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The Hong Kong Chapter is one of WAI's newest provisional chapters. Pictured here (L-R) are members Kitty Chang, WAI 60643; Mei Chan, WAI 6400; Vivian Poon, WAI 16535; and Wenyu Fu, WAI 8459.

COURTESY OF HONG KONG CHAPTER

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Capt. Donna Cottrell of the Coast Guard's Helicopter Interdiction Tactical Squadron in Jacksonville, Florida. Photo courtesy of U.S.C.G.

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PRESIDENT'S MESSAGE

DR. STANLEY J. ALLUISTI



DR. PEGGY
CHABRIAN

I met with two WAI founding board members at the Fall UAA Conference, UAA Executive Director Carolyn Williamson (center) and TailWinds Communications President Cassandra Bosco.

for many months now on improving the fast pass system for our members. Several of the airlines will provide face to face meetings with individuals, using a priority point system that gives preference to individuals based on the number of years they have been a WAI member and for those who register early. More of the airlines are participating in this program in 2015, and the hiring briefings, open to all conference attendees, are also in the final planning stages. And best of all, there will be no lines to sign up for a fast pass this year thanks to our new online system. Find more details on Page 5.

If you haven't made plans yet to attend the conference, do so now and take advantage of the early registration prices before they go up on January 12, discounted hotel rates through February 4, and other travel plans to save money.

Dear WAI Members:

Happy new year! The 2015 Annual International Women in Aviation Conference is fast approaching. We have a great lineup of speakers, both in the general sessions as well as the education sessions and seminars. The tours are starting to fill up and the enthusiasm for Girls in Aviation Day is also evident.

We have been working

A priority point system will give preference to individuals based on the number of years they have been a WAI member and for those who register early.

As I shared in the November/December issue, as of January 1 there is a new lifetime member category available to anyone joining or renewing her or his membership. This is a wonderful way to show your dedication to this organization, and as a thank you we have a special gift for you when you sign up as a lifetime member. We will also be recognizing our new lifetime members at the conference. Learn more about this new membership category and benefits on Page 4.

I look forward to seeing you in Dallas, and am thrilled

that WAI will be awarding 100 scholarships during the conference. I want to say a special thank you to the companies, individual members, and chapters who have made these scholarships possible.

And, if you haven't already sent in the reply card to our Annual Fund mailing, it's not too late. Remember you can designate your gift to go to a particular program

or area of WAI—either its operations or the endowment fund.

I trust your 2015 will be a wonderful one!

Sincerely,

Dr. Peggy Chabrian

Dr. Peggy Chabrian
President and Founder

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WAI ON THE ROAD

Women in Aviation, International participated as an exhibitor at the University Aviation Association Fall Conference held in Daytona Beach, Florida, this past October. Several members of the ERAU-Daytona Beach Chapter volunteered at the booth answering questions about memberships, WAI chapters at colleges and universities, and the WAI scholarship program. Dr. Peggy Chabrian attended the event interacting with many of the faculty and encouraging

DR. STANLEY J. ALLUISI



Alitia and Helen worked the UAA booth with Peggy.

them to begin WAI chapters at their respective institutions. She also attended the UAA Past Presidents breakfast.

Immediately following that event was the Embry-Riddle Aeronautical University (ERAU) homecoming Wings and Waves event including an air show over the beach on Saturday and Sunday. During the event, Peggy had meetings with ERAU representatives regarding the university's participation at the 2015 WAI conference in Dallas and renewing the ERAU WAI student membership program.

Peggy was back in Florida the following week meeting with the WAI Florida Tech Chapter in Melbourne. Chapter officers hosted dinner at a local restaurant to share many of the recent and upcoming activities the chapter is participating in. At the close of the chapter meeting, the dean of the Florida Institute of Technology who oversees the aviation program pledged to pay for 20 students to become members of WAI. ➔

**NEW LIFETIME MEMBERSHIP CATEGORY**

The WAI board of directors has approved a new membership category beginning in 2015 for members wishing to make a lasting commitment to the organization. The lifetime membership option ensures you'll never have to renew again and allows you some special lifetime members-only perks.

As a lifetime member you'll receive all of the regular WAI member benefits, plus exclusive discounts at the annual International Women in Aviation Conference, special event invitations, select WAI lifetime member merchandise, and a unique lifetime member gift when you join.

Lifetime membership rates are \$1,499 for those under 60, and \$949 for anyone 60 and older. You can join online any time at www.WAI.org, or call 937-839-4647. ➔

Membership Changes

As of January 1, 2015, annual membership dues will increase to \$45 for an individual membership, \$32 for a student, \$55 for international members, and \$42 for international digital memberships. This is only the second dues change in the history of Women in Aviation, International, and the first in 13 years.

It is important to the WAI staff and board of directors to provide the most value possible for your membership dollar, and members can look forward to some enhanced member benefits in 2015 as well. The *WAI Connect* e-newsletter will now be distributed monthly, keeping you updated on news from our busy aviation community. With our new website rollout this spring you'll also see improved ways to manage your membership details and stay informed and engaged.



We've also negotiated some fantastic new members-only discounts with MedjetAssist (see Page 23) to go along with discounts members already receive from Enterprise Rental Car and on WAI event registration. Our partnerships with SmithAmundsen's Aerospace Group for legal benefits and Aviation Medicine Advisory Service remain in place. And don't forget the scholarships, networking, and mentoring—we're always at work to increase those opportunities for our members!

We know there are a variety of aviation organizations you can be a part of, and genuinely appreciate your commitment to being a part of WAI. The industry is a better place because of our members—because of what they contribute in the workplace, and how they help those around them succeed. We couldn't do what we do without you, and we hope you feel the same! ➔

Conference Fast Pass Updates

During our 2014 conference in Orlando, we had a higher than normal number of individuals in attendance who were interested specifically in talking with exhibiting companies about career opportunities. This was our second year experiencing a large number of people coming only for this purpose. We initiated a fast pass system with the intent of reducing crowding in the exhibit hall. Unfortunately, this caused people to stand in lines for long periods of time and did not solve the problem. As a result, we have refined our strategy for the 2015 conference.

The following are guidelines for the 2015 Annual International Women in Aviation Conference in Dallas, Texas:

- **You must be a current member of Women in Aviation, International to participate.**
- **Participating airlines will present hiring briefings throughout the three days of the conference to outline their basic application procedures, discuss current positions available (and their requirements), as well as answer any frequently asked questions. These briefings will last 30-40 minutes. The schedule will be available online, in the March/April issue of *Aviation for Women*, and in *The Daily* on-site.**
- **The fast pass system will be streamlined with an electronic registration process this year. Members will pre-register to reserve their fast pass. A priority point system will be used for distribution of the limited passes. The point system awards one point for each year of WAI membership, plus two points for early conference registration, and one point for general conference registration.**
- **Members will be notified to register for fast passes via e-mail beginning in January. By logging into the Members Only section at www.WAI.org, members wishing to participate may rank their top five companies. Passes will be issued for their top three (as available) and physical passes will be included with the conference registration materials on-site. Members will be notified of their timeslots via e-mail in February.**
- **Face-to-face meetings, as scheduled through the fast pass system, will be held in separate rooms outside of the exhibit hall.**
- **Should a backlog develop, there will be a waiting area designated near the interview rooms where those waiting for their timeslots can be seated. Attendees forming lines in the exhibit hall will be directed to the waiting area.**

A list of all companies who will be participating in the fast pass event will be published on www.WAI.org in mid-December and listed in the January *WAI Connect* e-newsletter.

Look for more details on this process as they are available on the WAI website and via e-mail. Call 937-839-4647 or e-mail Stephanie Gordon at sgordon@wai.org with any questions. Our goal is to streamline the fast pass process and efficiently and effectively serve the needs of those members wishing to participate while maintaining an enjoyable conference experience for all. ✈



The end of October found WAI's Audra Hoy and Dr. Peggy Chabrian in Orlando at the NBAA Business Aviation Convention & Exhibition. The organization welcomed several new members during the convention with the help of members from the Central Florida, ERAU-Daytona Beach, and the soon-to-be provisional Tampa chapters. Peggy spoke at the Women in Corporate Aviation luncheon during the convention and also met with several companies who exhibit and sponsor at the WAI conferences.

