

In addition to all WAI requirements applicants must also include a detailed essay (500-1,000 words, typed and double spaced), which addresses the following topics:

1. Who or what inspired you to pursue a career in aerospace/aeronautical, electrical, or mechanical engineering?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?
5. Why are you the most qualified candidate for the Delta Air Lines Engineering Scholarship?

(Scholarship value \$5,000—estimated total value \$7,000)

PAULA GRUBB



Lauren Schumacher (left) was awarded the 2014 Delta Air Lines Engineering Scholarship.

Yukiko Howell Memorial S.T.E.M. Scholarship

The Washington State Chapter of Women in Aviation, International offers a \$1,500 scholarship for science, technology, engineering, and math (STEM) education in memory of Yukiko Howell. Yukiko taught math, science, and Japanese language for many years at Annie Wright School in Tacoma, Washington. After obtaining her private pilot certificate, Yukiko taught weekly aviation lessons at her school, including the basics of flying. She advocated aviation in her lessons, emphasizing math and science proficiency as a means to achieve an exciting aviation career. She used her own flight training and experience to motivate her students, and she enlisted the help of aviation colleagues to complement her own stories. Yukiko happily volunteered for the Washington State Chapter's scholarship committee and at local education and outreach events, along with volunteering at WAI conferences, Sally Ride Science Festivals, and on the Museum of Flight Women Fly planning committee.

In addition to all WAI requirements the applicant shall be pursuing higher education toward a STEM career or continuing education STEM classes, be enrolled in an accredited institution (including two- and four-year colleges, technical institutes, and certificate programs), have experience volunteering in STEM or aviation-related events and/or WAI activities in the previous year, and submit an essay that includes detailed explanations of the applicant's career plans, goals, and volunteer experiences.

The scholarship must be used within one year of receipt and will be paid directly to an accredited program/institution. Funds may be applied to tuition, books, or laboratory fees. Funds may not be used for housing,

transportation, flight training, meals, or incidental expenses. STEM careers include, but are not limited to, science, engineering, air traffic controller, avionics technician, dispatch certification, aircraft mechanic, meteorologist, or educator for STEM.

(Scholarship value \$1,500)

DISPATCHER SCHOLARSHIPS

Aircraft Dispatcher Certification Course

Flamingo Air/Airline Ground Schools (AGS) will award one dispatcher training scholarship leading to an FAA aircraft dispatcher certificate. Applicants must be at least 21 years of age. Scholarship is for the Distance Learning Course with a six-day residency in Cincinnati, Ohio. No previous aviation experience required.

(Scholarship value \$3,000)

Universal Weather & Aviation FAA-certified Dispatcher Training Scholarship

The Universal Weather and Aviation, Inc. hybrid aircraft dispatcher course is comprised of two elements: a four-month (17 week) self-paced online portion and an 8-day classroom session. This course allows you to complete the majority of the coursework online. Once you complete the online requirements and pass the FAA knowledge test, you will spend 8 days at our training facility in Houston, Texas, to complete the practical portion of your training. Your FAA practical test will be scheduled following the successful completion of the classroom session. Please plan on being in Houston a few extra days to complete the practical test.

There are no experience-based prerequisites for taking this course. Participants must be able to read, write, speak and understand English, have a high school diploma or GED, and have a government-issued ID showing they are at least 23 years old. Students must also have access to a PC running Window XP, Windows Vista, Windows 7, or Windows 8.

Scholarship does not include lodging, meals, or testing fees. Hotel reservation assistance is available. Students have one year to complete all online training requirements and the onsite session based on availability of class dates.

(Scholarship value \$3,000)

WAI Mile High Chapter Empowerment Scholarship (2)

Two \$4,000 non-cash scholarships will be awarded for Jeppesen commercial aviation dispatch training. The scholarships include tuition, books, and supplies, and does NOT include pre-exam books or FAA examination fees of \$500. One scholarship will be awarded to a Colorado resident, and one scholarship open worldwide.

Students can be full time, part time, or graduated. Open to both women and men. Include in your essay activities, goals, and reason for applying. At least one letter of recommendation must be from an employer, instructor, or personal acquaintance.

This course will prepare applicants to take the comprehensive FAA written, oral, and practical exams leading to issuance of the aircraft dispatcher license. The FAA aircraft dispatcher written exam is the same as the FAA airline transport pilot (ATP) exam, so this course provides the ATP body of knowledge, plus flight planning and practical dispatching skills—applicable to many aviation careers. This is not an ATP course.

Jeppesen graduates can receive transfer credit towards a bachelor's of science degree at the Metropolitan State College of Denver, Honolulu Community College, and other worldwide partner universities.

Training will be held at Jeppesen's Corporate World Headquarters in Denver, Colorado. Travel and lodging expenses not included in scholarship. Scholarship must be used within one year of receiving the award.

(Scholarship value \$4,000 each)

FLIGHT SCHOLARSHIPS

Airbus A320 Type Rating Certificate Scholarship (2)

Applicants for the Airbus A320 type rating scholarships must hold a bachelor's degree, commercial pilot certificate, instrument rating, certified flight instructor certificate, and multiengine rating.

(Scholarship values \$31,000 each)

Thrush Aircraft—Agricultural Aviation Scholarship

Recognizing the growing need for agricultural pilots worldwide, Thrush Aircraft of Albany, Georgia, is offering a \$10,000 scholarship for ground and flight training a new pilot in a Thrush agricultural aircraft, with the goal of successfully certifying the scholarship recipient as a new and highly capable ag pilot. Applicants must be a U.S. citizen, have a commercial pilot certificate with tailwheel endorsement, and be willing to complete the final step in their transition and orientation training on location at Thrush Aircraft.

Applicants should submit a 500-word essay outlining their career ambitions and goals, along with their current qualifications, for consideration by senior management at Thrush.

Scholarship funds are to be used for flight training and course materials, and may be used for approved travel to and from the training location, and to Thrush Aircraft during the training period. The training is to be completed in one year.

(Scholarship value \$10,000)

Anne Bridge Baddour Aviation Scholarship

The Anne Bridge Baddour Aviation Scholarship will be awarded to a female pilot with the following accomplishments: Must be a U.S. citizen, have a burning desire to become a professional pilot, have at least a private pilot certificate with 150 hours' flying time, be on track toward the ATP rating. This award will be used to further her aims toward an instrument rating, multiengine rating, or ATP.

(Scholarship value \$2,000)

AOPA Student Pilot Scholarship

Since 1939, the Aircraft Owners and Pilots Association (AOPA), has worked to keep general aviation fun, safe, and affordable. As part of its commitment to growing the pilot population, AOPA will award a \$3,000 scholarship to a WAI member pursuing a private, recreational, or sport pilot certificate.

The recipient will be chosen based on merit, including previous accomplishments, ability to set and achieve goals, involvement in general aviation, and commitment to completing flight training.

If the applicant is a full-time student enrolled in high school, an accredited flight program, or an accredited college or university, she/he must have a cumulative GPA of 3.0 or better (on a 4.0 scale).

In addition to the essay outlined in the WAI scholarship requirements, the applicant must include a separate 300-word essay expressing her thoughts on gen-

eral aviation's role in supporting the nation and local communities. The applicant must also have obtained a student pilot certificate by the scholarship application deadline and provide a copy of the certificate.

Applicants must be U.S. citizens. Funds will be paid directly to the recipient and must be used within one year of the award.

(Scholarship value \$3,000)

Bombardier Aircraft Training Learjet 45 Type Rating Scholarship

In memory of those Bombardier Aircraft Training instructor pilots that have passed on, Bombardier Aircraft Training is proud to offer a 2015 scholarship for a LR45 type rating course. Upon successful completion of the LR45 pilot initial training course, the recipient will be able to conduct a 100 percent type rating checkride in the Learjet 45 simulator. The scholarship winner must, as a minimum, be a holder of a private pilot certificate with multiengine and instrument ratings.

The course lasts 16 days and will be conducted in Dallas, Texas. The scholarship winner is responsible for all lodging and travel costs. Training must be started within one year of the scholarship award date. Customer support information for hotels and rental cars is available by calling 1-888-679-4200.

(Scholarship value \$35,000)

Bunny M. Connors Memorial Scholarship

Bunny M. Connors was a career respiratory therapist at several hospitals in the North Andover, Massachusetts, area. She later chose to pursue her lifelong dream of flying. She became a flight instructor, enthusiastically sharing her love of flying with her students. She went on to a commercial flying career with Bird Aviation and Cape Central Airways. The scholarship will be awarded to a WAI member pursuing a private pilot certificate or instrument rating. Flight training must be completed within one year of receiving scholarship.

