

DALLAS! 2015 CONFERENCE DETAILS INSIDE

# Aviation *for* Women<sup>®</sup>

NOVEMBER/DECEMBER 2014

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

## WOMEN IN THE CAP

SEVEN  
DECADES OF  
SERVICE

## OWNING IT

*René Banglesdorf's life on the  
business side of personal aviation*

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DETERMINATION**  
LIFE AS AN AIR CARGO BROKER



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**Peggy Chabrian, Ed.D.**  
Publisher

**Kelly Nelson**  
Editor-in-Chief

**Nancy Bink**  
Art Director

**Meghan Hefter**  
Proofreader

*Columnists*

**Jacque Boyd, Ph.D.**  
**Paula Corrigan, M.D., MPH**  
**Jo Damato**  
**Meg Godlewski**  
**K.D. Leperi**  
**Patricia Luebke**

*Contributors*

**Rose Dorcey**  
**Sienna Kossman**  
**Alyce Rohrer**  
**Scott M. Spangler**

Advertising Director  
**Lisa DeFrees Lovett**  
315-272-3821  
ldefrees@wai.org

Visit the WAI website at  
**WWW.WAI.ORG**

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COURTESY OF JANE PAYCE

**Jayne Pace, 92, flew surveillance missions for the Civil Air Patrol during World War II. She was an early member of the CAP, an organization open to women from the very beginning.**

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## COVER PHOTO

René Banglesdorf took a professional risk when she and her husband founded Charlie Bravo Aviation, but it paid off. Photo courtesy of Charlie Bravo Aviation.

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## PRESIDENT'S MESSAGE

DICK KOENIG



DR. PEGGY  
CHABRIAN

*The WAI board of directors gathered for a working dinner hosted by Board Chairman Amy Corbett during two days of meetings in early October.*

What a busy time of year for the staff at WAI. October was a busy month with events including AOPA's Homecoming Fly-In, University Aviation Association's Fall Conference, and NBAA's annual business aviation convention. Conference planning activities are in full force and our 2015 conference is shaping up to be another fantastic event.

Last fall many of you participated in our strategic planning process by providing feedback to surveys sent to you via e-mail. Through the survey results you shared your desire to be contacted by e-mail from WAI as your preferred method of communication, and so we are looking at increasing our communication with you via e-mail in the coming year. In addition, the magazine staff had a planning meeting in September to review the publication and make suggestions for improvements in 2015.

You also indicated you would like to see WAI increase its youth outreach. We will continue to conduct our popular Bring Your Daughter to the Conference program, now renamed Girls in Aviation Day, on the Saturday of the conference. In addition, working through our 88 chapters worldwide, we will be organizing Girls in Aviation Day on September 26, 2015, to help you bring the spirit of the conference to your local community. More information about this

new program will be communicated during the conference in Dallas in March and in future issues of *Aviation for Women*.

Our membership and marketing committees are currently evaluating new membership benefits to be announced early next year to provide the best assortment of benefits for our members.

During the recent WAI board meeting future initiatives for WAI were discussed including the addition of a new life member category that will be available beginning in January 2015. There will be a rate for those 60 and older, and another for those under 60. Look for more information in our next issue of *Aviation for Women*. Approval of our new website development and discussion of new additional member benefits were also reviewed.

I always enjoy visiting our chapters when I travel and am always impressed with the variety of activities, including educational outreach initiatives and scholarship fundraising, each chapter maintains. It is important to hear from you the elements of WAI membership each person enjoys most as well as personal experiences that are shared.

Wishing everyone a wonderful holiday season!

Sincerely,

*Dr. Peggy Chabrian*

Dr. Peggy Chabrian  
President and Founder

## CONTACT US • PHONE: 937-839-4647

### Membership and WAI Merchandise

Sue Coon, Member Services Manager  
[soon@wai.org](mailto:soon@wai.org)

### Chapters

Audra Hoy, Chapter Relations Manager  
[ahoy@wai.org](mailto:ahoy@wai.org) • 920-203-9000

### Scholarships

Donna Wallace,  
Scholarship Coordinator/  
Conference Registration  
[dwallace@wai.org](mailto:dwallace@wai.org)

### Aviation for Women Magazine

Kelly Nelson,  
Aviation for Women Editor-in-Chief  
[knelson@wai.org](mailto:knelson@wai.org) • 920-410-6228

### Photography

Nancy Bink, Art Director  
[nbink@wai.org](mailto:nbink@wai.org)

### Advertising

Lisa DeFrees Lovett, Advertising  
[ldefrees@wai.org](mailto:ldefrees@wai.org)  
315-272-3821

### Conference

Kerisa Citro,  
Conference and Events Manager  
[kcitro@wai.org](mailto:kcitro@wai.org)

### Everything Else

Connie Lawrence,  
Operations Manager/Executive Assistant  
[clawrence@wai.org](mailto:clawrence@wai.org)

Dr. Peggy Chabrian,  
President and Founder  
[pchabrian@wai.org](mailto:pchabrian@wai.org)



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

**FLYING** Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

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

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

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®

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## Meet the Staff

**Name:** Donna Wallace, WAI 16150

**Job Title:** Conference Services Manager



**Describe what you do:** I am usually the first person you talk to when you call WAI. I coordinate the WAI scholarship program and the education sessions for the annual conference. I also manage exhibitor registrations, conference registrations, and silent auction items sent to us.

**How long have you worked for WAI?**

8 years

**Describe your first airplane ride:** For my 14th birthday a family friend took me for an introductory flight in a Cessna 152 from our local airport. The view from above was unbelievable and the feeling of being on top of the world was unforgettable.

**If you could fly any airplane, what would it be?** Grumman Tiger

**Who is an inspiration to you in aviation?** All of our scholarship winners. Seeing them pursue their aviation dreams with such enthusiasm. ➔



## Pack Your Bags for Dallas!

Plan to join us in Dallas, Texas, March 5-7, 2015, for our 26th annual conference—it's the place to be if you want to connect with other women in the aviation industry, whether you're just getting started in your career or are already a seasoned professional. The networking opportunities are endless and the educational sessions are priceless.

Flip to Page 14 for details, including information on hotel discounts, tours, educational sessions, and invited speakers. And head to [www.WAI.org/15Conference](http://www.WAI.org/15Conference) to register today to take advantage of the best rates. ➔

## MEMBERSHIP CAMPAIGN

Don't forget the WAI Discover a New Star membership campaign is in full swing, and you still have a chance to win a Bose A20 headset or a number of other great prizes! The program rewards you for sharing the advantages of WAI membership with others. You'll receive a silver WAI pull-apart key chain when you help just one new member join, and you'll also be entered into a drawing for the grand prize of a 2016 WAI conference registration, airfare, and hotel for two. All you have to do is tell someone new about WAI and have her (or him) put your name down on the membership application. There are other great prizes to be awarded with the more people you help join—see Page 9 for details. ➔



## COMMUNICATIONS UPDATES

**W**ork on enhancing WAI's communication channels continues as staff members met recently to review the organization's publications and discuss plans for 2015. Look for subtle changes to *Aviation for Women* in the coming months as we strengthen our approach to feature stories and work to integrate our digital publications such as the WAI Connect blog and *WAI Connect* e-newsletter to share news information with members.

Beginning in January 2015, look forward to the *WAI Connect* e-newsletter in your inbox on a monthly basis. By providing the e-newsletter monthly we aim to become a better source for our members of what is happening in the industry and within our own WAI community.

Work has also begun on a full redesign of [www.WAI.org](http://www.WAI.org) to make the site more contemporary and user-friendly. WAI staff is working with Bates Creative and Unleashed Technologies to complete the project early next spring. ➔

## Pay It Forward

**Whether you are a student, have recently entered the workforce, or are a seasoned member of the aviation community, we've all worked hard to get where we are and none of us got here by ourselves. We benefit from the generations of aviation enthusiasts that came before us.**

**The Women in Aviation, International Annual Fund has helped generate new opportunities, fund scholarships, research, grants, WAI operations, and educational programs for 15 years. By donating to the Annual Fund you pay it forward and make a positive impact in our community. And this year, we want to multiply your contribution—you make a donation and challenge three members of your circle to do the same. When those three members donate, they each challenge three members of their circles, and so on.**

**Keep an eye open for your Pay It Forward card in the mail, in your e-mail, and on social media, and help us keep the chain going. We all stand on the shoulders of giants. It is our time and our turn to pay it forward. ➔**





### You Get What You Give

As I left my monthly meeting of the WAI Wright Chapter, I felt it was imperative to share the experiences I've had with this wonderful chapter. I left Comair in 2009 after the birth of my son, and I started finding it difficult being a stay-at-home mom. I felt that I was starting to lose my identity and my aviation skills. Though I felt privileged to be home with him, I looked to the sky every time a plane flew overhead. I decided to join and become active with my local chapter, the Wright Chapter.

I was lucky to have been introduced to Betty Huck. Who better to take me in than Betty! I met a great group of women, many of whom have moved away, but I still keep in contact with. I felt that my participation would help me scratch a bit of that aviation itch while I was still home raising my son.

That was approximately two and a half years ago. Since then, because of this amazing group, I have had the privilege of teaching young children about aviation and watching their faces light up as they see a woman in uniform. I have met several amazing aviators. I have learned from many educational safety seminars. I have won two scholarships—one to complete my ATP and one to obtain my aircraft dispatcher certificate. And I've obtained a dream job flying part time out of my local airport, which has helped me achieve that balance of mother/career woman.

Most importantly I have met some amazing women who I know will be lifelong friends. They have been more than just a "network"; they have be-

come family. They support my hopes and dreams and provide grounding advice on career and family. I've seen the chapter go through many ups and downs and challenges of membership, participation, etc. Yes, we are a networking group, but we are also a support group. I urge all who are considering or looking for a chapter to seek theirs and get involved. You get out of it what you put into it!

**Tami Ueda-Heuer**, WAI 10139

Vice President and Outreach Chair,  
The Wright Chapter

### Write Us a Letter

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



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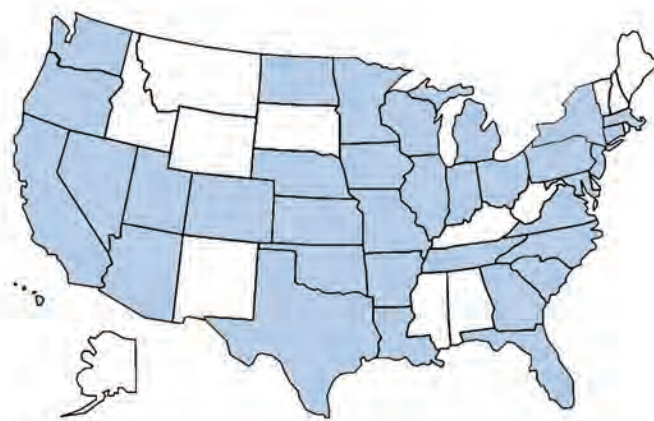
## What a Year!

This has been one amazing year for chapters! The growth in the chapter network and the work that the chapters have done to promote women in aviation is inspiring.

At the beginning of 2014 we set a goal to have a WAI chapter in all 50 states. We had 16 states without chapters at that time. Since then we've added two new chapters and have members in six other states working to start chapters. Progress!

Make sure the 2015 Annual International Women in Aviation Conference is on your calendar. It is coming up fast! I can't wait to see you at the chapter events and partaking in all the conference has to offer. Remember we have some great events at the conference for chapter leaders and members. Don't forget to plan those into your schedule!

As always, if you have any questions, need advice on starting your own chapter, or if there is anything I can do to help, don't hesitate to reach out! ✈



### 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](mailto:ahoy@wai.org)) by February 1.

**by Audra Hoy**



### SEA TO SKY CHAPTER

On July 31, 2014, the Aviation Leadership Foundation in partnership with WAI's Sea to Sky Chapter in Vancouver, British Columbia, hosted a second "Spirit of Leadership-A High Tea Adventure" at the historic Georgia Hotel. Forensic Examiner **Jeff Glickman** shared the latest details of his quest to uncover the mystery of Amelia Earhart's final flight. Our Tea Talks segment at the vintage-themed afternoon tea was filled to the brim with speakers sharing tales of adventure, courage, and determination. With a stunning venue, tasty treats, and fabulous speeches the afternoon event was a great success! ✈



SEA TO SKY CHAPTER



(Above, left) Emcee Amy Robertson, WAI 54867. (Above) Amy with guest speakers Jeff Glickman; Kucki Low; Greg Danserau; Ramona Reynolds, WAI 59883; and Allison Dymond. (Left) Kucki's presentation. (Below) Marcia Strang, WAI 6092, with Amy.







