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SEPTEMBER/OCTOBER 2014

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KELLY NELSON

With more than \$500,000 in scholarships this year, and plans for expanded outreach to girls and young women, WAI is poised to impact the future of aviation in a big way.

FEATURES

- 20 LAURIE HARDEN: AN ACCIDENTAL AVIATOR SOARS by Amy Laboda
- 24 REFILWE LEDWABA: INSPIRING GIRLS IN SOUTH AFRICA by Karabo Sekhoto
- 30 WHERE TO START by Kelly Nelson, Meg Godlewski, Denise Waters
- 32 INSPIRING THE COMING GENERATION OF AVIATORS by Rochelle Johnson
- 36 OPPORTUNITY KNOCKING: WAI'S 2015 SCHOLARSHIP OFFERINGS

DEPARTMENTS

- 2 President's Message
- 4 WAI at EAA AirVenture 2014
- 6 WAI News
- 8 WAI Chapter News
- 12 WAI Members in the News
- 13 CFI Tips
- 15 Pioneer Hall of Fame nominations
- 16 Where Are They Now?
- 18 Aviation Getaways
- 46 Careers & Classifieds
- 47 Calendar
- 47 Advertisers Index
- 48 In Our Own Words

COLUMNS

- 38 THE TOOLS FOR SCHOOLS by Jacque Boyd
- 40 PERSONAL DEVELOPMENT by Patricia Luebke
- 42 MEDICAL Q&A by Dr. Paula Corrigan
- 44 THE JUGGLING ACT by Jo Damato

COVER PHOTO

Refilwe Ledwaba, WAI 41890, founder of SAWIA, which offers support and networking opportunities for women in South Africa.

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PRESIDENT'S MESSAGE

BONNIE KRATZ



DR. PEGGY
CHABRIAN

On July 26, WAI received an appreciation award from EAA for 20 years as an exhibitor at AirVenture Oshkosh. Pictured with me (L-R) are Kelly Nelson, Sue Coon, and Kerisa Citro.

ings for 2015, and more. Look for coverage of WAI's activities in Oshkosh beginning on page 4.

And speaking of scholarships, as this magazine goes to press we have a total of 91 scholarships with a total value of nearly \$520,000! We are thrilled with the response we've seen from donors, sponsors, and members, stepping up to offer these great opportunities to WAI members. Some new scholarships have been added since the initial list was published in the July/August issue, and they are listed beginning on Page 36. The complete list and application information is available on our website at www.WAI.org/scholarships. And remember the scholarships are not just for students, and not even just for the young. The deadline date to apply this year is November 17.

Participation in this year's membership campaign has also seen an increase in terms of both the numbers of members

Dear WAI Members:

What a fantastic summer we just had with more than 300 participating in our annual WAI Connect breakfast in Oshkosh during EAA's AirVenture at the end of July. It was a great way to kick off the energizing day of WomenVenture, which also featured a group photo and lunch with Debbie Travis King, WAI 2488, as the keynote speaker. It was also a great week in terms of recruiting new members, engaging with members at our booth, sharing the news about our scholarship offer-

recruiting and the new members themselves. To date we have 102 recruiters and 140 new members as a result of the Discover a New Star member campaign. Thank you to all of you who are reaching out to share WAI with someone new! I encourage you to share your experiences as a member of WAI to those who you think might be interested in applying for a scholarship.

Plans are coming together for our 26th annual conference in Dallas, Texas, in March. We are excited that both American Airlines and Southwest Airlines are providing tours of their facilities, and we are working on a great lineup of speakers and topics to connect, engage, and inspire you. The exhibit hall will be full of companies wanting to share their products and services, while others have career opportunities that may be of interest.

Speaking of careers, we are also implementing an improved system for attendees interested in career opportunities, particularly those seeking pilot positions. We will be giving priority to our members, and particularly members who have been active for several years. You will be hearing more about this in the months ahead.

I look forward to seeing some of you at upcoming aviation trade shows, chapter meetings, and other events. For those of you going back to school this month, best wishes for a successful year!

Sincerely,

Dr. Peggy Chabrian

Dr. Peggy Chabrian
President and Founder

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www.nbaa.org/cam/wai



Women in Aviation, International had a great week at EAA AirVenture Oshkosh 2014, July 28-August 3. The annual fly-in convention featured appearances by several unique aircraft, memorable tributes to EAA founder Paul Poberezny, a wide variety of forums and workshops, and exhibits from a wide variety of aviation companies. WAI could be found in exhibit hangar B with an expanded merchandise area in addition to our membership booth. Over the course of the week we signed

up more than 140 new and renewing members and shared information about scholarships, chapters, and much more.

Wednesday, July 30, was WomenVenture—a morning of celebration, networking, and good times with fellow female aviators. Events of the day saw increased participation again this year with more than 300 at the WAI Connect Breakfast sponsored by DTC Duat, more than 500 at the WomenVenture Power Lunch, and approximately 600 women on EAA's Boeing Plaza for the annual WomenVenture photo. ➔



(Above) WAI Oshkosh Chapter members Linda Grady and Rose Dorcey presented a \$500 scholarship to Adisen Fenrich during the WomenVenture Power Lunch with Dr. Peggy Chabrian. (Below left) Betty Monnett signs copies of the July/August issue of *Aviation for Women* featuring her photo on the cover and talks with members. (Below right) Peggy with Katie Geis, who won a full 2015 conference registration in a drawing at the WAI Connect Breakfast sponsored by DTC Duat on July 30. (Bottom left) The WAI team at AirVenture: Molly Martin, Audra Hoy, Kelly Nelson, Sue Coon, Kerisa Citro, Peggy Chabrian. (Bottom right) Dr. Peggy Chabrian participated in a panel discussion Tuesday evening with representatives of EAA, AOPA, GAMA, Embry-Riddle Aeronautical University, Light Aircraft Manufacturers Association, and the Ninety-Nines about how to grow the pilot population.

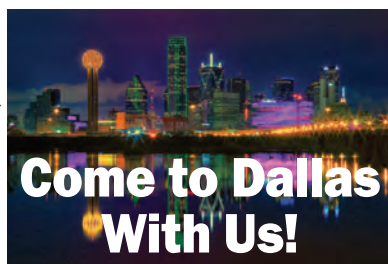


PHOTOS BY BONNIE KRATZ

A New Website Is Coming!

A request for proposals was sent out this summer to several companies, soliciting bids for an enhanced and updated WAI website. The decision to revamp the site came out of the strategic planning process recently completed this summer. ➔

MATT PASANT / DALLAS CVB



We're headed to the Big D for our 26th Annual International Women in Aviation Conference, and we want you to join us! All the energy, excitement, and networking the conference is known for will be found in Dallas, Texas, March 5-7, 2015. Register today at www.WAI.org/15Conference, because you don't want to miss the keynote speakers, educational sessions, exhibit hall, scholarship awards, and good times with women from all areas of aviation! There's no better place to be inspired, share your enthusiasm, and connect with fellow WAI members.

Visit the website for the most current details as they are added, and look for a conference brochure in your mailbox soon! ➔

Chabrian Makes Boeing Presentation

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WAI President Dr. Peggy Chabrian was invited to speak at Boeing's quarterly safety meeting in Seattle this summer. The primary audience included a combination of flight test engineers, laboratory test engineers, and technicians/experimental test pilots/production pilots, as well as flightline mechanics.

Locally, the theater audience of approximately 400 participants consisted mostly of Boeing Test & Evaluation (BT&E) employees who support commercial airplane flight test. Teammates from other T&E sites—such as the rotorcraft sites in Philadelphia, Pennsylvania, and Mesa, Arizona, as well as Boeing's fighter sites in St. Louis, Missouri, and satellite systems in southern California—also logged on via webcast. Also invited were FAA and Department of Defense pilots and flight test engineers who support Boeing's flight test programs.

The presentation topic—Aeronautical Decision Making—with an underlying theme of how appropriate decision making is critical for the safety of anyone working in a complex environment such as Flight Test or Laboratory Test, was of great benefit to this audience. The presentation also mentioned the use of common aeronautical tools such as checklists and crew resource management (CRM), the poor judgment chain, hazardous attitudes that can lead to accidents, and how stress can affect decision making.

The trip to Boeing also provided an opportunity to meet with Boeing leaders and discuss the company's continued participation in the 2015 WAI conference in Dallas. ➔

We Heard You! Conference Survey Results

Thank you to everyone who took the time to fill out the post-conference survey sent out at the end of March. Your feedback is important to us as we continue to seek new and exciting ways to build on the success of an already fantastic annual event.

The WAI staff, board of directors, and key volunteers have reviewed the survey data and noted several key areas of improvement to address for 2015—most notably, improvements to the pilot hiring activities taking place in conjunction with the conference.

We'll be working harder to keep the lines out of the exhibit hall, improve the fast pass system, and offer longtime WAI members priority in the process.

We're looking forward to an exciting conference in Dallas! ➔

WAI on the Road

A member of the board of Aviation Accreditation Board International (AABI), Peggy Chabrian interacted with many of the WAI university corporate members, exhibitors, and chapter faculty advisors during the board meeting in Nashville in late July.

Conference and Events Manager Kerisa Citro represented WAI at the AAAA Army Aviation Mission Solutions Summit this spring in Nashville, Tennessee. This was WAI's first time exhibiting at the event. She shared information on the organization, membership, scholarships, and the annual conference.

In May, Kerisa also represented WAI at AOPA's Indianapolis Fly-in. The well-attended event was a great opportunity to meet with several WAI members and share information about the organization. ➔



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

FLYING Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



FLYING

Sets you apart.

Summer Chapter Visits

What a wonderful year it has been! It is hard to believe that I have been on board with WAI for that long already. I cannot thank everyone enough for their patience along the way. I have learned a lot and am continuing to learn more and more every day.

There have been many exciting chapter developments over the last couple of months. Since Sun 'n Fun, a strong Tampa Bay chapter is getting rolling and working to earn provisional chapter status. I was able to visit with **Angye Fox**, WAI 59988, president of the soon-to-be chapter, in Oshkosh this summer at the EAA

AirVenture Museum. It was great to hear more about the progress they're making.

Earlier this summer I was also able to catch up with members from the DFW Mustang Sallies chapter in Dallas, Texas, and make plans for their participation in the upcoming International Women in Aviation Conference to be held March 6-8, 2015. They are very excited to welcome everyone to Dallas!

by Audra Hoy



TAMPA BAY CHAPTER

Angye Fox (left) and I made plans for the future Tampa Bay chapter this summer.

New Provisional Chapters

Florida Memorial University

Miami Garden, Florida

President: **Sophia Shepard**

Vice President: **Escarleth Parajon**

Secretary: **Khadeja Sanders**

Treasurer: **Aiysha Lindsay**

Membership Chair: **Quiana White**

Outreach Chair: **Letitia Calhoun**

Contact Info: **Athina Holmes**,

athina.holmes@fmuniv.edu

NCAT-Zaria

Nigerian College of Aviation

Technology, Zaria, Nigeria

President: **Anthonette Adekola**

Vice President: **Bolanle Osigbeme**

Secretary: **Hassana Aspita Mu'azu**

Treasurer: **Habiba Betara**

Membership Chair:

Hassana Aspita Mu'azu

Outreach Chair: **Anatasia Edeh**

Contact Info: **Anthonette Adekola**,

aoadekay@yahoo.com

DFW MUSTANG SALLIES CHAPTER



Mustang Sallies included Brittany Russell, WAI 50041, and Miyukiko Kostelny, WAI 41327.

ments, the Concorde Chapter in England and the Fort Lauderdale Chapter in the U.S., worked together to raise money for a disabled student to pay for her flying lessons. It was truly great to see our WAI family work together, yet again, to help an aspiring pilot reach her dreams.

Please stay in touch and if I am not on your chapter mailing list, please make sure to add me (ahoy@wai.org). I love hearing what is going on in your chapters! Blue skies and tailwinds! ✈

I also spent some time with the Yankee Ladies chapter in Detroit and heard **Marjorie Walters**, an original Rosie the Riveter, speak about building B-24s at Willow Run. It was an honor to hear such amazing memories of a pivotal point in U.S. history.

If you are traveling and have the time, I encourage you to see if there is a chapter where you are going. If they aren't having a meeting, you could meet up with some chapter leaders or members and make your aviation family a bit bigger!

I am also proud to share that two chapters on different conti-



YANKEE LADIES CHAPTER

Marjorie Walters (seated center), an original Rosie the Riveter, spoke at the Yankee Ladies Chapter meeting.