(Scholarship value \$1,000)

CAE Citation Corporate Aircraft Training Scholarship

The scholarship will include Citation initial training resulting in a type rating upon successful completion of the course. Criteria include, in addition to the general scholarship requirements, a current first-class medical, commercial pilot certificate with multiengine and instrument ratings, and a certified flight instructor certificate with instrument airplane endorsement.

Applicant must have flown in minimum of 50 hours PIC or SIC within the previous 12 months. The candidate must demonstrate an interest in corporate business aviation by writing an additional 250-word essay on how this scholarship will fit into their plans to enter corporate/business aviation. The recipient is responsible for all travel and housing-related costs for the 14-day course.

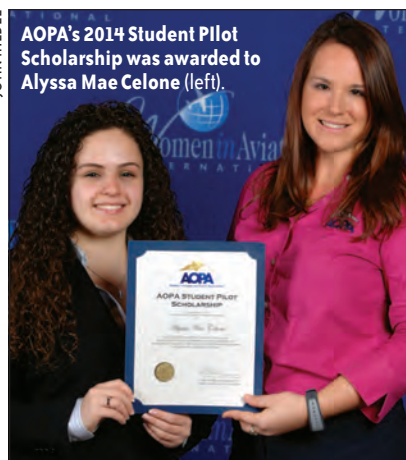
(Scholarship value \$5,000)

Christine Reed Memorial Flight Scholarship

Women in Aviation, International, in partnership with J. Elliot Marketing (Santa Clara, California), offer a \$2,500 flight training scholarship in memory of Christine Reed. Christine never completed her flight training. She loved airplanes and airports, and she attempted to become a private pilot. Christine passed away unexpectedly at the age of 32. Many pilots never forget their first solo because it's such a momentous occasion in the process of becoming a pilot. It gives an aspiring pilot a great deal of confidence for overcoming all of the hurdles in the first stages of training. It sets the stage for an aspiring pilot to transition from student pilot to solo pilot to private pilot, and becoming a private pilot is the first major step toward a life in general aviation and/or becoming a professional pilot.

The Christine Reed Memorial Flight Scholarship is open to women ages

JOHN RIEDEL



16-30 who have soloed within the last six months preceding applying for this scholarship and are working toward a recreational, sport pilot, or private pilot certificate. Applicants must provide a copy of their solo endorsement with the application. Preference will be given to New Jersey, Illinois, and Arizona residents, but all applicants will be considered. Funds will be paid directly to the flight school of your choice.

In addition to WAI requirements, submit a one- to two-page essay (remember, concise is always nice) that explains "Why I Love to Fly."

(Scholarship value \$2,500)

Dare to Dream Scholarship (2)

The sponsors of this scholarship would like to make a difference in the life of a deserving person who is pursuing their dream in the world of aviation. A \$3,000 scholarship will be awarded to an individual working toward an instrument or multiengine rating or commercial or CFI certificate. Funds will be paid directly to your flight school and training must be completed within one year. The recipient will be chosen on a basis of merit, career aspirations, and dedication, as well as contributions to her community. One letter of recommendation must be from a pilot who has flown with you.

(Scholarship values \$3,000 each)

Cochise Community College sponsored by Northrop Grumman Flight Training Scholarship

Flight training provides opportunities for personal development, enhanced self-esteem, exploration, and experimentation. The cockpit of an airplane is a place where people learn to think, rely on themselves, develop their strengths, and overcome their weaknesses. Cochise Community College has more than 45 years of experience, helping individuals achieve their dreams of flying. In cooperation with Northrop Grumman we are pleased to offer a \$5,000 flight training scholarship at Cochise Community College in Douglas, Arizona, to a WAI member pursuing a private pilot certificate, instrument rating, or commercial pilot certificate. In addition to WAI requirements the applicant must be a U.S. citizen, hold a valid third-class medical, have a desire to pursue aviation as a career, and submit an additional 500-word essay describing their desire and goals in aviation.

(Scholarship value \$5,000)

The United Airlines Pilot Scholarship (2)

United Airlines would like to make a difference in the life of an aspiring airline pilot who is pursuing their dream in the world of aviation. A \$5,000 scholarship will be awarded to an individual that currently holds a commercial certificate with an instrument rating and is working on either a multiengine rating or CFI certificate. Must have first-class medical certificate and be enrolled in an accredited collegiate aviation program with minimum 3.0 GPA. Funds will be paid directly to your flight school and training must be completed within one year. The recipient will be chosen on a basis of merit, career aspirations, and dedication, as well as contributions to their community and service with WAI. Two letters of recommendation are required, with one having to come from a WAI member and another coming from a pilot who has flown with you.

(Scholarship values \$5,000 each)

Women Military Aviators Dream of Flight Scholarship

Women Military Aviators (WMA) seeks to preserve, for history, the important role women have played in creating and supporting the American spirit through their contributions to flight, aeronautics, and space. This elite band of women has not only a love of aviation, but has put their lives on the line in defense of their country through their military service. WMA is committed to passing this legacy from one generation of women to another and has established an annual scholarship program in support of



**Sivan Soloman (center)
won one of two United
Airlines Pilot Scholarships.**

BONNIE KRATZ

this commitment. Advocating the love of aviation, WMA offers an annual scholarship to advance a woman in her pursuit of flight ratings at an accredited institution or FAA Part 141 approved flight school. Over the past 30 years this scholarship has been given to select candidates so that they may pursue opportunities in aviation.

Each applicant should supply—in addition to the basic WAI application requirements—a narrative addressing your demonstrated persistence and determination to flight and stated ability to complete training at an accredited institution or FAA Part 141-approved school within one year of scholarship award. Also identify the school, college, university, and/or Part 141 approved school where training will be completed and address the program and/or ratings being sought. Address your interest and/or participation in military aviation, and address your financial need.

(Scholarship value \$2,000 and one-year membership to Women Military Aviators)

Delta Air Lines Boeing 737-800 Type Rating Certificate Scholarships (2)

Delta Air Lines will award four B737-800 type rating certificates to qualified recipients who are currently enrolled or have a baccalaureate degree. Candidates must have a minimum GPA of 2.5 (on a 4.0 scale) and have leadership potential. All training will be approximately six concurrent weeks and conducted in Atlanta, Georgia, lodging accommodations and round trip airfare will be provided during training (meals not included).

In addition to the B737-800 type rating certificate, each recipient will receive a trip to the 26th Annual International Women in Aviation Conference (including round trip airfare, hotel accommodations, and conference registration).

Résumé must include the following: all schools attended, including high school with city and state for each school; GPA; dates attended for college; and all degrees. If applicable, all military history, including all occupations, ranks, education, and dates must be included. Candidates should list academic honors, scholarships, awards, and special achievements.

Minimum qualifications include the following: commercial, instrument, and multiengine land certificates a minimum of 1,500 hours' total time, must have passed an FAA ATP written exam within the last two years, and must possess a current first class FAA medical certificate.

Candidates must include a copy of their driver's license, current passport, and list any moving violations, dates, locations, and associated details for the last seven years. Candidates must include a statement of conviction (any type of violation of the law, moving or not) with complete dates and locations. Candidates should provide details pertinent to any letters of inquiries from the FAA regarding any aircraft incidents or accidents, and list all FAA checkride failures.

(Scholarship values \$35,000 each)

Diane Endres Ballweg Scholarship

This scholarship is given to a woman over 30 who wants to learn to fly or who already has a pilot certificate (private, sport, or recreational) and wants to pursue an advanced certificate or rating, i.e. commercial, instrument, etc. The scholarship award will be paid directly to the flight school to be applied to the recipient's account.

(Scholarship value \$500)

Europe-American Aviation Garmin G1000 Transition Course

Europe-American Aviation is awarding a scholarship for a Garmin G1000 transition course in a Diamond DA40XL single-engine aircraft. You must be a certificated pilot and a WAI member to apply. Training will take place at the Naples Airport in Naples, Florida. The scholarship will include four hours of ground training, two hours of flight simulator training, and three hours of flight training with a CFI. Students requiring more than this amount of ground, flight, or simulator training will complete this at their own expense. Lodging and travel expenses are not included. This scholarship is for applicants looking to complete a G1000 transition course only.

Our training is in compliance with the rules and regulations of FAR Part 91 and is accepted throughout the United States. Scholarship must be used within a year of the award.

(Scholarship value \$1,800)

HAI/WAI Initial Helicopter Scholarship

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Anne Brousoz (left) was awarded initial helicopter training.

This scholarship will be awarded to someone interested in obtaining a private helicopter rating. Preference will be given to an applicant who has a minimum of five hours logged in a helicopter by the scholarship deadline date. Fixed-wing experience is not required.

Proof of a current third-class medical certificate and logged helicopter time is required.