### ST. LOUIS WOMEN WITH WINGS CHAPTER

The St. Louis Women With Wings chapter hosted its sixth annual airplane wash at Mt. Vernon Airport (KMVN). The profits help finance the chapter's scholarship fund, which is used to financially support women along their aviation journeys. The fundraiser was a great success and a unique combination of airplanes, friends, sunshine (and clouds), and buckets of water! ✈



### UNO MAVERICK CHAPTER

The UNO Maverick Chapter in Omaha, Nebraska, secured a proclamation for Girls in Aviation Day from the governor of Nebraska. The chapter hosted a booth for high school girls and boys on the campus of the University of Nebraska at Omaha. Students built balsa wood airplanes and competed to fly them down the paper runway, changing the aircraft into different configurations. Chapter members discussed careers with the students who learned about the diverse jobs available in aviation. ✈



**FORT LAUDERDALE CHAPTER**

At the end of August Women in Aviation, International enthusiasts descended upon Rice House of Kabob in Doral, Florida, for the Fort Lauderdale Chapter's summer social. The weather and venue were perfect. We were also happily surprised by a visit from **Leah Mansfield**, WAI 58053, a fellow chapter member from the United Kingdom. She's currently at a flight school, NS Aviation, in Pembroke Pines, Florida, working on her private pilot certificate. ➔



CHICAGO'S LEADING EDGE

**CHICAGO'S LEADING EDGE CHAPTER**

Chicago's Leading Edge Chapter recently got together for a social outing at a local beer garden in La Grange, Illinois. We were able to recap our experiences at this year's EAA AirVenture and catch up with each other after a very busy couple of months. It was a great way to wind down the summer. ➔



UPPER CANADA CHAPTER

**UPPER CANADA CHAPTER**

The Greater Toronto Airports Authority (GTAA) hosted the Upper Canada Chapter (Toronto, Canada) to an exclusive airside tour of the busy Toronto Pearson International Airport in June. Members had a fantastic time getting up close and inside the fire hall, the deicing facility, and the maze of conveyor belts and sorting machines where baggage is distributed. The highlight of the tour was a walk-around of the Emirates Airlines Airbus A380 aircraft. The tires were taller than some of our members and engines were enormous! ➔

**CENTRAL FLORIDA CHAPTER**

Earlier this year members of the Central Florida Chapter in Orlando toured the hangars of the Orange County Sheriff's Aviation Section. In operation since the mid-1950s, the unit currently has a Bell 407 helicopter, three Bell OH-58C helicopters, and a Cessna T206H Stationaire in its inventory. When the unit isn't providing support for sheriff's office activities it often is called to assist other Central Florida law enforcement agencies who do not have an aviation unit of their own. ➔



CENTRAL FLORIDA CHAPTER



MILE HIGH CHAPTER

**MILE HIGH CHAPTER**

Denver, Colorado's Mile High Chapter held its monthly meeting at the Frontier Airlines hangar where the airline revealed its new company logo and airplane livery in early September. They also toured the airport control tower at Denver International Airport (KDEN). ➔



# Discover a new star!

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

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

Do you know someone who would benefit from membership? Help her or him join today!

Don't forget to ask them to put your name on the application as the recruiter, which makes you eligible for prizes:

- 1 new member** ★ Silver WAI pull-apart key chain
- 3 new members** ★ Coffee mug with WAI Pewter logo
- 5 new members** ★ \$25 gift certificate to WAI store
- 10 new members** ★ Your WAI membership renewed for one year
- 15 new members** ★ Sterling silver 3-bladed prop necklace
- 20 new members** ★ Bose Aviation Headset
- Grand prize** ★ 2016 WAI Conference registration, airfare and hotel for two

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



Go to **www.WAI.org** for more details.  
The prizes are fun, but your real reward will be watching your new star shine.

The WAI members listed below have all recruited a new member for WAI. They are now eligible for great prizes!

Have you discovered a new star?  
Help them join.



Robert Adams	Emma Gist	Grace Oduro
Kacholom Adamu	Meg Godlewski	Chidinma Oguh
Abiola Adegbola	Sue Gongul	Maureen Okoth
Mariam Adejoro	Linda Grady	Joyce Oladunni
Anthonette Adekola	Ashley Greenberg	Olugboyega Osifowora
Betty Adindu	Derek Grenier	Christopher Penberthy
Felicia Agada	Kimberley Hagerty	Robin Perry
Debora Aiken	Helen Hagg	Molly Peterson
Ayoka Ajeigbe	Julie Hall	Brian Petricone
Nkechi Ajose	Shane Hamilton	Donna Petrosky
Kacy Anderson	Heather Hammel	Jennifer Phillips
Sandra Anderson	Eve Hanley	Daniel Prather
Diane Babineaux	Cordula Hansen	Kelly Rinehart
Kerri Ballard	Kari Harris	Lisa Rodriguez
Lynne Ballegeer	Elizabeth Hauk	Linda Rogus
Angela Bartley	Nora Hauserman	Cherise Rohlfling
Kimberly Bassett	Melanie Ho	Gerri Schultz
Elizabeth Bates	Judy Holly	Modupe Sessi
Jacqueline Battipaglia	Athina Holmes	Lukasz Shaded
Deborah Baugh	Katrina Horobiowski	Kerry Sheridan
Audrey Baxcajay	Justin Howell	James Shore
Mary Beth Bleyl	Coralyn Hudik	Carolyn Smallwood
Sarah Bliesath	Joanne Janchus	Lexie Stolen
Molly Boss	Leon Johnson	Gina Stramaglio
Ruby Bowen	Deanna Kimball	Brian Strzempkowski
Lisa Brackmann	Petra Kliman	Tammy Taylor
Jacqueline Breedon	Lorena Knapp	Colleen Thompson
Rebecca Buhn	Caroline Kolasa-Scott	Rye Thompson
Shelley Capes	Bonnie Kratz	Bonnie Tidswell
Catrina Capistrant	Erica Larsen	Patricia Tomich
Rebecca Colby	Randee Laskewitz	Christine Torres-Vega
Andrea Connolly	Salma Lawan	Rachael Tracey
Andrew Csondor	Lorrie LeBlanc	Eugene Ulat
Cympa Damisa	Ryan Leeward	Eric Valgardson
Dr. Diane Dempster	Anita Lemmon	Lindsey Van Beusekom
Monica Dunbar	Christina Long	Lotte van Noetsele
Elisabeth Dupuy	Ryan Mammen	Susan Wadas
Shelby Edwards	Mickale Manley	Jalyn Wadden
Rita Egbadon	Molly Martin	Patricia Warner
Temitope Ehima	Paige Martino	Chelsea Welch
April Erhardt	Michael Matlosz	Cody Welch
Devyn Everett	Debra McFarland	Tommy White
Larissa Fildes	Marissa Mehal	David Whitney
Audrey Fishback	Jennifer Meiners	Karen Williams
Mikayla Fisher	Cindy Mencil	Fallon Winslow
Heather Ford	Debbie Minnich	Emily Wiprud
Angye Fox	Megan Montgomery	Matthew Wise
Justin Fronk	Hajara Musa	Michael Wolf
Daniel Funk	Laura Nealon	Anna Yackshaw
Wally Funk	Chinwe Nwaobasi	Kathleen Yodice
Tanya Gatlin	Jill Oakes	Claudia Zapata-Cardone
Raechel Geary	Kelly O'Dea	
Linda Geyer Goodrich	Unah Odhiambo	

## CAREERS

**Luz Beattie**, WAI 3940, recently earned her seaplane rating.

American Airlines recently named **Kathi Durst**, WAI 46785, chief pilot at DFW. She is the first female to hold the position.



**Adisen Fenrich (center) with examiner Harold "Duffy" Gaier (left) and instructor John Dorsey (right).**

**Adisen Fenrich**, WAI 55309, recently passed her private pilot checkride flying a Cessna 172 out of Marshfield Municipal Airport/Roy Shwery Field (MFI) in Marshfield, Wisconsin. Adi was awarded the WAI Oshkosh Chapter's Spirit of Flight Scholarship during EAA's WomenVenture Power Lunch in July.

**Carrie Forster**, WAI 14446, recently passed her private pilot checkride in a



**Sherrie Harvey recently completed her CFII in her Piper Saratoga.**

Piper Cherokee 180 flying out of Outagamie County Regional Airport (ATW).

**Darla Gerlach**, WAI 5052, recently retired after 31 years with the FAA.

**Sherrie Harvey**, WAI 29897, passed her CFII checkride in her Piper Saratoga. She plans on instructing at SunState Aviation in Kissimmee, Florida.

**Susan Levitte**, WAI 58194, completed her first solo flight recently, flying a Cessna 172 out of Oshkosh's Wittman Regional Airport (OSH).

**Kris Palcho**, WAI 327, recently became a corporate coach on the FAA Flight Standards Leadership Development Team.

**Katie Pribyl**, WAI 55625, was promoted to senior vice president of AOPA's communications department.

Former military pilot **Laurel Ross**, WAI 332, passed her Part 135 checkride on August 3, 2014, in a Beech Jet 400. She will be flying for Baer Air out of Melbourne, Florida.

## PASSAGES

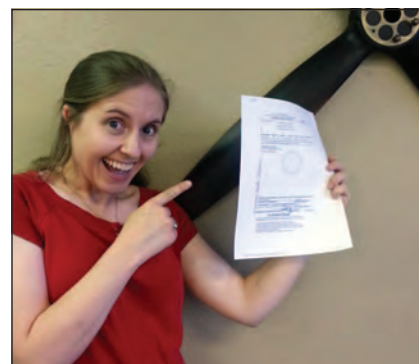
## Jerrie Mock

1925-2014

Geraldine "Jerrie" Mock, the first woman to fly solo around the world, died September 30, 2014, at her home in Quincy, Florida. At age 38, Jerrie took off from Port Columbus, Ohio, in the *Spirit of Columbus* and 29 days later became the first woman to circumnavigate the globe solo when she landed on April 17, 1964.



COURTESY OF PHOENIX GRAPHIX



**Williamson is an excited private pilot.**

**Elizabeth Williamson**, WAI 54766, earned her private pilot certificate on May 31, 2014, in a Cessna Skycatcher at Orlando Executive Airport (ORL).

## PASSAGES

**Lettice Curtis**, a World War II Air Transport Auxiliary (ATA) ferry pilot, died recently at the age of 99. After learning to fly at Yapton Flying Club in 1937, she was one of the first women to join the ATA. She initially delivered early training aircraft such as the Tiger Moth and Harvard, but trained in all types and became the first woman to deliver a four-engine bomber (a Lancaster). She served with the ATA until it was disbanded in November 1945. Her career continued as a technician and test observer at the A&AEE aircraft test center at Boscombe Down and then with Fairey Aviation as a senior flight development engineer. She participated in British Air Racing, and qualified to fly helicopters at the age of 76 in 1992. ➔



## CFI TIPS



MEG GODLEWSKI

*I have been a CFI for the last four years. I've soloed at least eight students, but of that only three finished their private pilot certificates. All of them have told me they will be back to finish, but very few do. Is it me, or is this normal?*

It's normal. I've been a CFI for 10-plus years and although I've soloed many students, just a fraction of them complete their tickets. Most run out of money. For others, they lose interest when life gets in the way. All you can do is help them achieve their goals—you can't make them.

*I have a student who recently made a gear-up landing in his own airplane. He came to me for retraining before his 709 ride with the FAA and I am so nervous flying with him. He told me he didn't hear the gear warning horn before the belly landing and claims it wasn't going off. How do I calm myself and keep him from gearing up again?*

Use the checklist! When the landing gear is deployed, note the position of the gear handle, look for the green lights, and look out the window to see the position of the gear. Check the

landing gear position at least three times—downwind, base, and final—prior to landing. And finally, guard the gear during takeoff to be sure it isn't retracted prematurely.

*I'm about to take my instrument pilot checkride. The examiner who did my private pilot checkride, and who I was counting on to do my instrument ride, has moved away. I'm not sure how to go about finding a new examiner.*

Does your CFI have any suggestions? Usually CFIs keep a list of examiners that they use. You can also go to the FAA website and find a list. You might also ask around the airport to see who comes recommended and who's on the "See and Avoid" list.

*I recently fired my CFI. I explained that I flew with another CFI and felt I got more out of that lesson than I had with the first CFI. The first CFI said she was cool with the switch, then went on to tell me all the things my new CFI does wrong and said I'd learn bad habits. How should I handle this?*

Can she back up these claims? Sounds like your former CFI is immature and insecure—not to mention unprofessional. Be glad you are rid of her—but don't be surprised if she tries to egg your locker or freezes your bra. ✈

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

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## LIVING THE DREAM

To be a part of such an amazing group of professionals seemed to be far away, like a dream. Yet here I am among Delta Air Lines professionals, with people who share great values and passion for the job, and who make Delta Air Lines one of the largest and most successful airlines in the world. I recently received the 2014 WAI Delta Air Lines Maintenance Technology

Scholarship. I was born and raised in Mayagüez, Puerto Rico, and am currently a senior at the Inter American University of Puerto Rico. As long as I can remember I have been fascinated with airplanes and airports. Since middle school I have been a very active student participating in multicultural activities, as president of the Future Business Leaders of America (school chapter), as a Spanish translator for the community, and other activities. All of this helped me develop as a leader and discover that I wanted to make a difference in my community.

As I graduated high school I was accepted in a summer internship at the NASA Kennedy Space Center Information Technology Security Office. I had the opportunity to watch the last shuttle mission *Atlantis* STS-135 and learn many life lessons. This is how my college experience started, full of challenges and ups and downs, working hard toward reaching my goal of obtaining a bachelor's degree in airways science management with air traffic control and computer science.

As an undergraduate student I have provided workshops to fifth graders, mentored high school students on the development of research projects—encouraging them to pursue higher education in STEM fields—served as a volunteer on aircraft accidents simulations, participated in FAA design competi-

tion for universities, was elected as an outstanding student on the university dean's list, served as the Aeronautical Student Association vice president, volunteered in the Scuba Dogs program International Shore Cleaning, and created a dress out of recycled materials to participate in a re-

cycled materials fashion show. In the summer of 2013 I was selected to participate in an internship at the Department of Transportation, FAA in Atlanta, Georgia. There I worked with air traffic technical operations. I shadowed managers and technicians working at the Atlanta Hartsfield control tower.



It was extremely satisfying to be a part of such diverse activities. This experience allowed me to acquire knowledge in a variety of subjects such as how fast younger generations understand technology-related topics, the value of networking, the importance of a support system, and many others.

As part of my scholarship, I also had the opportunity to attend the 2014 International Women in Aviation Conference in Orlando, Florida. This was my first time going to a conference, and I can say that it was the



*Carlimar (center) with a group of high school students she mentored through a research project and presentation.*





greatest aviation activity that I have participated in. I met extraordinary aviation professionals from a diversity of companies, corporations, FAA, and other government agencies. I also had the opportunity to meet other students in programs from pilots, aircraft maintenance, aviation management, and aerospace engineering. This conference allowed me to build my professional circle.

This summer my adventure took me 3,700 miles away from Puerto Rico to the NASA Ames Research Center at Moffett Field in California. There I worked with the aviation systems modeling and optimization branch developing new tools and software for airlines and air traffic control.

This scholarship has given me the opportunity to build a professional network, get to know aviation professionals,

and participate in many aviation-related events. It has also allowed me to encourage younger generations to pursue careers in aviation.