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CANDIDATES FOR WAI BOARD OF DIRECTORS

At the 2015 WAI annual membership meeting, five board members will be elected to serve for a three-year term on the WAI board of directors. The following is the slate of candidates approved during the fall 2014 board meetings. Members may vote in person during the annual membership meeting or can submit proxy voting permissions in the members only section at www.WAI.org.



Brian Bolt
(incumbent)

Brian Bolt is manager of fleet common programs and new hire pilot indoctrination for Delta Air Lines. He is responsible for pilot instructor fleet training academics that include CRM/human factors, initial pilot instructor school, and new hire/returning military pilot indoctrination and was instrumental in developing and facilitating international SkyTeam crew training.

Brian began his career with Delta Air Lines in 1983 as an airport customer service representative. In 1984, he advanced to aircraft line maintenance, and in 1987 transferred to flight operations as a pilot training instructor.

Brian's professional passion since 2004 has been directing Delta's involvement with diversity organizations that include Women in Aviation, International and the Organization of Black Aero-

**The 2015 WAI
annual membership
meeting will be held at
11 a.m. on Thursday,
March 5, 2015, at the
Hilton Anatole in
Dallas, Texas.**

space Professionals with a "Cradle to Career" approach for B-737NG type rating scholarship awards.

Brian, his wife Connie, and son Ryan live in Fayetteville, Georgia.

Karen Gebhart
(incumbent)

Karen Gebhart is vice president of business development for Helicopter Association International (HAI). She leads HAI's membership, advertising and sales, trade show, and partner relations departments. Additionally, she has management oversight of HAI HELI-EXPO, the world's largest helicopter trade show and exposition.

Prior to joining HAI, Karen served in executive leadership positions for more than 16 years at the Aircraft Owners and Pilots Association (AOPA). She joined AOPA in 1994 as vice president of membership, where she oversaw extensive membership growth. She also expanded AOPA's reach through mem-



bership partnerships in the international market, and managed the general aviation industry Be a Pilot promotion campaign. She became senior vice president in 1996. In 1999, she added AOPA's member products, technical assistance hotline, and annual convention operations to her areas of responsibility. Karen was named executive vice president of non-dues revenue in 2001, taking over AOPA's convention exhibit and advertising sales. In 2007, she was named executive vice president of AOPA communications, leading the division responsible for bringing AOPA's message to members, media, government, and the public through *AOPA Pilot* and *AOPA Flight Training* magazines, AOPA Online, electronic newsletters, outreach events, media relations, and public relations campaigns including GA Serves America. Karen was appointed president of the AOPA Foundation in 2009.



Hecker

Deborah Hecker

Deborah Hecker is a 737-800 first officer for American Airlines. A graduate of Michigan State University with a degree in international relations, she began her aviation career in 1994 flying freight out of a small Michigan airport. She then flew for Piedmont Airlines, before being hired by American Airlines in 1999. Deborah has flown the B757/767 and as flight engineer on the B727. She also completed training to become a certified American Airlines flight attendant on the B777-200, B757/767, B737, and MD80, becoming the first person in the history of American Airlines to be dual qualified as a pilot and flight attendant.

She has been an active member of WAI since 1996 and was awarded the American Airlines Women in Aviation B727 type rating scholarship in 1998. She is a cofounder of the WAI Keep Flying scholarship, Keep Flying International scholarship, and the American Airlines' Engineering, Maintenance, and Veteran's Initiative Women in Aviation scholarships.

In addition to pilot duties at American, she is involved with numerous special projects involving customer experience, technical operations, pilot recruitment, diversity, and military veteran events. Deborah resides in Dallas, Texas, with her husband and three sons.

Marci Veronie

Marci Veronie has spent 28 years in the aviation insurance industry, rising from an administrative position to

vice president of sales and marketing at Avemco Insurance Company in Frederick, Maryland. She is a leader of Avemco's efforts to promote aviation safety and is a frequent speaker at air shows around the country, including conducting educational seminars at the annual International Women in Aviation Conference. Marci has been an active member and enthusiastic supporter of Women in Aviation, International since 2001. As a member of the WAI Capital Region Chapter she has volunteered her time for local and regional WAI activities at Frederick Airport and Girl Scouts Day at the Smithsonian's Udvar Hazy Center. Marci is a graduate of the Bradford School of Business in Pittsburgh, Pennsylvania.



Veronie

Abingdon Chelsea Welch

Born in England but raised in Burbank, California, Abingdon Welch is unlike most CEOs. She has a serious spirit for adventure and excitement, especially when it has to do with flying. At the age of 14, she first took interest in aviation. Her fascination grew and followed her through college and her service as a Peace Corps volunteer in Africa. By the time she hit 22, she couldn't wait any longer and she finally earned her private pilot certificate after just 34 days of training.

Now 31, the young pilot has carried her adventurous spirit to the corporate world as well, working as CEO of The Abingdon Co., which specializes in high-end traveling timepieces and paper airplane jewelry for female adventurers



Welch

like herself. She also serves as the driving force behind The Abingdon Crew, a group of high-flying and talented female pilots that includes acrobatic performers Melissa Pemberton and Jacquie Warda.

When she isn't working on acquiring her seaplane rating or teaching at Elite Flight Training and Management flight school in Las Vegas, you can catch her somewhere around the world as she ferries small jets and airplanes internationally. Her flying skills were made immortal by her performance as Ariel Tweto's flight instructor on the Discovery Channel's reality show *Flying Wild Alaska* in 2012. Her company runs the annual It's About Time scholarship to give women from around the world the chance to come out to the International Women in Aviation Conference so they can learn about all the various jobs in the aviation industry and where they might fit into it. ✈



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26TH ANNUAL
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CONFERENCE

Happy New Year!

Last year was an amazing year for chapter growth. We have added three international chapters in just the last few months. There is continued interest domestically and internationally from WAI members wanting to start chapters, and I am optimistic for what 2015 holds. Our WAI members are go-getters who are so passionate to spread the mission of WAI—on behalf of the organization, thank you for all your hard work!

by Audra Hoy

Meeting WAI members in person always stokes my fire, and this fall was great for just that. Between the AOPA Regional Fly-In in Frederick and NBAA Business Aviation Convention and Exhibition in Orlando, I got to meet so many members. Our organization is full of amazing women and men from all backgrounds, and it is rare that I don't walk away in awe of those I meet.

Please welcome to the chapter family our new Hong Kong, Ireland, Middle East, and Arizona State University chapters, and our newest official chapter, Alamo City.

If you have any interest in starting a chapter or becoming involved in your local chapter, please don't ever hesitate to reach out to me (ahoy@wai.org). I hope to see many of you in Dallas at the WAI annual conference! ✈



STARS OF THE NORTH CHAPTER

The Stars of the North chapter in Minneapolis, Minnesota, had a great turnout for its fun family pumpkin carving event at a local hangar.



ANGY FOX

At NBAA we signed up new members from Bermuda and they are anxious to start a chapter.

GREATER LOS ANGELES AREA CHAPTER

The Greater Los Angeles Area Chapter recently teamed up with local flight school Pacific Skies Aviation to offer members an opportunity to fly a PFC simulator and raffle off three free discovery flights for the nonpilots interested in learning to fly. The discovery flight went around the south bay of Los Angeles. A barbecue lunch followed on the patio, and Pacific Skies Aviation Flight Instructors stayed all day answering questions anyone had. It was a blast to say the least! ✈



Shannon Howell,
WAI 60670,
student pilot



Rika Skullr,
WAI 58089,
former air
traffic
controller in
Japan

GREATER LOS ANGELES CHAPTER



(L-R) Fallon Winslow, WAI 19291, pilot for Compass Airlines and chapter president; Samirah Zaina, WAI 12227, air traffic control at Santa Monica Municipal Airport and chapter vice president; and Leigh Kotabe, air traffic control at Los Angeles International Airport.



Chapter Vice President Audrey Maddox, WAI 29073, shows a young boy how to fly a traffic pattern.