Dorothy Hilbert Chapter Volunteer of the Year Award

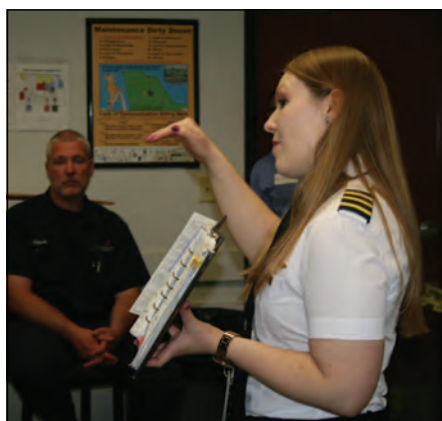
Chapters are reminded to submit nominations for the Chapter Volunteer of the Year Award, in memory of Dorothy Hilbert. One nominee per chapter may be submitted. Nominations should be sent to chapter relations manager Audra Hoy (ahoy@wai.org) by February 1.



CONNECTICUT CHAPTER

YANKEE LADIES CHAPTER

Board members of Michigan's Yankee Ladies Chapter participated in a science, technology, engineering, and math (STEM) camp at MIAT College of Technology in Canton, Michigan. Pilot **Laura Sokol**, WAI 16598, shared information about aerodynamics with middle school students attending the camp, and aircraft maintenance technician, **Jeff Libstorff**, WAI 45863, shared information about aircraft maintenance technician careers and assisted with the events of the day, which included a hands-on sheet metal project for the students.



YANKEE LADIES CHAPTER

The Yankee Ladies Chapter was honored to have **Marjorie Walters**, an original Rosie the Riveter, speak at the June chapter meeting. The group watched a taped interview about Marjorie and then enjoyed a lively question and answer session to learn about her experiences as an 18-year-old working in the famous Willow Run Bomber Plant. Additional honored guests



YANKEE LADIES CHAPTER

were author **Laura Edge**, and WAI Chapter Relations Manager **Audra Hoy**, WAI 1731. ➔

CONNECTICUT CHAPTER

Members of the Connecticut Chapter in East Hartford, Connecticut, **Carolyn Begnoche**, WAI 52030, and **Carol SaNogueira**, WAI 29877, joined forces to form a Women in Aviation Cure Relay for Life team. Although they were a small team whose members spanned UTAS and Pratt & Whitney segments, they were able to raise more than \$4,000 for the East Hartford Relay for Life Event in May.

Both Carol and Carolyn have had a personal experience with cancer. Both captains are a part of the Women in Aviation Connecticut chapter, which is dedicated to providing networking, education, mentoring, and scholarship opportunities for women in the aviation industry. Members span across different business units, creating a large network for their campaign. To fundraise, they raffled gift baskets, sports memorabilia, and easy-to-cook recipes. They also partnered with local restaurants where 15 percent of the proceeds went to the team. ➔



CONNECTICUT CHAPTER

Members of the Women in Aviation Connecticut Chapter (Front left) Treasurer: Carol SaNogueira, WAI 29877, (Middle left) Vice President: LaShaunda Wilson, WAI 40313, (Middle right) President: Kimberley Hagerty, WAI 47459, (Front right) Secretary: Jerry Ashley, WAI 30633.

LIBERTY UNIVERSITY CHAPTER



LIBERTY UNIVERSITY CHAPTER

Women Can Fly, a series of four Saturday events held in May and June 2014, introduced aviation to more girls and women in Virginia. The Liberty University Chapter in Lynchburg, Virginia, hosted a Women Can Fly event on May 24 at Lynchburg

Regional Airport. The chapter offered SIM flights, ground lessons, static display monitors, and ATC tower tours, and several local pilots offered flights. The Virginia Department of Aviation offered ground tours of the Commonwealth of Virginia's King Air 350, and representatives from the Air Line Pilots Association, Piper Aircraft, Inc., and the Ninety-Nines, Inc. were on hand to provide information and inspiration. Whirly Girls also generously gave three helicopter rides throughout the day for women interested in it.

This event also wouldn't have been possible without the tremendous support of the Liberty University School

of Aeronautics. The school generously supplied four planes to fly all day and three planes for a static display. ➔



Liberty University Chapter President Elizabeth Hauk, WAI 50893, with Outreach Director and Women Can Fly Event Coordinator Amanda Spence, WAI 44027.

LIBERTY UNIVERSITY CHAPTER

CONCORDE CHAPTER



(Clockwise from top) Leah Mansfield, WAI 58053; Kate Adams; Melinda Benson, WAI 47286; Karin Muller, WAI 7884; Jane Middleton, WAI 1506; and Debbie Tyzac, WAI 49420.

CONCORDE CHAPTER

The Concorde Chapter of West Sussex, England, and flying friends were invited to spend the day at Farnborough airport. This highly prestigious get-together was hosted by **Karin Muller**, WAI 7884. Karin's extensive knowledge and experience allowed her to answer any questions about the corporate side of aviation. The question and answer session was followed by an impressive hangar tour of beautiful jets. Following the event, the chapter went to Harrods to enjoy afternoon tea and more aviation chats. ➔

SAN FRANCISCO BAY CHAPTER



SAN FRANCISCO BAY AREA CHAPTER

San Carlos (SQL) Airport Day was a great opportunity for the San Francisco Bay Area Chapter to interact with the local community and spread our love for aviation. Many children and adults alike were present to learn about local businesses and organizations.

The chapter put together a table of gently used books and study materials that were free of charge to anyone interested. Homemade lollipops were a huge hit with the younger crowd! ➔

(Left to right) Co-President Kelly Hoffman, WAI 41529; Karen Morss; Secretary Carly Smith, WAI 41788; Co-President Pamela Svrldin, WAI 30054.



SIUC SALUKI AVIATORS CHAPTER

In April the Southern Illinois University Women in Aviation Chapter in Carbondale, Illinois, participated in the university's annual United Day. A group of students from the Chicago area flew down to view the school's aviation program, and the chapter volunteered throughout the day and provided all the students with lunch. ➔

MILE HIGH CHAPTER

The WAI Mile High Chapter held their July meeting at International Jet Aviation in Denver. The group got to tour many types of airplanes and learned about the operation. The chapter also hosted a plane wash and pancake breakfast at Front Range Airport to support two of their members, **Emily Applegate**, WAI 47653, and **Zia Safko**,

WAI 41906, who competed in the 2014 Air Race Classic. They washed 13 airplanes, four cars, and two motorcycles. The Racing Rosies, Emily and Zia's race team, took fourth place out of 52 teams and also won Most Congenial for the third year in a row. This was a huge hit in the community and a great way to raise money. ➔

Mile High washers (left) included Gail Steger-Mock, WAI 4020; Kenneth Murray, WAI 58941; Ashley Ogden, WAI 10413; Kristen Pickworth, WAI 27172; and Audrey Fishback, WAI 53985.



KENYA CHAPTER

Kenya Chapter held an event titled Insights on How to Win WAI Scholarships. The guest speaker was **Loise Mwangi**, WAI 51083, who won two scholarship awards during the 2014 conference in Florida.

They also held a membership drive at the East Africa School of Aviation. New members were recruited and chapter merchandise was purchased by many. ➔



WASHINGTON STATE CHAPTER

Members of Seattle's Washington State Chapter recently visited Joint Base Lewis-McChord, south of Tacoma, Washington, for a tour conducted by U.S. Air Force reservists who were mostly women military personnel. The tour included a mission briefing, a visit to the control tower and air traffic control training simulator, and a C-17 tour. While onboard the C-17, crew members shared information, including load-master duties, aero-medical evacuation, aircraft maintenance, and piloting this incredibly capable aircraft.



CAREERS

Carlimar Collazo-Torres, WAI 49763, was recently selected for a second internship at NASA. She will be working at the NASA Ames Research Center in the Flight Research Division.

Rose Dorcey, WAI 12645, was recently accepted as a FAAS Team

Lead Representative. As a lead representative she has the responsibility of coordinating resources and assisting in FAAS Team events coordinated by FAAS Team representatives within her geographic area.

A relatively new private pilot (August 21, 2013), **Hannah Dorough**, WAI 56555, completed her instrument rating, just before her 19th birthday in April.



Wally with "Giggs" Giliotti in F-35A

On May 20, 2014, aviation pioneer and one of the Mercury 13, **Wally Funk** spoke at Lockheed Martin. Wally, WAI 26, also toured the facility and got a peek inside the cockpit of an F-35A with test pilot Bill "Giggs" Giliotti.

Jennifer Hoyny, WAI 54488, recently moved from Assistant Manager of Air-

Mary S. Feik, WAI 53, has been named the 2014 honoree to be inducted into the Dr. Paul E. Garber First Flight Shrine located in the Museum and Visitors Center at the Wright Brothers National Memorial in Kitty Hawk, North Carolina.

The induction ceremony, including the unveiling and presentation of a portrait of Mary, will be held on December 17, 2014, with a celebration banquet held on December 16 in Kitty Hawk.

Mary is an aviation engineer, master mechanic, pilot, instructor, and aircraft restorer. She is credited with becoming the first female engineer in research and development in the Air Technical Service Command's Engineering Division at Wright Field, Ohio.

A recipient of many aerospace honors, Mary was inducted into the Women in Aviation Pioneer Hall of Fame in 2004. On February 24, 1996, she received the FAA's Charles Taylor Master Mechanic Award in recognition of her many outstanding contributions to aviation safety. The award requires the recipient to have actively worked as an aircraft mechanic for at least 50 years. Mary was the first woman to ever receive the award, named for the Wright Brothers mechanic and engineer. She also recently received the Katharine Wright reward for her achievements in aviation.

For more on Mary's accomplishments and the award, visit www.FirstFlight.org.



JOHN SLEMP

line Affairs with the Metropolitan Airports Commission—the governing body for Minneapolis-St. Paul International Airport—to Project Manager with the city of Phoenix Aviation Business and Properties department, focusing primarily on general aviation within the Sky Harbor International, Deer Valley,

and Goodyear Airports in Arizona.

Aviation for Women contributor **Karin Leperi**, WAI 51836, recently won a gold award from the Society of American Travel Writers—Western Chapter for her service article, "Premium Economy Survey 2013," which appeared in *Global Traveler Magazine* in October 2013.

Air Race Classic Winners Announced

Congratulations to the 31 teams that completed the 2014 Air Race Classic, flying more than 2,300 nm across the country June 16-19, 2014. A total of 47 teams participated in the race with stops in Concord, California; Dorris, California; Elko, Nevada; Pinedale, Wyoming; Scottsbluff, Nebraska; Norfolk, Nebraska; Iowa City, Iowa; Danville, Illinois; Athens, Ohio; York, Pennsylvania; and New Cumberland, Pennsylvania.

Several WAI members participated in the race. Special congratulations to WAI members who placed in the top 10! The top 3 teams were:

- No. 1: **Dianna Stanger**, WAI 3928; **Joyce Wilson**; **Erin Cude**
No. 2: **Valdeta Mehanja**, WAI 57103; **Nancy Snyder**, WAI 39658
No. 3: **Melody Dowlearn**; **Alicia Isacson**, WAI 45370

Full race results available at www.AirRaceClassic.org.



Mehanja (left) and Snyder celebrating

COURTESY OF NANCY SNYDER



MEG GODLEWSKI

I just started my flight training. I am about four hours in and next week I get my medical certificate. I'm worried, because it is my understanding that once I get my medical, my CFI will solo me. I don't feel ready for solo at all!

Relax! Once you get your medical certificate you are eligible to solo—it's not automatic. There are 15 things your CFI has to teach you and you must do adequately before he or she signs you off to solo. You'll find them in the FAR/AIM, Part 61 under Solo Flight.

I'm enrolled in a professional pilot program at a mid-western college. One of my classmates works part-time as a paralegal. She says as soon as she gets her private pilot certificate (single engine) she has a job flying a Cessna 414 that belongs to her boss. She claims she'll be flying it until she has enough time to go to the airlines. Is it possible to have a job so soon after getting your private certificate? How do I do that?

I am skeptical if your friend really has a "job" flying the Cessna 414 once she gets her private pilot certificate because in order to fly it legally she would have to hold a multiengine

rating. If she is flying as part of a business she needs to have a commercial certificate. If she does have a job waiting for her as a pilot of the company CE-414, it is still a ways out. As to how you do it, you have to find someone who has the airplane and is willing to let you fly it and build your time in it. This is the aviation version of "marrying rich," and very few people get their time this way.