I would like to thank Delta Air Lines because with its support I have been able to continue developing the skills needed to be a successful aviation professional and also contribute to my community.

As I continue with my journey I would like to thank all the air traffic controllers, FAA personnel, Delta Air Lines employees, past mentors, fellow students, professors, the Caribbean Computing Center for Excellence, Puerto Rico Space Grant, and others who have advised and supported, without hesitation, every time I have needed help.

Thank you, Delta Air Lines, for providing me with the opportunity of a lifetime! ✈

.....  
*Carlmar Collazo, WAI 49763, is an undergraduate student at the Inter American University of Puerto Rico.*

### Apply Now for 2015 Scholarships

WAI is proud to offer more than \$500,000 in aviation scholarships. Scholarships are open to all WAI members, not just students. These scholarships change lives, open doors, and accelerate careers.

Each applicant must be a WAI member as of November 1, 2014. Applications must be signed and postmarked by November 17, 2014.





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# Connect. Engage. Inspire.



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



# Come With Us to Dallas!



We're headed back to Dallas for our 26th annual conference March 5-7, 2015, and invite you to join us for all the energy, excitement, and networking the International Women in Aviation Conference is known for!

Register today at [www.WAI.org/15Conference](http://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—students to professionals, GA to commercial, military, and beyond. There's no better place to be inspired, share your enthusiasm, and connect with fellow WAI members!

## Hiring Briefings and Fast Passes

Want to know more about how to get the airline career you've been working toward? WAI and its airline partners will again offer a full schedule of hiring briefings throughout the conference where airline representatives will share basic application procedures for

their companies, discuss current positions available and the requirements for those jobs, and answer some frequently asked questions.

We will again be offering fast passes for attendees wanting to speak directly with representatives from participating companies at the conference. The pass gives you a specific date and time to visit the company's booth or another designated area for a face-to-face meeting. A

limited number of passes will be available. Priority will be given to WAI members based on length of membership.

Among the improvements to the system this year is online preregistration. Your fast pass tickets will also be included with your registration materials when you arrive at the conference. Be sure to check for more details as they're announced at [www.WAI.org/15Conference](http://www.WAI.org/15Conference).

### Main Hotel: Hilton Anatole

2201 North Stemmons Freeway, Dallas, TX 75207 USA

#### Hotel Reservations:

Hotel reservations can be made online from a link on [www.WAI.org/15Conference](http://www.WAI.org/15Conference) or by calling 214-761-7500 (be sure to mention the WAI room block).

**Special WAI Room Rate:** \$162/night (king or double)

**Group Code:** WAI

**Cut Off Date:** February 4, 2015

**Hotel Features:** Hilton Anatole offers luxurious accommodations in Dallas, Texas. Located just minutes from downtown Dallas, the hotel boasts spectacular guest rooms with one king or two double beds, chair with ottoman,



large work desk with lamp and ergonomic desk chair, wireless and wired high-speed Internet access, in-room safe, two-line speaker phone, dataport, voice-mail, self-controlled heating and air conditioning, hair dryer, iron and ironing board, coffee station, and private bath.

### Alternate Hotel: Hilton Garden Inn Dallas/Market Center

2325 North Stemmons Freeway, Dallas, TX 75207 USA

#### Hotel Reservations:

Hotel reservations can be made online from a link on [www.WAI.org/15Conference](http://www.WAI.org/15Conference) or by calling 214-634-8200 (be sure to mention the WAI room block).

**Special WAI Room Rate:** \$119/night (single or double)

**Group Code:** Women

**Cut Off Date:** February 4, 2015, or until the group block is sold out, whichever comes first.

**Hotel Features:** The Hilton Garden Inn is located right next door and within walking distance to the Anatole; a shuttle between the two Hiltons is available for guests who need it. The hotel also offers its guests a complimentary shuttle service to and from Dallas Love Field.



# Schedule Overview

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

## Wednesday, March 4

- 8:00 a.m. - 5:00 p.m. **TOUR: American Airlines Flight Academy and DFW Line & Base Maintenance**  
(Preregister by February 5, 2015; Ticket required, \$45, includes lunch)
- 1:00 p.m. - 6:00 p.m. **TOUR: DFW Air Traffic Control**  
(Preregister by February 5, 2015; Ticket required, \$40)
- 3:00 p.m. - 6:00 p.m. **Registration Area Open**
- 6:30 p.m. - 7:30 p.m. **WAI Chapter Reception**  
(Ticket required/by invitation only)

## Thursday, March 5

- 8:00 a.m. - noon **TOUR: Southwest Airlines Facility Tour**  
(Preregister by February 5, 2015; Ticket required, \$25)
- 8:00 a.m. - 4:30 p.m. **Registration Open**
- 8:00 a.m. - 11:00 a.m. **WAI Chapter Leadership Workshop**
- 8:00 a.m. - 5:00 p.m. **FAA Maintenance Recurrent Training**  
sponsored by AWAM
- 9:00 a.m. - noon **Aerospace Educators Workshop**  
(Preregister, sponsored by FAA)
- 9:30 a.m. - noon **Professional Development Seminar**  
(Ticket required, \$30)
- 10:00 a.m. - 10:45 a.m. **New Members Coffee**  
(Ticket required/by invitation only)
- 11:00 a.m. - noon **Annual WAI Membership Meeting**
- 12:50 p.m. - 1:00 p.m. **Exhibits Ribbon Cutting Ceremony**
- 1:00 p.m. - 5:30 p.m. **Exhibit Hall Open**
- 2:00 p.m. - 4:30 p.m. **Professional Development Seminar**  
(Ticket required, \$30)
- 3:00 p.m. - 4:00 p.m. **WAI University Chapter Members Meeting**
- 4:30 p.m. - 6:00 p.m. **College/University Student Meeting**
- 6:00 p.m. - 7:00 p.m. **Opening Reception** (Ticket required)
- 7:00 p.m. - 9:00 p.m. **AOPA Rusty Pilots Seminar** (Open to the public)

## Friday, March 6

- 7:30 a.m. - 8:30 a.m. **Yoga Class** (\$15)
- 8:00 a.m. - 4:30 p.m. **Registration Open** (Closed during luncheon)
- 9:00 a.m. - 10:30 a.m. **General Session**
- 10:30 a.m. - 5:00 p.m. **Exhibit Hall Open** (Closed during luncheon)
- noon - 1:30 p.m. **Luncheon** (Ticket required)
- 1:45 p.m. - 5:15 p.m. **Education Sessions**

## Saturday, March 7

- 7:30 a.m. - 8:30 a.m. **Yoga Class** (\$15)
- 8:00 a.m. - 1:00 p.m. **Registration Open**
- 9:00 a.m. - 10:30 a.m. **General Session**
- 9:00 a.m. - 2:00 p.m. **Girls in Aviation Dallas Program**  
(Preregistration necessary)
- 10:30 a.m. - 3:00 p.m. **Exhibit Hall Open**
- 12:30 p.m. - 1:30 p.m. **How to Start a WAI Chapter**
- 1:45 p.m. - 5:15 p.m. **Education Sessions**
- 7:00 p.m. - 9:30 p.m. **Awards Banquet/WAI Pioneer Hall of Fame Ceremony** (Ticket required)

## Tours

The registration deadline for all tours is February 5, 2015.

### American Airlines Flight Academy/ DFW Line & Base Maintenance Tour

Wednesday, March 4, 2015—8 a.m.-5 p.m., lunch included

Cost: \$45/tour and lunch; Nonrefundable



Get an inside look at American Airlines on this full-day tour when you visit the American Airlines Flight Academy, DWH Maintenance Base, DFW Line Maintenance facilities, and C.R. Smith Museum.

American Airlines Flight Academy is the center for all pilot training activities at American and American Eagle and trains more than 900 pilots in any given month. DWH Maintenance Base is a 344,000-square-foot, six-bay hangar where acceptance checks for all new American Airlines fleet types are completed and specialty modification work including Gogo wireless installation and other work as needed is performed. More than 789 airline maintenance mechanics work at the DFW Line Maintenance facility serving the airline's maintenance needs. The C.R. Smith Museum is dedicated to past and present American Airlines employees and C.R. Smith, longtime American Airlines president. Lunch will be provided while you sit alongside a fully restored 1930s-era American Airlines DC-3 and have the opportunity to meet some of American's senior leadership team.

This tour does require closed-toed shoes and a large amount of walking and climbing of stairs (recommend comfortable walking shoes). No children and no cameras allowed.

### Dallas-Fort Worth Air Traffic Control Tour

Wednesday, March 4, 2015—1-6 p.m. Cost: \$40



You might interact with air traffic control personally every day, or you might interact with them as you jet across the airspace via the airlines. Either way, many of us use the services of the U.S. air traffic controllers on a regular basis.

The Dallas-Fort Worth area comprises some of the most complex and densely populated airspace in the world. The DFW Terminal Radar Approach Control Facilities (TRACON) and DFW Center airspace compose two of the busiest commercial air carrier airports in the country, multiple general aviation airports, and even military airports and airspace. This tour provides a rare glimpse behind the scenes at the DFW TRACON, which covers 15 area towers, and handles more than 3,500 aircraft every day. Additionally, the tour will visit DFW Center and have the chance to learn about the airspace and interact with some of the most accomplished controllers in the world. This tour requires access to high-security areas and as such all attendees must provide official photo identification on-site. Attendees who are not U.S. citizens will also be required to complete security paperwork prior to the event, in addition to providing official photo identification on-site. Space is extremely limited for this tour so sign up soon.

### Southwest Airlines Tour

Thursday, March 5, 2015—8 a.m.-noon

Cost: \$25



Take a short trip over to Dallas Love Field for a tour of the Southwest Airlines headquarters, including the newly completed Training and Operations Center (TOPS). Learn more about the company's unique history, tour dispatch, maintenance, and TOPS, the 100,000-square-foot home to 24-hour coordination and maintenance operations, customer support and services, and training.



# Thursday Training, Workshops, and Seminars

## FAA Maintenance Recurrent Training

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

Thursday, March 5 • Registration opens at 7:15 a.m.; Seminar 8 a.m.-5 p.m.



Pratt & Whitney Customer Training Center will provide an introduction to the NextGen Family engine line. Dave Granowski, Air-Evac's regional director of maintenance, speaks about strategizing maintenance in the field of HEMS. Listen to FAA air-

craft maintenance manager Steven Douglas discuss aircraft maintenance regulations. Gail Rouscher from Western Michigan University will teach ATA chapter codes, and Mary Latimer provides instructional guidelines on inspection techniques. Jane Shelton of AWAM will discuss the significance of FOD prevention during maintenance operations.

This education maintenance seminar meets IA renewal requirements and provides career development advice. Attend it to achieve your required eight hours of training. Participants receive a certificate of completion to present to their local Flight Standards District Office. This seminar is also open to those interested in pursuing or upgrading a maintenance career. Attend one or all sessions for AMT/WINGS credit.

## Aerospace Educators Workshop

Presented by FAA AVSED Team



### Come Fly With Me

Thursday, March 5 • 9 a.m.-noon

The future of aviation is here, but what do you really understand about aviation? This annual workshop is designed to help you inspire with exciting aerospace STEM activities

ready for the classroom. You will learn about aerospace concepts through fun and simple hands-on activities. During the workshop you will also hear from VIP guest speakers from the aerospace community, so mark your calendars and come fly with me!

## AOPA Rusty Pilots Seminar

Thursday, March 5 • 7-9 p.m.



Life may have gotten in the way, but the dream of flight can be yours again. Returning to the sky is not as difficult as most rusty pilots think.

We're inviting you back in the cockpit and will help you get there. Come and participate in a free Rusty Pilots program with fellow lapsed pilots. We will help you understand what's changed in aviation since you've last took the controls and brush up on your aviation knowledge in airspace, weather, and regulations. This seminar is also a good review for student pilots who are currently in ground school.

## Professional Development Seminars

### Take the Lead

Thursday, March 5 • 9:30 a.m.-noon • \$30

Presenter: Betty Shotton, CEO, Liftoff Leadership LLC



Is your career on course? Or are you in a climb? Maybe you are stuck in a hold. Some of you might feel like you're grounded!

No matter where you are on your career flight plan, Take the Lead will point you in a direction of personal and professional growth. Take the Lead is interactive and dynamic. With more than 35 years of experience as a CEO and entrepreneur, Betty

Shotton not only inspires but also provides context and practical application of the principles in this presentation.

A favorite of past WAI conferences (Six Stages to High Altitudes and Defying Gravity), Betty Shotton promises to elevate your perspectives and guide you as you gain novel insights and explore new possibilities. Arrive as a passenger and depart as pilot in command.

### Go With the Flow— Managing Change in a Changing World

Thursday, March 5 • 2-4:30 p.m. • \$30

Presenters: Madonna Buhr and Susan Miller

Early aviation and space pioneers brought about a tremendous transformation in our world similar to the impact of technology today. These innovative people, several generations apart, have changed our world. Yet most efforts to change fail. How many times have you lost the same 10 pounds? Do you need to make a change in your life or work, yet seem unable to begin the journey? True change can only come about by connecting to the hearts and minds of people. Fear is not a motivator, even for people with health challenges or battling addictions, or for companies being squeezed out by their competition. This workshop will discuss why transformation efforts fail and provide strategies for successfully mastering change in your personal and professional life. Participants will learn how to adapt and make change work for them across generations, in virtual and face-to-face environments and work, home, and play.

**See a list of all the Friday and Saturday Education Sessions at [www.WAI.org](http://www.WAI.org).**

**Invest in a Student** Each year there are college students who need financial help to attend the conference. Please consider sponsoring a student for \$185. Check the box on your registration and send in your donation with your registration fee. Or, if you can't attend the conference, simply submit the registration form with the sponsor box checked.