(Scholarship value \$1,500)

Jeppesen Flight Training Scholarship

Jeppesen's commitment to GA includes a pilot flight training scholarship for an individual working toward a private, recreational, or sport pilot certificate or instrument rating. Funds will be paid directly to your flight school and training is to be completed within one year. The recipient will be chosen based on passion for flying, commitment to completing flight training and two reference letters highlighting the applicant's character qualities. Applicants who are full-time students enrolled in high school, an accredited flight program, or an accredited college or university should have a GPA of 3.0 or better (on a 4.0 scale).

Award recipients will also receive Jeppesen's online sport, private, or instrument flight training course to enhance the flight training experience.

(Scholarship value \$5,000)

The Keep Flying Scholarship 2015

The Keep Flying Scholarship was created after 9/11 to offer an intermediate level flight scholarship. Sponsors Deborah Hecker, Janet Patton, Kimberley Lowe, and Christi Dobelli are offering one \$3,000 scholarship to an individual working on an instrument or multiengine rating or commercial or initial flight instructor certificate. Payments will be made directly to your flight school. Flight training must be completed within one year of receipt of scholarship. Finalists will only be interviewed at the annual WAI conference. Minimum requirements: private pilot certificate, 100 hours of flight time, and a copy of current written test only for the certificate/rating

sought. In your essay tell how the funds will be used, your goals, and other information you feel is relevant. One letter of recommendation must be from a pilot that you have flown with.

(Scholarship value \$3,000)

Keep Flying Scholarship—Southern Africa 2015

Keep Flying Scholarship and Southern African Women in Aviation & Aerospace Industry are offering one \$3,000 (approximately R20000) scholarship to an individual working on an instrument or multiengine, commercial, or flight instructor certificate. Candidates must be citizens of an SADC country, hold a private pilot certificate, have 100 hours' flight time, and passed all written exams for the certificate sought. Follow Women in Aviation guidelines and in your essay tell how the funds will be used, your goals, and any relevant information. One letter of recommendation must be from a pilot who has flown with you. Scholarship will only be paid to a South African flight school. Interviews will be in Johannesburg, South Africa, in February 2015. Application must be a single PDF file, 3.0MB max. Submit to dwallace@wai.org with "KFS—Southern Africa" in the subject.

(Scholarship value \$3,000)

The Kelsey A. Meyer Memorial Scholarship

One \$2,000 scholarship to be awarded annually to a female student at college level of sophomore year or above currently enrolled in an aviation/professional flight degree program at an accredited university. The applicant must have achieved a minimum grade point average of 3.0. All scholarship funds must be used for educational and flight related expenses. Funds will be paid directly to the school and must be used within a year of receiving the award. Include in your essay a personal statement outlining your career aspirations and how the funds will be used.

(Scholarship value \$2,000)



The Kelsey A. Meyer Memorial Scholarship was presented by Caitlin Cook and Christopher Otto to Brittany Ortiz (center).

JOHN RIEDEL

Lt. Valerie Cappelaere Delaney Memorial Scholarship

This scholarship is open to a female WAI member over the age of 18 from any country. The scholarship will be awarded to an individual pursuing a private pilot certificate. Lt. Valerie Cappelaere Delaney lived her lifelong dream of becoming a pilot, flying the EA-6B Prowler for the U.S. Navy. She was brilliant, strong-willed, and determined and had unwavering faith. The winner of this scholarship should embody some if not all of these characteristics. Applicants are encouraged to research Lt. Delaney and draw similarities to her. Scholarship funds will be paid directly to the winner's flight school of choice and must be used within a year of receiving this award.

(Scholarship value \$2,000)

Ride the Sun Scholarship

Looking for assistance to extend your horizons and increase your aviation skills? Use this \$500 monetary award to help defer the costs for out of the ordinary flight education. Apply it toward air racing expenses, training (aerobatic, formation flight, mountain, soaring, ballooning), special volunteer flights, record-setting (NAA) flights, international competitions, and more.

Note: Cannot be applied toward private, instrument, commercial, CFI, CFII, or ATP.

(Scholarship value \$500)

Southwest Airlines Boeing 737NG Type Rating Scholarship (4)

Southwest Airlines will award four B737NG Type Rating Scholarships to qualified female members of Women in Aviation, International during the 2015 WAI conference in Dallas, Texas. Scholarship awards are not offers of employment, or any guarantee or promise of employment at Southwest Airlines, which is an equal opportunity employer. Qualified candidates must submit their application, complete professional résumé and single-page essay explaining how this scholarship could help you reach your professional career goals. Scholarship awards will be determined by Southwest Airlines. All documents must be submitted to WAI prior to the November 17, 2014, deadline.

Type rating scholarship will include ATP rating for scholarship recipients who do not currently have an ATP. If selected, pilots will be required to successfully complete the FAA ATP written exam prior to beginning the type rating course.

Recipients will also receive round-trip air transportation and hotel accommodations for training in Dallas, Texas. Recipients must complete the type rating training at the location designated by Southwest and begin no later than April 1, 2015, when the scholarships automatically expire and become null and void.

Minimum qualifications include:

- 2,500 hours' total flight time or 1,500 hours' total flight time in a turbine aircraft. Only time in a fixed-wing aircraft is counted; this specifically excludes simulator, helicopter, WSO, RIO, FE, NAV, EWO, and UAV.
- A minimum of 1,000 hours in a turbine aircraft as the pilot in command is preferred.
- High school diploma or equivalency required.
- Graduation from an accredited four-year college preferred.
- FAA commercial, instrument, multiengine land required (preferred for military applicants)
- Current FAA first-class medical certificate.
- Must be female pilot
- Must be member of Women in Aviation, International

Important to understand this is not a job offer, nor is it any guarantee

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Arlynn Saenz Sturdivant (left) was awarded a Boeing 737NG type rating from Southwest Airlines.

or promise of future employment with Southwest Airlines. The purpose of Southwest's outreach in providing this scholarship opportunity is to identify women and/or women minority candidates who meet or nearly meet Southwest's minimum pilot job requirements, with the exception of the 737 type rating, and as a result are not currently competitive candidates. Southwest will screen applications prior to the conference and conduct interviews at the conference to determine scholarship award recipients. In the event some candidates are not able to attend we will make arrangements to conduct video interviews via Skype. Recipients will be recognized during the formal dinner at the end of the conference. Southwest Airlines Co. is an equal opportunity employer.

(Scholarship estimated values of \$11,250 each, for a total of \$45,000)

Sporty's Foundation Flight Training Scholarship for Small-Aircraft Maintenance Technician

Sporty's Foundation is offering a recreational or sport pilot flight training scholarship to a small aircraft maintenance technician. The award money is not intended for use in achieving any other certificate, rating, or endorsement. Award money is to be used for flight training costs only. Award recipient must plan to pursue a recreational or sport pilot certificate within six months of receiving the scholarship. Award money will be sent to recipient's employer or flight school for disbursement and will require two endorsements for deposit. Award recipient will also receive a copy of Sporty's Complete Learn to Fly Flight Training Course.

(Scholarship value \$5,000)



Sporty's winner Joan Kariuki with Hal and Sandy Shevers.

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Ted Mallory Memorial Scholarship

A past board member of WAI, Ted Mallory was dedicated to the organization and to ensuring the availability of scholarships to provide opportunities for individuals interested in learning to fly. The Ted Mallory Memorial Scholarship will be awarded to a WAI member who is interested in pursuing a private pilot certificate or instrument rating.

(Scholarship value \$250)

WAI-Oshkosh Chapter Spirit of Flight Scholarship

The WAI-Oshkosh Chapter Spirit of Flight Scholarship is open to women of all ages who have already soloed and are working on their recreational, sport pilot, private pilot, or commercial certificate; instrument or multiengine rating; or CFI. Preference will be given to Wisconsin residents, but all who qualify are encouraged to apply. Funds will be paid to the flight school of your choice.

(Scholarship value \$500)

Wings Over 35

The Wings Over 35 Scholarship is designed to promote general aviation among men or women over the age of 35 and aid a deserving person to obtain certification as a private pilot.

In addition to WAI requirements the applicant must be over the age of 35, not yet hold a private pilot certificate, have a desire to pursue higher ratings, have financial need, and hold a third-class medical.

Applicants must explain their goals in aviation and what they have done thus far toward attaining that goal. All proceeds will be paid directly to the flight school of their choice and must be used within a year of receiving the award.

(Scholarship value \$250)

GENERAL SCHOLARSHIPS

Aero Femme Scholarship (2)

Aero Femme is a nonprofit organization and scholarship fund. One \$300 scholarship will be awarded to an individual pursuing any type of aviation interest, and another one to an Alaskan female resident. Our mission is to encourage and educate women of all ages to be involved in all types of aviation. Aero Femme continues to educate women of all ages about all aspects of aviation with their youth and adult outreach programs across the nation. The requirements for this scholarship include meeting all WAI scholarship requirements; you must be a U.S. citizen or permanent resident, and at least 16 years old. (If the applicant is still in high school, cumulative GPA must be above 3.50.) Scholarship funds will be paid directly to the winner's educational institution of choice and must be used within a year.