ROSE CITY CHAPTER

In September, the Rose City Chapter participated in Pearson Field Education Center's Saturday Program, located in Vancouver, Washington. They spent the afternoon promoting Women in Aviation, International and the local chapter and working with children to experience a small taste of aviation. ➔

SAN DIEGO CHAPTER

The San Diego chapter recently toured Naval Air Station North Island on Coronado. The tour was led by **Lt. Cmdr. Jackie Schuman**, who showed us the C-40A Clipper that she flies. We also received a full briefing and tour of the C-2A Greyhound, a helicopter that provides critical logistics support to carrier strike groups. After the tour, the group had drinks at I-Bar, one of the last old-fashioned military aviation officers clubs left! ➔



(L-R) Janette Lanz, WAI 55190; Christina Munro, WAI 21021; Lt. Cmdr. Jackie Schuman; Thao Nguyen, WAI 59970; Paris Clement, WAI 52478; Chuck Kerber; Jill Meyers, WAI 16138; Whitney Ghoram, WAI 14750; Beth Mandell, WAI 49142; Cynthia Burgunder, WAI 42935; Rich Martindell, WAI 41385; Gavin Kurey

Welcome New Chapters

OFFICIAL CHAPTER

Alamo City

San Antonio, Texas

President: **Melinda Vasquez**

Vice President: **Aurelina Prado**

Secretary: **Crystal Harris**

Treasurer: **Olga Custodio**

Membership Chair: **Jennifer Rodriguez**

Outreach Chair: **Dana Perez**

Contact Info: **Melinda Vasquez**,
lexavasquez@aol.com

PROVISIONAL CHAPTERS

Hong Kong

Hong Kong, China

President: **Molly Boss**

Vice President: **Mei Chan**

Secretary: **Avegale Santos**

Treasurer: **Krista Durtschi**

Membership Chair: **Eva Man**

Outreach Chair: **Wenyu Fu**

Contact Info: **Molly Boss**, mcboss@me.com

Middle East

Dubai, United Arab Emirates

President: **Mervat Sultan**

Vice President: **Dina Ali Beljafiah**

Secretary: **Belinda Suares**

Treasurer: **Heba H. El Masry**

Membership Chair: **Farah Al Ansari**

Outreach Chair: **Maryam Al Balooshi**

Contact Info: **Mervat Sultan**,
mervat@waiorg.me

Ireland

Shannon, Ireland

President: **Cordula Hansen**

Vice President: **Melanie Rogan**

Secretary: **James Gilna**

Treasurer: **Jane Magill**

Membership Chair: **Josephine Prendergast**

Outreach Chair: **Brian O'Connell**

Contact Info: **Cordula Hansen**,
cx.aviatrix@gmail.com

Arizona State University

Phoenix, Arizona

President: **Brittany Ortiz**

Vice President: **Jillian Dauscher**

Secretary: **Katrina Holcomb**

Treasurer: **Natalie Flemming**

Membership Chair: **Natalie Flemming**

Outreach Chair: **Jillian Dauscher**

Contact Info: **Brittany Ortiz**,
brittaniasu@hotmail.com

SIUC SALUKI AVIATORS CHAPTER

The past few months have been extremely busy for the Saluki Aviators Chapter. Southern Illinois University Carbondale recently hosted its annual American Airlines Day. American Airlines flew an aircraft filled with prospective high school students to Southern Illinois Airport. The chapter provided food throughout the day for the event.

Southern Illinois University also recently hosted the Region 8 NIFA competition and finished in first place, winning every event. The university also took the titles for first and third Top Pilot, and second place Top Scoring Female Contestant. ➔

GONE WITH THE WIND CHAPTER

The Atlanta, Georgia, Gone with the Wind Chapter recently assisted EAA Chapter 6 in a Young Eagles event. More than 40 children between the ages of 8 and 17 took rides in an airplane. **Beth Powell**, WAI 15037; **Blanche Barfield**, WAI 49017; **Angie Bower**; **Andrea Weeks**, WAI 11736; and **Becca Friesen**, WAI 27234, assisted with registration, assigning pilots and children together, escorting children to aircraft, and handing out signed logbooks and certificates. ➔

CHICAGO LEADING EDGE CHAPTER

This September Chicago's Leading Edge Chapter was fortunate to have fifth-degree black belt **Ed Bilski** teach them a few self defense moves. The group learned how to stop an attacker dead in their tracks from a variety of approaches, and how to use a Kubaton, a small self defense keychain.

In October, several chapter members participated in a 5K on the runway at O'Hare International Airport. There was music, laughs, and airplanes galore! All of the proceeds went to the Wounded Warrior Project. ➔



NORTHERN LIGHTS CHAPTER

NORTHERN LIGHTS CHAPTER

The Northern Lights Chapter at Minnesota State University, Mankato, participated in homecoming activities this past fall. A powered parachute was brought to campus to be pushed along the homecoming parade route. Many spectators had never seen one before and were full of questions. MNSU Piper Warriors flew over the football stadium during the national anthem. ➔

**CENTRAL FLORIDA CHAPTER**

October was all about NBAA Business Aviation Convention and Exhibition in Orlando, and the Central Florida Chapter had an up close and personal view. Chapter member **Ashley Lang**, WAI 49379, volunteered in the Women in Aviation, International booth at the convention with Audra Hoy and Dr. Peggy Chabrian. Ashley was also able to meet **Amelia Rose Earhart**, the youngest woman to circumnavigate the globe in a single-engine airplane. As an instructor at Flight Training Professionals, chapter member **Maggie Larsen**, WAI 8963, enjoyed a bird's-eye view of the NBAA static display at Orlando Executive Airport. ➔



CENTRAL FLORIDA CHAPTER

(above) Ashley Lang with Amelia Rose Earhart. (left) Maggie Larsen's view of the NBAA static display at KORL.

NIGERIA CHAPTER

In August, the members of the Nigeria Chapter organized an Ebola sensitization campaign at Murtala Mohammed International Airport for members and all airport workers. Keynote speakers for the event were **Dr. Esther Omokhuale**, a medical consultant with the Nigerian Air force; **Dr. Oduwale Olawale**, head of Aviation Medical Clinic; **Dr. Haggai**, head of Medical NCAA; **Hajia Salamat Umar-Eluma**, outreach chairperson; **Mrs. Enahoro**; and **Dr. Morenike Kukoyi**. Dr. Esther Omokhuale gave a lecture on Ebola's mode of transmission and how it could be prevented. The Nigeria Chapter president, **Mrs. Rejoice Ndudinachi** emphasized washing hands with running water and using hand sanitizer when there is no water. At the end of the program the chapter distributed free hand sanitizers to all present. ➔



ATLANTIC AVIATORS CHAPTER

(L-R) Eileen Marland, WAI 6720; Lisa Rodriguez, WAI 32405; Dot Cunningham, WAI 12311; Amy Lind Corbett, WAI 13650; Tammie Irwin, WAI 12312; Michael Knabbe, WAI 42803

ATLANTIC AVIATORS CHAPTER

The Atlantic Aviators were excited and honored to welcome **Amy Lind Corbett**, chairman of the WAI board of directors and regional administrator for the FAA's New England Region to our playground. The Lance Cpl. Matthew Rodriguez Playground is located at the New Bedford Regional Airport (KEWB) and is aviation themed. After a brief tour of the playground Amy was gracious to pose for a picture with several members of the Atlantic Aviators Chapter. Thanks to Amy for her support of our chapter! ➔



HONG KONG CHAPTER

HONG KONG CHAPTER

Members of the newly formed Hong Kong Chapter held their October meeting at The Hong Kong Aviation Club and toured the facility located at the old Kai Tak Airport, Kowloon. They enjoyed a firsthand look at helicopter and fixed-wing flight training operations and learned about their youth and charitable programs.

Hong Kong Chapter members **Molly Boss**, WAI 1134, chapter president; **Mei Chan**, WAI 6400; **Kitty Chang**; **Krista Durtschi**, WAI 47463; **Wenyu Fu**; **Lisa Enebro Grant**, WAI 60825; **Mariesa Haseltine**; **Todd Hudgins**; **Dolores Pavletic**, WAI 40898; **Vivian Poon**; **Avegale Santos**; **Dianna Toy**; and **Joanne Wong** joined the Hong Kong Breast Cancer Foundation for its 10th Pink Walk for Breast Health on October 19. The 3.5K walk on the Peak attracted close to 2,000 participants and raised a record-breaking amount for its services to the community. WAI Corporate Member FedEx Express team members supported the event along with the Hong Kong Chapter and combined raised \$3,000. FedEx Express Hong Kong Foreign Domicile A300/310 pilots Molly Boss, Krista Durtschi, Wenyu Fu, Todd Hudgins, Dianna Toy, and Fleet Captain and Standards Senior Manager Dolores Pavletic are charter members of the chapter.