# Girls in Aviation Day Dallas!

**Saturday, March 7  
9 a.m.-2 p.m.**

If there's a girl in your life between the ages of 10 and 17, we have a fun-filled, action-packed day planned to introduce her to aviation—or expand her growing interest. The girls will be in the presence of amazing role models ranging from airline pilots to aircraft mechanics to aviation industry executives. They'll learn how to read a sectional chart, go on a treasure hunt, learn the phonetic alphabet, fly a flight simulator, build an airport, learn to use tools by making wire bracelets, and lots more hands-on activities.

A group lunch with a dynamic speaker is planned, followed by access to the exhibit hall to interact with companies and organizations of interest to them. A college fair with representatives from aviation-oriented schools will be of interest to the older girls.

Help encourage the next generation of women in aviation by participating in Saturday's Girls in Aviation Day Dallas. The day's activities are available for \$10 per girl, including lunch. A parent or chaperone is encouraged to attend and eat lunch for \$10. Space is limited, so register today.

Visit [www.WAI.org/events](http://www.WAI.org/events) for a link to the registration form or call 937-839-4647.



## Ways to Save

Want to attend the conference, but cost is an issue? There are lots of ways to save when making arrangements to attend the 2015 International Women in Aviation Conference! The time you spend in Dallas will be an incredible investment in yourself and your future, so it's worth finding a way to make it work with your budget.

First, take note of the early bird registration rates for both conference registration and hotel reservations. By registering before January 12, 2015, you get a discount. Also, consider your options. Both hotels offering attendees discounted rates offer excellent accommodations and are conveniently located to official conference events. If you're willing to walk a few extra steps across the parking lot each morning and evening from the Hilton Garden Inn, you'll also save yourself a few bucks on each night of your reservation.

Also, consider traveling in a group to share expenses. Recruit a fellow WAI member for a fun road trip, or reach out to those in your network about potentially sharing a room.

Your employer may be willing to pay for all or part of your trip as well. There are many good and valid reasons for doing so—namely networking and professional development. How you approach the request will play a huge part toward a positive outcome. On the conference website at [www.WAI.org/15Conference](http://www.WAI.org/15Conference), we've shared a letter template to help you in making your request. The important thing is to focus on what you will specifically bring back as a return on your employer's investment in you. Explain how your attendance will benefit you, your department, and your organization. And be sure to demonstrate how you're economizing expenses.

Attending a WAI conference is an investment you make in your education and your career. You'll meet countless new contacts who just may be the one to facilitate the next step in your career. It's an opportunity you can't afford to miss!





## 2015 Exhibitors

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 WAI Silent Auction  
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 Western Michigan University College of Aviation  
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 Women in Corporate Aviation  
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 XOJET Inc.

If you are interested in exhibiting at the 26th Annual International Women in Aviation Conference, contact Donna Wallace ([dwallace@wai.org](mailto:dwallace@wai.org)) at 937-839-4647 for more information on the opportunities available.

Tailwind  
International  
Air Charters  
and founder  
Michele Wilkinson

# Tenacious

In the world of air cargo, Tailwind International Air Charters is known as the company that solves transportation crises. For example, in April 2001, working with the U.S. Navy and Lockheed Martin, it brought home the EP-3, a four-engine turboprop forced down in China, said Michele Wilkinson, the company's founder and president.

"After that project, the U.S. State Department asked our help for getting into Libya. This was before 9/11, and no U.S. carrier had been there in 20 years," Michele said. "We met their five-day deadline and brought empty [fluid storage] bladders from Tennessee to Tripoli. It was interesting because there weren't any approach plates for Libya, and we had to help the operator of the Boeing 747 get them, and this was after we talked the carrier into making the flight in the first place."

"I love, love, love being able to do that," she said. "It's heartwarming to know that you've done this for your customers." Tailwind's most challenging job was sending ostriches to China, she recalls, and the most fascinating was sending a small load—"it was fan blades or something like that"—to India for GE. "They called at 8 a.m. and wanted the 747 in the air immediately; the 747 was in the air at 3."

Working on such short notice, Michele accompanied the flight to solve the remaining challenges, including getting into India. If they couldn't gain entry for the 747 she was on, at the Paris refueling stop she would meet with her agent there, "to find another airplane with flight rights into Mumbai, India." Working from Tailwind's Addison, Texas, headquarters, the ops manager radioed a question in-flight: "Does the airplane have TCAS? If not, it can't go." The pilot said it was properly equipped. Recalling that sigh of relief, Michele said, "I could get off at the refueling stop in Paris, get some shuteye, and then go home."

Not every job Tailwind International Air Charters undertakes is so exciting, she said, looking around the company's tastefully appointed Addison Airport (KADS) offices, where she founded the company in 1989. "I started with a borrowed

desk in a rent-free closet, a borrowed phone, an unused name, and an idea."

Becoming an air cargo broker effectively employed all of the experience she'd earned at all the other companies she'd worked for to that point, Michele said. "A freight forwarder comes to me and says, 'Here's

TEXT AND PHOTOGRAPHY BY

**Scott M. Spangler**

the challenge—solve it!'" Tailwind International "looks at all the details and decides the quickest, most economical way to move the customer's cargo from Point A to Point B," she said.

Tailwind International doesn't own the airplanes it fills with customer cargo. It leases the airplane best suited to the job and the customer's needs. Some years ago Tailwind delivered an Antonov AN-124 load of leased security boats to Nigeria. When it was time to bring the boats home, "the company that hired us didn't want the Antonov because it was too much money. We called the manufacturer to see if the boats could be reduced in size so they'd fit in a 747—a smaller airplane that reduced the cost significantly—and got instructions on how to do it," she said.

There are 11 people on the Tailwind team. "It's difficult to find people who know how to do this, who have the stamina to do it," she continued. "It takes determination, tenacity; I don't want to hear 'no,' I want to hear how we can do it."

## Reservations

Inspired by a friend who worked for an airline, Michele found the industry fascinating. Giving up an office job, she began her aviation career in 1967. "I didn't get to be a pilot. I didn't know I could. In my era, I wasn't exposed to that." Braniff Airways hired her for reservations.

Four days into a four-week class, Braniff furloughed the students. Michele recalls her reaction, "I said tell me more: Are you forever gone?" Learning that she might be rehired, she didn't wait for the call. "I called the reservation manager every week. 'No, Michele, not yet, but keep checking.' That was a

Becoming a broker for air cargo was the best way to take advantage of all of the experience she'd earned at all the other companies she'd worked for to that point.





# Determination

Tailwind International  
Founder and President  
Michele Wilkinson.



good sign.” She resumed class three weeks later. “Pretty soon I was teaching reservation school at night and working there during the day,” she said.

In the early 1970s Michele left Braniff and pursued “a gypsy education with an eclectic curriculum.” She studied Spanish at a Dallas junior college. Love of that language led to a total immersion course at the University of the Americas in Mexico City, where she also studied history. Teaching was something she always enjoyed, so she completed her degree in educational psychology on the West Coast.

After several years of teaching ticketing, reservations, and sales at Braniff Education Systems, Michele wanted to know more about the airline business, so she applied for an airport position. In 1979, she became Braniff’s first and only female ramp manager at Dallas/Fort Worth International (DFW). “It was a wild job. A female manager in the union-dominated world on the ramp. I remember the union telling me I should go back to the kitchen. If there was any way they could trip me up, they did,” she said. “They used to call me Bambi. That’s not a sweet name; it’s Bad Ass Manager-Braniff International.”

But Michele persevered and several years later became a ramp administrator, where she learned more about the mail the airlines carried and dealing with postal officials and regulations. This was the gateway to air cargo, she said, preceded by a 1981 detour as a passenger services manager at a domestic airline. At the time, female employees who met with the public had to meet size and weight standards because flight attendants and counter agents “all had to wear hot pants,” she explained. Part of her job was telling women to stay home until they met the standards. “I really didn’t enjoy it. Coming from an international carrier, it didn’t have all the other areas that I enjoyed,” she said.

Flying Tigers, the cargo airline named for the famed World War II fighter squadron, provided the diverse challenges she desired. (It’s only a coincidence that the Tailwind office is on a street named for the squadron’s founding commander, Claire Chennault.) “Flying Tigers sent me to school and I got totally turned on by the freight world,” Michele said, because solving vexing challenges made good things happen.

Starting in customer services at DFW, Michele was soon running Flying Tigers’ San Antonio office. When that office closed, she went to work for another cargo line, Evergreen, which also closed its DFW office. A chance meeting with a former customer led her to CF/Emery Air Freight, where she learned to sell direct as a freight forwarder. “In some cases, it

overlapped with my Tiger experience; as a freight forwarder you sell to the end user or a commercial account, so I learned that part of it,” she said.

In the mid-1980s, Michele learned that Stern Air, a charter operation at Addison Airport, had a need, and she became its director of sales and marketing. It germinated the idea that became Tailwind International Air Charter. As she saw it, the charter company was giving business away when it didn’t find a solution for customers who called for an aircraft that was unavailable or not in the company fleet. But the owner was not interested in developing a one-stop shop that would connect customers to the aircraft they needed.

With no money and two children, Michele could not act on her idea. Then a friend, a mechanic named Trasch, who owned an FAA Repair Station that has since retired from business, learned of her idea and offered her a small, rent-free space and an unused desk, phone, and moniker for a parts business that never progressed beyond establishing the name, Tailwind.

“It was hand to mouth for awhile,” Michele recalled, but she moved out of the closet six months later. “I was fortunate to have met some wonderful people during my career,” she said. One offered a small DFW office space at a reduced rent. Another, a CFO, offered forever sustaining advice. “Business was down and I was feeling blue. He saw how hard I was working



Three members of the Tailwind team keep track of flights from pickup to delivery.



Tailwind International Air Charters' logo incorporates a tiger in homage to Flying Tigers airline.

**With no money and two children, Michele could not act on her idea. Then a friend learned of her idea and offered her a small, rent-free space and an unused desk.**





to make the phone ring, and he said to me, “Whatever you do, keep your shingle out,” she said.

Tailwind moved its shingle back to Addison Airport in 1993, and it has graced three different addresses there as the company has grown. Her husband, Dallas Sherman, joined the company after he retired in 1997 as the vice president of cargo for a major airline. Retirement is not in Michele’s immediate future. “I’m still working because I’m having a good time, most days,” she said, laughing. “And I like to share my knowledge, to teach others if they are interested in learning. I love the challenge.” ✈

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*Scott M. Spangler, WAI 3256, is a Wisconsin-based freelance writer and editor of the blog at [www.JetWhine.com](http://www.JetWhine.com).*

## Cherry-Air, a Division of Tailwind International

Across the ramp from Tailwind International is Cherry-Air, a Part 135 air freight company flying Falcon 20s, whose owner extended Michele her first line of credit. On his passing, his son ran the company for many years until the economy drove it to Chapter 11. Tailwind handled its sales and marketing for two years, Michele said, and just before he filed for Chapter 7 bankruptcy, the son offered to sell her the company.

“We thought long and hard and at first said no.” Rethinking the decision, and working with the bank involved, revealed better opportunities for Tailwind. “So we made the big, huge decision to invest in airplanes [which require] lots and lots of money,” Michele said. “You have to believe in what you’re doing, that your dream and vision will prevail. You’re also beholden to the FAA because you must follow whatever they come down with.”

Tailwind acquired the company in November 2011 and started bringing it back to life as an efficient, reliable cargo carrier. The FAA blessed the operation in May 2012, Michele said, and the four Falcons, supported by a staff of 18, are flying daily across North America, Mexico, and the Caribbean.

*Empowering women to  
take risks in order to fly—  
professionally and literally*



# Stand Up and





# Own It



If you would have told René Banglesdorf, WAI 44970, 15 years ago that one day she would run a private aviation company, she might not have believed you. Not because she couldn't handle the responsibility, but because at that time, business aviation was a relatively unknown field to her.

Nevertheless, today René is co-founder and CEO of Charlie Bravo Aviation, a Georgetown, Texas-based international private jet sales and acquisition company. According to its website, in 2009, CBA became the first broker and dealer of aircraft to hold a woman-owned business certification. René is one of just a handful of women who hold high-level aviation positions in North America and Europe.

"I think **by Sienna Kossman** it's really important that women take professional risks," René said. "We tend to shy away from things we don't think we're good at, but you never know when you'll find a new skill or passion by taking a chance or an additional responsibility."

In René's case, that new passion quickly became—and continues to be—aviation.

## **An unexpected opportunity**

René spent her teens and early 20s in Ohio and graduated from Ohio University with a journalism degree in 1991. After graduation she spent two years writing for a telecom billing magazine before moving into the marketing field where she developed a strong interest in business-to-business partnerships.

While René delved into marketing communications, her husband Curt sold advertising for aviation companies,



**Despite all of the travel that comes with the job of being CEO, René says it's the day-to-day work that has taught her the most.**

which was the closest she had been to the business side of aviation at that point.

Then, both looking for further professional growth the Banglesdorfs took a leap and founded Charlie Bravo Aviation in 2008. Today, six years later, Charlie Bravo Aviation has closed deals in more than 30 countries, many of which have been multimillion-dollar contracts, and has expanded beyond private jet sales to include turboprop and turbo-rotorcraft sales and research divisions.

Having no prior aviation experience, René's position as CBA's CEO with Curt working alongside her as president has been an adventure, but in the best possible way.

"I find it challenging and rewarding, although I have to confess that it terrified me at first," she said. "But I love it. I love this industry and I love being a CEO."

#### **A day in the life**

Charlie Bravo Aviation's international presence means lots of travel, conferences, and trade show trips for its CEO. However, outside of the glamorous perks and opportunities, it's the day-to-day work that has taught René the most as a communication and aviation expert.

"Many of our deals involve people who are accustomed to getting their own way—and when we have two or many of those personalities in





Charlie Bravo Aviation

[www.WePushTin.com](http://www.WePushTin.com)



Founded in 2008 by

René and Curt Banglesdorf

**Location:** Georgetown, Texas—

Georgetown Municipal

Airport (KGTU)

**Business services offered:**

Market research, aircraft sales,  
and aircraft acquisition

**Aircraft sold:**

Jet, turboprop, and  
turbine rotorcraft

**Fun Fact:** Charlie Bravo Aviation's

logo, dubbed "Charlie Girl,"

was designed in the spirit of

World War II fighter plane nose art.