(Scholarship values \$300 each)

Beyond and Above Corporate Flight Attendant Training (10)

You must be a U.S. citizen or have a current visa to the U.S. to apply. Training will take place at the Fort Lauderdale Executive Airport in Fort Lauderdale, Florida. Lodging and travel expenses are not included. This is for applicants looking to become corporate flight attendants only.

Our training is in compliance with rules and regulations of the FAA Part 91, 125, and 135, and is accepted worldwide. Scholarship must be used within a year of the award.

(Scholarship values \$3,800 each)

The Boeing Company Career Enhancement Scholarship

The Boeing Company will award a scholarship to a woman who wishes to advance her career in the aerospace industry in the fields of engineering, technology development, or management. The award is to be used for educational purposes only and may not be applied toward flight hours. Applicants may be full-time or part-time employees currently in the aerospace industry or a related field. Also eligible are students pursuing aviation- and aerospace-related degrees that are at the sophomore level with a minimum GPA of 2.5 (on a 4.0 scale).

(Scholarship value \$2,500)

Candi Chamberlin Kubeck Award



The Candi Chamberlin Kubeck Award is presented annually to the Top Women Pilot in the National Intercollegiate Flying Association (NIFA). Capt. Candi Kubeck's heroic acts and exceptional flying skills as captain of Value Jet Flight 592 are honored with this award. Candi was an NIFA competitor and team captain at Metro State College when she won the National Top Women Pilot Award in SAFE-

CON 1981. The National Intercollegiate Flying Association Foundation is pleased to sponsor the annual \$1,000 scholarship in her honor.

(Scholarship value \$1,000)

Dassault Falcon Scholarship

Dassault Falcon is awarding a \$1,000 scholarship to support a woman seeking to pursue an undergraduate or graduate degree in an aviation-related field. The applicant must be a U.S. citizen, be fluent in English, and have maintained a GPA of 3.0 or better (on a 4.0 scale) in her most recent year of schooling. Applicant should submit a one-page essay detailing her

current educational status, what she hopes to achieve by pursuing a degree in aviation, and her aspirations in the field.

(Scholarship value \$1,000)

The Elisha Hall Memorial Scholarship

Elisha Hall (Mrs. Mark Bizzaro, WAI 2335) represented herself as a dedicated and passionate aviation professional. She was a leader and an explorer and lived life to its fullest. She set both her sights, and her standards, high. To celebrate her life and accomplishments, WAI's The Wright Chapter is offering a \$1,000 scholarship to a woman who embodies the qualities that Elisha so splendidly exemplified, and is seeking to further her aviation career in one or more of the following areas: flight training (any phase), aircraft scheduling or dispatch, aviation management, aviation maintenance, or avionics.

Preference given to local candidates within the Cincinnati, Ohio, and tri-state area, but all applicants will be considered based upon character, need, community involvement, and accomplishments. Limited financial assistance will be offered to the winner to attend the conference.

(Scholarship value \$1,000)

Janet Clark Memorial Scholarship

The Washington State Chapter of WAI offers a \$1,500 scholarship in memory of Janet Clark. She worked for the FAA as an airworthiness aviation safety inspector, maintenance division, and was a member of the Washington State Chapter.

Washington State Chapter members are proud of Janet's contributions as a strong advocate for aviation education. The applicant shall be working toward a career in aviation, enrolled in an accredited aviation-related program, have experience volunteering at WAI events and/or aviation-related events in the previous year, and submit an essay that includes detailed explanations of the applicant's career path, goals, and volunteer experiences.

The scholarship must be used within one year of receipt. It will be paid directly to an accredited program/institution and may be applied to tuition, books, specific training, or housing if the expense is arranged through an accredited program or institution.

Aviation careers include, but are not limited to, air traffic controller, airport management, avionics technician, dispatcher, engineer, flight attendant, mechanic, meteorologist, navigator, and pilot. If the applicant has been working toward a career as a pilot, she/he must hold at least a private pilot certificate prior to submitting application.

(Scholarship value \$1,500)

Signature Flight Support Corporation Scholarship

Signature Flight Support Corporation is awarding a \$1,000 scholarship to support a woman pursuing an undergraduate or graduate degree in an aviation-related field, preferably FBO management. The applicant must be a U.S. citizen working toward a career in aviation and have maintained a GPA of 3.0 or better (on a 4.0 scale) in her most recent year of education. In addition to WAI requirements applicant must submit an essay (500-1,000 words) detailing her current educational status, why she choose a career in aviation, her experience in aviation, and her aspirations in the field. Examples of community involvement, leadership opportunities, and volunteer work should be included in the essay.

(Scholarship value \$1,000)

The WAI Enthusiasm Award

Do you love the mission of WAI and want to help? Has aviation made a big impact on your life in ways that don't fit into the typical categories? Do you think the annual conference is an important event, even for those who aren't students or pilots? Then this is the scholarship for you!

WAI loves enthusiasm! And we want enthusiasts to come to the conference. For that reason, WAI will award a full registration to the 2015 Annual WAI Conference in Dallas to the member who best explains why attending the conference is important to them. It's our way of saying thank you for your enthusiasm.

Requirements include being an active member of WAI, the official application form, and 500-word essay. No résumé, recommendations, or log-books required.

(Scholarship value \$350)

Women in Aviation, International Achievement Award (2)

One scholarship will be awarded to a full-time college or university student pursuing any type of aviation or aviation-related career. A second scholarship will be awarded to an individual, not required to be a student, pursuing any type of aviation interest. Include in your essay how you plan to use the scholarship if awarded and what you have accomplished to date to reach your goals.

(Scholarship value \$1,000 each)

Women in Corporate Aviation Career Scholarship

The Women in Corporate Aviation Career Scholarship is offered by their members and sponsors of Women in Corporate Aviation to any person pursuing professional development or career advancement in any job classification of corporate/business aviation. The award must be used toward a specific program of education. Suggested uses include (but are not limited to) flight training, dispatcher training, maintenance training, corporate flight attendant training, and upgrades in aviation education. The award cannot be used for general business course work. Scholarship will not be awarded to previous winners of Women in Corporation Aviation scholarships.

In addition to WAI requirements, you must also be a member of WCA and submit a 250-word essay on how you will positively impact the corporate aviation industry after receiving this award. If you are a pilot please submit copies of pilot certificates, medical, and the last three pages of log-book with your application. Please go to www.WCA-intl.org to join and complete the online scholarship application.

(Scholarship value \$2,000)

Airbus Leadership Grant

One scholarship will be awarded to a student at the college level of sophomore year or above who is pursuing a degree in an aviation-related field, who has achieved a minimum GPA of 3.0 (on a 4.0 scale), and who has exhibited leadership potential. All applicants should submit one 500-word essay that addresses their career aspirations and explains how they have exhibited leadership skills.

(Scholarship value \$5,000)

It's About Time Scholarship

The It's About Time Scholarship is overseen by The Abingdon Co. and awards a full registration to the Women in Aviation Conference, roundtrip airfare, and room and board during the conference to a woman 18 years old and older. Along with access to seminars and multiple networking opportunities, we will introduce the winner to key people in aviation who share their experiences. Applicants are not required to be pilots or in the aviation industry. The goal is to invite someone to see all of the different avenues of aviation from engineering to aerobatics to maintenance and airlines.

The criteria are simple: Tell or show why you deserve to go. The applicant chooses the format for their application. We have had stickers designed, essays written, videos shot, and someone translated our website into Spanish! The one who exhibits the most passion goes. Multiple ideas are encouraged.



Chelsea Welch (left) of The Abingdon Co. brought Orla O'Dea from Ireland to the conference as the winner of the It's About Time Scholarship.

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What would you do that will prove to us that you are the one we should bring with us? Use your natural talents and skills to make your application stand out. You have a talent that makes you shine. What is that talent or skill that you possess that can be used by The Abingdon Co.? Prove to us and we will support you by flying you out to the WAI conference. Creativity and involvement in our company's social media are encouraged.

(Scholarship value up to \$3,000)

AVIATION MANAGEMENT SCHOLARSHIPS

Delta Air Lines Aviation Maintenance Management/Aviation Business Management Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an associate or baccalaureate degree program in aviation maintenance management or aviation business management. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 26th Annual International Women in Aviation Conference (includes round-trip airfare, hotel accommodations, and conference registration). Applicants must be full-time college students with a minimum of two semesters left (as of February 2015), with a cumulative GPA of 3.0 (on a 4.0 scale) or better. Applicants must be U.S. citizens or eligible non-citizens.