Hong Kong Chapter director **Gigi Choa**, WAI 60889, also serves as the president of the Hong Kong Aviation Club. She and her club were honored to receive a visit from

Dorothy Saul-Pooley, master of the Honourable Company of Air Pilots. Dorothy is the first female master of the Honourable Company of Air Pilots. **Lily Fenn**, chairman for the Honourable Company HK Region, and Dorothy also had a lovely visit of the headquarters of the Civil Aviation Department of Hong Kong, with a tour of its state-of-the-art facilities led by Director General **Norman Lo**. ➔



EMILY COAKER

DON'T QUIT

It is hard to write an article about yourself and say everything you want to, how you want to, in 500 words or less.

I had the same feeling back in 2004 when I first started applying for WAI scholarships. It gives one pause when reflecting on where to begin. Thankfully, in 2009, I was fortunate enough to accurately convey my story and make an impression

on some wonderful people at Delta Air Lines. That year, I became a finalist for its Boeing 737-800 Type Rating Certificate scholarship. I interviewed and later received notice that I was not selected. However, it was hardly a disappointment, as I received extremely positive feedback and was more motivated than ever to dive into that same application the next year, for the fourth time. Yes, four times. And before that, I had applied for other scholarships each year since 2004. Some people are fortunate enough to win a scholarship their first time trying, while others try for years with no luck. For me, perseverance paid off.

In this case, perseverance not only paid off in my scholarship applications over the years, but also in the fact that this was the theme of how I lived my life. In the end, it was the latter that meant the most. In 2011, I was awarded the scholarship from Delta and achieved my 737 type rating that November.

Hindsight is 20/20 and persistence in life's goals is key. I see it now, even though the hard times made it difficult to stay on track. My story seems simple, and my career progression and setbacks fairly straightforward, but we all know that life happens and everyone has more to her or his story than meets the eye.

Aviation has been a part of my life since I was born. In the '80s I was a card carrying member of Dusty the Delta Air Lion's Fantastic Flyer Program. By the age of 10, I was playing aircraft recognition games with my dad in the Cincinnati/Northern Kentucky International Airport (CVG) viewing

area. I received my first official flight lesson for my 16th birthday. In high school, I job shadowed the chief pilot for Delta Air Lines at CVG. While going through the aviation program at The Ohio State University, I achieved my bachelor of science in business administration, commercial pilot and CFI certificates, and was a part of the flight team. I spent more than four years working for NetJets, and was flying the CRJ for Comair by age 24. Went through my first furlough at age 26 and returned to flight instructing to remain current. I was flying the EMJ for American Eagle at 28, achieved my fourth type rating by 31, and am currently at my dream job of flying for Delta Air Lines at 32. Throw in 12 years of volunteer involvement in the National Intercollegiate Flying Association, Alpha Eta Rho membership, WAI events, many projects while on furlough, a marriage, and multiple moves, and it has been a busy road. A relatively short road compared to others, but not an easy one by any means.

People often ask me what I did to win a scholarship, or how I was fortunate enough to get in at Delta at such a young age. I tell them persistence and networking. In every occasion of my professional life, I can

point out how hard work, paired with networking, led to a job offer or opportunity for advancement. Nothing happened by chance and nothing happened without the help of my family, friends, and contacts made along the way.

I was lucky enough from an early age to know what I wanted to be when I grew up. Professionally, a career with Delta motivated my every decision to take the next step toward that



end goal. If there is anything that being furloughed taught me, it was that you can never afford to fall behind. The second you do, you jeopardize your chance for future success. It took a bit of reflection and overcoming fears of flawed logic to make certain decisions along the way. In the moment, they were difficult and may not have made sense, but in the end they paid off substantially in achieving my end goal.

My advice to scholarship applicants is simple: Do not get discouraged! Do not get discouraged in your current situation, and do not get discouraged if you are not selected one year or the next. You must keep trying. Odds are, you have already been noticed and are being watched for future opportunities. It is all about how you handle yourself in the face of setback.

I once quoted John F. Kennedy in an application essay: "Change is the law of life. And those who look only to the past or present are certain to miss the future." Take the steps to achieve your future success, no matter how hard the past or present may be. Always strive to differentiate yourself from the rest. Volunteer, stand out, be someone with more than just hours to show for their qualifications. Most donors would rather award her or his scholarship to the slightly less-qualified but well-rounded person, over the "qualified

on paper" but otherwise inactive individual. Decide who you would rather be and press onward!

While on furlough, I took up a project and published a rather large family cookbook. One day, while doing research for recipes in my grandma's house, I came across a typed poem on old, yellowed paper that she used as a bookmark. It was titled "Don't Quit" by John Greenleaf Whittier. It very much hit me that I was meant to find this. To this day, that little beat up piece of paper lives in the lanyard pouch with my certificates and crew

ID to remind me that I come from a line of women who refuse to give up. Although we are all in different situations, the principles remain the same.

*You can never tell how close you are,
It may be near when it seems afar,
So stick to the fight when you're hardest hit
It's when things seem worst that you musn't quit.
For all the sad words of tongue or pen,
The saddest are these: "It might have been!"*



.....
Emily Coaker, WAI 13391, is a first officer for Delta Air Lines on the Boeing 717. She resides in Grand Rapids, Michigan, with her husband, Marty.

***If there is anything
that being furloughed
taught me,
it was that you can never
afford to fall behind.***

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CAREERS

Molly Boss recently earned her airplane multiengine sea rating in a Grumman Widgeon and an A310 type rating.

Mary Mahoney, WAI 798, has retired as production director for AIN Publications. She was responsible for *Business Jet Traveler* and *Aviation International News*, and flew all over the world to produce the company's air show and convention dailies.



Mary Mahoney

Cheryl Marek, WAI 28672, was recently named the Southern Ontario Director for the Canadian Owners and Pilots Association.

Regina Anthony Njoku, WAI 58114, has completed all the requirements of the Chartered Institute of Aviation Management in Nigeria and conferred the degree of Fellow Chartered Institute of Aviation Management (CIAMN). She is now a chartered aviation manager.

Lt. Col. Debi Rieflin, WAI 14780, has retired after 31 years in the U.S. Air Force. Debi, the first female C-17 aircraft commander, celebrated with a final flight in the C-17 Globemaster III with an all female crew on October 27, 2014 at Joint Base Charleston, South Carolina.

Markham Elected
RAA Board Chair

The Regional Airline Association (RAA) has elected Cape Air President **Linda Markham**, WAI 56283, as the association's new chair for the remaining 2014-2015 term, replacing retiring ExpressJet President Brad Holt. Linda is the first female chair of the nearly 40-year-old RAA.

"FAA reauthorization, NextGen, a congressional leadership change, as well as the industry's biggest priority—pilot supply—will certainly top the RAA agenda in the coming year," Linda said. "I am honored by the board's vote of confidence and look forward to working with the RAA staff and membership on finding workable solutions to our current list of challenges." ➔

Linda Markham
spoke at the 2014
WAI conference.

PAULA GRUBB

Andrea Weeks, WAI 11736, recently upgraded to captain on the CRJ-700 at Express Jet.

PASSAGES

Louise Pfoutz, WAI 1195, recently died at the age of 95. She joined WAI in 1996. She and her husband Paul owned Morningstar Airport and farm for more than 40 years. Paul had passed away several years before, but Louise was waiting for the "right buyers" for the property—hoping to find a pilot who would keep the airport open. She was extremely happy to see Women in

Aviation, International locate its headquarters there.

Louise and her husband owned and flew a variety of airplanes, but were best known for the BT-13s they had. They flew together in air shows, including EAA AirVenture, and to several countries including Central and South America. She continued to fly until age 84.

In lieu of flowers, the family asks those wishing to remember Louise make a memorial gift to WAI. Donations can be made at www.WAI.org/donate or mailed to 3647 State Route 503 South, West Alexandria, Ohio. ➔

Meet the Staff

Name: Sue Coon, WAI 8500

Job Title: Membership Manager and Merchandise Manager

Describe what you do:

Process all memberships and merchandise orders.

How long have you worked for WAI? More than 14 years.

Who introduced you to aviation?

Our president, Dr. Peggy Chabrian.

Who is an inspiration to you in aviation?

The WASP ladies—they have paved the way to help women who want to get more involved with aviation.