She stands for the value and

integrity of that era and

represents the female-owned

quality of CBA—complete with

René's red hair.

various time zones with cultural differences and diverse business practices involved in a multimillion-dollar deal there is a lot of hard work, a ton of frustration, and a good amount of prayer that goes into every closed transaction," she said.

An average workday for René starts with administrative tasks such as checking contracts, accounting files, and answering e-mails. Once those tasks are complete she can move on to her favorite part of the job: helping others expand their horizons through aviation.

"I'm really passionate about the business side of private aviation," she explained. "I love helping others achieve their hopes, dreams, and company goals by successfully connecting them with our services."

The research and communication skills René developed early on as a journalist have played a key role in further expanding CBA's worldwide clientele base.

"For example, one time I was traveling and looking through a magazine when I saw the name of a company I didn't recognize," she explained. "So





**René and her husband Curt founded Charlie Bravo Aviation in 2008, taking a professional leap for both of them. Earlier this year their son Jake joined the company as well.**

I did some research and found that they had a goal to rapidly expand their airplane fleet over the coming years. I reached out and asked, 'What can I do to help you get you to where you want to be?' And that was the start of a successful partnership."

When asked what her favorite experience has been since CBA's founding, René has a hard time picking just one, but the first time she sold an airplane by herself remains a memorable one.

"The deal was between an 80-year-old billionaire and a young Ecuadorian with a huge legal team that had many stipulations," she recounted. "The 80-year-old wanted a simple,

seven-line contract and I had to find a way to get the two to meet in the middle. It took a lot of patience, tenacity, and confidence, but I was able to find a balance and bring them together, which was so cool."

Since then René has sold many other airplanes and now serves as a spokesperson for business aviation and women in aviation around the world.

#### **More than a top executive**

CEO duties aside, René is a dedicated volunteer and mother of two.

"I love my career, but it's been really impor-





“Too bad there are only 24 hours in a day,” she said with a smile.

### Empowering women

René understands that it seems hard for women to break into a field that has been male-dominated for so long, but says that should never be a barrier to success.

“There is a lot we can bring to the table than many men can’t, so be authentic. Don’t fight being a woman,” she said.

René describes her welcome to the professional realm of aviation positively and her experiences since the launch of CBA have inspired her to help open doors for other women, especially youth, through organizations like Women in Aviation, International, and the Phoenix Arising Aviation Academy, a group that emphasizes STEM learning through aviation.

“It is an amazing industry, one of the best that I’ve known, and it is really friendly to women, even though there aren’t very many of us,” she said. “I think we all need to be vigilant in recruiting more women—whether they are already established in their careers or still in middle school.”

René’s biggest piece of advice for women entering or trying to move up in the aviation workforce? Even if you don’t feel like you can do it, do it anyway. Don’t talk yourself out of following your passion.

“Fake it ‘til you make it,” she said. “Men tend to have more outward confidence and women will sit back and question their own abilities more. Don’t do it, ladies. Stand up and own it!” ➔

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

tant to me to be involved in my kids’ lives,” she said. “I did the PTA thing and I’ve been that football and volleyball mom.”

René has passed her enthusiasm for aviation down to both of her children—daughter Brooke and son Jake. Since CBA’s founding both children have worked with their parents part time, and recently Jake joined the CBA staff full time working on Bombardier research and analysis after graduating from Texas Christian University.

In her remaining spare time, René volunteers for several groups like the Women Presidents Organization, International Aviation Women’s Association, the National Business Aviation Association, the National Air Transportation Association President’s Council, and the Sky Hope Network.

Last but not least, René is also working on getting her private pilot certificate. She’s logged a few ground school lessons and one flight that she describes as “incredible,” but for now work, family, and volunteering are keeping her pretty busy.



# PROTECTING THE HOMELAND

A portrait of Col. Louisa Morse, a woman in a dark green Civil Air Patrol uniform. She is wearing a matching garrison cap with "CAP" on the front. Her uniform features several insignia: a "CAP" patch on the left lapel, a pilot's wings on the right lapel, a pilot's key on the right chest, a rectangular patch with a triangle on the left chest, and a "CIVIL AIR PATROL US" patch on the right sleeve. She has a serious expression and is looking directly at the camera.

*Seven  
decades of  
women's  
contributions  
in the CAP*

*Col. Louisa Morse*



**T**he Civil Air Patrol (CAP) has a distinguished history of service to the United States—patrolling the country's borders by air, search and rescue missions, disaster relief, emergency transportation of people and parts, and more. In many ways, the organization's founders **by Rose Dorcey** were ahead of their time, in their devotion to the country and in their inclusion of women at a time when other organizations weren't as willing.

With America's involvement in World War II on the horizon, many female aviators insisted they could play an important role. They found some acceptance in the Civilian Pilot Training Program (CPTP), built to create a pool of potential military pilots the United States would soon need. The CPTP trained some 2,500 women from 1939 through 1941. But when graduates were required to enlist, women were excluded. They weren't allowed to fly in the military.

With vision and courage, many women wrote letters to President Franklin D. Roosevelt and other federal officials urgently requesting participation as aviators in the looming war. They did so individually, and as representatives of various women's flying organizations, such as the Women Flyers of America. In November 1941, many received hopeful replies.

Gill Robb Wilson, a World War I aviator in France, ordained pastor, and New Jersey's director of aeronautics, was the

*(Top right) New female CAP members are administered the oath of membership in joining the Civil Air Patrol. (Center right) Women in the Colorado Wing CAP in 1943 on a visit to the CAP 2nd Air Force Courier station at Peterson Army Airfield. Left to right: Senior Member Ann Frink, Senior Member Dorothy Young, unknown, unknown, 1st Lt. Rosemary Regan, unknown, Senior Member Marcile Young. (Bottom right) Female members practice emergency medical training during a field exercise.*



PHOTOS COURTESY OF CAP NATIONAL ARCHIVES



# Major Inspects Drop Test of Parachute



Iron weight tests parachutes.

Maj. Harry T. Shepherd, Army Air Force, inspects the drop test of parachutes manufactured by Fashion Frocks, Inc., for the Army Air Corps. The parachutes, tested at Crosley Airport by Shep-

I am happy to be able to inform you that an organization of the civil air resources of the nation, to be known as the Civil Air Patrol, is proceeding at the present time. It is hoped that public announcement regarding it may be made within the next week or so. For your information, the Civil Air Patrol is being set up as a division of the Office of Civilian Defense. Organization will be based upon the nine-Corps-Area plan of the Army, with breakdowns into Wings (State), Groups, Squadrons, and Flights. Enlistment will be entirely voluntary, open to both ground and flight personnel and to men and women. There will be a national training directive to provide uniform training, so that we may best coordinate the civil air resources of the nation for national defense.



Mrs. Roosevelt has given me your letter of October 21st, and I am very happy to tell you in confidence that we are contemplating the almost immediate announcement of the formation of a national volunteer Civil Air Patrol, including flight and ground personnel, both male and female. Objectives of this organization will be first to list valuable civilian aviation in connection with its existing potential for national defense and secondly to enhance that potential by the self conduct of program along directives worked out by this office in connection with Civil Aeronautics Administration, the Navy and other interested governmental agencies.

We do not intend to differentiate between men and women. The ability of the individual is the factor to be considered from that viewpoint.

Cincinnati Post, October 18, 1943

## Local Aviatrix Dies As Plane Crashes In Pennsylvania Storm



Lieut. Margaret Bartholomew, plane crash victim, is shown checking Civil Air Patrol plane during flood last January.

Lieut. Margaret Bartholomew Is First Local CAP Casual  
Ft. Thomas Cadet Killed in Arizona

Miss Margaret Bartholomew, 3602 Linwood road, a lieutenant in the Civil Air Patrol, was killed in line of duty Monday when her plane crashed during a storm near Indiana, Pa.

The 30-year-old aviatrix, prominent in flying circles here for several years, was the first Greater Cincinnati CAP casualty of the war.

The burned wreckage of her Stinson plane was found on the snow-covered crest of a hill. Her body was identified through flying papers.

Lieut. Bartholomew, station commander of the Cincinnati Courier Service, Ohio Wing, CAP, had taken off earlier in the day from Williamsport, Pa. The crash occurred about 55 miles north-east of Pittsburgh.

Lieut. Bartholomew flew to Williamsport with Lieut. Melville Meyer, another CAP flyer. Lieut. Meyer was to have returned to Cincinnati in another plane.

Capt. Charles A. Hinch of the CAP said he learned Lieut. Bartholomew and Lieut. Meyer started to return Sunday, but turned back when something went wrong with Lieut. Meyer's radio.

Lieut. Bartholomew took off ahead of Lieut. Meyer Monday because her plane was slower, Capt. Hinch said. She hoped that by getting a head start she would arrive here about the same time Lieut. Meyer did.

"The weather station reported good visibility when she took off, but conditions changed rapidly, and it was zero-zero when the crash occurred," Capt. Hinch said. The Cincinnati flyers had been

ENQUIRER  
R. CINCINNATI, WEDNESDAY, NOVEMBER 4, 1942 Pg 13:4

## All-Woman Group Trained For Civil Air Patrol; Fifty Aviatrixes In This Newly Qualified Unit



Posed before one of the biplanes, flight leader, Miss. Every member of the flight has pilot's, ground crew, observers, two-place, light planes in which Marguerite Hinch, Miss. Hinch, finished first out train, mechanics, essential personnel as they perform their semimilitary. Lamb, Mrs. Ruth Berwick, Missing as well as classes in military whatever phase in the civil air examinations from Linden Airport are Miss Lina Schwab, Mrs. May Don, under the direction of officers of assignments for secret missions or those representatives of Greater Ohio, Miss Theola Davis, the Ohio State Guard. They can whatever else their art army air Cincinnati's only all-women's unit of Miss. Frances Bush, Miss. Marie, Miss. to attend classes two evenings each, program, requires.



Civil Air Patrol's founder. Well connected to civil aviation, he went on to become AOPA member No. 1, and the editor of *Flying* magazine. But it was his tour of Germany in the late '30s that inspired Wilson to become an advocate of military preparedness. He saw a great need for America to ready itself for potential conflict. Wilson shared his ideas about organizing America's civil aviators with Fiorello H. La Guardia, director of the Office of Civilian Defense (OCD). They both saw tremendous opportunities for stateside aviators, including women.

"Wilson did not see gender so much as ability and skill," said Col. Frank Blazich Jr., CAP's chief historian.

Reed Landis was an aide to La Guardia. Among Landis' responsibilities was replying to the women's letters. He told them of a new organization being formed as an OCD branch, the Civil Air Patrol, and its mission of enlisting and training personnel to aid in the national defense of the United States. In a letter to Lauretta Schimmoler, founder of the Aerial Nurse Corps of America, Landis explained the CAP. "Enlistment will be voluntary, open to both men and women, ground as well as flight personnel." The next day he wrote to Mrs. Roger Jenkins of the Women's National Aeronautical Association, saying the CAP "will include among its other objectives the utilization of all existing civil aviation personnel and materiel, including women of course."

The Civil Air Patrol launched in December 1941, one week before Pearl Harbor was attacked. La Guardia appointed Maj. Gen. John F. Curry as its first national commander. Wilson was its first executive officer.

"From the very beginning, my grandfather was adamant that women be involved in CAP," explains Jill Robb Paulson, Wilson's granddaughter. "I have the original New Jersey Plan for the Civil Air Guard on which the national Civil Air Patrol was based. Gill Robb Wilson writes, 'Each member shall be required to sign an application for enrollment testifying that *he* or *she* is a natural born citizen of the United States, and pledging voluntary service ...' Not many 1941 documents are written with inclusive language."

Why was Wilson so convinced about women's strength in aviation? "In part because what he cared most about was aviation and getting the right people to fly and lead," Paulson added. "Gender, race, and social status were secondary."

Women took note. The CAP was an equal rights organization and they had something to contribute. "Prior to World War II, about 3,500 women were licensed pilots, about 3.5 percent of all pilots in the United States," Blazich explained. "Women were front and center in CAP from early on; about 20 percent of membership were women. The CAP was arguably the first quasi-military organization to allow women the opportunity to serve in aviation, in uniform."

CAP members performed target towing for military trainees, and patrolled shipping lanes along the East and Gulf Coasts, deterring German U-boat attacks, though Blazich notes that women did not fly these missions. However, CAP pilots—male and female—performed airborne missions throughout the U.S. including border patrols, fire and forest



*Gill Robb Wilson, founder of the CAP, cared most about getting the right people to fly and lead, making the organization unusually inclusive (at the time) of women and men.*

patrols, searches for missing people and aircraft, disaster relief, emergency transport of people and supplies, and orientation flights for future pilots. They served as observers and ground crew workers. By April 1943, at least four all-woman CAP squadrons had been established, in Atlanta, St. Louis, and Cincinnati. In most CAP units women served with men as officers, noncommissioned officers, or in the ranks according to their length of service and capabilities. In the unusual case of women only flights or squadrons, the programs were the same as the men's units. In most cases, there was no dividing line between their respective duties.

By August 31, 1943, CAP's coastal patrols had flown 86,685 missions totaling 244,600 hours and than 24 million miles. Seventy-four planes sent out from coastal patrol bases crashed into the water; 26 CAP members were killed. CAP membership helped prepare many women, well trained in military and aviation practices, for the women's auxiliaries of the armed forces, including the Women's Army Corps, Women Accepted for Volunteer Emergency Service (WAVES), and Semper Paratus Always Ready (SPARS), the U.S. Coast Guard's Women's Reserve program. "We were an enabler for female involvement in civilian and military aviation," Blazich said. "Approximately

70 percent of the last class of WASP, Class 44-W-10, were former CAP members.”