In addition to all WAI requirements, please include a detailed essay (500-1,000 words), double-spaced, typed that addresses the following topics:

1. Who or what inspired you to pursue a career in aviation maintenance management/aviation business management?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?
5. Why are you the most qualified candidate for the Delta Air Lines Maintenance Management/Aviation Business Management Scholarship?

(Scholarship value \$5,000: Includes flight to and from conference, conference admission and lodging. Estimated total value \$7,000)

Women in Aviation Management Scholarship

This scholarship will be awarded to a woman in an aviation management field who has exemplified the traits of leadership, community spirit, and volunteerism. The scholarship can be used to attend a leadership-related course or seminar to raise the individual's level of management or to establish a new aviation-related business.

(Scholarship value \$1,000)

AVIATION MAINTENANCE SCHOLARSHIPS

American Airlines Aircraft Maintenance Technician Scholarship

American Airlines will award one \$5,000 scholarship to a student currently enrolled in an aviation maintenance technician program (A&P) or a degree in aviation maintenance technology. Candidates will be evaluated on academic standing, personal accomplishments, teamwork, leadership skills, and community service involvement.

Requirements: Meet all WAI scholarship requirements and guidelines, GPA must be 3.0 or higher (on a 4.0 scale), enrolled in an accredited U.S. maintenance program, U.S. citizen or permanent resident.

American Airlines maintenance and engineering departments are vital to the company's commitment to provide safe, dependable, and friendly air transportation to their customers. As such, they seek to attract top maintenance talent who share their passion and interest in the aviation industry.

To complement the scholarship, American Airlines will host the winner with attendance to the 26th Annual WAI Conference in Dallas, Texas (including air travel, hotel and conference registration).

(Scholarship value \$5,000—estimated total value \$7,000)



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Pratt & Whitney Maintenance Scholarships (6)

Pratt & Whitney will award six maintenance training scholarships to individuals pursuing careers in aviation maintenance. Winners will have the option to attend any one of the maintenance courses offered by Pratt & Whitney or Pratt & Whitney Canada such as System Familiarization, Line and Base Maintenance, and Borescope Inspection Procedures on JT8D, JT9D, PW2000, PW4000, PT6, or PW100 engines.

Pratt & Whitney Maintenance Training Scholarships can be redeemed at the P&W Customer Training Center in East Hartford, Connecticut. For small engine training by P&W Canada, training will take place at a Flight-Safety International facility most convenient for the student.

Hotel accommodations are covered as part of the maintenance training scholarship.

(Scholarship value \$800-\$3,200 each depending on course taken)

ATP General Aviation Maintenance Scholarship

For more than 40 years, ATP has supported the global general aviation industry with technology and services that promote safety and quality for maintenance operations. As part of our continuing commitment to aviation maintenance, ATP will award a \$1,000 scholarship to a woman pursuing the airframe and powerplant (A&P) certificate with a passion to work in general aviation maintenance. Please include a personal statement in your essay describing your interest and ambitions in general aviation. Candidates

will be evaluated on academic performance, personal accomplishments, involvement in the general aviation community, future career aspirations, and enthusiasm for general aviation.

Applicants must have a minimum GPA of 3.0 or equivalent. Scholarship funds can be used for tuition, books, and fees related to obtaining the A&P certificate from an AMT school in the United States. Scholarship funds will be sent to the recipient's school or employer for disbursement. Funds must be used within one year of receiving the award.

(Scholarship value \$1,000)

Delta Air Lines Aircraft Maintenance Technology Scholarship

Delta Air Lines will award a \$5,000 scholarship to a student currently enrolled in an Aviation Maintenance Technician Program (A&P) or a degree in aviation maintenance technology. In addition to the \$5,000 scholarship, the recipient will receive a trip to the 26th Annual International Women in Aviation Conference (includes round-trip airfare, hotel accommodations, and conference registration). Applicants must be full-time students, with a minimum of two semesters left (as of February/March 2015), with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens or eligible non-citizens.

In addition to all WAI requirements, please include a detailed essay (500-1,000 words), double-spaced, typed that addresses the following topics:

1. Who or what inspired you to pursue a career in aviation maintenance technology?
2. What is or has been your greatest life challenge, and how has it enriched your and/or someone else's life?
3. If someone else was to describe your greatest strength, what would it be and why, and what do you consider to be your strongest characteristic and why?
4. What has been your most memorable academic experience and how did you handle this situation?
5. Why are you the most qualified candidate for the Delta Air Lines Aircraft Maintenance Technology Scholarship?

(Scholarship value \$5,000—estimated total value \$7,000)

Delta Air Lines—Engine Maintenance Internship

Delta Air Lines would like to extend a 2015 Summer Internship (13 weeks) opportunity to a student currently enrolled in a baccalaureate degree program in business management or industrial engineering. In addition to an internship position, the recipient will receive a trip to the 26th Annual International Women in Aviation Conference (includes round-trip airfare, hotel accommodations, and conference registration). Applicants must be full-time students at the junior or senior level with a cumulative GPA of 3.0 or better (on a 4.0 scale). Applicants must be U.S. citizens or eligible non-citizens. Lodging accommodations will not be provided for the duration of the 13-week internship.

The technical services intern reports to the project leader-engine maintenance. Responsibilities include but are not limited to creating presentations, process improvements, developing business plans, understanding finance and our cost structure, coordination of meetings, and analyzing data and metrics. You will participate in and assist the management team in de-



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veloping long-term and short-term goals in support of engine maintenance production. You will also have the opportunity to work with both internal and external customers from all levels of management. You must practice safety-conscious behaviors in all operational processes and procedures.

Responsibilities:

- Create and report metrics in Excel and PowerPoint.
- Work closely with the engine maintenance management team to provide them solutions to data based on industry trends that are developing worldwide.
- Develop and implement changes in our production strategy based on business demands.
- Use FAA, OSHA, and EPA regulations and Delta policy requirements to assist the shops in meeting their production goals.

Skills/Abilities:

- Knowledge of basic PC skills and Microsoft Office software suite required.
- Good technical writing and oral communication skills required.
- Must be capable of working in a team environment to creatively solve technical problems.
- Must have the ability to complete assignments with minimal supervision.
- Strong ability to work within a team environment to creatively solve technical problems and implement change.
- Must develop both strategic and tactical plans that create a safety-conscious environment resulting in employee safety and well-being.

Compensation is paid to interns based on the following guidelines: junior—at least 60 semester hours in college completed—\$2,253 per month (\$15/hour); senior—at least 90 semester hours in college completed—\$2,947 per month (\$17/hour). *Note: Students must be currently enrolled in school to participate in the internship program.*

In addition to all WAI requirements, interested applicants should submit a résumé and cover letter detailing their qualifications. Applicants should list academic honors, scholarships, awards, and special achievements.

(Scholarship value \$12,000)

Tools For Aircraft Maintenance (TAM) Scholarship

The TAM Scholarship was created after sponsor Carolyn Burton (American Airlines mechanic) identified a need in providing tools to a female student starting out in aircraft maintenance. Carolyn, and co-sponsors Kimberley Lowe and Janet Patton, both American Airlines pilots, will offer one scholarship for \$2,500 worth of tools. In addition, Snap-On Industrial is generously contributing an aviation starter tool kit with a value of \$2,500. This scholarship is specifically for the purchase of tools to a currently enrolled full-time female student starting out in maintenance training for airframe and powerplant certificates. This scholarship is not applied toward education costs. It is for tools only. Applicants must be a U.S. citizen or legal resident. Finalists will be interviewed and must attend the International Women in Aviation Conference in Dallas, Texas, at the finalists' own expense.

In your essay please tell us your goals, experience in aviation, and why you are choosing maintenance as your career. We are looking for those showing, passion, teamwork, inspiration, challenges in life, and strong characteristics such as leadership qualities, community involvement, and/or volunteer work, and academic standing. Include two one-page recent recommendation letters. One letter should be from someone who has worked directly with you in the field, noting teamwork and aptitude, and mentioning a specific task that impressed the reference. Additionally, proof of school attendance must be provided and grades to date. Also provide grades from former academic facilities attended prior to starting out in maintenance.

The scholarship funds will be paid directly to Snap-On Industrial once your tools have been selected. The funds must be used by end of 2015.

(Scholarship value \$5,000)

Bombardier LR45 Type Maintenance Scholarship

Bombardier Aircraft Training is proud to offer a 2015 scholarship for LR45 type maintenance scholarship to Women in Aviation, International. Applicants must hold a current A&P certificate. We have service centers located in Bridgeport, West Virginia; Dallas, Texas; Fort Lauderdale, Florida; Hartford, Connecticut; Macon, Georgia; Tucson, Arizona; and Wichita, Kansas.