Most memorable person you met through WAI? Sandy Anderson—



such a giving person and always willing to lend a helping hand in whatever capacity you ask of her. I am still amazed how such a tiny lady (retired B747-400 captain) flew those big airplanes!

Anything else we should know about you?

I absolutely love my job! I love meeting the members at the conference and trade shows and being able to put a face to a name, plus all of the many friendships I have developed through this dynamic organization. ➔

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!

More than 270 WAI members (listed below) have recruited 452 new members in 2014 and are now eligible for great prizes! Have you discovered a new star? Help them join.

Robert Adams
Kachollom Adamu
Abiola Adegbola
Mariam Adejoro
Anthonette Adekola
Betty Adindu
Felicia Agada
Charl Agiza
Debora Aiken
Ayoka Ajeigbe
Nkechi Ajose
Kacy Anderson
Sandy Anderson
Chris Ashman
Esther Aturuocha
Gail Avendano
Diane Babineaux
Kacy Baehr
Kerri Ballard
Lynne Ballegeer
Angela Bartley
Kimberly Bassett
Elizabeth Bates
Jacqueline Battipaglia
Deborah Baugh
Audrey Baxcajay
Patricia Beckman
Derek Bernett
Mary Beth Bleyl
Sarah Bliesath
Jonathan Boltz
Molly Boss
Ruby Bowen
Lisa Brackmann
Jacqueline Breeden
Joanna Brinkerhoff
Rebecca Buhn
Jocelynn Burnett
Siulyn Camchong
Tammara Cannon
Shelley Capes
Catrina Capistrant
Carla Caraveo
Terry Carbonell
Kitty Chang
Clint Chase
Caitlin Chenoweth
Rebecca Colby
Carlimar Collazo
Andrea Connolly
Sharon Cortney
Gillian Courage
Kathleen Crveling
Eric Cronk
Julie Cruze

Andrew Csondor
Cympa Damisa
Joseph Davi
Bethany Davis
Dr. Diane Dempster
Allison Dennis
Pamela Doddridge
Monica Dunbar
Elisabeth Dupuy
Chinenye Ebirim
Shelby Edwards
Rita Egbadon
Temitope Ehima
Chidinma Ekpo
April Erhardt
Patricia Espinosa
Devyn Everett
Noutchemo Simo Fadi-
matou
Larissa Fildes
Audrey Fishback
Mikayla Fisher
Judith Fleming
Gladys Folayan
Heather Ford
Angye Fox
Courtney Frank
Alicia Franklin Ludwig
Jessica Freeman
John-Claud Freese
Becca Friesen
Justin Fronk
Daniel Funk
Wally Funk
Tanya Gatlin
Ryan Gavina
Raechel Geary
Linda Geyer Goodrich
Emma Gist
Meg Godlewski
Sue Gongul
Jenny Gracia
Linda Grady
Derek Grenier
Sharon Grey
Nathalie Hacken
Kimberly Hagerty
Helen Hagg
Julie Hall
Earl Halquist
Shane Hamilton
Heather Hammel
Eve Hanley
Cordula Hansen
Kari Harris

Morgan Hartwell
Elizabeth Hauk
Nora Hauserman
Shelley Hedrick
Melanie Ho
Judy Holly
Athina Holmes
Katrina Horobowski
Justin Howell
Donna Hrinak
Coralyn Hudik
Mary Iso
Joanne Janchus
Leon Johnson
Carolyn Jones
Jacqueline Kaye
Deanna Kimball
Petra Kliman
Lorena Knapp
Caroline Kolasa-Scott
Miyukiko Kostelny
Nadia Kountoures
Bonnie Kratz
Erika Lamb
Colleen Larkin
Erica Larsen
Maggie Larsen
Charles Larson Jr
Ranee Laskewitz
Salma Lawan
Robin Laws
Lorrie LeBlanc
Ryan Leeward
Anita Lemmon
Emily Lewis
Megan Ley
Christina Long
Elis Long
Michaela Lucas
Ryan Mammen
Eva Man
Mickale Manley
Patricia Manos Kraemer
Molly Martin
Paige Martino
Michael Matlosz
Morgan Maxwell
Rebecca McCracking
Debra McFarland
Marissa Mehal
Jennifer Meiners
Cindy Mencil
Jill Meyers
Debbie Minnich
Megan Montgomery

Jamalyn Moore
Carrie Muehlbauer
Karin Muller
Ame Muo
Hajara Musa
Jennifer Nash
Brenda Nava
Laura Nealon
Natalie Nielsen
Marjie Norton
Janine Nunes
Chinwe Nwaobasi
Njideka Nwobu
Jill Oakes
Kelly O'Dea
Temitope Odesina
Unah Odhiambo
Grace Oduro
Ladi Ogazi
Chidinma Oguh
Patricia Ohlsson
Doris Okey-Okibe
Maureen Okoth
Joyce Oladunni
Raquel Oliva
Udeh Oluchi
Maria Ubong Odoor
Brittany Ortiz
Olugboyega Osifowora
Alethia Pappageorge
Uche Patrick-Obikile
Christopher Penberthy
Robin Perry
Molly Peterson
Brian Petricone
Michelle Petrina
Donna Petrosky
Jennifer Phillips
Jennifer Pinkowski
Andrew Plummer
Aurelina Prado
Daniel Prather
Amelia Preis
Jennifer Prichard
Brian Puskas
Ashley Raudonis
Saundra Reifel
David Reiss Jr.
Kelly Rinehart
Cindy Rodina
Lisa Rodriguez
Linda Rogus
Cherise Rohlfing
Summer Rosenhoover
Gerri Schultz

Modupe Sessi
Lukasz Shaded
Ria Shannon
Kerry Sheridan
James Shore
Andrew Shoup
Carolyn Smallwood
Jennifer Stepp
Lexie Stolen
Gina Stramaglio
Brian Strzempkowski
Dawn Tapley
Tammy Taylor
Caidy Thompson
Colleen Thompson
Rye Thompson
Bonnie Tidswell
Patricia Tomich
Christine Torres-Vega
Rachael Tracey
Miles Tranchina
Chiaka Ukegbu
Eugene Ulat
Ruth Uwabor
Osarobo Uwubanmwun
Eric Valgardson
Lindsey Van Beusekom
Dana Van Milligan Kim
Lotte van Noetsele
Susan Wadas
Jalyn Wadden
Jacqueline Warda
Patricia Warner
Chelsea Welch
Cody Welch
Tommy White
David Whitney
Karen Williams
Fallon Winslow
Christine Wintczak
Emily Wiprud
Carmen Wise
Matthew Wise
Michael Wolf
Anna Yackshaw
Kathleen Yodice
Claudia Zapata-Cardone

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

Making Your Own Luck

This Part You Know.

On a clear, blue-sky Tuesday morning in September 2001, 1st Lt. Heather “Lucky” Penney and Lt. Col. Mark “Sass” Sasseville, the director of operations for the 121st Fighter Squadron of the D.C. Air National Guard, hurriedly donned their flight gear. Sass told Lucky he’d ram the cockpit. Lucky said she’d take the tail.

In the past two hours, two hijacked airplanes had hit the World Trade Center in New York City, and a third had struck the Pentagon. A fourth, United Airlines Flight 93, was suspected to be heading toward the nation’s capital, too.

Unarmed, the two F-16C jets took off from Andrews Air Force Base in Virginia, flying low in full afterburner over the burning Pentagon, and went on the hunt for the missing airliner. They—and the rest of the country—would only learn later how it met its fate in Shanksville, Pennsylvania.

This Part You Don’t Know.

More than 13 years on, that day is still something she doesn’t like to talk about. “I was just the wingman,” she said. “Anyone in my position would have done the same thing.”

In fact, she’d fly another sortie that day, intercepting general aviation aircraft oblivious to current events and escorting Air Force One back to Andrews, and she’d continue to fly combat air patrols over the capital—midnight to 4 a.m.—until the following May. Her squadron then began spooling up for the possibility of war. “The pace in a fighter squadron never lets down,” she said. “Life continued on.”

Indeed. Today, Heather is a major, a decorated combat pilot, a mother and mentor, and she leads programs as a defense contractor that will shape the future of the service she longed to be part of. None of it has been an easy road, but she’s traded a “legacy of chance” that put her in the air on a fateful morning for a “legacy of choice” where she’s made the most of the chances she’s been given. Along the way, she’d demon-

strated what commitment, passion, and dedication can do—not just for herself, but those who will follow.