I fly with students who take their ground school at a local community college. When we get to the cross country phase I've noticed some weaknesses among the students when it comes to flight planning. One student told me that the CFI who teaches the course just reads slides off a computer. How do I address the students' deficiencies without criticizing their ground instructor?

When I assign a cross country flight plan to a student who took her ground training someplace else, I couch it in the phrase "Let's see what you remember." If it has been a while since the student used her cross-country skills, or the ground school consisted of someone reading straight out of the book or slide off a computer screen, there is a good chance that learning didn't take place. It is also quite possible that the student's cross-country planning skills are rusty. No matter what the case, it's your job to make sure she gets it this time around. ➔

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

Dr. Judith Logue, WAI 7464, recently soloed after 28 years of stop-and-start lessons. "I'll be 72 on August 21," she



Dr. Judith Logue soloes

wrote. "I survived a deadly cancer and its barbaric treatment of radiation and chemotherapy in 2008 and was not sure I would live, let alone accomplish this." Her goal is to earn her sport pilot certificate and then continue on to a private pilot certificate.

Kimberly J. Osborn, WAI 8208, has been asked to join the Fort Collins/Loveland Pilots Association board of directors as director. She is currently the youngest female to serve on the board.

PASSAGES

Freydis Sharland had learned to fly before World War II, but had a total flying experience of only 26 hours when she joined Air Transport Auxiliary (ATA) in February 1943. By the time she left ATA in October 1945, she had flown more than 607 hours in ATA service, and had flown 38 types from a Lysander to a Wellington. She appears in the ATA documentary *Spitfire Sisters*. Sharland died on May 24, aged 93. ➔

Discover a new star!

Introduce someone new to WAI and help them 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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Nkechi Ajose
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Kimberly Bassett
Elizabeth Bates
Jacqueline Battipaglia
Audrey Baxcajay
Ruby Bowen
Lisa Brackmann
Jacqueline Breeden
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Andrew Csondor
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Michael Wolf
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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.

WAI PIONEER HALL OF FAME

COURTESY OF DAWN SEYMOUR



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 26th 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

Astronaut Nancy Currie
was inducted into the
Pioneer Hall of Fame in 2014.



BONNIE KRATZ

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WHERE ARE
THEY NOW?



A SPRINGBOARD FOR SUCCESS

With a new list of WAI scholarships published in July, many are busy preparing applications, soliciting letters of recommendation, and trying to write the perfect essay. Success stories from past scholarship winners prove the effort is more than worth it. The scholarships have not only helped them gain new skills, but opened doors to take their career to the next level.

Heather Owen-Perry, WAI 47433
Mableton, Georgia

After an internship with the U.S. Department of State, I spent much of my graduate schooling looking for a career field that would meld my new passion for international diplomacy with my existing aviation concentration. During research for my thesis, my advisor suggested the International Civil Aviation

Organization (ICAO). I applied for and received the ICAO Training Scholarship through Women in Aviation, International and began interning in the Air Navigation Bureau-Integrated Safety Management Section immediately following my spring 2011 graduation.

I worked with the office to develop and write safety culture sections for ICAO's Safety Management Manual, and learned how to design a safety reporting system with a user-friendly format. I also gained firsthand experience with aviation's governing side by attending meetings and gatherings.

The scholarship and internship, paired with my degrees, truly developed my career trajectory. My education gave me the quality foundation and theoretical knowledge upon which I built my ICAO experience. My experience with ICAO enabled me to work with a diverse work group in a charming and equally diverse city, while learning the practical application of airline and aviation safety and developing managerial skills necessary for an aviation safety career. The scholarship helped relieve the financial burden of moving to a foreign country, while offering me the chance to learn and actively participate in an international aviation safety forum.

In the years since my internship at ICAO, I have worked at ExpressJet Airlines in Atlanta, Georgia, first in flight operations publications, then joining the safety department team in 2012. In my current role, I am the manager of the Aviation Safety Action Program (ASAP), a voluntary, non-punitive safety reporting program for the airline's flight operations, dispatch, maintenance, and airport customer service employees.

The experiences I garnered through the internship have proved useful throughout my time at ExpressJet. First and most importantly, the internship introduced me to safety reporting systems. Second, it taught me diplomacy goes far beyond just international politics. I use this learning most when I preside over weekly event review committee (ERC) meetings, which are comprised of one representative each from the FAA, ExpressJet, and the workforce union. Finally, the internship developed in me a passion for developing an airline's safety culture through the promotion of safety reporting programs and a confidence in my future ambitions.

My immediate career goals are to continue to improve upon

WHERE ARE YOU NOW?

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

Heather Owen-Perry



tion Organization (ICAO). I applied for and received the ICAO Training Scholarship through Women in Aviation, International and began interning in the Air Navigation Bureau-Integrated Safety Management Section immediately following my spring 2011 graduation.

I worked with the office to develop and write safety culture sections for ICAO's Safety Management Manual, and learned how to design a safety reporting system with a user-friendly format. I also gained firsthand experience with aviation's gov-

ExpressJet's post-merger safety culture and pursue my doctorate studies in aviation safety. My ultimate career goals are to return to ICAO after a career in the airline industry and help developing nations implement safety programs.

Tami Ueda-Heuer, WAI 10139
Florence, Kentucky

In 2008, I became actively involved with my local WAI chapter since I was then home with my son and had the time to do so. I helped increase participation and membership, and really enjoyed having aviation back in my life.

During this time, I met several women who had come back to the chapter and spoke fondly of Mrs. Mark Bizarro. Elisha



Hall was a free spirit and a lover of aviation. She was a kind and fun soul who many missed after her tragic passing.

After leaving Comair after the birth of my son in late 2009, the company had decided to give all their pilots their ATP rating in anticipation of the new 1,500-hour rule change by the FAA. Though I never regretted putting my career on hold for my son, I felt like I had lost out on obtaining the coveted rating because I chose to put my family first. The cost of the rating on my own was more than my family could financially handle with me now being out of work.

In 2010, I decided to apply and was the proud recipient of the Elisha Hall Memorial Scholarship. It was such an honor to have been selected in the memory of such a great lady. Because of her family's generosity, I was able to use the funds to complete my ATP rating.

The scholarship allowed me to continue pursuing my aviation dreams and enjoy my new family at the same time. As luck would have it, shortly after obtaining my rating, I received a job offer to fly part time out of my local airport, Cincinnati Municipal Airport—Lunken Field (KLUK).

I now have the best of both worlds because I spend quality time with my family and still get to take to the sky. I can't thank the family enough for honoring Elisha's memory by helping other women pursue their dreams of aviation.

Winnie Wamiru, WAI 46463
Kisumu, Nyanza, Kenya

If your action inspires others to dream more, do more and become more, you're a leader. Winning the Janet Clark Memorial Scholarship marked a new beginning in my life. It came in a time I needed someone to give me hope, strength and direction to reach my dreams in aviation. Despite losing hope as a young woman due to lack of funds, I wanted to explore the world in the aviation industry. Life was given meaning, and my hopes, dreams and ambition came back to light.

As we light a path for others, we naturally light our own way, and to accomplish great things we must dream as well as act. Know your dreams and act on them. Before I applied for my scholarship I dedicated all my trust to Trish Beckman, WAI 17, who led me down this right path.

One thing I had in mind was that I was going to make it through because I have never believed in failure. Many get the chance to win a scholarship, take their training successfully, and pass with flying colors, thus landing good jobs in the aviation industry. I am a witness and stand with my head high to



say that without the Janet Clark Memorial Scholarship, I could have never made it to my training and dreams of aviation.

Thank you Women in Aviation, International, Trish Beckman, and the Janet Clark Memorial Scholarship for where I am today. ✈

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More than 91 scholarships totaling more than \$500,000 will be awarded at the 26th Annual International Women in Aviation Conference in Dallas, Texas, March 5-7, 2015. Remember, you don't have to be a student to apply! To view the full list of 2015 scholarships visit www.WAI.org/scholarships.



EXPLORING AVIATION HISTORY

I love everything about aviation—the history of flight, legendary planes, heroic pilots, aviation firsts, and the evolution of winged-travel into space flight. Needless to say, I love the past, present, and future of aviation, especially the under-told story of women in aviation. So, when I found out I was going to the Seattle area, I wasted no time in developing an

itinerary of the best aviation museums to visit in the area. My aviation getaway netted me five aviation-focused museums in three days: Future of Flight Aviation Center & Boeing Tour, Historic Flight, Museum of Flight Restoration Center, Flying Heritage Collection, and Museum of Flight in Seattle. The aviation loop is well worth a trip for any aviation aficionado.



Future of Flight Aviation Center & Boeing Tour

Located on Paine Field Boulevard in Mukilteo, the Future of Flight focuses on the last 50 years since the first flight of the Boeing 707 and takes a visionary look at the technological options for flight looking 50 years forward. A separate fee is required for the Boeing Tour, the only public tour of a commercial jet assembly plant in North America. Don't miss walking through the largest building in the world by volume (472 million cubic feet), where you witness various stages of assembly, manufacture, and flight test of the 747, 767, 777, and 787/Dreamliner. The size of this place is mind-boggling.

Historic Flight

Also located in Mukilteo, this museum has an outstanding collection of vintage aircraft from 1927 to 1957, representing the time period between Charles Lindbergh's solo Atlantic crossing to the first test flight of the Boeing 707. Just like the title of the museum suggests, all aircraft have been meticulously restored and are flight operational. The collection includes

such notables as the Waco UPF-7, Grumman F8F Bearcat, and the North American P-51B Mustang. While visiting, I was extremely fortunate to witness a DC-3 take off from the field.



PHOTOS BY K.D. LEPERI

Museum of Flight Restoration Center

Located in Everett, this is where aircraft are restored before going on display at the Museum of Flight in Seattle. Museum staff and volunteers painstakingly work to preserve aviation history, giving a rare inside look at what is involved. This is a personal favorite.

Flying Heritage Collection

Also located in Everett, this is a rare private collection of Paul G. Allen, where aircraft are authentically restored, many to flying condition. Focus is on historic 1935 to 1945 combat aircraft from the U.S., Britain, Germany, Russia, and Japan. Two hangars are filled with vintage aircraft and vehicles. I particularly enjoyed the exhibit about the Nachthexen or Night Witches—fearless Soviet female aviators from World War II who harassed the Germans at night by dropping small bombs from their obsolete Po-2 biplanes.

Museum of Flight

The mother lode museum is located south of downtown Seattle, at the south end of Boeing Field/King County Airport. An affiliate of the Smithsonian Institution, this independent

non-profit museum claims to be one of the largest air and space museums in the world, attracting more than 500,000 visitors annually. Popular exhibits include the world's fastest aircraft—the Blackbird spy plane—as well as the world's first fighter plane, the first jet Air Force One, and the prototype Boeing 747. With more than 150 historically significant air and spacecraft, the museum is a repository of the history of flight and space travel. One of my favorite displays is the restoration of a Lockheed Electra flown by pilot Linda Finch, who on March 19, 1997, completed Amelia Earhart's planned flight around the world. Earhart flew a Lockheed Electra for her 1937 flight, which Finch faithfully matched in her restoration. ✈



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

IF YOU GO:

Future of Flight Aviation Center & Boeing Tour
8415 Paine Field Blvd., Mukilteo, WA 98275
www.FutureOfFlight.org

Historic Flight
10719 Bernie Webber Drive, Mukilteo, WA 98275
www.HistoricFlight.org

Museum of Flight Restoration
Paine Field, 2909 100th St. SW, Everett, WA 98204
www.MuseumOfFlight.org/restoration-center

Flying Heritage Collection
Paine Field, 3407 109th St. SW, Everett, WA 98204
www.FlyingHeritage.com

Museum of Flight
9404 East Marginal Way S, Seattle, WA 98108
www.MuseumOfFlight.org

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An Accidental Aviator Soars

Laurie Harden of SoaringNV





Flight instructor Elizabeth Tattersall (rear) and Amy Laboda (front).

PHOTOS COURTESY OF AMY LABODA

Some people come into aviation quite deliberately, dreaming about it for decades or tracking a path straight from grammar school to the cockpit. But many more of us are accidental aviators, stumbling into the domain of flight because, well, it was there at a time when we needed it. For these folks a passion and appreciation for aviation may grow more slowly than for those who always knew they wanted to fly. Rest assured, however, that slow-growing love is just as strong, if not stronger than the blinding hot flash of sky-lust that sucks so many of us into the cockpit of an aircraft as youngsters and holds us there, sometimes for life.