The course lasts 10 days and will be conducted in Dallas, Texas. The scholarship winner is responsible for all lodging and travel costs. The scholarship award must be started within one year of the scholarship award date. Customer support information for hotels and rental cars is available by calling 888-679-4200.

(Scholarship value \$11,400)

SPACE SCHOLARSHIPS

Mission Discovery Scholarship

The International Space School Educational Trust (ISSET) & Higher Orbits will award one scholarship to a high school or university student for a non-residential tuition to any 2015 Mission Discovery. A list of Mission Discovery events will be listed at www.Mission-Discovery.info as the 2015 dates are confirmed.

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

(Scholarship value \$500)



FedEx Express is Donating a JT8 Engine

FedEx Express is accepting applications from qualified aviation schools, universities, museums, and other aviation education organizations for a JT8 engine with stand from the company's retiring fleet.

To be considered for this donation, please submit a detailed summary of your organization, including information about your program, how the engine would enhance your program, and any joint use opportunities with other area programs to increase the use of the asset.

The recipient will be required to sign a contract that restricts the transfer of ownership and the sale of parts and acknowledges that the engine will be used for ground training only.

Contract approval and a delivery date will be finalized with the selected organization, and the winner will be announced at the 2015 WAI conference in Dallas, Texas.

Applicants must be a corporate member of Women in Aviation, International to be eligible.

Note: For the FedEx award include three stapled complete application sets (one original and two copies) of the official WAI application form and the typed, descriptive 500-word essay.



JACQUE BOYD, Ph.D.

SUMMER ASSIGNMENT: READ!

Educators have a unique timing situation. Typically schools are in session for nine months and then everyone believes that teachers “have the summer off.” *Wrong!* Or, school is in session for nine months, but teachers get paid year-round. *Wrong!* Yes, many schools are in session for nine months, but teachers are still teaching mentally and emotionally long after

that last bell. In some circumstances our paychecks are divided up into 12 installments so there’s not a financial drought and bills can still be paid. Depending on the state where we teach, we have to go to school during the summer to keep our certifications in force. And then there’s the constant “catch up” from never having enough time! For me, that catch-up time includes reading everything that I’ve stacked up during the school year. It’s a good thing you can’t see the exact state of my bookcases, or that special little area beside my bed where the books that I have as “have to read,” or “should read,” or “want to read” reside.

I am a big reader. I’ve confessed before that my iPad has more books than I ever thought I’d have in electronic format. I’ll admit, it does save on dusting. I still buy hardbound books, particularly when friends have come out with new publications and I can scrounge an author signature, just because I love the human touch. So, what I’m going to share is an equal mix of ebooks and the ones I can actually hold and feel the paper. Some are my own school “assignments,” some are books that I’ve used for research and then become a great deal more involved than I intended, and then there are the ones that are for pure pleasure.

This first book came out of a spring break trip with too many hours in airports. Sometimes I think I could have walked home faster than I flew. The article that prompted the purchase of the book was in the April issue of the Southwest Airlines *Spirit* magazine. As the director of a Paideia-based charter high school this book ended up being my year-end giftie for my faculty. *A More Beautiful Question?* by Warren Berger has become one of my all-time favorites. In a Paideia-based curriculum, questioning is one of the tenets of our philosophy. It’s caused some concern among the more traditionally educated of my community in thinking that our students are not disciplined and they just “ask all these questions all

the time and aren’t told how to think.” A great deal of that is true. After reading this book and then seminar-ing on it with my faculty I did become aware that standing in the middle of our courtyard, with my hands on my hips, yelling, “What are you doing?” at a student running from class to class is not a beautiful question. This is an exceptional book; reading it is your first summer assignment.

The next group of books are ones that I’ve read and re-read through the years; many of them were fodder for this column and my “Current Issues” column before that. Some of them have had new revisions and I’ve re-read them. One of my teachers, a brilliant young man with a Ph.D. in physics, and I have had some great conversations about the differences in learning approaches for young men and young women. He went to middle school and high school in an all-male private school situation. My background is mixed-gender public school situations. We are constantly discussing the differences in math or science instruction for girls and for boys—should they be separated? Should they be approached differently? Is mixed-gender or gender-specific more effective? Here are some of the books that have fueled the fire.

Disclaimer: The list (at right) is not an endorsement for any one of these books. I disagreed vehemently with some of the authors’ ideas and platforms. Some of these were “recommended” by parents and it’s always interesting to see what’s out there. My motto: Read on and ask questions! They are listed in no specific order.

Have a wonderful summer reading! Share your own reading list with me. I’m a glutton for a book, good or not-so-good. ➔

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

***Standing in the middle
of our courtyard, with
my hands on my hips,
yelling, “What are you
doing?” at a student
running from class
to class is not a
“beautiful question.”***

JACQUE'S READING LIST

Reviving Ophelia: Saving the Selves of Adolescent Girls
by Mary Pipher. This book was originally published in 1994. It's had some revisions and now a study guide and a lesson plan guide available.

Battle Hymn of the Tiger Mother by Amy Chua

Battle Hymn of the Tiger Daughter: A Memoir
by Diana Hana Holquist

Boys and Girls Learn Differently by Michael Gurian

Cinderella Ate My Daughter by Peggy Orenstein

Girl Wars: 12 Strategies That Will End Female Bullying
by Cheryl Dellasega and Charisse Nixon

Last Child in the Woods by Richard Louv

Odd Girl Out by Rachel Simmons

Packaging Boyhood: Saving Our Sons From Superheroes, Slackers and Other Media Stereotypes
by Lyn Mikel Brown, Sharon Lamb, and Mark Tappan

Packaging Girlhood: Rescuing Our Daughters From Marketers' Schemes by Sharon Lamb and Lyn Mikel Brown

Pink Brain Blue Brain by Lise Eliot

Queen Bees & Wannabes by Rosalind Wiseman

Queen Bee Moms and Kingpin Dads by Rosalind Wiseman

Quiet: The Power of Introverts in a World That Can't Stop Talking by Susan Cain

Successful Single-Sex Classrooms by Michael Gurian, Kathy Stevens, and Peggy Daniels

And now the books that are just for fun—and *do* come with my opinion—because everyone just needs a good read!

Amelia Was Right! by Gene Nora Jessen. Read it! You'll be amazed by this woman.

The Opposite of Loneliness: Essays and Stories by Marina Keegan. Hers was a brilliant life cut too short.

Five Came Back: A Story of Hollywood and the Second World War by Mark Harris. I have a thing about film and World War II. This is a great read if you're like-minded.

Good Prose by Tracy Kidder and Richard Todd. Just because.

The Dog Stars by Peter Heller. Because this was recommended by a friend who has led me astray many times, but never with the recommendation of a good book.

The Dream Machine: The Untold History of the Notorious V-22 Osprey by Richard Whittle. I read this one because one of my former students is now in the Marines flying this aircraft and I'm horribly envious.

Would It Kill You to Stop Doing That: A Modern Guide to Manners by Henry Alford. This one is simply because I spend the majority of my waking hours with teenagers.

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PATRICIA LUEBKE

SHARE THE SPIRIT

EAA calls on the aviation community to “share the spirit” by attending its annual fly-in convention AirVenture, and we’re inviting you to share the indomitable spirit of women in aviation by taking part in this year’s WomenVenture activities. Each year in the July/August issue of *Aviation for Women*, I write about WomenVenture. I’m not complaining. The fact that I am

writing about it each year speaks to its success and how the program has evolved and grown to become a highlight of EAA AirVenture Oshkosh for hundreds of women.

Now in its seventh year, WomenVenture is a day packed with activities, networking, and fun for all women attending AirVenture. Each year, in addition to my singing the praises of WomenVenture, I urge all of you who have never attended AirVenture to make the trip to Oshkosh this year. For any pilot or anyone who works or plays in the aviation community, attending at least once is a must.

WomenVenture makes the Oshkosh experience even more worthwhile. For many of us working in the aviation industry, we are sometimes the only female in the room, on the flightline, in the department, or in the class. Participating in WomenVenture puts you in touch with hundreds of women just like you, who share your passion for everything about aviation. WomenVenture is as invigorating as WAI’s annual conference—but we get to wear shorts and T-shirts, have great Wisconsin ice cream, and see hundreds of airplanes.

This year, there is one major change. WomenVenture will take place on Wednesday, July 30, instead of the traditional Friday date. The day kicks off with a full, hot breakfast in the company of 300 other women (including the high school students from EAA’s Women Soar *You Soar* program), all in high spirits. Typically, the weather gods have smiled on our breakfast with sunny skies and the event, in EAA’s Nature Center, is filled with camaraderie, door prizes, laughter, a silent auction, and a guest speaker or two.