Fit to Fly

Heather grew up the kid of a U.S. Air Force—and, eventually, Air National Guard—fighter pilot, and from 4 years old, that’s the path she wanted to take. “I grew up around a fighter squadron,” she said, and she loved the brotherhood, the stories, and the airplanes. “I fell in love with the F-4 Phantom. There’s something about the mission set and performance aspect that just made my blood run hot,” she said.

by Greg Laslo

She credits her parents for never telling her she couldn’t answer that call. In fact, no one told her until she considered applying to ROTC at Purdue University. It’d still be several years before the restriction on female fighter pilots was lifted, so she pursued undergraduate and graduate degrees that would lead toward a probable career in academia.

But she flew anyway. She earned her private certificate during the summer of her freshman year, and she went on to help create the university’s team for the all-woman Air Race Classic cross-country race. As part of Purdue’s first race crew, she mingled her passion for flight, determination, and a genetically ferocious competitive streak—her father, John, flies *Rare Bear Race 77*, a Grumman F8F Bearcat, in the Reno Air Races—to execute race missions that mixed speed, knowledge, judgment, and skill.

She finished 10th that year and afterward dove into ensuring the team’s permanence. “I was completely committed to working with Purdue to build the team, to get the sponsorships, to set up an organization that was going to be able to last beyond my time there—to set up an organization that would continue to race and offer that opportunity to young women,” Heather said.

Two years later, the Purdue team won. About the same time, Heather learned that fighter restrictions had been re-

“Being a fighter pilot isn’t something that you do, it’s something that you are. Leaving the F-16 wasn’t just that I no longer had landing currency; I really had to grapple with what that meant to my identity: *Who am I, and what does that mean for my future?*”

A close-up, first-person perspective of a scuba diver's face through a mask. The diver has blonde hair and is wearing a light-colored shirt. A corrugated breathing tube is prominent in the foreground. The background shows a bright, hazy sky and a sandy beach.

**HOW HEATHER PENNEY
IS CREATING
HER OWN DESTINY**

moved. "There was no question in my mind: That's what I wanted to do," she said.

She specifically chose the Air National Guard. She wanted to fly a *fighter*, and as an active-duty U.S. Air Force pilot, she knew she'd serve at the whim of the service. Plus, she wanted to call one place home. "I wanted to be able to control my destiny, and I knew that as long as I was good enough, I would return back to my unit to fly whatever it was they had on their ramp," she said.

She applied to every ANG fighter unit in the nation and was selected by the D.C. Air National Guard 121st fighter squadron, an F-16 squadron. Receiving her commission in 1998, she then earned her wings from Euro-NATO Joint Jet Pilot Training the following year.

Still, she had one more itch. In the two weeks between UPT and her next training assignment, she flew her 1941 Taylorcraft BC-12 from Texas to California, sleeping under the airplane along the way. It was the adventure of a lifetime. "I had just the most wonderful people take care of me as I flew this tiny little antique airplane," she says. "There's something very special about little airports, and there's something very special about airplane people."

War Bird

After initial F-16 training, she reported to her squadron in January 2001. "I was still a brand new guy," she said. So far, flying a fighter was all she expected it to be. "I loved the tactics. I loved the performance. It's a thrill like none other."

But as the lone female pilot in her squadron—or her training class, for that matter—she found herself in a brave new world. "It's not an easy skill set," she said. "It's not an easy community."

For sure, those wings come with high expectations—for pilots to be honest about their performance, to be ruthless in debriefings, to own their mistakes, and to fix the root causes of errors. That part was alluring; she craved being the best, and a solid bomb on target is an objective way to keep score. "The jet doesn't care whether you're a man or a woman," she said. "It just cares if you know your stuff."

But socially, she recognized landmines. On the one hand, there's a culture that embraces the actions, courage, and skills of exceptional pilots, and adopting those mores made her part of the team. On the other, the environment can be disorienting; she could never be one of the "boys"—nor should she try. Instead, to excel, she had to focus on tactical performance and credibility, creating healthy boundaries, and giving and demanding respect. This career isn't for the faint of heart; she'd have to be fully committed and centered.

Indeed, her first deployment reinforced that. She was airborne over Iraq in March 2003 when the bombs started going off in Baghdad, and Saddam Hussein had one of the most capable air defenses in the world. She was a nighttime SCUD hunter and flew special operations-support missions in the country's western desert.

Her second deployment, in 2006, was different. While pilots flew in permissive and secure airspace, she now had two daughters—the youngest was five months old—and she faced the end of a "dysfunctional" marriage. "It was difficult," she said; she knew her girls would be okay with her mom, who'd helped out while she



Now retired from flying the F-16, Heather has kept flying a part of her life with the purchase of a Cessna 170A, which she enjoys flying with her daughters.

re-qualified in the F-16 after each pregnancy, but this would be a litmus test of how badly she wanted to serve. "It's something I couldn't not do," she said. "I was not going to be left behind. It was my duty. It was my privilege. Iraq was where I needed to be."

Back home, though, she found herself the lone breadwinner for a young family. Through her network in the Guard, she found a position at Lockheed Martin, and for three years, she kept a lot of balls in the air. Eventually, the demands of the job that paid the mortgage, flying the F-16 part time for the Guard, and the challenges of parenting solo brought her to a juncture. "I was a very good fighter pilot," she says. "But I was losing my proficiency. And there comes a point that if you can't be the best fighter pilot out there, then you shouldn't be a fighter pilot."

In February 2009, she made the decision to leave the F-16. "Being a fighter pilot isn't something that you do, it's something that you are," she said. "Leaving the F-16 wasn't just that I no longer had landing currency; I really had to grapple with what that meant to my identity: *Who am I, and what does that mean for my future?*" And with *daughters*, it took on deeper meaning: whether it would teach them that being a parent means they have to give up their dreams and passions. "I made the right decision, to be there for my daughters, and that gives me peace," she says. "But it doesn't lessen the grief."

She didn't completely give up on jets—or racing, even. She got a call out that put her into the cockpit of AirRace21's L-29 Delphin *Raju Grace* for the 2010 Reno Air Races, and she did well. She placed first in her speed grouping of stock-engine racers, and won second in the Silver class, flying more than 410 mph, barely 50 feet above the desert.

The next year, after installation of a modified engine, she flew the jet in testing to more than 520 mph. Until the rear engine mount failed. Misdirected jet exhaust caused a partial failure of the aircraft's rudder-support structure, and she dug deep to save the aircraft on landing rollout.

For the second time, she had to reconsider her goals as a pilot. "I had to think beyond my personal aspirations to my responsibilities," she said. "Leaving the F-16 was the hardest decision I've ever had to make. Leaving air racing is probably No. 2."

Transition Training

Heather's building her legacy now by looking forward, and she's focused on contributions that may shape the future of the Air Force and her family. Eight years into Lockheed Martin, she's director of U.S. Air Force Air Superiority Programs, Aviation Systems. She was part of the team that received the Robert J. Collier Trophy for the F-22 fighter program, and her current portfolio focuses on Air Force training. This includes the company's applicant to replace the geriatric T-38 advanced trainer, as well as a "Live-Virtual-Constructive"

Hear Heather Penney speak at the 2015 International Women in Aviation Conference in Dallas! She will be conducting an education session on Friday and delivering a keynote address on Saturday.

developmental program that melds simulators, synthetic computer-constructed threat environments, and live-aircraft operations in training operations designed to challenge the Air Force's next-generation aircraft and pilots.

All allow her to advocate for her service and align company programs with pilots' needs, but a side project will likely have just as important an effect. She is founder and lead of the Female Officer Retention and Talent Management project, which, at

the request of the Chief of Staff of the Air Force, examined female-officer retention in the Air Force; women leave the service at about twice the rate of male officers. They found that, because of the way officers are managed and promoted—with frequent moves, deployments, long days, and great demands—officers require a stay-at-home, portable partner to serve. "That's not women," she says. "We can't do that. It's not that women aren't as talented, committed, or driven. It's that we don't look like that 1950s nuclear family. America doesn't. And that makes navigating an Air Force career far more difficult and complex."

As a result they have to make a choice. She had to make a choice.