For Laurie Harden, aviation came along just as she was looking for something altogether different to do with her life. She found herself, an adult woman with a customer service and retail background, working with teenagers as a “glider-grappler” and wing-runner on the flightline for a glider operation at the airport in Minden, Nevada.

It was a time of change for Laurie. She’d moved from urban California to rural Nevada, and shortly thereafter realized her personal life was foundering. Then physical challenges, in-

cluding serious illness, slapped her down. The line position, working outside most of the time, with people who so clearly loved what they were doing, took her away from all of that. The job brought her into another world, quite literally.

The scenery around Minden—a soaring mecca—is, in a word, breathtaking. The valley, just south of Carson City, Nevada, is framed to the east by the Pinenut Ridge and to the west by the Sierra Nevada mountains, which seem to rise at an impossible angle from the gently rolling valley floor. Snow caps them more than six months of any normal year. The deep blue depths of Lake Tahoe are just a 30-minute drive away.

The FBO offered flight instruction, rentals, and even an aerobatic or scenic glider ride over the lake and Heavenly ski resort area for transients. Experienced glider pilots use the ridges on both sides of the valley for lift. On good days the gliders stay up for hours. When mountain waves set up, the best glider pilots in the world descend on the place and prep for record-setting cross-countries off measly 3,000-foot aerotows.

Aviation activity at that level would pique anyone’s attention. And Laurie was naturally curious. So she began learn-

by Amy Laboda



SoaringNV owner Laurie Harden (left) is ready to welcome customers with line crewman Spencer DeBerry.

ing how to fly a glider, eventually taking on the moniker Glider Girl.

"It took me a lot longer to solo a glider than most people, or so I'm told," she scoffs, smiling. She did solo, eventually, in 2005, and got her glider rating. But there was more to come. She traveled for soaring, as far as New Zealand in 2009 (known for its Tolkien-esque settings and phenomenal mountain soaring), and enjoyed the adventure and camaraderie of it.

Although some saw Minden as some sort of Glider Eden, all was not perfect, and the FBO serving the soaring community had its managerial and financial woes. When it finally closed up shop, some were relieved, while others—many of them longtime customers, glider pilots who appreciated having an FBO that understood their needs—were concerned. Was Minden going to fade from the picture?

Laurie, on the other hand, saw opportunity. She took a lump sum of settlement money she'd come into and rolled the dice—then opened her own business on the airport using some of the facilities and aircraft from the closed FBO. That was the beginning of SoaringNV.

It was a big step up from being a line girl with a glider rating, but Laurie had a customer service ethic honed by years in high-tech sales and marketing and a boots-on-the-ground front-

line understanding of what glider pilots expected of a soaring FBO. She knew that an FBO that catered to the pilots and want-to-be pilots who descended on Minden to take advantage of its world-class year-round soaring conditions could do well if managed properly. Of course the economy tanked shortly thereafter, and Laurie was left to build her new operation slowly and with an eye toward efficiency. But she hung in there, convinced that the superior weather and soaring conditions would draw her customers to her, and that by providing them with excellent service, she could get them to return to Minden again and again.

Now, a couple of years later, Laurie Harden's soaring school and FBO is thriving. In the summer, a half-dozen flight instructors and tow pilots keep busy seven days a week flying tourists on sightseeing glider rides over Lake Tahoe, or on aerobic rides in a Blanik that can carry three souls depending on weights (two plus pilot) at a time. A glider club keeps locals flying the school's rentals—the sleek high-performance ASK-21 and Duo Discus gliders are pulled aloft by four Piper Pawnees. There are LS-4 and Discus single-seat gliders available for rental to qualified pilots, as well. All are equipped with oxygen systems.

Her instructors include the author of a definitive textbook on



This rough terrain map with good landing sites marked with pins is priceless.

soaring, as well as a couple of soaring record holders and locals who know the area better than anyone, its conditions, and how to work those conditions for maximum lift. One commutes in from the San Francisco Bay area just to work the weekends, for the fun of it. There's even a designated pilot examiner nearby to facilitate checkrides when students are ready.

A typical morning in mid-summer might seem to start slow at SoaringNV. Laurie's computerized scheduling system works like a charm to keep clients and instructors alike organized. Her mechanics and tow pilots coordinate to be sure that at least two Pawnees are available for towing at any given time.

"It's always good to have two up, two in maintenance. Even on a slow day a pilot can land off-airfield if he miscalculates the lift, and we might be called to go give him a tow to get home," she explains. "You don't want to send your only tow plane to do that!" she laughs. Glider-wranglers and wing-runners check in around 10 a.m. with the front desk to determine the aircraft that should be prepped from tiedown. Instructors and clients aren't far behind them.

Minden is a busy uncontrolled airport that supports a mix of traffic on its six runways, which makes for some interesting flying. Glider pilots in aircraft without engines (not motorgliders) have right-of-way over powered aircraft, but the long skinny wings and low profile of the sleek fiberglass ships are sometimes difficult to see. Radio etiquette and proper phraseology are key to keeping the operation safe. Laurie and her instructors have worked hard with airport administrators to hammer out procedures that work for both powered and non-powered operators.

To begin with, glider patterns are flown east of the runways, while power pilots fly on the west side. There is a dedicated tow aircraft runway (30R) that parallels the most prevalent glider runway, 30L, but there are times when the wind dictates that the gliders launch from other runways on the airfield. Laurie and her chief instructor, Russell Holtz, built an informative and useful website (www.SoaringNV.com) to help disseminate the pilot information, as well as to promote the FBO. It starts with a "What is Soaring?" page and builds from there. The links to specialized soaring weather information sites and nearby lodging are especially helpful to FBO clients who are looking to maximize their soaring experience in the area.

Laurie says that winter can be slow around the airport, but when wave conditions set up over the Sierras, the pilots who know how to take advantage of the free ride at altitude that makes for soaring records always turn up. Most recently one was working on flying from Minden, Nevada, to the Colorado Rockies. Yep, you can do that in a glider off a 3,000-foot aerotow if you know what you are doing.

To foster that wave-soaring business, Laurie brings in a cadre of experts each April for a three-day Wave Camp. She follows that in May with recurrence seminars and cross-country clinics to help her regulars, and anyone who wants to join in, get ready for the summer season.

And in summer? Competitive flying begins! Derbies are held monthly, followed by a celebratory barbecue on the back porch of the FBO. Flights where gliders soar above 18,000 feet are common, and cross-countries hundreds of miles long are within the realm of possibility for pilots with the proper training and skill. That's when groups of glider pilots show up en masse for competitions and meets at the airfield and business gets cooking.

Does Laurie fly her own gliders? Not as often as she'd like—but that's okay these days, she says. Nothing makes her happier than seeing the equipment and employees airborne and doing what they are meant to do: fly. ➔

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



SOARING

How-To and Why Not Start?

Think of it: Your world is but a rush of wind over a smooth bubble canopy. Your vision is panoramic, more sky than you can imagine. Just swivel your head right, left, up, and down to catch a true IMAX experience. That's what flying in a sailplane is all about.

Best of all, soaring is a terrific place for any youth to begin their study of aviation. Many consider it the purest type of fixed-wing flying. Student pilots can solo a glider at the tender age of 14 in the U.S., and are eligible for their private pilot sailplane certificate at just 16, a full year before they become eligible for a private pilot airplane or helicopter rating.



Want to Try It?

The Women's Soaring Pilot's Association was founded in 1986 to help people with information and opportunities for training scholarships around the country (www.WomenSoaring.org). Laurie Harden's SoaringNV is a major donor, offering a \$1,500 training scholarship annually.

Not female? Try the Soaring Society of America (www.SSA.org) for information and training opportunities. WAI's Ride the Sun scholarship is one of several that have been used to fund soaring certificates among WAI members. Both SSA and WSPA are international organizations, with mentors all over the world.

Looking for a great youth program? Look no further than the Civil Air Patrol, which offers its cadets soaring lessons as part of its training programs all over the U.S.



*How one
WAI member
is making
a difference*

Refilwe Led

Inspiring Girls in



PHOTO BY KARABO SEKHOTO / ALL OTHER PHOTOS COURTESY OF REFILWE LEDWABA

A commercial helicopter and fixed-wing pilot, Refilwe Ledwaba, WAI 41890, is one of the first black female commercial helicopter pilots in South Africa. Her story is one that epitomizes how far this young democracy has come—a country characterized by the transcendence of racial

and gender bias to achieve a society of

by Karabo Sekhoto

equality. Refilwe's story is equally inspiring. Having come from rural and humble beginnings, she is now inspiring many young girls in Southern Africa, informing them not only of their rights to forge their way through the aviation industry, but also that their dreams can be achieved no matter how far-fetched they seem.

Obtaining the dream

Refilwe was born in the rural town of Lenyenye in the Limpopo province of South Africa. Here, far from the big cities with their bustling airports, she grew up knowing very little about aviation and even less about becoming a pilot. She dreamed of becoming a doctor, nurse, or lawyer like other girls in her area. "Aviation was never an option because it was not something I was ever exposed to," Refilwe said. "I grew up in a small town and had never known of any black pilots; in fact, I didn't know of any pilots at all."



At 17 she boarded her first airplane to attend university, something that would change her life forever. "I think it was fate because my very first time on a plane and the captain was a woman; this impressed me," she said. "Up until this point, it had never occurred to me that women could be pilots. This set in motion the passion I have for flying and got me thinking about the possibility of becoming a pilot."

The dream of learning to fly was overshadowed by the realities of long-held expectations for Refilwe to become a doctor. When she finished her B.Sc. degree in biochemistry and microbiology at the University of Cape Town, her family expected her to go straight to medical school, but when she was unable to obtain funding, an opportunity arose for her to change course and she landed a job as cabin crew for a commercial airline.

Propelled by the dream of one day captaining an airplane filled with people, Refilwe concentrated all of her resources into attending flight school part time, her enduring spirit gaining her many cham-

I WAS TRULY LUCKY BECAUSE MANY PEOPLE SUPPORTED ME,
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pions along the way. “When I worked as cabin crew, I would often speak to the pilots about my aspirations to be like them and many took it on themselves to support me. My first instructor was one of the pilots I worked with who offered his services for free. I was truly lucky because many people supported me, egging me on to succeed. At that point I only believed in the possibility of being a pilot because everyone believed in me. It made the path a lot easier.”

Refilwe was accepted into a flying program sponsored by the South African Police Services, which put her head to head with physical and perceived limitations for the very first time. “During my fixed-wing training, I found that I was too short to see the runway in some of the aircraft and had to bring a pillow to sit on. And when I started flying helicopters I found I was way too light because I only weighed 45 kilograms [99 pounds] at the time, with the minimum weight being about 60 kilograms [132 pounds] for solo flying, I had to bring weights on board every solo flight,” she said. “I also experienced many prejudices that stemmed from the fact that female pilots were not trusted to parallel the abilities of their male counterparts. It was then that I started to have doubts because there were all these reasons why I could not be a pilot.”

Despite the challenges she faced, Refilwe earned her wings in 2005, becoming the first black woman to fly helicopters for the South African Police Services. As part of the operations support team she was involved in assisting the ground teams with search and rescue, crime prevention, cross-boarder chases, and drug and weapon smuggling operations. “People see you taking off and landing and think that it is easy. They do not know the thought and planning

that goes into it, especially under such high-stress situations. When you are getting shot at or chasing a high-speed target, you need to fly as safe as possible, but catching the bad guys is a major priority, too,” she said. “It was a dangerous job, but I enjoyed it. The emotions that I felt when we had caught a suspect were indescribable; the thought that you had just done something good for the country was so rewarding.”

Today, Refilwe is a junior first officer for a regional airline on the Bombardier CRJ 200.

Championing future aviators

The history of women in aviation in South Africa goes as far back as 1913, when the South African Aviation Corp (SAAC) called on citizens to join a pilot program. The first class of 13 included a woman, Ann Maria Bocciarelli, who is documented as the first licensed female pilot in Africa.

Even though the country’s men and women have been involved in aviation for the same number of years, statistics show that the largest airlines in South Africa still reflect that women make up less than 10 percent of the total workforce in the industry. The Deputy Minister of Transport, Sindisiwe Chikunga, in her women’s day address late last year spoke of this lack of progression in the number of women in key sectors of aviation as a result of deliberate acts to keep women out. Despite this grim report, Refilwe remains optimistic and insists that the current environment is far more “women friendly” than when she first entered the field. She attributes her optimism for the future to the fact that South Africa is faring well against statistics of other countries around the world. Acknowledging

(Left) Refilwe flew
for the South African
Police Services as their first
black female pilot.
(below) In 2013, SAWIA
hosted “take a girl to work”
at Grand Central Airport in
partnership with the South
African Civil Aviation Authority.





that there is far more transformation required in the industry, she is proud that South Africa, comparatively speaking, is part of the countries that boast a growing percentage yearly of women in the aviation industry.