One such woman was Amanda “Tex” Brown Meachem. While working for the University of Florida in 1939, Meachem signed up for the CPTP and learned to fly. She earned her certificate, joined a flying club, and then volunteered with the Civil Air Patrol in Sarasota, Florida. She worked as a squadron bookkeeper and found several opportunities to fly. Soon she heard about the WASP, an experimental program that would train women to fly military aircraft. Accepted into Class 43-W-7, she paid her way to Avenger Field in Sweetwater, Texas, to join the program.

“We flew old planes to the salvage yard, picked up new planes at the factories, and transferred planes between bases,” Meachem said, in an interview for the CAP by Kristi Carr. “If it weren’t for CAP, I wouldn’t have had that many [flight] hours,” she added.

Meachem stopped flying when she married in 1944. In 2010, when the WASP were awarded the Congressional Gold Medal in Washington, D.C., in recognition of service to their country, Meachem was there. Weeks later she flew once more, in an AT-6 Texan. It was one of her favorite planes she had flown as a WASP.

There was a rapid rise to leadership positions by women in the Civil Air Patrol. By 1942, Willa Brown became its first female African-American officer when she earned the rank of lieutenant. She also held the position of federal coordinator of the Chicago unit’s civilian pilot training program. A college graduate and school teacher in Gary, Indiana, Brown’s aviation journey began in 1934. She earned her aircraft mechanic certificate in 1935 while studying in Chicago.

In 1938, Brown took flying lessons with Cornelius Coffey and earned her pilot certificate. Soon Brown and Coffey partnered to open the Coffey School of Aeronautics in Chicago. Brown’s background in business and teaching was put to use again; she served as the school’s director and taught aircraft mechanic classes, while Coffey was its primary flight instructor. No matter a student’s gender or race, all were welcome to enroll.

Brown continued her aviation training and in 1943 became the first woman in the U.S. to possess both a mechanic and commercial airman certificate. In 1972, the FAA appointed Brown to its Women’s Advisory Board. Honors continued to come her way after her death in 1992 at age 86. In 2002 she was named as one of Women in Aviation’s 100 Most Influential Women in Aviation and Aerospace.

Like Brown, Col. Louisa Spruance Morse was a trailblazer throughout her extensive CAP career. Morse enlisted as a private in November 1942, and served for more than 60 years. A Red Cross first aid instructor during WWII, Morse received the Civil Aeronautics Administration’s ground school instructor rating. She taught officers the basics of navigation,



(Above left) Willa Beatrice Brown, 31, trained pilots for the U.S. Army Air Forces. She was the first African-American woman to receive a commission as a lieutenant in the U.S. Civil Air Patrol. Source: U.S. Office of War Information, National Archives. (Above right) Lt. Margaret Bartholomew was one of the Cincinnati CAP chapter’s first members. She was the only CAP member lost during World War II.

meteorology, and civil air regulations. Not a pilot herself, Morse loved to teach.

“I had students in my classes who had private pilot licenses who literally couldn’t draw a straight line,” said Morse in an interview by the CAP in 1983. “In those days, you didn’t have computers, everything was done with a wind triangle, and you had to draw it, with a compass and a ruler, and everything was measured. That was my job, to teach these people to navigate, and teach them meteorology.”

She advanced through the ranks and held several staff assignments until 1953, when she was appointed as the Delaware Wing commander, a position she held until 1976.

“Col. Louisa Morse served as a wing commander for more than two decades, followed by a tour as a region commander,” Blazich said. “A demanding job in the best of times, her intelligence, humor, and commitment to the ideals of CAP eliminated any doubt about the ability of a woman to command and shape the destiny of the organization.”

Her awards were many, including Wing Commander of the Year in 1969 and induction into the CAP Hall of Honor in 1982 and the Delaware Aviation Hall of Fame in 2003. Those honors paled in comparison to the pride she felt when two of her cadets became national commanders, Brig. Gen. S. Hallack du Pont Jr., and Brig. Gen. Richard L. Anderson. “Col. Morse had a profound impact on my life,” Anderson said. “She was one of the major reasons for my desire to remain in CAP as a senior member after my cadet year concluded. Simply put, I wanted to emulate her lifetime of service through CAP, which also played out in my decision to pursue an Air Force career.”

One woman, Lt. Margaret Bartholomew, paid the ultimate sacrifice in CAP’s early days. While returning from a courier flight between Williamsport, Pennsylvania, and Cincinnati, Ohio, Bartholomew encountered an unexpected snowstorm



and poor visibility. She flew lower looking for a place to land, but crashed into the side of a hill 55 miles northeast of Pittsburgh on October 18, 1943.

Bartholomew had been one of the Cincinnati chapter's first members. Based at Lunken Airport, she was the flight leader of the all-female Flight C of Squadron 5111-1 and station commander of the Cincinnati courier service. She was the only female Civil Air Patrol member lost during World War II.

CAP's legacy of service for the nation continues today. Throughout the United States, District of Columbia, Puerto Rico, and the U.S. Virgin Islands, CAP members respond to natural and man-made disasters and search for missing aircraft or individuals. Women are involved in each area. The organization's female pioneers have paved the way for today's CAP leaders. "Opportunities for females in Civil Air Patrol are unlimited and all programs are open to us," Col. Rose Hunt said. "We can become whatever we work hard to be. It has been an honor being chosen to be the first female Wisconsin Wing Commander. It just takes hard work, patience, faith, and a positive attitude."

Col. Hunt is one of four women who currently serve as state wing commanders. The first woman to hold CAP's top position of national commander was Maj. Gen. Amy Courter, elected to a three-year term in 2008. "I was attending the national conference when Gen. Courter was voted to be our first female national commander," Hunt said. "It was inspiring to see that page being turned in our history."

*(Below left and right) Jane Payce learned to fly in the early '40s and flew surveillance patrols above Louisiana for the CAP. Now 92 years old, she hopes to attend the upcoming Congressional Gold Medal ceremony.*



Today's Civil Air Patrol continues to offer aviation opportunities to adults and youth. Its three primary missions include aerospace education, cadet programs, and emergency services. Visit [www.GoCivilAirPatrol.com](http://www.GoCivilAirPatrol.com) for more information.

This winter, the founding members of the CAP will be honored with a Congressional Gold Medal for their service during World War II. It's the nation's highest civilian honor, one that many say is long overdue. Jill Robb Paulson will be there, in honor of her grandfather's vision. "This medal means that thousands of citizens who served their nation the best way they could imagine are being recognized," she said. "Isn't that what we want to teach future generations? Serve in the best way you can, because whatever you do matters. It might not get recognized—oh, for about 75 years—but it still matters."

Jayne Pace, 92, of Houston, will be there, too. She learned to fly in the early '40s from a crop duster pilot who "taught me everything, the mechanics, how to pack a parachute, and fly every maneuver in the air, including chandelles. You

name it, I could do it." She also flew CAP surveillance patrols above rural Louisiana, including missions over prisoner of war camps near the end of the war. "The Texas 179th Thunderbird Composite Squadron is holding a fundraiser to enable me to attend the Congressional Gold Medal ceremony," Pace said. "It will be the very best recognition I can think of for doing something I could to help make a difference." ✈

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Rose Dorcey, WAI 12645, is a private pilot with an instrument rating, currently working on her commercial certificate. She serves as president of the Wisconsin Aviation Hall of Fame and is an active member of the Women in Aviation Oshkosh Chapter.



## FANTASTIC FLIGHT BAG

**H**ave you ever dreamed of designing your own pilot bag, a bag that meets both your professional and personal needs?

Brightline Bags are the result of a need to create a better bag.

In particular, the Brightline B7 Flight Bag may very well be the closest thing to the perfect bag—in large part due to its flexibility and ability to be reconfigured. It is also a great

carry-on for traveling and business while on commercial flights.

The B7 Flight is the most popular bag of the FLEX series, a flexible line of modules that were created for recreational and professional pilots. Because the collection of modules and pockets is interchangeable, different bags can be configured according to your different mission and gear-carrying needs. As a result, the B7 proves to be popular with other field professionals who need organizational effectiveness such as law enforcement, emergency medical, military, transportation, marine, service technicians, and musicians.

The B7 lets you carry a full set of flight gear for cross-country and basic IFR flight. And then it lets you downsize to a smaller bag for those days

when you're just going to take a quick VFR flight. The B7 Flight can be easily reconfigured to be the Brightline B0, B2, or B4 by just removing specific sections. It's like getting four bags in one—the ultimate in flexibility!

The B7 has a total of 28 pockets and compartments and is designed to hold one or two full-sized headsets, a 13-inch laptop or iPad, your charts, and even a handheld radio. Small items like cords, cables, adapters, batteries, memory cards, and even a digital camera fit easily in the bag. Plus, there's room for your flight timer, fuel testers, E6B flashlights, compact portable GPS, along with your wallet, keys,

cellphone, business cards, multitool, glasses, pens, markers, lip balm, and a slip pocket for your passport and medical records.

I field-tested the B7 and have only great things to say about



the bag. With more pockets than you can keep track of, your challenge will be to come up with a system that remembers where everything is stored. I imagine that it becomes easier after using the bag on several flights, but that was probably my greatest challenge. And though I love the dimensions and compactness of the bag, it is too big to count as a personal bag for commercial flights. However, it can definitely be hand-carried and count as your carry-on bag.

The B7 Flight Bag dimensions are 13.5 inches by 11.5 inches by 9 inches. It includes a main handle, shoulder strap, and slim handle kit. Plus, an open zipper at the bottom allows the telescoping tubes of a suitcase to pass through. This didn't work well for me as I found it was easier to carry the bag by the main handle. Nevertheless, I give the bag high marks for its flexibility and overall design. Just wish my gear didn't weigh so much.

The B7 Flight Bag is available for \$199. For more information, visit [www.MyPilotStore.com](http://www.MyPilotStore.com). ✈



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





# Our Favorite Things

The holidays are just around the corner—can you believe it? We can't. But the calendar says it's true, and so here we are making our lists and checking them twice. What follows are a few of the "must-haves" our eyes are on this year. What aviation accessories have made your wish list this year? Visit us on Facebook to tell us what you love and why! [www.Facebook.com/WomenInAviationIntl](http://www.Facebook.com/WomenInAviationIntl)

## Staff Favorite

### Stratus 2 With ForeFlight Mobile

This is by far the best purchase we've made this year. The Stratus 2 is highly reliable especially when used in conjunction with an external ADS-B antenna. We initially bought it to have subscription-free access to ADS-B, weather, and traffic in our Cessna 182, but the addition of ForeFlight Mobile for iPad/iPhone has cut our cross-county planning and inflight workload in half. ForeFlight is also user friendly and easy to learn. —Sharon Henderson, WAI 12068

Not a totally new product on the aviation scene, the second generation Stratus from Appareo Systems was introduced in April 2013 and has been popular with general aviation pilots ever since. The pocket-sized receiver brings subscription-free weather, ADS-B traffic, GPS position, and altitude information to your iPad. Designed to integrate with the popular ForeFlight app, complete status information is available on the moving map page, providing you a single-screen reference. For more information visit [www.Sportys.com/Stratus](http://www.Sportys.com/Stratus). ➔



### Lightspeed Zulu PFX: a Custom Listening Experience

Lightspeed Aviation has once again lapped the ante for the top-of-the-line noise attenuating headset for aircraft.

What makes Lightspeed's PFX better than its best Zulu.2? Construction-wise it is lighter. That's always a plus in an over-the-ear headset. Flexible, silver-coated copper alloy-wrapped, Kevlar-core cables are unlikely to disintegrate on you, even in heat. And articulating ear cups twist with your head, keeping the passive seal to your ear in a way other headsets do not.

The new headset sports more computer at its core, too. When you turn it on, the first thing the CPU does is acoustically map your ears, adapting its audio response to your ear shape and size for maximum noise attenuation, voice clarity, and music fidelity. Once that map is made, the headset's new Streaming Quiet dynamic ANR starts rapidly and repeatedly sampling cockpit noise and analyzing microphone inputs to adjust the headset's ANR responses. When

compared with an earlier Lightspeed headset I could hear the difference in the way the PFX worked to adjust to ambient noise on the fly.

The company has added features to its iTunes app FlightLink, allowing personal audio and operational preferences to be set for three users. FlightLink's in-cockpit recording function works via Bluetooth with the PFX as well.

Perhaps the most forward-looking feature on the Zulu PFX is that its firmware can be updated through Internet downloads, allowing it to be the first Zulu you'll be able to upgrade at home. That feature alone may be worth the price of admission. With Lightspeed's generous trade-in upgrade policy you can knock a couple hundred dollars off that price if you already own an aviation headset.

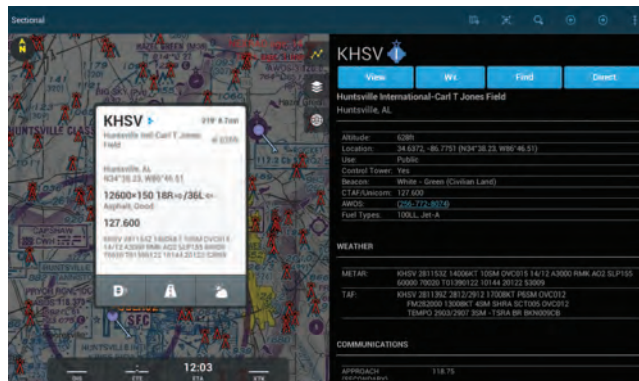
Visit [www.LightspeedAviation.com](http://www.LightspeedAviation.com) for more information. —Amy Laboda, WAI 14 ➔

## FlightPro App

Many of us fly with iPads and talk on iPhones—the thing is, I don't. And a lot of the world—it turns out, some 60 percent, in fact—are like me. They don't operate portable Apple products, either. I've been watching for a flight planning and moving map app that can compete with the top iOS

apps, namely Foreflight, Garmin, and WingX7Pro. I'm happy to say that the FlightPro app fits the bill. And it is only available on Android devices.