This year, a special “grand prize” will be awarded to one lucky breakfast-goer. The breakfast begins at 8 a.m. sharp and ends at 9 a.m. sharp. You need a ticket—and, no kidding, the breakfast sells out, so go online to www.WAI.org/events to register, call WAI headquarters, or go the WAI booth in Hangar B on-site. Tickets are \$15 before July 23 and \$20 after.

After breakfast, you’ll have some time to stroll the AirVenture grounds. At 11 a.m., everyone meets on EAA’s show center plaza, adjacent to the flightline, for the annual

WomenVenture group photo. This is the time to wear the free WomenVenture T-shirt you picked up earlier in the week at the WAI booth, Ninety-Nines booth, or EAA Welcome Center. We’re going to look pretty great in plum! You’ve no doubt seen one of these photos before—WASP in the front row place of honor, surrounded by several hundred other women. It’s fun later to see if you can find yourself when the photo is published.

After the photo is taken, we’re off to Theater in the Woods for a picnic lunch that begins at 11:30 a.m. with an inspiring guest speaker. This year, you’ll hear Debbie Travis King, WAI 2488, the only woman currently flying the B-29 Superfortress *FIFI* and only the third woman to ever hold the type rating. A volunteer pilot for the Commemorative Air Force, she also flies the B-24 Liberator *Diamond Lil* and in her spare time she instructs in the Falcon 900. At least two scholarships will also be awarded—one from the Ninety-Nines, and one from the WAI-Oshkosh Chapter.

You’ll need a ticket for lunch, too—a bargain at \$5. You can buy a ticket online at www.AirVenture.org/WomenVenture. And, again, no kidding, space is limited for the lunch so make sure you have that ticket in hand.

The rest of the day is yours to spend however you want. Like any EAA AirVenture, there’s no shortage of things to see or do: dozens of forums and workshops, thousands of airplanes, hundreds of exhibits, shopping all over (and don’t miss the Fly Market), interesting people-watching everywhere you look, daily flybys, and a daily air show featuring top female aerobatic pilots. This year EAA will be honoring EAA Founder Paul Poberezny and celebrating the 50th anniversary of the Breezy.

So grab your sunscreen and GPS and make the trip this summer to Oshkosh. Bring a friend along so you can share the spirit of what makes aviation so compelling for you. See you there! ➔

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

**WomenVenture
puts you in touch
with hundreds of
women just
like you.**



YOUR GUT FEELING

In the past, the FAA has required a waiver or Special Issuance Authorization (SIA) for any type of inflammatory colitis. However, this year they have changed their policy to make both inflammatory bowel disease and irritable bowel syndrome a CACI, or “Condition that AMEs Can Issue.” As long as the pilot’s or controller’s symptoms are well controlled, and they are on an

allowable medication, the AME can issue a medical certificate without a waiver required.

Colitis is a general term used for inflammation in the distal part of the bowel (colon), which can lead to a variety of symptoms to include diarrhea, cramping, and bleeding. There are different causes of colitis, to include infectious, ischemic, inflammatory bowel disease (ulcerative colitis and Crohn’s disease), and microscopic (collagenous or lymphocytic). A related disorder is irritable bowel syndrome, which is not necessarily caused by inflammation but involves abnormal function of the colon. Symptoms of irritable bowel include abdominal pain, diarrhea, and/or constipation. The cause of this disorder is unclear.

Inflammatory bowel disease can cause incapacitating symptoms and can also lead to bowel surgery. Therefore, treatment is usually recommended and can include some form of 5-aminosalicylic acid, sulfasalazine, azathioprine, steroids, and in some cases, immunobiologic medication such as Remicade (infliximab). Inflammatory bowel disease can also increase the risk of colon cancer and regular screening is recommended. Irritable bowel syndrome is not associated with these complications typically, and is therefore treated symptomatically. Treatments for irritable bowel disease include laxatives, anti-diarrheal medications such as Imodium and Lomotil, as well as anti-spasmodic medications such as Bentyl and Levsin.

To be eligible for issuance of a medical certificate without a waiver, the pilot or controller must not have had any bowel surgery within the last six weeks. Acceptable medications include the following:

- Oral steroids less than or equal to the equivalent of 20 mg prednisone daily
- Imuran (azathioprine)
- Sulfasalazine
- 5-aminosalicylic acid medications
- Steroid foams or enemas
- Imodium less than or equal to 16 mg daily
- Bentyl can be used one to two times per week with a 48-hour no-fly restriction after each dose.

Remicade or other immunobiologic medications (i.e., Humira, Cimzia, Simponi) may be used, but a waiver (SIA)

must be obtained from the FAA before return to work after a two- to four-week ground trial. This would also apply to other immune modulating drugs such as 6-MP, methotrexate, and cyclosporine. Linzess (linoclotide), used to treat irritable bowel syndrome, is allowable after a two-week observation period if no significant side effects.

If you have the diagnosis of Crohn’s disease, ulcerative colitis, or irritable bowel disease on an acceptable medication, you should bring a note from your treating doctor to your aeromedical examiner at the time of your FAA medical examination. The note should document your diagnosis, symptoms, current status, medication type and dosage, mention of any side effects, and recommendations. You should also bring any testing results (laboratory tests, colonoscopy reports, and pathology reports), if any have been done. If your AME feels your status is stable and favorable, they can issue your medical certificate and they are not required to forward any of your records to the FAA. Air traffic controllers, as always, would need to report the use of any medication while on duty to the regional flight surgeon (even if on the acceptable list) before they return to safety sensitive duties.

Alternative treatments for colitis such as probiotics, acupuncture, and wheatgrass are allowable and would not necessarily need to be reported unless prescribed by your doctor. However, if you are diagnosed with colitis or irritable bowel disease, you would have to answer “yes” to question 18i on FAA form 8500-8, which asks about stomach, liver, or intestinal problems.

Although genetics and prior bacterial bowel infections have been associated with increased risk of colitis, the cause is still unclear. However, dietary and environmental factors seem to play a role. A diet rich in vegetables and fiber and low in refined sugar, fat, and meat may reduce your risk of developing colitis. Exercise, good hydration, and probiotics are also likely to promote good bowel health. For more information visit www.CDC.gov/ibd or <http://WomensHealth.gov>. ➔

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Dr. Paula Corrigan, WAI 51101, is an aeromedical advisor for Aviation Medicine Advisory Service, www.AviationMedicine.com. She is board certified in aerospace medicine, preventive medicine, and internal medicine.



JO DAMATO

THE JOY OF NETWORKING

I have had some amazing encounters over the past few months that just keep strengthening my belief in the importance of our networking with one another over and over again. I get so excited when my circle widens and I have the opportunity to welcome more amazing women into my life. The 2014 International Women in Aviation Conference was no exception.

In March 2000, when I attended my first conference, I never imagined that I would ever be a session speaker or a contributor to *Aviation for Women* magazine. After so many years of receiving the time and efforts of others I never thought twice about doing the same.

Back then I was new to business travel and I was so proud of my one conservative pantsuit, my business cards ready to hand out with handshakes and smiles, and the optimism that comes from a few days of everyone encouraging me, saying, “Yes, you can!”

I left this most recent conference reminding myself that attending this annual event is a priority, because I want to be your cheerleader and tell you, “Yes, you can!” Don’t get me wrong, I am always looking for sounding boards and advice as I advance in my own career, but I really felt that I was being sought out as a sounding board to others this time around, and that was a great feeling too. I treasure that part of these types of events. The education sessions are the primary goal for me when attending a conference, but face-to-face opportunities also have the invaluable benefit of being able to network and benchmark with one another.

At the conference I had the privilege of speaking on two panels in these sessions: “Corporate Aviation—Tomorrow’s Reality,” and “Making It Work: Career, Family, Priorities.” I think our audiences really enjoyed both sessions for very different reasons. At the end of the session about business aviation careers, I was delighted when a small group of young women followed me out into the hallway filled with questions about their career paths. I was impressed by their confidence, poise, and personalities. They all made a great first impression and I’m glad to say that I’ve been able to keep in touch with a few. I even helped recommend one of them for an aviation internship where a colleague of mine is the avi-

ation director. It was my pleasure to lend my time and ears to these young women who are the future of our industry. I want them to know that we have their backs if they are willing to do the work. This session definitely fit into the category of me being the one to tell others, “Yes, you can.”