In 2009 Refilwe formed Southern African Women in Aviation and Aerospace Industry (SAWIA), a nonprofit organization that answers the mounting need for a forum dedicated to fostering an environment ideal to attract the participation of women and girls in the industry. “When I first decided to become a pilot, it was hard for me to find information regarding the field. Obtaining funding was a nightmare, and there were not many women reported about in the media to aspire to,” Refilwe said. “When we started talking about forming SAWIA it was mainly to ensure that other women could benefit from the lessons we learned, helping them to forge their way through a male dominated

(Above) A networking breakfast for South African Women in Aviation (SAWIA) and Industry and Pan African Women in Aviation (PAWA). Kris Fellrath, vice president of Boeing Business Operations for Commercial Airplanes, was the guest speaker. (below) The enthusiasm is contagious.

industry that sometimes was not ready to accommodate them. We had already endured the challenges and wanted the journey to be a lot easier for those coming after us.”

Refilwe realized the value of communicating with other women aviators to gain insight from their experiences to build a supportive platform for others to thrive. Many of the challenges she faced were overcome as a result of the discussions she had with other women, who could relate because they were going through the same things.

This made her aware that these interactions were the key to motivating young women to succeed regardless of the challenges they faced.

SAWIA is also focused on introducing the aviation industry to girls around southern Africa, making it a viable career option for them to pursue. They host various outreach projects aimed at exposing girls of all ages to the possibilities that exist



“I WOULD OFTEN ORGANIZE TO LAND AT A LOCAL SCHOOL AND WHEN THE CHILDREN—WHO OFTEN HAD NEVER SEEN A HELICOPTER UP CLOSE BEFORE—WOULD SEE THAT A WOMAN WAS FLYING THEY WOULD BE VERY INSPIRED.”

in the industry. The SAWIA Champions, as they affectionately call themselves, have started to change the face of the industry with various campaigns aimed at shifting perceptions that aviators are only male. “Very early in the process of forming SAWIA we realized that it was very important for girls to grow up seeing role models in the industry. It is very hard for someone to perceive a dream if they have never seen someone of their gender and background successful in that career. While I was working for the South African Police Services I would often, while working in the rural areas, organize to land at a local school and when the children—who often had never seen a helicopter up close before—would see that a woman was flying they would be very inspired.”

SAWIA has also launched the Girl Fly Programme in Africa (GFPA) that is aimed at creating opportunities for girls to have hands-on experience or some kind of exposure to careers in the aviation industry long before they even make career choices. Some of their initiatives, like adopt-a-pilot day, have girls spending the day at an airport being introduced to aerodynamics, visiting an air traffic control tower, getting access to simulators, spending time with women in the field, and going out on flights to experience flying from the cockpit.

Their largest initiative is the GFPA aviation camp. Sixty girls are selected from a variety of communities in the Southern Africa region to participate in a weeklong camp focusing on grooming a passion for aviation. During this camp the girls



have the opportunity to interact with various companies and stakeholders in the industry. They are exposed to the different requirements needed to pursue careers in the field; they receive practical experience in various careers. They even build and fly model airplanes, and through teamwork they forge lifelong connections with a diverse group of their peers. All the camp leaders are women working in the aviation industry who volunteer their time and expertise, allowing the girls the opportunity to gain knowledge straight from the industry. “Our aim is not only to create aviators but also to bring a diverse group of girls together. We want to nurture confident, capable, and strong women leaders who will one day solidify their presence in this industry,” Refilwe said.

SAWIA is starting to see its successes with girls that have been through their program entering the industry. Through the assistance of experienced individuals like Trish Beckman, WAI 17, who sits on SAWIA's board of directors, input from aviation companies in South Africa, partnerships with the Keep Flying Scholarship and other international organizations, they are working to grow and increase the number of female aviators in southern Africa. They have also begun to assist in providing funding for women interested in flying careers.

“We have high ambitions for the contributions SAWIA can make to the industry,” Refilwe said. “We are still young and have many things to learn but we will get there. I have been to the WAI conference and seen what that organization is doing for women aviators and hope we can someday grow SAWIA to that magnitude.” ➔

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Karabo Sekhoto is a freelance print and broadcast journalist and photographer based in Johannesburg, South Africa.

SCHOLARSHIPS

As part of the WAI 2015 scholarship offerings, Southern African Women in Aviation & Aerospace Industry is sponsoring a Keep Flying Scholarship of \$3,000 (approximately R20000) for someone working on an instrument or multiengine, commercial, or flight instructor certificate. Candidates must be citizens of a SADC country, hold a private pilot certificate, have 100 hours' flight time, and have passed all written exams for the certificate sought. Visit www.WAI.org/scholarships to see the full list of 2015 scholarship listings. Please note the application for this scholarship must be submitted electronically.

WHERE TO START

A beginner's guide to aviation careers

We've all had to start somewhere, and if you talk to other WAI members you'll quickly find that there is no one road that leads to the career of your dreams in aviation, there are several. Some of us are born into aviation families and have always known the path that would lead to successful completion of their goals. Some find it later in life and have to work training around time with family, raising kids, or another career.

If you're the aviation pioneer of your family, you may be wondering where to start. We've put together a quick guide of the basics to consider no matter which facet of aviation interests you most. This list is by no means comprehensive—ask around, talk to your WAI friends and mentors and see what they can recommend!

Pilot

Some of us were born to fly. We asked one of our favorite flight instructors, Meg Godlewski, WAI 8165, to answer some of the most frequently asked questions of those looking to earn their wings. The only thing she couldn't answer specifically is, "Where do I find a flight instructor?" There are likely to be many options for that within or near your local community, and if you don't know a local pilot personally, it's a good idea to look up the local airport and give them a call to find out more about the flight schools there. Talk to their instructors and find one you like. AOPA also offers a database of flight instructors listed in their Flight Training Instructor Program to help you start your search. Visit http://FlightTraining.AOPA.org/learntofly/school/cfi_search to get started.

How much will it cost?

The cost of a private pilot certificate usually runs from \$5,000 to \$8,000. The cost of the airplane rental and instruction varies geographically, and you need to shop around to get the best deal. Look for hidden fees like club memberships and fuel surcharges because these can add to the cost.

How long will it take?

The regulations require a pilot candidate to have at least 40 hours of flight experience before they are eligible to take the checkride. Most people have a little more than that. The variation depends on aptitude and how much you apply yourself.



COURTESY OF DONNA WOLFE

Do I need to take ground school first?

You can start flying before you take ground school. Many people find it beneficial to fly and take ground school at the same time because the concepts they are learning in ground school are reinforced in the airplane.

Is it better to buy an airplane to learn in rather than renting?

Some people do this seeing it as a way to cut costs, but often they don't take into the equation the cost of aircraft maintenance, including required inspections, hangar rental, and fuel. Crunch the numbers before you commit.

What is the best way to expedite training?

If you can, fly at least three times a week. Four times is better. When you stretch out your lessons over time you often have to relearn things, and regain proficiency. This adds to the time and cost of getting a private pilot certificate.

Aircraft Mechanic

Are you mechanically minded? Love to troubleshoot? Enjoy a challenge? Or have a desire to understand how all the different parts and materials work in unison to create a machine that flies? Aircraft mechanic may be the correct choice for you. What does it take besides an interest and a willingness to learn? Are special skills a prerequisite?

Depending on where you are in the world, the requirements may be different. It is always best to first check with the air-

worthiness representatives of the particular aviation authority that you will be working under, to understand their requirements. Basically to work on aircraft you must be certified in the respective aircraft maintenance area or be working under the supervision of another who is certified for that work.

In aircraft maintenance, your certificate may read technician, engineer or mechanic; again this is dependent on your international address. In the U.S., the FAA issues certificates for aircraft mechanics with an airframe and/or powerplant rating(s). In Australia, the CASA issues licenses in five basic trade categories: airframes, engines, instruments, electrical, and radio; within each are ratings for that license which limit work to groups within those categories. When down under, the more complex the aircraft, the more specific the maintenance license; less complex aircraft require a more general license.

Regardless, the basic requirements specified in the regulations are universal: age (at least 18), knowledge, experience, and skill in those areas that you receive certification for. Requirements can be fulfilled through authority-approved training programs found at airlines, colleges, or trade schools (full or part time), private training/apprenticeships, or military. You develop your skills throughout training and job experience. Start today. Network through WAI and Association for Women in Aviation Maintenance (AWAM) to determine if maintenance is the right choice for you!

—Denise Waters, WAI 221

Air Traffic Controller

When it comes to personalities, maybe you're the kind who works well under pressure, is organized, and likes to call the shots. Air traffic control (ATC) just might be the job for you. To work ATC in the U.S. you must be a citizen and begin schooling at the FAA Academy no later than your 31st birthday. You'll need to pass the air traffic pre-employment exam and have three years of general work experience, a four-year degree, or any combination of education and work experience equaling three years. There's also a medical and psychological exam, and a background check you will need to complete. Qualifying can be challenging, but if this is the right career for you, you'll have the drive to succeed!

Once you've completed all of that, then you have to get hired. You'll find job listings on USAJOBS.gov and will fill out a standardized application. The vacancy is listed as a nationwide announcement, meaning if you get hired you agree to move to the location of greatest need for the FAA. They do ask for your geographic preference, but there are no guarantees.

If You Can Dream It...

While your mind may leap to "pilot" when people start talking about careers in aviation, we encourage you to think "outside the cockpit." Professionals with a variety of skillsets are needed throughout the aviation industry—in human resources, media, public relations, IT, business development, creative, and more. It is possible to follow your passion while being driven by some of your other professional strengths and interests. ➔

COURTESY OF WAI WOMEN WITH WINGS CHAPTER



FOR MORE INFO

Want to dig deeper? Go right to the source! Check out these other organizations for women already working in the field you're interested in.

Association for Women in Aviation Maintenance
www.AWAM.org

Women in Corporate Aviation
www.WCA-intl.org

The International Society of Women Airline Pilots
www.ISWAP.org

Professional Women Controllers Inc.
www.PWCInc.org

FAA Technical Women's Organization
www.TechnicalWomen.org

IGNITING PASSION

Inspiring the coming generation of aviators

We've read the headlines, heard the rumors, and seen the forecasts: The national pilot shortage has officially plagued the United States. Though this is not breaking news for the U.S. aviation industry, this issue's effect on colleges and universities with aviation programs—institutions that substantially help feed the pilot pool—has not been widely considered. As the entire globe faces a shortage of qualified airline pilots, several colleges and universities have offered observations on how the shortage has affected their programs and what lessons can be learned in helping inspire coming generations of aviators.

Institutions of higher education across the country train pilots from zero-time into advanced jet and avionics courses. Many of these schools have formed unique relationships with regional airlines to help provide pathways for qualified pilots to step into first officer positions. When asked about how the pilot shortage is affecting their programs, program directors and chief flight instructors at several colleges and universities expressed motivating results. While the pilot shortage is creating undercurrents of concern among airlines, colleges and universities are observing several curious effects consistent among multiple schools: maintained or rising enrollment numbers, mainly due to increased program visibility; an increase in the number of partnerships with regional carriers for internship opportunities and pipeline programs; and a

Professors observe first-hand how the application of science concepts helps strengthen the aptitude of students previously struggling in STEM courses.

COURTESY OF WAI WASHINGTON STATE CHAPTER



PAULA GRUBB



speedy departure of flight instructors toward their airline career goals. These effects highlight important lessons for all involved in aviation, especially those with a concern for aviation training and a burden for planting seeds of flight in children and young adults.

To hear that post-secondary enrollment in aviation is rising during a worldwide shortage may seem contrary. A lull in available and qualified pilots must mean a corresponding lull in students training to become pilots. However, many colleges and universities believe that the shortage is not generating a straight-cut, cause-and-effect relationship on aviation training programs; rather than a drop in enrollment numbers, they are experiencing steady or rising numbers of admissions into their programs.