Bigger picture, they found that female officers might be the canary in the coalmine. The millennial generation—today's 20- and 30-something women *and* men—have work-life values that more closely mirror traditionally feminine ones. "If we don't transform how we manage our officers, we're going to lose not just the women, but also an entire generation," she says. "If we can't win playing by the rules, then we need to change the rules."

Personally, she's found a way to continue flying. When she left the 121st, that squadron's sister organization, the 201st Airlift Squadron, welcomed her as an instructor and aircraft commander on the C-38 AstraJet, a corporate-jet type transport. And she spends a few weeks each summer flying the Collings Foundation B-17G *Nine O Nine* and her recently acquired family plane, a Cessna 170A, to adventure with her girls, who are now learning to fly. In a wholly new sense, the dream survives.

And that's what she hopes her girls will learn. Life and circumstances don't always go the way you planned, but that doesn't mean you give up—you just find a different way. "Total love and dedication to your dreams will be what moves you beyond yourself, what picks you up and keeps you going when you do fail, and it's what will transform failure into success," she says. "Even if that success looks different than what you thought at first." Certainly, they'll have an experienced teacher, one who can show them that when they have that passion, determination, and skill, the right people notice. And that means regardless of what life throws at you, you're still the one who get to create your own destiny. ➔

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Greg Laslo is a writer and editor in Kansas City, Missouri.

Ida Holdgreve

The woman who sewed for Orville and Wilbur

My favorite photograph is one of my grandparents sitting on the running board of a Model T in the yard of their Wisconsin farm. My grandmother has her arm around my grandfather's neck, pulling him to her. I love that I can witness this moment in time with my grandmother as a playful newlywed, a young woman in love, and not just the older grandmother I knew. I have often looked at historical photos, especially those of women, and wondered about their lives. These women are not just mannequins, but women who laughed and cried and worked in factories and took care of children. The camera has shown us one second of their lives.

And so it was with a photo from The Wright Company, the Wright brothers' very first airplane factory. We have a photo of a woman sitting at an oversized table working on what appears to be heavy fabric on a sewing machine. Although this photo has been archived for years in the Wright State University collection of Wright brothers photos, the identity of the woman was lost. For decades, no one knew her name. Today we do: She is Ida Holdgreve.

Thousands of women have followed her into the factory and earned a living wage building airplanes, but Ida was the first. The job made Ida a pioneer in the first American factory built for the purpose of producing airplanes. She and a handful of others were the first Americans hired and trained for specialized aircraft manufacturing jobs. And yet, her name and identity were lost for years.

I asked Phil Scott, author of *The Shoulders of Giants: A History of Human Flight to 1919*, what he knew about Ida. "She's new to me," he said. After researching his personal

aviation library, he told me that her name doesn't appear in any works by the usual suspects, like the two-volume *Papers of Wilbur and Orville Wright*, nor *The Bishop's Boys* by Tom Crouch, nor *Wilbur and Orville* by Fred Howard, nor *Miracle at Kitty Hawk*, by Fred Kelly.

"It's not surprising though, because the Wrights were fairly sexist," he said. Orville had told Blanche Scott that "women are too nervous to fly" when he turned her down as a student pilot. In 1910, the Wrights

were organizing a flying team to demo their airplanes. The Wrights weren't unique: Blanche had already soloed during an air meet in Fort Wayne, Indiana, as a member of Glenn Curtiss' demonstration team. At the time Glenn, the Wrights' main rival, was positive that he wanted to add a woman to the team for the sheer novelty.

But it's not all black and white, and Orville's attitude toward women may have evolved. Although the only female the Wrights typically mentioned in their letters was their sister Katharine, Phil said that Orville and his father marched in a women's suffrage parade in 1914, which Katharine had organized. Maybe Orville felt that women were "too nervous" to fly, but that they were also "calm enough" to vote. In an extensive interview in a 1917 issue of *Harper's* magazine, Orville says, "Aeroplaning as a sport will attract women as well as men." He goes on to say that women not only make better passengers, but they also make better aviators.

But back to Ida. She might still be an anonymous woman in a photo if it weren't for a current, collaborative project between the National Aviation Heritage Alliance (NAHA) and Wright State Libraries Special Collections and Archives. These organizations wanted to see if they could identify the descendants of more than 80 people who, at one time or another, had worked for the Wrights in their factory. Not surprisingly, it is called the Wright Factory Families Project.

Around that same time of the launch of the project, Timothy Gaffney, NAHA's communications director, independently wrote a book titled *The Dayton Flight Factory*. It was at a book signing that Jerry Jacobson approached the author to tell him about his friend Ted

Theodore (Ted) Clark holds a photo of Ida Holdgreve, one of his mother's, in Wright State University Libraries' Special Collections and Archives. Ted responded to "Wright Factory Families," a joint effort by Wright State and the National Aviation Heritage Alliance (NAHA), with information about Ida.

NAHA PHOTO BY TIMOTHY R. GAFFNEY





CORNER OF SEWING DEPARTMENT

Clark, whose mother's cousin had worked for the Wrights. Her name, of course, was Ida Holdgreve, and in fact, her photo appears in Timothy's book. Ted later took his file of newspaper clippings about Ida to Dawne Dewey, head of Special Collections and Archives at Wright State. And that's how history identified the mysterious woman in the photograph.

From the file we know that Ida was born in 1881 in Delphos, Ohio. She later moved to Dayton, where she responded to a 1910 want ad from the Wrights, asking for a seamstress to sew the canvas covering the wings of their first production airplane. She worked at the factory until approximately 1915. During World War I, it's reported that Ida supervised women seamstresses for military aircraft at the Dayton-Wright Airplane Company in Moraine, Ohio.

An article in the November 20, 1969, *Dayton Daily News* said that she first worked for Wilbur and Orville "in a little room in Edgemont [Ohio]." While its own plant was under construction, the Wright Company initially occupied an unused part of the Speedwell Motor Car Company plant in Dayton's Edgemont neighborhood.

The company moved into its own factory in late 1910. "I sewed cloth for the wings, stabilizers, rudders, fins, and I don't know what all," Ida said in the November 21, 1969, *Dayton Journal Herald*.

Ida didn't live an entirely anonymous life. Her 15 minutes of fame came when she took her first (and only) airplane ride in

November 1969, at the age of 88. More of what is known about Ida comes from these reports. Ida said that while she sewed in the Wright factory, she dreamed of being in an airplane herself. Although a photo of this flight doesn't show enough of the airplane to identify it by make and model, the newspapers describe it as a "single-engine modern plane." Her pilot was Thomas O. Matheus, then chairman of the Dayton area Chamber of Commerce. The flight around the Dayton area lasted 20 minutes, and later Ida said the clouds looked "just like wool."

At the end of the flight, a reporter asked her if she preferred a car or an airplane for transportation. "It doesn't make any difference," Ida said. "Whichever gets me there quicker." Ida died in 1977 when she was 95 years old. She had never married and left no direct descendants.

Information about the Wright Company workers such as Ida "adds to the human side of the company's story," Dawne says. "It makes people come alive, and that's what this hunt for family members of the Wright Company workers is all about." So the hunt is still on. Are you the descendant of someone who worked in the Wright factory? Do you know any descendants? If you do, contact Wright State Special Collections and Archives at 937-775-2092 or e-mail archives@www.libraries.wright.edu. ➔

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



Sick and Stranded

A look at
medical evacuation
travel insurance and
air medical transport
coverage

Did you know that only one in every three U.S. citizens has a passport? It might suggest that as a nation, we don't travel much outside our borders. But I am sure that members of Women in Aviation, International probably travel more than the average citizen. And some of that travel is probably overseas, and possibly to areas of the world that lack adequate hospital care.

Few of us talk about the need for travel insurance until it is probably too late. As a travel writer, I am keenly aware of the need for travel insurance and have always carried medical evacuation (medevac) and repatriation insurance. I take the view that insurance is intended for catastrophic events, so I normally self-insure for things like trip interruption and loss of baggage.

Serious illness or injury can happen to anyone, anywhere, and anytime. A young age is not a deterrent to many illnesses and injuries. While options for care are better if you are in the U.S., there may be no viable options if you are in a third world country.

According to the nonprofit US Travel Insurance Association (USTiA), "Local hospitals in some parts of the world may be ill-equipped to handle severe trauma or illness, and a sick or injured traveler may need to be evacuated and airlifted to the nearest appropriate medical facility."