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personalities.*

Later that evening I had the pleasure of getting to know the ladies on the panel I was a part of the following day, “Making It Work: Career, Family, Priorities.” The session coordinator and moderator was Kristy Kiernan who recruited me to speak in this session. Kristy is a student in Embry-Riddle’s aviation Ph.D. program. She is a former Coast Guard aviator, a mother of four, and is studying the retention of women in aviation. Also on the panel were Mishelle Mason, a corporate pilot, retired naval aviator, and full time working mom raising two children; Janet Patton, an airline pilot raising her two daughters as a single mom; Lt. Cmdr. Alex Dietrich, a naval aviator who is currently a Navy ROTC instructor at

George Washington University and the main caregiver for her grandmother; and Karen Baetzel, a retired naval aviator, owner of BattleAxe Consulting, and who raised two children while on active and reserve duty.

Being on this dream team panel meant so much to me personally and professionally. We all met for cocktails the night before our presentation so we could get to know one another. What had been planned as a quick meet and greet grew into an opportunity for terrific conversation that showed us that while the plan the next day was to offer perspectives to the audience, we were benefiting from our time together more than any of us could have realized. We only wrapped up our happy hour because we all had other events to attend that night. Since then I am happy to have stayed in touch with these amazing new go-to women who also get this juggling

act of personal and professional lives that we are all so carefully balancing.

In my personal life I have also gotten close to some fabulous women over the past few years. I have volunteered to co-chair an event with a wonderful group of moms from my sons' school. This event is our major fundraiser and we begin planning for it in September even though it's not until May. I was wondering what talents I had to offer to the event since I do have a commitment to my salaried job during the day, including travel, and much of the preparation was happening on school property during my workday. Instead of being excluded, though, I felt like I was right there with them when it worked for me. I was assigned tasks that I could do remotely such as maintaining the database, accounting, and marketing projects. All of this involved my interacting with local moms who I got to know quite well through face-to-face interaction as well as texts, emails, and Facebook. Some of them also work outside of the home and many of them are stay-at-home moms who are never home! There must be a better way to describe these moms constantly on the go—maybe stay-away-from-

***Some of them
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home moms? But I digress... They are room moms, field trip chaperones, event volunteers—all while keeping up with their own busy households. Just like me!

I learned from them that I may be busy because of a business meeting, but that is no different then their being unavailable because they have a playgroup for their toddler followed by 40 cupcakes to bake for the grade school teacher's birthday, followed by running their daughters' Daisy troops. Working with and getting to know more of these local moms, I found that we all respected each other's individual choices for "making it work."

I'll have to remember more often that it shouldn't take an annual trip to the International Women in Aviation Conference—though well worth it—to get the type of support

and interaction and "Yes, you cans" that I can get and give at home every day. ✈

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

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1001 N. James Street, Rome, NY 13440.
Fax: 315-624-3674; Email: ldefrees@wai.org.



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!

Facebook: /WomeninAviationIntl

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Blog: www.WAIShowDaily.blogspot.com

Linked In: Women in Aviation, International (group)



SUMMER FUN

The calendar of events is a source of information about industry/organization events. *Italicized calendar items are events at which Women in Aviation, International will be an exhibitor. If you would like to add your event to this calendar, please send information to knelson@wai.org for consideration.*

DON'T FORGET!

Register today to join us for the WAI Connect Breakfast at EAA AirVenture on Wednesday, July 30—a good meal, great speakers, a silent auction, and priceless networking all under one roof at The World's Greatest Aviation Celebration!
www.WAI.org/events

2014

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

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

October 21-23
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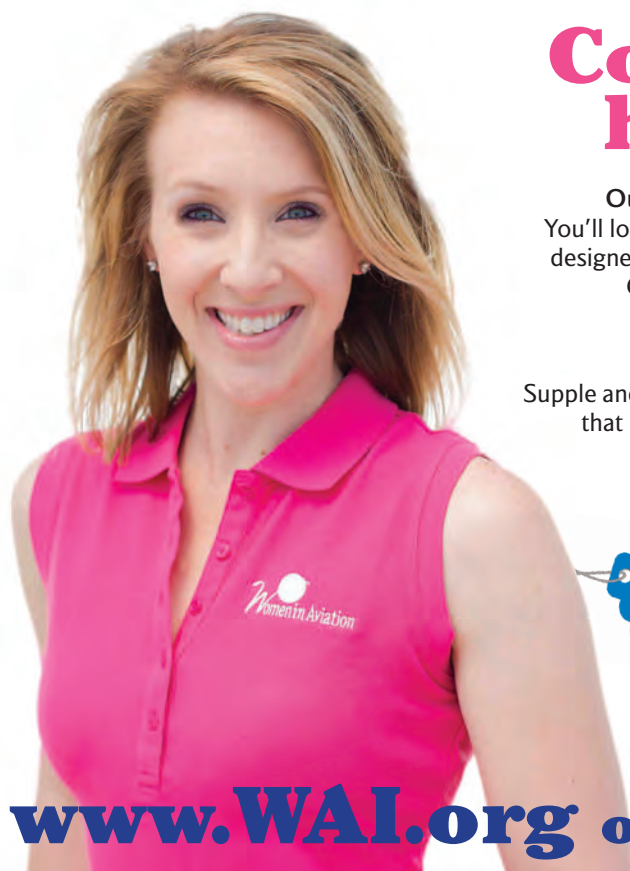
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Sleeveless Sport Shirt with WAI logo

Supple and easy to care for, made from a silky smooth pique knit that resists wrinkles and looks flattering on everyone.

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SARA ARNOLD

PAVING THE WAY

In 1937 Amelia Earhart said, “Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others.” When I heard that line on the Visa commercial about the Olympic debut of women’s ski jumping it made me think about my own aviation path and those who helped and inspired my way. I loved flying but never wanted to make

that my career, wanting to cherish it on the sidelines as a hobby to augment my career. Running an airport and being on the business or operations side was more me.

Just 42 years ago on March 22, 1972, the Equal Rights Amendment was passed by the U.S. Senate, designed to guarantee equal rights for women. July 2, 1937, was Amelia Earhart’s last flight—a mere 77 years ago this year. And on August 26, 1920—94 years ago—women got the right to vote. Some of you reading this were alive for one or more of these historic events. We as humans are funny because in everyday life we forget that it was not that long ago that women were looked down upon and would never have been in a cockpit or running an airport, and now many of us do not think twice about it. There are still some stereotypes and hurdles to overcome, but we are lucky to live in a time where the road blocks are fewer.

As I was growing up in Dayton, Iowa, it didn’t matter that there were not many women in the aviation field, I just knew I wanted to be a part of it. When I got older it became obvious there were not that many women in the field and getting in was not that easy. As I climbed my way up to becoming an airport duty manager at the Des Moines International Airport I asked the simple question, “Were there any women before me?” I was pleasantly surprised when I found out there were three others that performed in a similar position as opera-

tions officer. To hear their stories makes me want to thank them for paving the way. I am told that two of them were hired because of their military service background, which was more experience than some of their colleagues. Similar to other male-dominated fields, one worked the position when someone left, sometimes for a year, only to be passed over for the permanent job and then had to train her replacement. She was finally granted a permanent position after some fighting.

There is always a focus on the flying aspect of aviation, but I want women to know there is also the business side of the airport. I was never exposed to any women who were directors of aviation or operations until I met Rhonda Chambers, director of aviation at the Fort Dodge Regional Airport. Her introduction to aviation was through her stepfather, like me with my father. I asked if she had any women to look up

to when she started to pursue her aviation career and she told me about some very inspirational female supervisors she had. “The number of women in aviation has grown substantially since I began my career in 1980,” she said. “I believe women have embraced and strived to achieve roles in all areas of the aviation environment including upper management levels.” Women, I feel, are slowly rising to the top.

A few months ago I brought my Girl Scout troop out to the airport and explained that they can be a part of aviation in so many roles from the cockpit to running the airport. I am sure there are many other airports like mine where women have not held upper management roles and I think about that quote from Amelia Earhart. I will strive and if I fail I hope the women who come after me conquer that challenge. ➔

Sara Arnold, WAI 30933, is an airport duty manager at Des Moines International Airport. She is married, a mother of four, and a hobby aerobatic pilot with 21 years of aviation experience. Sara can be reached at saarnold@dsairport.com.

*There is always
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Margaret Viola joined for the community.



Margaret joined WAI for the community of supporters who could encourage and inspire her big goals. She has joined the ranks of thousands of other women who aspire to make their mark in the aviation industry.

Margaret's goals came naturally to her. She grew up in Oshkosh, earned her pilot's certificate (with the support of the WAI Oshkosh chapter) and now has set her sights ever higher—to space and beyond. Her current position is at the Mojave Air and Spaceport with The Spaceship Company, which is building the world's first fleet of reusable commercial spaceships.

With WAI, Margaret has found the encouragement and camaraderie to make her dreams come true. You can do the same. Being part of WAI means you can surround yourself with like-minded women who support you and believe that your dreams today will be your reality tomorrow.

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○

Margaret Viola

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