I downloaded the 30-day free trial of FlightPro and found everything the other front-runners have: geo-referenced airport diagrams, departure/arrival/approach plates, current sectionals, terminal area, and low- and high-altitude charts; ADS-B traffic and weather, XM weather and TIS-B traffic display capability are all there (you can even get weather, through the cellular data on your phone in-flight); DUATs flight plan filing; weight and balance calculator; split screen mode; FBO data and fuel pricing in



the app; and an emergency runway finder function that includes a vertical descent guide to help you make it to a runway nearby—it's all there.

I've used the moving map and flight-planning functions on a long cross-country with my aging Samsung Galaxy Note phone and found them to be robust, easy to zoom in and out, and accurate. I especially like the way no function is more than a tap or two away from the main moving map page.

FlightPro is positioning itself to be the Android answer to moving map/flight planning, and has priced the app competitively. Find it on the Google Play store.—Amy Laboda, WAI 14



## Member Favorite WeatherFlow Wind Meter

Amelia Halstead, WAI 58511, says the WeatherFlow Wind Meter is on her wish list this holiday season. The smartphone accessory turns your iPhone, iPad, or Android device into an anemometer and allows you to capture and share wind speed and other data through an app. The meter can register wind speeds from 2 to 125 mph, and reads in meters per second, miles per hour, knots, kilometers per hour, and beaufort scale.

You can pick one up for yourself at [www.AircraftSpruce.com](http://www.AircraftSpruce.com). ➔



## Great Gift for Girls!

### Rosie Revere, Engineer

Book by Andrea Beaty

Illustrated by David Roberts

Aspiring engineers have a new role model in Rosie Revere, who quietly constructs gizmos and gadgets from the discarded treasures she finds. The story brings in Rosie the Riveter in the guise of great-great-aunt Rose, who helps little Rosie understand the value of using failure as a part of learning.

The picture book, currently on the *New York Times* best-seller list, has light, quirky illustrations, perfect for its audience of young readers, with historical info in the back about the Rosies of World War II. This charming book is an ingenious way to get elementary school girls to think about the fun and possibilities in engineering at a very young age.—Nancy Bink, WAI 2460

Abrams Books for Young Readers

ISBN-13: 978-1419708459 ➔



### Amelia Was Right!

Book by Gene Nora Jessen, WAI 6513

This delightful book is a collection of Gene Nora Jessen's flying experiences from her beginning in aviation with the Civil Air Patrol, on to the University of Oklahoma and the Air Knockers Flying Club, and beyond. Gene Nora terms her pioneering experience as one of the Mercury 13 as a "minor brush with NASA."

This little paperback book is full of marvelous revelations about Gene Nora's flying career. It has loads of candid photos that would be a treat by themselves, but accompanied by her wry commentary they become just so much more special. We get a peek into the world Gene Nora has shared with some of the true aviation pioneers: air racer Fran Bera and members of the Air Race Classic, the famed visitors to the Boise Air Serve at the Boise airport, and more.

The book closes with a section entitled "Closing the Flight Plan" noting "waypoints" through her career. These little gems make the whole book worthwhile. If you want a delightful read pick up a copy and see why she titled it the way she did.—Jacque Boyd, WAI 32

CreateSpace Independent Publishing Platform

ISBN-13: 978-1496100818 ➔



### Endorsed By Earhart: How Amelia Financed Her Flying

Book by Barbara H. Schultz, WAI 1481



Barbara Schultz has written several other books but this one is a standout. It's simply a beautiful book. As so few are anymore, this one is hardbound with some truly beautiful photos.

Many of us have had to get creative to finance our flying and this book allows us to share the rare space with Amelia Earhart in exploring the many endorsements and partnerships she engaged in to finance her own flying career. The table of contents is fascinating and outlines so many of the financial ventures Earhart became involved with. We know about her luggage line and her dabbling with fashion, but here we find out about many of the obscure areas where she lent her name and fame.

This book is not a biography of Amelia's life, but does chronicle her flight through the advertising world of the 1930s. Don't judge her endorsement choices by the standards of 2014, but instead look at the opportunities that were presented to her during that last decade of her life.

Barbara has given us a book that adds to the lore of Amelia far beyond her flying. We get a glimpse into the world in which she lived, shared herself with, and benefited from. Maybe you'll come away with a few ideas of your own.—*Jacque Boyd, WAI 32*

Little Buttes Publishing Co.

ISBN: 978-0-9652181-3-9 ✈



Don't forget to check out the WAI Store for your holiday gifting needs as well! The store is a great source for aviation accessories, books, and WAI logo gear—see some great ideas on Page 40. Proceeds from store sales benefit the organization and further the mission of connecting, engaging, and inspiring women in aviation around the world.



Experience world class flight training by ATP Flight School in the professional pilot program at Arizona State University. With ASU academics and ATP's airline-oriented flight training, students prepare for successful professional pilot careers. Arizona's clear skies and ATP's modern fleet keep your flight training on schedule.



## WAI Champagne Glasses

Celebrate the season with these festive blue-stemmed flutes. They bring holiday cheer to all who use them.

Set of two \$14.95

Code: 50052

Set of four \$27.95

Code: 50054

## WAI Mug

The perfect size 11-oz. ceramic mug embellished with a pewter WAI logo adding an air of elegance and sophistication to your day. (Please note: They are not microwaveable.)

\$14 Code: 50005







Available in these styles:

- Youth T-Shirt
- Toddler T-Shirt
- Infant T-Shirt
- Adult Sweatshirt
- Adult Conference T-Shirt

(limited sizes and colors, go to [www.WAISTore.org](http://www.WAISTore.org) for details)

### Minnie and Daisy Shirts

This Walt Disney World® design, exclusive to WAI, commemorates the 25th anniversary WAI conference in Florida and is available in a variety of styles, from infant and toddler sizes, to sweatshirts and tees for grownups too. Let the kid in you out, and show off your toon style.

## Salt & Pepper Shakers

Seasonings greetings!

Take your pick from warbird (shown) or general aviation themes with these cute little salt and pepper shakers. The warbirds are handpainted ceramic F4U and P-51 aircraft, measuring 3-1/2" x 3-1/2" x 1-1/2". The general aviation aircraft are ceramic high-wing and low-wing models, also measuring 3-1/2" x 3-1/2" x 1-1/2". These little conversation starters are the perfect collectible or table decor to shake things up at your house.

\$10/set Warbirds S&P Code: 81001;

General Aviation S&P Code: 81002



## WAI Fleece Crew Sweatshirt

Are your winters mild?

This colorful fleece sweatshirt is the perfect weight for sunny days at the airport.

Celadon, Lagoon Blue, or Raspberry

\$29.95 Code: 30094



## Hooded Jacket

There's nothing like a biplane ride on a snappy, bright morning. Wear this wind-breaking hooded jacket and you'll feel right at home in the stiff breeze. Best of all, it sports the WAI logo. Membership attracts! Three colors to choose from: Black, Pink, and Mediterranean Blue. \$39 Code: 30134







JACQUE BOYD, Ph.D.

## LITTLE GIFTIES

**T**he holiday season will soon be upon us. At school that means final exams are approaching, and at my school those exams are largely project-based. The PE classes have been practicing their dance projects for the past month or so and will be presenting mid-December. The project begins when the students figure out that a class of 12 to 14 is going to have to choose

music, develop a cohesive presentation, add the necessary costumes, and then present in front of the student body and the community. My office is right off the Gathering Hall where they practice and I know every note of every song for every class. One-two-three-four-five-six-seven-eight, and again! Every December it becomes clear that the one thing I can do rhythmically is count to eight. One of the best years was when one class chose a song for each teacher—mine was to the tune of “I Will Survive” and included the phrase “Those are the little gifties of my job.”

If you’re having difficulties finding little “gifties” for friends and family, allow me to make a few suggestions. First, how about a membership to a great organization, such as Women in Aviation? Reasonable cost and great perks, like this magazine! Or how about giving the gift of a conference registration? Just remember to check that particular box on the registration form where you can provide a registration for a student. Or, a gift card to someone you love saying that you just gave a conference registration or membership in their name? That one works every time.

Seriously, gift-giving has taken on a little different bent in my family. A few years ago I requested—okay, let’s be honest, it was an edict, but as a stepmama I can do that!—that if I couldn’t drink it, eat it, or hang it on my wall (as in photos of my grandkids), please don’t give it to me. I have stuff coming out of my ears. I knew I had to get a grip on my stuff when one of my sisters-in-law mentioned that there was certainly a lot of “stuff” in my house. I will make an exception for a great book. I know that every Christmas one of my stepsons will give me a beautiful journal to begin the new year. I’ve been a journal-keeper since I was 16 and he helps keep that alive. If you want to give a great book, think about Barbara Schultz’s newest, *Endorsed by Earhart: How Amelia Financed Her Flying*. First, it’s filled with great facts about how Amelia used her celebrity in the sales arena, and second, it’s simply a beautiful book!

For the past several years I’ve given to organizations in the name of my family. Although I’m certain that my grandchildren

are perfect examples of loving, giving young people, it sometimes takes a while to transition to a different kind of gift giving. Let family and friends know what you’re doing when you make a change in the regular routine, or ease them in slowly. My big family gift during the holidays covers everyone. The gift cards are addressed to “The Boyd Family,” and it lets them

know what they’ve just given. For example, this year the Boyd Family gave 24 soccer balls, three bicycles to young girls to ride to school, several chickens, and a goat. It’s reached the point where Thanksgiving conversation centers on what we’re giving, how many of various things, and where those gifts will go. There are several organizations that can be found offering these sorts of opportunities: Heifer International, World Vision, et cetera. If you are concerned about denominational organizations there are plenty out there that are not specific to any one faith or denomination.

Also consider a donation to some of the wish granting organizations. There are several devoted to granting wishes for children or for individuals coping with specific diseases or life conditions. Anyone who gets that donation recognition will be appreciative of what you’ve done in her or his name.

How about donating your time to your local school? If a substitute certification is necessary and you have that, give a teacher the day off and take their classroom—with the cooperation of the school administration, of course. Offer to take lunch duty or recess duty. Give a teacher a spa certificate. Cook lunch for the faculty (if it’s a small school!) or go together with some other parents and make a treat for the teachers.

Give a gift certificate to a webinar on aerospace or aviation education. Offer to come into a classroom and give a workshop on balloons, flight, or model building. Offer the gift of your expertise. ’Tis the season for caring and sharing, so get out there and care and share! ➔

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*Jacquie Boyd, Ph.D., WAI 32, is the director of a charter high school and a freelance writer living in Angel Fire, New Mexico. Contact her at [JacqueBBoyd@yahoo.com](mailto:JacqueBBoyd@yahoo.com).*



PATRICIA LUEBKE

## WHATEVER HAPPENED TO BEING DEPENDABLE?

Last week, I had a weird experience: I was locked in my apartment. Yes, you read that right. I wasn't locked out; I was locked in. The deadbolt lock on my front door broke, and I could only open it after several minutes of jiggling the lock. The thought of a house fire with my frantically jiggling and shaking the lock as the smoke overwhelmed me was enough to cut through my usual procrastination and I immediately called a locksmith.

But which one? Googling for an appropriate locksmith brought me to a Yelp entry about a locksmith just a few blocks away. There were glowing reviews, including the fact that if you mention Yelp, you get a 10 percent discount. As I read the reviews from harried New Yorkers, one trait stood out: This locksmith keeps his appointments. He comes when he says he will, and that was enough for me.

Thinking about it later, I realized that we don't necessarily need (or want) someone with a Ph.D. in locksmithery. We don't need (or want) an award-winning locksmith. We don't need (or want) the most technologically advanced locksmith. What we do need (and want) is a guy who shows up when he says he's going to. New lock. Happy customer, and I even got the Yelp discount.

Today was a different story. I had an appointment with a man to do some work in my apartment, including replacing some broken tiles in my kitchen floor. We had a definite appointment for 3 p.m., a time that came and went. He was a no-show. That outcome surprises no one. Everyone reading this has no doubt had the experience of taking off from work, arranging or rearranging your day, only to have someone not show up as promised.

Whatever happened to being dependable? It's not just tradespeople, cable TV technicians, and handymen who prove themselves to be undependable; often the people we work with show the same attribute—you just can't count on them.

How dependable are you? Dependable people keep their promises. They honor deadlines; they arrive on time; they do what they are supposed to do. Being dependable is not such a glamorous thing to be—sort of like wearing sensible shoes, but for employers and co-workers, your dependability (or lack of it) is crucial.

A lack of dependability has a ripple effect. We don't work in a vacuum. The next person down the line can't do what she is supposed to do until you do what you're supposed to do. Dependable people don't offer up lame excuses. I bristle when

someone has let me down only to tell me how busy they've been. Busy? Really? This always makes me feel as if the rest of us not-quite-as-important folks are spending our days dreamily gazing out the window and booking mani-pedi appointments.

What it comes down to is that dependability is about communication. If you're going to be late, if you're going to miss a deadline, it is so easy to text or e-mail the person waiting for you. A friend once described herself this way: "I may not turn in A-level work every day, but I turn in B-work every day, on time." Cut out everything else and being dependable simply means doing what you are supposed to do. That bar doesn't seem too high, but so many don't reach it.

One year, at the NBAA Business Aviation Convention & Expo, I had promised someone I would send them something and I wrote it on his business card and stuck it in my purse. It wasn't until I cleaned out my purse weeks later that I found the card and said, "Uh-oh." Instead of thinking it was too late, I sent what I had promised with a note of apology. Much to my surprise, I impressed the person with my follow-through—so keep in mind it's rarely too late to keep a promise.

Along those lines, I recently read rules of thumb for how much time we have to respond. This source claims you have 48 hours to respond to a business e-mail, a time that should be extended to friends as well. As for voice mail, you should return calls within 24 hours, but ideally on the same day. I believe those are generous times, but if everyone kept to these guidelines, a whole lot of work would be easier to conduct. Again, if someone is calling you for an answer you don't have yet, just drop them an e-mail or text saying that and when you expect to be able to respond with a full answer.