In part, much of this growth is due to program outreach among the neighboring communities. Outreach to children and youth has become an important part of these programs, if not integral to the program's growth and development. While these aviation programs seek to recruit prospective students,

OUT OF PANIC

they also aim to develop in children and youth an interest in aviation as a whole, regardless of the child's decision to pursue aviation at the recruiting institution. The options for such



BONNIE KRATZ

outreach activities are far reaching, and include things like hosting summer camps on campus, coordinating with high school guidance counselors for aviation career days, inviting elementary-aged children to the airport for field trips, helping scout troops earn badges, speaking to middle and high school classes, mentoring young STEM program participants, and offering free introductory flights.

Topics for discussion are broad, ranging from basic aerodynamics and ground school subjects to flight training and career guidance.

As a result of these activities, program directors at institutions across the country are observing wide grins of excitement and eyes bright with awakening. "A majority of people have no idea what aviation is about until they get into an airplane," said Richard Vincent, division of aviation associate dean at Salt Lake Community College (SLCC). "They find it is much more fun than their video games."

Without exposure to aerospace topics, children and youth won't entertain flying as an option. Administrators of avia-

tion outreach activities observe a passion for flight developed and fueled with this aviation education. "I found I developed the love and desire, but didn't know what to do with it," recalled Eric Crump, aerospace program director of Polk State College in central Florida. Mentorship from AOPA members left a profound impact on his journey into aviation.

In addition to seeing a passion for flight emerge, directors are seeing the effect of aviation-related and hands-on experiences on science and math grades in middle and high school students. Salt Lake Community College's concurrent enrollment courses with local

by Rochelle Johnson

high schools have allowed professors to observe first-hand how the application of science concepts helps strengthen the aptitude of students previously struggling in STEM courses. Clearly, these outreach initiatives are doing much more than solidifying a path into a college aviation program; they are also building the foundation for the love of flight.

In the various outreach activities conducted through institutions of higher education, does the age of the audience matter? Absolutely. While colleges and universities across the nation are focusing on high school students, a number of aviation programs have widened their view to include all ages in their outreach initiatives. Not only are the teenage years important in guiding attention toward aviation, but activities must reach every generation of the community.

For fostering the passion for flight—and one that will propel the dreamer through future obstacles—programs must cater to children. Crump noted the importance of reaching out to children "while their mind is still open to possibilities, before they have decided [their future occupation] or their peer groups have told them what they can or cannot do. The earlier you plant the seed, the better."

After seeds have been planted and nurtured, high school students with a deep-rooted passion for flight require mentorship and guidance on how to move toward a career in aviation. Many colleges and universities doing aviation outreach with high schools are hosting aviation career days, offering college credit toward an aviation degree with concurrent enrollment, and are helping aerospace high schools and middle school STEM academies successfully equip young students in their communities. These initiatives are crucial for launching students into post-secondary aviation programs.

Arguably the most important sector for aviation outreach programs is the general public in communities surrounding flight training programs. When fewer pilots are visible in the community and negative press about merging operations limits its positive exposure to aviation, the opportunities presented by the industry can be overshadowed by a simple lack of knowledge. While the interest in aviation exists in many individuals, a lack of education can close doors to aerospace as

a career possibility altogether. Because parents have a major impact on what their children pursue as educational, recreational, or occupational opportunities, the need for outreach to the public is necessary as well.

Thus, increased visibility in their communities has colleges and universities welcoming a corresponding increase in enrollment to their programs. Quite often, those unassociated with aviation are unaware of how much aviation affects their communities. In an effort to reveal the great role aviation plays in the U.S. economy, post-secondary aviation programs are increasing their exposure to the public through billboards, local news interviews, and promotions of their youth events, among other initiatives. To remove the unfamiliarity, Crump says aviation programs must go out into the community, rather than expect the public to wander into the airport on its own. He posed examples of airport pancake breakfasts and training aircraft displays at local malls. In addition, Lewis University's aviation program engages urban children in Chicago area school districts. To reach out to individuals personally untouched by the aviation industry is to open wider the door of opportunities available to them. To do so for an employee-starved industry dramatically helps shift mindsets in the public from unawareness to welcoming of aerospace and aviation.

In the throes of a global pilot shortage, regional airlines are nearly begging colleges and universities with aviation programs, specifically those with regional aircraft training courses, to initiate pilot pipeline programs, which feed the airlines' waning supply of qualified pilots. These partnerships, benefiting both students and airlines, highlight another important lesson for those invested in raising up generations of aviators to fill the employment void: Without partnerships, none of the aviation-related outreach could succeed. The "it takes a village" mentality is crucial in approaching the shortage, for one organization cannot hope to accomplish significant results on its own. The booming aerospace education programs in Polk County, Florida, are the result of industry-wide collaboration, from major and regional airlines down to school boards, municipal airports, non-profit organizations, and annual aviation events. All have worked together to educate the public on the importance of aviation, introduce young people to flight and technical opportunities, mentor and equip high school students as they prepare for their future, and provide unique and high-quality training experiences to college students. Many higher-education programs have partnered with well-known affiliates, such as DSU with UPS and the Organization of Black Airline Pilots; and Southern Illinois University (SIU) with Envoy Air, United Airlines, and NASA.

The result? Organizations are seeing substantial growth in their programs, as much as 600 percent in some institutions over the course of several years. The combination of resources not only draws the community with recognizable aerospace names, but also provides unparalleled opportunities for youth and the public alike to experience aviation in new and exciting ways. Furthermore, the partnerships result in high-quality training programs that often exceed the expectations

To reach out to individuals personally untouched by the aviation industry is to open wider the door of opportunities available to them.

of part 141 curricula in a post-secondary environment. For instance, SIU graduates have opportunities to hold both SIU flight instructor and Cape Air first officer positions, providing them with valuable, qualitative experience before reaching their quantitative hour minimums. These partnerships unlock doors hindering young people from entering the field of aerospace and align interested youth with those who can direct them with the appropriate tools.

An increase in aviation-related outreach and partnerships is not the only observation by program directors of colleges and universities; many have observed the impact of these activities upon their own CFI, CFII, and MEI staff members as these individuals eagerly chase their dreams of flying as airline pilots, despite the challenges of doing so under recent FAA hour requirement modifications. Program directors witness evidence of the deep-rooted passion in their flight instructors to advance in piloting careers, a drive that for many began years before during childhood. Regardless of the challenges faced by graduates from post-secondary aviation programs, the dream is alive in these instructors, spurring them to strive up the ranks quickly. Still, the assertion remains that kids will not achieve the level of CFI—or know that aviation can in fact be a dream to pursue—unless they are exposed to flying at an early age.

Thus, it remains the responsibility of all industry partners, whether institutions of higher education, airlines, airports, or non-profit aviation organizations, to help inspire future aviators to meet employment demands in this starved market. What can you do to aid in the effort? Help align resources to begin the dream for kids by providing scholarships for aviation events, flight camps, flight training, or college tuition. Offer introductory flights to children or youth for free or discounted costs. Volunteer your time and share your experiences with middle school STEM clubs, mentoring them into a career in aviation. Team up with local and national groups—such as Boy and Girl Scouts of America, EAA, AOPA, and WAI—to provide a blend of perspectives on aviation. These, as well as other activities mentioned, constitute only a number of opportunities available for involvement.

Whatever your organization chooses to do, reach out to children while they are young, and make their experiences fun, applicable, and realistic. The seeds planted can yield great return for the future of commercial aviation, whatever the industry climate. ➔

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Rochelle Johnson, WAI 58965, is client care and marketing coordinator for JETPUBS Inc.



EXPLORER

is a **Gender-Neutral** word



Young Women Are Aviation Explorers, Too

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

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



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

ADDITIONAL SCHOLARSHIPS ANNOUNCED

Scholarships

Thanks to our generous donors and sponsors, we have 91 scholarships (valued at more than \$500,000) to award at the 26th Annual International Women in Aviation Conference March 5-7, 2014, in Dallas, Texas. What follows are details for scholarships confirmed since the initial list was published in the July/August issue of *Aviation for Women*. To view the complete listings, application requirements, and download the application, visit www.WAI.org/scholarships.

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 member's only section of www.WAI.org or calling 937-839-4647. All applications must be signed and postmarked by November 17, 2014.



FLIGHT SCHOLARSHIPS

The International Society of Women Airline Pilots (ISA+21) 2015 ATP/CFI-Multi Scholarship (4)

The International Society of Woman Airline Pilots (ISA+21) offers scholarships to promote the advancement of women in the world's airline flight decks.

ISA will award four \$3,500 scholarships to women working to acquire an ATP or a CFI-Multi certificate. Funds will be paid directly to ATP Flight School, and training must be completed within one year at one of their training facilities. One letter of recommendation must be from a pilot who has flown with you.

Qualifications for the ATP are FAA minimum standards and successful completion of the ATP written within the last year. A CFI rating is required for the CFI-Multi rating and 15 hours of solo multiengine time. Candidates need to provide details pertinent to letters of inquiry from the FAA regarding any aircraft incidents or accidents and a list of all FAA checkride failures.

Finalists will be interviewed at the annual International Women in Aviation Conference. If unable to attend, interviews will be arranged prior to the conference. The recipient is responsible for all travel, housing, and personal expenses during training.

(Scholarship value \$3,500 each)

The International Society of Women Airline Pilots (ISA+21) 2015 B-737 Scholarship (2)

The International Society of Woman Airline Pilots (ISA+21) offers scholarships to promote the advancement of women in the world's airline flight decks.

ISA will award two B-737 type ratings. The successful candidates will train for two weeks with Higher Power Aviation. Funds will be paid directly to the flight school, and training must be completed within one year. One letter of recommendation must be from a pilot who has flown with you.

Applicants must have an ATP; minimum of 2,000 hours total time, which includes at least 500 multiengine turbine; and a current first-class medical certificate.

Candidates must include a copy of their current passport. Candidates should provide details pertinent to letters of inquiry from the FAA regarding any aircraft incidents or accidents and a list of all FAA checkride failures.

Finalists will be interviewed at the annual International Women in Aviation Conference. If unable to attend, interviews will be arranged prior to the conference. The recipient is responsible for all travel, housing, and personal expenses during training. Hotel reservation assistance is available.

(Scholarship value \$8,000 each)

Disabled Pilot International Scholarship

This scholarship is being sponsored by a team including disabled pilots and is open to a deserving person, female or male, aged 18 or older, wanting to obtain a sport pilot or private pilot certificate. Include in your essay why you would like to learn to fly and how this scholarship might assist you in achieving your dream of flight.

In addition to WAI requirements:

1. Provide a copy of a valid and current state driver's license (serves as the medical certificate for sport pilot) or a third-class medical certificate if pursuing a private pilot certificate.
2. Provide a simple statement from a physician as to the nature of the

applicant's physical disability. No medical records are to be submitted.
Funds to be paid directly to the flight school.
(Scholarship value \$1,500)

Boeing 737-NG Type Rating Certificate Scholarship

The Boeing Company will award one B737-NG type rating certificate to a qualified recipient.

Minimum qualifications include the following: commercial, instrument, and multiengine ratings with a minimum of 1,500 hours fixed-wing total time, instrument currency, and must possess a current first-class FAA medical certificate with no waivers. The recipient must pass an FAA ATP written exam prior to training.

Training will be approximately three concurrent weeks and conducted in Miami, Florida. Scheduling will be on a space-available basis. The scholarship does not include transportation, lodging, meal expenses, or personal expenses. We will provide suggestions for cost-effective housing upon request.

Applicants should follow the WAI scholarship application guidelines, with at least one of the recommendation letters from a flight instructor from whom you have received dual instruction.

In addition to the B737-NG type rating certificate, the recipient will receive a complimentary registration to the 26th Annual International Women in Aviation Conference (does not include transportation, lodging, meal expenses, or personal expenses).

(Scholarship value \$25,000)

GENERAL SCHOLARSHIPS

The Virginia Volk Memorial Scholarship

This scholarship is intended to celebrate Virginia Volk's life and accomplishments in the field of aviation. While Virginia, WAI 218, took her first plane ride at age 8, her next plane ride didn't come until she was 23 and flying to the FAA's Training Academy in Oklahoma City to begin her lifelong career. While not a pilot, her love of aviation was obvious to all who knew her. Virginia dedicated 30 years of faithful service to the FAA as an air traffic controller. She was an early member of Women in Aviation, International and a founding member of the Capital Region Chapter. Virginia was a member of Professional Women Controllers (PWC) and was named "Professional of the Year" (1993) and "Manager of the Year" (1998). She was also a member of Technical Women's Organization (TWO). Virginia loved aviation and not only went above and beyond in her duties to support the safe growth of our nation's air transportation system, but also by her championing the professional growth and presence of women in the federal aviation workforce and also by her support of women in all aspects of aviation. In addition, some of Virginia's most cherished memories and honors came from the children she touched through her aviation education activities and through her work in support of the Combined Federal Campaign, the charitable organization for federal workers.