It's not as glamorous as other business traits, but your dependability ranks high with your co-workers and bosses. Work on your dependability so that it will be said of you, "She is someone we can always count on." ➔

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

*For employers and  
co-workers,  
your dependability  
(or lack of it) is crucial.*





PAULA CORRIGAN,  
M.D., MPH

## STAYING HEALTHY DURING COLD AND FLU SEASON

It's that time of year when most of us will get sick at least once or twice with colds, flu, or other infections. Viruses circulate well during the winter months as people spend more time indoors and have closer contact with those who are ill. What can you do to minimize your chance of catching a bug? In general, basic measures that improve your health and immune system are the

key to preventing illness. Below are some tips to maximize your health and minimize sickness this winter season.

### Wash Your Hands Frequently

Washing your hands with warm water and soap or using hand sanitizer is clearly one of the best ways to ward off infection. Wash for at least 20 seconds and use a towel to dry hands and turn off the faucet. Try to keep your hands away from your nose and mouth. If you eat a sandwich, use a tissue or paper towel to hold it. Clean your hands after a handshake or touching doorknobs, escalators, or other public objects. Use the sanitizer wipes at the grocery store to wipe down your cart and your hands. Bring your own pen so you do not have to use others when filling out forms or signing things, and you can also punch the ATM buttons with it!

### Get Your Shots

Immunizations clearly reduce the risk of getting infections. It is important to get an annual flu shot. This vaccine does not guarantee you will not get the flu, but if you do get it, you should have a milder course. Other immunizations such as travel vaccines and age-related vaccines such as tetanus, shingles, and Pneumovax are also important to keep you healthy. The only restriction to flying or controlling after an immunization is a 30-60 minute observation period to rule out an adverse reaction.

### Get Lots of Sleep

Sleep helps to maximize your immune function. Try to get at least eight hours of sleep per night and nap when you can. Avoid alcohol at night, which can interfere with normal sleep patterns. Sipping hot herbal tea before bed not only improves relaxation but the steam helps to stimulate the cilia or tiny hairs in the nose to move out germs and keeps your mucous membranes moist. It is allowable to take prescription sleep aids occasionally to beat jet lag, if used according to FAA guidelines. Talk to your aeromedical examiner for details.

*It is allowable to take  
prescription sleep aids  
to beat jet lag.*

### Exercise

Exercise stimulates your immune system and promotes sleep as well. A study showed that post-menopausal women who exercised for one year had one-third the number of colds as those who didn't exercise. Exercising with a cold can help to clear congestion in the sinuses and lungs. However, don't exercise if you are short of breath or have a fever. If you go to the gym, wipe down your equipment before and after using it.

### Consider Supplements

Some studies have shown that vitamins and supplements such as vitamin C and echinacea can help prevent or treat colds, but not all research supports this. It has also been suggested that probiotics may help to prevent colds as well as GI infections. I would recommend a good multivitamin to make sure you are getting adequate vitamins and minerals, which can boost your overall health. Some studies also suggest that zinc supplements can reduce the duration of a cold if taken soon after symptoms start. And chicken soup may actually help too—it has been shown to have anti-inflammatory properties.

### If You Do Get Sick, Stay Home

Not only will this help you recover more quickly, but it also will reduce the spread of the virus to your co-workers and others. If you have a fever, the general rule is to wait until you are fever-free for 24 hours before returning to work. If you do go out while you are sick, cover your nose and mouth with a tissue when you cough or sneeze then throw it out.

By following a healthy lifestyle and practicing some simple measures, you can reduce your chances of getting sick this winter. For more tips on staying healthy, see "Everyday Preventive Actions That Can Help Fight Germs, Like Flu" on the CDC website at [www.CDC.gov](http://www.CDC.gov). ➔

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*Dr. Paula Corrigan, WAI 51101, is an aeromedical adviser for Aviation Medicine Advisory Service, [www.AviationMedicine.com](http://www.AviationMedicine.com). She is board certified in aerospace medicine, preventive medicine, and internal medicine.*



JO DAMATO, CAM

## WHERE HAVE ALL THE GENDER ISSUES GONE?

**F**or a number of years now, my favorite section in *Business & Commercial Aviation* magazine is Editor-in-Chief Bill Garvey's Viewpoint column. The September 2014 issue had been on my desk with a pile of other publications that had come in over my late summer vacation. I was busy enough that I thought about declaring "magazine bankruptcy" for the month and

just ditching them in the recycle bin. I didn't because I knew I'd regret not getting a dose of current industry happenings, so I faithfully opened up the magazine to Page 7 to read my favorite part first. I'm so glad I did.

The photo right in the middle was instantly recognizable as the 2014 Women-Venture picture taken at Oshkosh during EAA AirVenture. Bill Garvey had used his monthly column to highlight women in aviation? Cool. I was curious and excited to read the accompanying editorial. It didn't disappoint and was right on target.

He wrote about "a small but significant minority within the business aviation community: women in positions of influence." He highlighted some amazing women who have been shattering the glass ceiling in business aviation for years, but also highlighted the fact that women make up only 6 percent of the pilot population overall and an even smaller percentage in nonpilot aviation jobs in the U.S. I knew those numbers but I was still surprised by them. He concluded with a call to action that we all must do better at shattering the glass ceiling. I realize that his call to action is meant for my generation, as we are slowly becoming the leaders in this industry as we approach our (gulp) 40s and 50s.

Before I share my thoughts, please know that I do not mean to trivialize the gender equality issue at all. For the purposes of this column I am only referring to the U.S. business aviation industry that he noted and am drawing from my personal experience in this industry.

That said, is hitting the glass ceiling still the magnitude of an issue that it was for generations before mine? In 2014, in the business aviation industry, am I not going to get promoted because I am a woman? If that is the truth then color me stunned. I honestly feel that I'm connected enough with many people in this industry for that to not be the case. And, if it is the case, is it something that will die out as older gen-

erations retire and my peers start assuming leadership positions in the industry?

I was born in the mid-70s and am approaching 40. I have been working with the same people in business aviation since 1998 and have become friendly with many of my contemporaries—men and women. Having grown up in the same decades at the same time we have so much in common that professional relationships naturally turn into personal friendships. Sometimes we do sit around with a few glasses of wine and talk about the fact that our generation will be the ones running this industry one day. It's both scary and exciting and makes for great conversation. Many of these male and female friends are already executives and among them there are presidents and CEOs, vice presidents, aviation directors, chief pilots, and senior managers. Almost all of us have had multiple title changes during our friendships with each other that show that we are in fact climbing the ladder together.

At the same time, I have to say that we all seem to share a love of meeting the younger crowd—the young professionals who were born around the same time we were in high school. They are interns or entry-level employees—again male and female—looking for our guidance. We're excited to connect with them, connect them to our network, check in with them to see how they're doing, and we even have some older sibling-like pride for their successes. When we are the ones running this industry we want to be working side-by-side with them or helping them so that possibility can become a reality. I'm not sure it's always been that way, but many in my generation believe that we should surround ourselves with the best people for the job, not the people who will just make us look good at our jobs.

Where I am going with this is that in the past decade or so, as I've become friendlier with my peers, I have to say that

*Gender issues that older generations may have had with a woman breaking through the ceiling are not issues that I see future leaders of my generation having.*



rarely—almost never—does gender enter into our discussions. We're looking for the best people. Not the best man. Not the best woman. The best person. I've always wanted to be judged on my work ethic and results, my communication skills and professionalism, experience and job knowledge, and passion for aviation. I've never wanted to be considered for something because I am a female. I've never wanted to consider helping someone else for the only reason being that they are female too. I want to have more in common with her than gender. I want to see her professionalism and passion. I want to look at her and see the future of our industry. Gender issues that older generations may have had with a woman breaking through the ceiling are not issues that I see future leaders of my generation having.

And it's not just me. I go to the annual International Women in Aviation Conference and I see all of you there, living your passion. I go to the NBAA Schedulers and Dispatchers Conference and I see you there, living your passion. In a few weeks I will be at the NBAA Convention and I will see so many of you there—30- and 40-somethings especially—in sales, marketing, flight testing, meteorology, air traffic, engineering, flight, ground support, FBO management, scheduling, etc. I will see so many powerful and kind women I know who bear the title of president and CEO and who are the most approachable women you'd ever want to meet. They want to help you follow them up the ladder. I'm not a president or CEO but I want to help you too, not knock you off the rung. I hope that statement is also true for many of the men of my generation.

I'm definitely not saying that we don't need organizations like Women in Aviation, International, Women in Corporate Aviation, or things like this great publication. I treasure all of those things and am a vocal supporter of them. I am saying that I hope that my generation and those to follow are not the generations that lived through so much of the gender strife in this industry that previous generations did. I hope that my generation is more evolved than previous generations on the subject of gender equality. We know need to know where we came from and the pioneers who did make many sacrifices so that future generations could turn our passions into realities. But my generation didn't live through that and if there are problems getting qualified women into this industry or getting them up the ladder, then we need to figure out what the real cause is for that lag. Is it lack of flexibility for work/life balance causing them to leave the industry and never return, or causing them not to accept promotions because of the lack of flexibility? Is it that they don't see themselves as aviation professionals and don't know to treat their job like a career that needs to be nurtured to grow? Do they lack mentors and do they know how to find a mentor? Are they afraid to try, or

lacking the confidence that they need to climb? Is it lack of funds to pursue higher education or certification? And are we doing all we can to continue to attract young girls to a future in aviation with STEM-focused education and support from all adults in their life emphasizing they can be anything they want to be regardless of gender?

I'll be at the NBAA's Business Aviation Convention & Exhibition in late October and I will do a little "person on the street" informal polling with my generation to see if any of my thoughts here resonate with them. I would also love to hear from readers about your thoughts and feedback and I can share that in a future column too. Let me know your experiences and, if you can, your gender and ballpark age too. It's important to talk about this. It's stellar that Mr. Garvey used his very visible and popular piece of real estate in BCA to address this. We must keep the conversation going with the future of all passionate avi-

ation professionals—men and women—in mind. I expect there is still much more to discuss. ✈

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

***Let me know your experiences and your gender and ballpark age too. It's important to talk about this. It's stellar that Mr. Garvey used his very visible piece of real estate in BCA to address this.***

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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)





LOOKING AHEAD

The calendar of events is a source of information about industry/organization events.

The following are events at which Women in Aviation is a sponsor, partner, or exhibitor.

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

## 2015

### February 21-22

Northwest Aviation Conference & Expo  
Washington State Fair Events Center  
Puyallup, Washington  
[www.Washington-Aviation.org/NACOverview.html](http://www.Washington-Aviation.org/NACOverview.html)

### March 2-5

HAI Heli-Expo  
Orange County Convention Center  
Orlando, Florida  
[www.HeliExpo.Rotor.org](http://www.HeliExpo.Rotor.org)

### March 5-7

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

### April 21-26

Sun 'n Fun International Expo & Fly-In  
Lakeland Regional Airport  
Lakeland, Florida  
[www.Sun-n-Fun.org](http://www.Sun-n-Fun.org)

### July 20-26

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

### November 17-19

NBAA Business Aviation Convention & Exhibition  
Las Vegas, Nevada  
[www.NBAA.org/events](http://www.NBAA.org/events)

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ALYCE S. ROHRER

## REFLECTIONS OF A WASP

When my July/August copy of *Aviation for Women* arrived I perused the whole magazine in one setting, as always, fascinated with the development of women in aviation since the years when I was a part of it all. Sara Arnold, in her article (Page 48), quoted Amelia Earhart, and my mind went to Jacqueline Cochran, a friend of Amelia, who said almost the same

thing and set about to prove it. Her idea, to bring in and train young women to fly for the Army Air Force, gave me a chance to do something I never could have done otherwise, and I will forever be grateful to her for it.

In 1937, clear through the next decade, America—including most of the women—seemed certain that women were, and should be, limited in what they could accomplish. Those who stepped out of line and determined to do any type of work regarded as a “male prerogative” were immediately made to feel the lash of societal displeasure. Imagine what it was like for young women born with stars in their eyes and a love of the sky. Those of us from small towns seemed to have had a more difficult time than those from larger cities, but the disapproval was almost universal.

Examples:

Mother: “My dear, you shouldn’t be wearing coveralls and tumbling about in the sky like a man! What will people think?”

Aunt: “How silly! What makes you think the government would trust you to fly one of those big airplanes?”

Neighbor: “How can you embarrass your parents this way? Everybody will think you are a camp follower, just in there to chase men!”

Father: “You got the guts to try it, go to it, kid!”

In my experience it was the women who held other women back, not the men. I believe that in many cases, that is still true. Young women of today seem to believe that men were the roadblocks to women’s progress in the workplace, but I am sure this was not always so. It is difficult for most of them now to really understand how our culture has changed in the last



**Young women of  
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90 years, having not lived through it. In this new century, ideas have changed so drastically I can hardly believe it myself, and I did live through it. I’m glad the majority of American women are moving forward in their ideas and attitudes now. Yes, there are still some stereotypes and hurdles to overcome, but we are lucky to live in a time where the roadblocks are fewer. Is Sara Arnold ever right!

On New Year’s Day of 2014 I was honored to be among the eight WASP to ride on the special Pasadena Rose Parade float. I remember turning to my classmate and friend of 70 years, Flora Belle Reece, as we waved and smiled at the many viewers who lined the streets and shouted thanks and greetings. “Could we ever have thought when we joined the WASP in 1943 that we would be accepted this way so many years later?”

“Good grief, no!” she answered.

We both looked with pride at the female Air Force personnel marching beside us, so young, capable, strong, and proud. They had all been flying newly developed planes such as we would have loved to get our hands on.

Now we are both 90 years old. We are no longer young, strong, and capable. For us a long and rewarding life experience is ending. Of flying again

we can only dream, but our pride is now in the many intelligent and capable young women who fill the skies of America and love flying as we did. ➔

.....  
*Alyce Rohrer, WAI 48086, served as a WASP during World War II. After discharge she became a teacher at Nanzan University in Japan and later at Arroyo High School in El Monte, California.*



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](http://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.

○ .....

**Leah Hetzel**

Pilot, ExpressJet Airlines



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