WAI is offering a \$1,500 scholarship to a woman who embodies the qualities that Virginia so splendidly exemplified, and who is seeking to further their education and career in aviation.

The recipient will be chosen on a basis of merit, aviation career aspirations, dedication, and contributions to their community.

(Scholarship value \$1,500)

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, 2015. 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.





JACQUE BOYD, Ph.D.

AN OUTSIDER ON CAMPUS

As Bill Maher would say, “New rules.” I’m talking about being a volunteer or outside speaker in a public school, and there most certainly are new rules. Gone are the days of simply walking in the door of your neighborhood school, expressing interest, and being able to help out. As a high school principal I have some pretty healthy constraints put on me from my

state public education department when it comes to taking care of the safety of my students. Frankly, providing a safe place for them is my primary concern, but there are a great many regulations in place that outline what I have to do to prove that I provide that safe environment. It would be a great idea for you to educate yourself on the policies and procedures of the schools or the school system where you’ll be working as a volunteer, a guest speaker, or even better, as a substitute.

First thing to consider is how to approach the administration of the school. Even if you’ve been invited in by a teacher it’s still a great idea to touch base with the principal or campus administrator. Ask questions about what they’d like to have you do when you visit their campus. We have a visitor’s sign in sheet and very large obnoxious buttons identifying people as visitors to the campus. My teachers are tuned in to look for these buttons on any adult on campus. If someone isn’t wearing one, they shouldn’t be there. Make certain you’re aware of a visitor’s policy.

When you introduce yourself to the administrator it’s very helpful if you have a business card with you. If you don’t have a business card through your primary job, make some up on your own. A brief résumé—no more than one page—is also helpful. I live in an interesting spot and often have people new to the valley stop by the school. Many of the residents, both the full-timers and the part-timers, have attention-getting backgrounds. One of my substitutes is a former SR-71 pilot. One of my governing council members is the former Secretary of Education from Oklahoma. Both of them simply stopped by the school to ask about opportunities to volun-

teer and both of them brought résumés and business cards with them. Be prepared.

Also be prepared for the system to make things a little more difficult. There are schools that must have volunteers fill out the same paperwork as a substitute might have to. Some school systems require that every adult who comes into contact with their students, as volunteers or otherwise, must have a background check and fingerprints on file. Make certain you’re aware of the policies.

At the beginning of each year I must provide a safety plan to my state public education department. Remember, my school is located in rural northern New Mexico and the environment is substantially different than the norm. A few years ago one of the former superintendents wanted me to spend money on a camera system to monitor our campus. I wouldn’t do it because frankly, the only thing I’d be taking video of would be the elk, prairie dogs, and an occasional bear wandering campus. Another wanted me to fence my campus. I don’t know who I’d be keeping out, but if my experience landing at my local airport the other day is any indication, we might be fencing in rather than out. I had to dodge an elk on the runway after it found its way over/under/through the very expensive FAA-approved elk fence around the airport. There are just some things that have to be approached in a different manner.

Each year when I’ve sent in my safety plan, I’ve taken good-natured kidding from the state over the fact that my building evacuation plans include the directions of “running to the arroyo” where we’ll all meet up before continuing on to the community center as a base of operation. I *do* have an arroyo

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(defined as a deep gully cut by an intermittent stream; a dry gulch) in back of my school. After an incident last year where it was shown that the safest approach was to remove students from the campus, no one laughed at my evacuation plan anymore. Every one of my classrooms has a plan posted on the wall by the door, and every teacher has a folder for their substitutes that outlines what the procedures are. If you are a visitor it would be wise for you to ask questions concerning where you might go in case of a fire alarm or practice drill. Be aware.

If you have a student who attends the particular school where you're volunteering or speaking, you have an instant leg-up on the situation. You already know what the philosophy of the school might be. You might already be aware of specific curriculum or approaches to instruction that are used by the school. If you aren't in that situation it would be a great idea for you to educate yourself. Go to the school's website and find out what you can. Explore the fine points so your approach with volunteering your services or giving a presentation complements the approach of the school.

If a teacher has specifically asked you to come into the

classroom for a presentation make certain you ask a few necessary questions. What's appropriate dress? If you're in uniform that's easy, but check on how casual or dressy your attire should/could be. Make certain you know about time constraints. Be there when you need to be and be prepared to fill a specific time period. As a former teacher, it's uncomfortable to have a guest speaker go over time and not get students to their next class on time. Little things make a difference.

There's nothing better than having a visitor come to class. Someone from outside the school setting can complement and extend the regular curriculum simply by being there. Students are hearing the same thing from a new source with a new voice. That alone can make a difference. If you are aware and prepared

for some of the new challenges at schools, you'll still be able to volunteer and make an impact. It simply takes a little more effort and planning. ✈

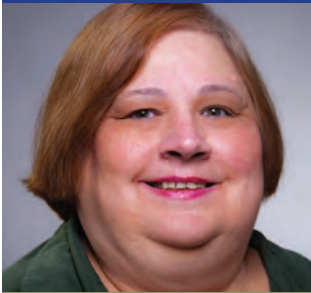
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Jacque Boyd, Ph.D., WAI 32, is the director of a charter high school and a freelance writer living in Angel Fire, New Mexico. Contact her at JacqueBBoyd@yahoo.com.

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PATRICIA LUEBKE

HOLDING OUT THE LADDER OF SUCCESS

Three years ago, during a WAI Conference, I was working on *The Daily*, the on-site newsletter WAI produces, when I had the opportunity to interview a WAI member who had brought her young daughter to the conference. Looking at this girl, I thought how incredibly lucky she is—and how incredibly cool it is to have a mother who has such an interesting and challenging life.

I wondered how many more mother/daughter partnerships there are among our membership—members whose daughters could have a unique experience by attending a WAI conference with their moms. At some point in my mental musings, I must have muttered the phrase, “bring your daughter to the conference” and that’s when the lightbulb went on in my brain.

Bring your daughter to the conference day mirrored the popular *bring your daughter to work day*, and that was the beginning of a very popular program.

With the efforts and expertise of the WAI education committee, the support of sponsors including The UPS Foundation, FAA, Sporty’s, and others, WAI launched its first Bring Your Daughter to the Conference Day—or Daughter Day for short.

That first year in Dallas, we attracted nearly 150 girls by reaching out beyond the membership to local Girl Scouts. A day-long agenda of activities, including a group lunch, was planned and executed. Not only did the girls (and their chaperones) have a great time, but also the WAI membership enjoyed seeing the fresh faces of the next generation of women in aviation.

Bring Your Daughter to the Conference Day was repeated in Nashville in 2013, and again in Orlando in 2014. Each year, the program was enhanced and tweaked to make it just a little bit better. Each year, though, the number one question among the membership was whether the girl really had to be a daughter to attend. Could it be a niece, a granddaughter, a friend’s daughter? Of course it could, but it made us think that it might be time to think about Daughter Day Version 2.0.

Audra Hoy, WAI chapter relations manager, and I were tasked with coming up with a plan for an expanded Daughter Day, including rebranding and renaming the event. The name, of course, had to reflect age, gender, and aviation, and I spent a week or so mulling and rejecting names. When Audra and I had our first phone conference, she told me she had come up with a name. I was all ears.

If you attended WAI’s Connect Breakfast during EAA AirVenture this summer, you heard Dr. Peggy Chabrian make the announcement. I’ll say this: Audra’s name was perfect. Girls in Aviation Day is the logical first step toward being a woman in

aviation. It was so simple and so logical that I almost couldn’t believe it. Why didn’t I think of that?

From there, Audra and I laid out plans for expansion. Not only will we have our usual Girls in Aviation Day on the Saturday of the Conference, but we are planning a national event, to be held in the fall of 2015, involving chapters doing local outreach so that on one Saturday, WAI members all over the country will be hosting a Girls in Aviation event.

Because the local resources (airports, museums, airplanes, sponsors) vary so greatly, each chapter’s Girls in Aviation Day will be different. WAI will supply the chapters with a kit of everything they’ll need to publicize and carry out this fun day. We have the potential to influence hundreds (maybe even thousands!) of girls through Girls in Aviation Day and maybe be the impetus for the next generation of pilots, engineers, inventors, aviation journalists, and women who just love to fly for fun.

You’ll be hearing more about Girls in Aviation Day in the months ahead. We have plenty of time to make plans and work with our chapters, but we depend on the membership to make this national day a success. With our first Girls in Aviation Day under our belts, we will take the best among the chapter activities and share it in order to enhance the following year’s event.

I remember years ago a female mentor told me, “You can’t climb the ladder of success and then pull the ladder out from others.” I’ve thought about that sentiment a lot and have tried to be a mentor and helper to other women. All of us have the opportunity to be of service, not just to the next generation of aviation-oriented women, but to help sustain and build the industry by attracting enthusiastic new members. Girls in Aviation Day will need lots of eager, hardworking volunteers. Please start thinking about your own area and what a Girls in Aviation event might be like for you. If you don’t belong to a Chapter, now’s the time to join one or form one. Contact Audra at ahoy@wai.org and she will guide you through the process.➔

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

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PAULA CORRIGAN,
M.D., MPH

YOUR INITIAL FAA MEDICAL CERTIFICATION EXAM

Part of the initial process of becoming a pilot or air traffic controller involves taking your first FAA medical certification examination. Depending upon your medical history, this process could be a snap or rather daunting. Knowing how this process works and doing some simple preparation can go a long way toward making this a smooth process. You should identify an FAA

aeromedical examiner (AME) who will complete your examination. Word of mouth is a good way to find reliable and competent AMEs in your area, or you can go to the FAA website and search for “Find an AME.” You can then search by name or location. There are links to each AME to tell you what type of doctor they are (i.e., family medicine, internal medicine, surgeon) and whether they are a senior AME who can perform first class medical exams. You will need a student pilot medical certificate while in flight training and at least a third class certificate to solo. Generally, first class is designed for the airline transport pilot; second class for the commercial pilot; and third class for the student, recreational, and private pilot.

Step I: Fill out the FAA 8500-8

The FAA medical application is now done entirely electronically and you must create an account on the FAA website <https://MedXPress.FAA.gov>. You will then fill out the application with basic demographic information and list all medications you are taking on a daily or regular basis. Checking with your aeromedical examiner ahead of time about your medication list is helpful to make sure all medications are allowable per FAA policy. For instance, the antihistamine Zyrtec would be disqualifying, while Claritin or Allegra are allowable. It would just be a matter of switching to a different medication before your exam to avoid a denial of your medical certification.

You will then have to answer general questions about your medical history. Note that the question asks if you have ever been diagnosed with any of the listed conditions. If you have any of the conditions listed, it is helpful to bring any medical records with you to your exam for your AME to review. They will determine if the condition will require a waiver (Special Issuance). In this case, the AME would need to submit past medical records along with a current status report from your treating doctor on the condition with your application to the

FAA. The FAA will need to review your case and give you a Special Issuance Authorization before you will get your medical certificate. This process can take several months.

One question that tends to cause problems is number 18v asking if you have ever been arrested or convicted for DUI. Many people assume if their case was dismissed by the court, they do not have to report this. However, any *arrest*, whether it resulted in a conviction or not, must be reported. When you sign the medical application, you give the FAA permission to search your driving records and they will usually find out about these even if not reported. Depending upon the circumstances and how long ago the incident occurred, the FAA may require additional information, such as a substance abuse evaluation.

The FAA medical application is now done entirely electronically and you must create an account on the FAA website.

The final step will be to list all medical provider visits for the last three years. If you saw the same provider on multiple occasions for the same problems (for instance, the orthopedic surgeon for a broken foot), you can list the provider and state multiple visits rather than listing each visit separately. Any emergency room visit, hospitalization, or subspecialist visit (cardiologist, neurologist, retinal specialist) will likely result in a request for clinical notes and testing results. Routine dental and eye exams do not need to be reported. Counseling is not reportable unless it resulted in a formal psychiatric diagnosis or medication prescription.

Before you finish, you can click the “show validation errors” button to bring up any questions that were inappropriately filled out or left blank. You would then electronically submit your application and print out the summary page or copy down the confirmation number, as your AME will need this to pull up your application.

Step II: See your Aeromedical Examiner

You have 60 days to complete your FAA medical exam before your application will expire. If you have any questions regard-

ing past medical conditions or what records you need to bring with you, it is a good idea to discuss this with your AME prior to showing up for your medical exam. Certain conditions, such as pre-diabetes and hypothyroidism can be cleared by your AME but you would need to provide a current status report and labs at your exam in order for your AME to be able to issue your medical certificate. You can review your portion of the FAA 8500-8 with the AME, and if there are any errors or clarifications, your AME can make changes to this section. The AME will complete the examination portion to include urinalysis plus eye and hearing tests. If you have no disqualifying conditions, the AME can issue your medical certificate at that time.

If the AME submits the application without issuing the medical certificate, this is a deferred status, and your medical certificate will come from Oklahoma City or your Regional Flight Surgeon after they review your application and any records that are submitted. Sometimes they may ask for additional information. It can take a few weeks to months to get your medical certificate if it is deferred by your AME. It is good to keep in mind that the AME has two

weeks to hold your application before they are required to submit. If it is just a matter of getting a lab test or providing some records, ask your AME to hold the exam, and hopefully they can still issue your certificate once you provide this information.

In general, the process of getting your first FAA medical certificate is usually straightforward if you are healthy and do not have any significant medical history. However, if you have a complicated history, it could pay to discuss your case with a pilot advocacy group such as my organization, Aviation Medicine Advisory Group (WAI members get a discount). They can answer questions and possibly streamline the process to assure your best chance at successfully getting your certificate. Further information on aeromedical standards, medications, and the medical certification

process can be found at www.AviationMedicine.com. ➔

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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.

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JO DAMATO, CAM

LEARNING HOW TO STUDY AGAIN

Not one to self-diagnose usually, I used the excuse that I had “test anxiety” for nearly seven years to avoid sitting for the Certified Aviation Manager (CAM) exam. I finally worked up the courage to take the exam last November. Fortunately, I passed on the first try and I am officially Jo Damato, CAM. Since that time I have talked to dozens of business aviation

professionals—men and women—who tell me how nervous they are to take the exam. They say they have no time to study for the exam given the demands of their jobs combined with being busy parents. I also hear that they are not sure how their test-taking skills are as an adult being out of a formal school environment for so long. These are also people who are well-regarded business aviation professionals. Many of them are FAA-certificated and have no problem being prepared and having successful outcomes when they complete their required FAA recurrent training.

Do you see yourself in these excuses? I bet you do. I’ve learned that we’re all more alike than we think.

NBAA’s Certified Aviation Manager (www.NBAA.org/CAM) program is now accredited by The National Commission for Certifying Agencies (NCCA), one of the premier U.S. organizations aimed at demonstrating the quality of professional training and commitment. The program identifies qualified professionals to lead flight departments and companies that use business aircraft. NBAA and the business aviation community acknowledge CAMs as professionals who have demonstrated an exemplary level of industry knowledge and management skills and who are committed to excellence and prepared to lead. Their level of expertise and commitment to the aviation industry is tested through proficiency in five subject areas: Leadership, Human Resources, Operations, Technical and Facilities Services, and Business Management.

So, yes, of course, I wanted to become a CAM. I’ve been employed full time in business aviation since 1998. I have my B.S. in aviation management and my masters in aeronautical science. I have all of the pilot ratings that I am

going to get, short of becoming an ATP or a certificated dispatcher. My taking this exam, my passing and earning this credential, means I am an all-knowing aviation goddess.

Ha! Think again. My taking this exam means I studied hard, walked in confidently, passed the exam, and am now qualified to keep doing what I’ve always been doing in my career—learning more about aviation.

So why the test anxiety among so many hardworking, passionate aviation professionals? I don’t know about them, but for me I had lost a part of myself that I didn’t realize was missing. I got settled into life. My days of juggling work, life, and kids are borderline insane on a good day, but they are predictable. After nine years as a working mom, working for a terrific company, getting used to the routine of being a single parent while the hubby is flying a trip, and volunteering at school and in aviation, I didn’t think I could handle anything else. I thought it would be best not to throw any more balls up into the air. It was easier to say I was too scared to take the test than to just take it. I was sure that I didn’t know how to study anymore. I was positive that I could not find time to sit and read textbooks and take practice exams.

All of these statements can really be summed up in one sentence: I had lost my confidence. Obviously I made the decision to take the exam and I’ll tell you what I did to get to get me to test day.

Year after year when I did my performance evaluations with my awesome boss, he would ask me what my professional development goals were and I would tell him taking the CAM exam was on my list for the year. He encouraged me to follow that path, only for us to have the same conversation year after year. Eventually he took the exam himself and then, when

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studying, the count-
down to the exam,
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I wanted to be held
accountable.***

we had my next performance review, he was able to speak to me with more confidence based on his own experience that he knew I could do it. He wasn't chicken. He's a very busy guy. If he could do it, then I could do it.

Right around the same time I read Sheryl Sandberg's book, *Lean In*, which I loved. I follow *Lean In* on Facebook and all of these inspiring messages started appearing in my feed asking, "What would you do if you weren't afraid?" What would I do? I'd take that darned exam.

I set a date 30 days in the future and booked it. I posted to my own Facebook page what I had just done. I decided that I would be an open book during my studying process and posted about studying, the countdown to the exam, my fear of taking the test, and in return I got even more encouragement. I wanted to be held accountable. I promised myself that pass or fail I would share the news once I heard back from the testing administrator. If I failed I was going to try, try again.

Then, I studied. I put as much study material as I could on my iPad mini and went portable with my studying. I was prepping in the cramped waiting room while my 6-year-old was in his hour-long gymnastics class. I was studying next to my 9-year-old while he was doing math homework. I put down the remote and cracked a book after the kids went to bed. I was actively showing my boys that me—Mommy—that

***I was actively
showing my boys
that me—Mommy—
was studying for
a big test.***

lady with a job when they are not around to see me doing it—was studying for a big test. Me—Mommy—was working hard toward a goal. Me—Mommy—needed quiet so I could study and hugs when I was overwhelmed. My husband made sure I had time to study when he was home, and my parents took the boys for that last weekend cram session so I could pretend I was 18 years old pulling an all-nighter in my dorm during finals week.

It worked! I was literally telling myself I could do this. That one way or another my 30 days would be up and I would be sitting in the testing center. Pass or fail.

Either way. Just keep going. When I found out that I passed the exam, I shared the news with everyone who encouraged me—my boss, my peers, my Facebook friends, and my family. What a moment it was!

Passing this exam on the first try gave me back something I had lost along the way once I stopped earning new ratings, pursuing higher learning, settled into my present job, and became a working parent. It gave me confidence in my abilities. It gave me that "you got this" feeling. I'm here to tell you, whatever your goals and no matter how demanding your life is you can achieve them. You got this. Yes, you! Now go get it! ➔

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

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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

Twitter: @WomeninAviation

Instagram: @WomeninAviation

Blog: www.WAIShowDaily.blogspot.com

Linked In: Women in Aviation, International (group)

AVIATION CALENDAR

BONNIE KRATZ



LOOKING AHEAD

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

2014

October 4

AOPA Homecoming Fly-In
Frederick Municipal
Airport (FDK)
Frederick, Maryland
www.AOPA.org/fly-in

October 21-23

NBAA Business Aviation
Convention & Exhibition
Orange County
Convention Center
Orlando, Florida
www.NBAA.org/events

2015

March 5-7

International Women in
Aviation Conference
Hilton Anatole Hotel
Dallas, Texas
www.WAI.org

April 21-26

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

July 20-26

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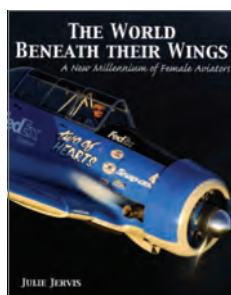
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Arizona State University	Page 39
ATP Flight School.....	Page 15
Aviation Exploring	Page 35
DTC DUAT	Page 43
Embry-Riddle Aeronautical University.....	Back Cover
Flying Magazine.....	Page 7
NBAA	Page 3
Pilot Getaways	Page 45
SkyOne Federal Credit Union....	Page 190
Utah Valley University	Page 13
Wings Financial.....	Inside Front Cover
Women in Aviation, International....	Page 47, Inside Back Cover

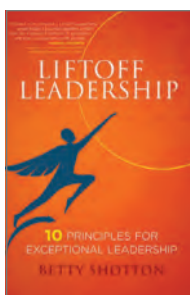
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ERIN SEIDEMANN

COMMERCIAL COMEDY OF ERRORS

They said, “You should get your commercial rating.” They said, “It’ll be easy!” Well, they obviously didn’t endure the commercial rating I did! First, there was clearly a weather conspiracy going on from the time I started my commercial training last October until the time I finished, after having to reschedule the checkride three times due to bad weather, in June. I lost track

of how many lessons were cancelled during those seven months because of the weather. I told my instructor, who is a young 72 years old, that at the rate we were going, I’d be lucky if I finished by the time I was his age!

As pilots we learn to be patient even if we’re not normally patient (I am not). We wait out weather, maintenance, late passengers, and those sometimes ridiculously long IFR clearances that I really think are just tests to see how much and how quickly we can copy instructions. But they sound really cool when we say them back, don’t they? So we also learn that patience can pay off. Still, this rating tested my patience and perseverance right down to the end!

I own a beautiful 2000 Cessna 172SP, but at least part of the commercial checkride must take place in a complex airplane. Imagine, if you will, trying to schedule a checkride with two different airplanes online at two different flight schools and two people—me and the designated pilot examiner (DPE)—with non-aviation full-time jobs, and then throw in a seemingly endless stretch of bad weather to further complicate matters. It was a miracle we could ever work out a time when all four of those things could come together in one place!

But, alas, mother nature, my heretofore unknown clumsiness, and the maintenance gods were saving the *pièce de résistance* for my checkride! On our third scheduling attempt to complete the flying portion of the checkride my airplane wouldn’t start. It had been developing a reluctance to hot start that just kept get-

ting worse and worse, and it chose my checkride day to finally refuse to hot start. On to Plan Bravo! During our futile attempts to start my airplane, the 172RG in which I was to complete the complex portion of the checkride, had arrived. We agreed that we’d fly the 172RG items and come back to my plane after that, hopefully giving it plenty of time to cool down and cooperate (or straighten up and fly right—literally)!

The comedy of errors was still not over for the day. Apparently one of my normal preflight movements around my plane was to lean my lower leg back slightly against my wheelpant while I sump fuel from the wing. I did the same habitual movement with the RG,

except that the RG does not have wheelpants. The burn from the red-hot disc brake was so intense that at first I thought I had been electrocuted and lunged forward. One glance down at the circular burn on my leg confirmed the culprit. Try burning yourself in an already-stressful situation and not letting fly a few choice four-letter words in front of the DPE! That may have been the most difficult part of the checkride.

I was beginning to wonder if the day was cursed. You can understand my relief when I found that this string of bad luck did not extend to my performance in the air. Things were starting to look up. RG items successfully completed, we returned to my uncooperative chariot. It still won’t start. We didn’t want to run the battery down by continuing to crank it, so we called out the FBO’s ground power unit (GPU). I heard angels singing as I fed the mixture in once the engine caught. And, once again, no problems in the air whatsoever. I passed!

Despite all the issues that day, I fell back on my pilot training and kept as cool as possible under the circumstances and didn’t let it affect my flying. I just hope to have much less...uh, exciting...adventures ahead of me! ➔

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Erin Seidemann, WAI 19924, is a commercially rated instrument pilot with more than 600 hours. She owns a Cessna 172SP and blogs about her adventures at www.AGirlAndHerPlane.com.

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Join Women in Aviation, International Today

Leah Hetzel joined for the professional development.



When Leah Hetzel joined WAI, she was a student at Jacksonville University studying for a degree in aviation management and flight operations and dreaming of a career as an airline pilot. She knew that WAI would provide her with contacts and guidance that would help make her dream a reality.

At WAI conferences she gave back as a volunteer and has since been a role model-speaker at WAI's annual Daughter Day.

After earning her certificates and ratings, Leah was hired by ExpressJet Airlines and based in Cleveland, Ohio. She realized her dream was reality one crystal clear night when she was at the controls of an Embraer 145 Regional Jet full of passengers, on final approach to LaGuardia with Manhattan spread out before her. It was a magic moment in Leah's career.

Now that she is living her dream, WAI is still important in her life. She is president of the Cleveland WAI Chapter (www.WAICleveland.org) and has set a goal "to bring new energy to up-and-coming local aviators."

If Leah's story inspires you, WAI can provide professional development in the form of mentoring, scholarships, and just plain common sense advice to help make your aviation dreams come true. Join today.

○

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