Because medevac is expensive and can cost up to \$100,000 or more, USTiA suggests that travelers check their health insur-

ance to be sure they are covered for medical evacuation, especially abroad. Medevac is included in most comprehensive travel insurance policies, along with coverage for trip cancellation, delays, and interruption in case of illness or injury. Travelers can also purchase medevac insurance plans separately; for example, I purchase a travel medical protection plan through American Express and renew it on an annual basis.

by K.D. Leperi

Medjet Assist to the Rescue

Last month a very good travel writer friend of mine, Judy Wells, was on her way to Iceland. While waiting at JFK for her overseas flight, she inadvertently dislocated her hip implant while seated at the departure gate. Unable to move, she requested help from the gate agent and next thing she knew she was being operated on by ER doctors.

Luckily for Judy, she had purchased a membership with Medjet Assist prior to her trip to Iceland. Medjet Assist provides hospital-to-hospital air-medical transport in contrast to point-of-injury medical evacuation usually provided by travel insurance. "I called Medjet Assist as soon as I had an indication of when I might be released by ER physicians," Judy said. "The medical escort they wanted to accompany me had just returned from an emergency call in Venice and needed an extra day to reach New York, so when released I was allowed to leave the ER and check into a hotel, where I

It is vitally important that you look at all exclusions, as some policies are void if you are in the military or operating an aircraft.

was picked up by car and driver and escort the next morning. They [Medjet] assisted me in having my checked bag, which was on its way to Iceland, returned as well. The airline had been alerted and a lift was on the runway to get me into the plane.”

She recounts how the escort flew with her on the trip back to Jacksonville, Florida, checking her vital signs throughout the trip and during her admittance to the hospital in Jacksonville. Judy was fortunate to have travel protection that not only delivered on stated medical benefits, but went out of the way to accommodate her special situation. As a result, she is a believer in the need for complete travel protection. “While I have emergency transport available through my American Express card, it isn’t always possible to charge a trip on it,” Judy said.

One of the special features of her Medjet membership was that she had hospital of choice air medical transport and that her membership covered domestic travel over 150 miles from her residence. Otherwise, she could have been personally liable for expenses she could ill afford.

Air Medical Transport Membership Programs

Judy was covered by an air medical transport membership program that provided additional protection. That is because the medical evacuation benefit of most travel insurance policies only goes so far. The question is, if you are hospitalized far from home, will it go far enough? Most kinds of travel insurance will only get you to the closest adequate care facility. But what if you want to go home to your hospital? That gets complicated and costly.

Travel insurance companies usually offer a few plans—both travel and medical plans—that have emergency medevac and repatriation benefits. However, some travel plans may not provide additional benefits for the return of a spouse and/or dependent children, or a bedside visit. Some may restrict medevac coverage to countries outside of your home country, while others may have a per occurrence limit or a maximum benefit cap. Be sure to consider all of these things when researching the right kind of coverage for yourself.

Because an air medical transport to your home hospital can cost up to \$100,000 or more, especially overseas, you will want to make sure you have adequate coverage. More than likely, a traditional medevac policy that provides up to \$50,000 limit per occurrence may be insufficient. Please note that products like air medical transport membership programs and medevac insurance plans provide supplemental coverage to existing health insurance plans. They are not a substitute for health insurance.

It is vitally important that you look at all exclusions, as some policies are void if you are in the military or operating an aircraft. Other exclusions may include pre-existing conditions, war or any act of war, taking part in a riot or civil disturbance, deliberate exposure to exceptional danger except in an attempt to save a human life, taking part in any scheduled athletic event, and a condition related to pregnancy

New Member Benefit



The Medjet air medical transport membership program eliminates all costs beyond the membership

fee in medically transporting a member back to a home country hospital of their choice in time of need. Medjet provides single point coordination for the safety and protection of individuals and family members as they travel for personal or business reasons—domestically and abroad. Medjet membership is available for persons from the U.S., Canada, and Mexico—enroll prior to travel. Medjet offers reduced annual and multi-year rates to WAI members—\$235 for an individual under age 75 and \$360 for family membership. Learn more and enroll online at www.Medjet.com/WAI or call Medjet at 800-527-7478 and reference Women in Aviation, International.

within two months of anticipated birth. Read the fine print!

Typically, most supplemental medevac travel plans offer four core benefits:

- Transportation services in case you need to be evacuated to the nearest qualified medical facility, not necessarily to your home country. Some may cover travel within your home country, as long as it is 150 miles or more away from your residence.
- Emergency reunion benefits will transport a friend or family member to be by your bedside if you are medically evacuated. The benefit will often cover airfare, accommodation, and living expenses.
- Return of mortal remains/repatriation of remains coverage is designed to cover the costs associated with returning your body to your home country if you were to die.
- Travel assistance services can include coverage for emergency prescription replacement, translation assistance, lost document assistance, and more.

For more information on travel insurance products be sure to check out a UStiA-produced video that explains travel insurance and medevac services by keying in “US Travel Insurance” on YouTube. ➔

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



WOMEN IN COMMAND

In the Lead at the Coast Guard

Coast Guard aviation marked an unprecedented year in 2013 with four of its 27 aviation units commanded by women. Prior to these assignments, the service had, at most, only one female aviator in command at a time. The first was retired Vice Adm. Vivien Crea who assumed command of Air Station Detroit in 1992, and was inducted into the Women in Aviation Pioneer Hall of Fame in 2010. Following the trail blazed by Vivien, the women who fill these roles today are as diverse as the aircraft they fly and the missions their units execute every day.

by Cmdr. Liz Booker

Captain Donna Cottrell

Helicopter Interdiction Tactical Squadron, Jacksonville, Florida

Capt. Donna Cottrell commanded U.S. Coast Guard Helicopter Interdiction Squadron (HITRON) in Jacksonville, Florida, from June 2011 until April 2014. HITRON is the Coast Guard's sole provider of forward-deployed armed aircraft in support of counter illicit trafficking operations in high-threat areas. These highly trained crews employ precision flying at low altitude over the water. Their goal is to position a door gunner to fire .50 caliber rounds as warning shots and disabling fire into a smuggler's engines, enabling law enforcement small boats to come alongside and conduct a boarding.

Donna grew up near a military base where helicopters routinely flew at very low altitude over her yard. She decided that flying helicopters "looked like fun," so she joined the Coast Guard to fly and because she was attracted by the life-saving mission. In 1983, aviation was not an option for reserves, so she started off as a boatswain's mate. At her first opportunity, she changed rates to aviation electronics technician (AET). Donna was the only woman in her AET school and on the hangar deck where she worked. It was difficult at first, but she says once her male peers saw that she was competent, they accepted her. Following Officer Candidate School (OCS) in 1987 and a tour aboard a 210-foot ship, she was accepted to Naval Aviation Flight Training in Pensacola, Florida.

Since winging, Donna has flown and instructed in four



PHOTOS COURTESY OF THE U.S. COAST GUARD

generations of the H-65 Dolphin helicopter on search and rescue missions in Chicago, Detroit, and Atlantic City. She returned to NAS Whiting Field's Helicopter Training Squadron Eight as a TH-57 instructor in 1995, following her first Coast Guard operational tour. Part of her motivation in returning was the fact that there were no female instructors. She felt she was able to fill a gap and provided mentoring to female students who were still underrepresented in flight training.

Donna assumed her first command tour as a commander in



Capt. Donna Cottrell



“You have to be focused about it—you have to break your goals down and write them down, so you’re constantly moving forward. It will open up opportunities that you never thought possible.”



Capt. Patricia McFetridge



She was awarded a Distinguished Flying Cross while in Kodiak for a rescue conducted during an Alaskan gale when her crew hoisted three fishermen from a life raft in 30-foot seas being whipped up by 100-knot winds.



2008 at Air Station Savannah, Georgia. As she puts it, going into her first command she had all of the ingredients to be a commanding officer, but she didn't have any "bake-time." The smaller unit command experience was hands-on; in her command role at the larger HITRON unit, she had to come to terms with being able to take care of all of her people even though she may not know them all personally. She felt she was able to do this successfully, pointing out that one of her primary roles was to advocate for people.

Donna finds strength in her husband, a retired Coast Guard chief warrant officer, and their crew of dogs and cats at home. She stays fit through Olympic lifting and is active in her church. Her advice to young women who would like to pursue a leadership role in aviation is to "go for it. Go for it in a way that is more than just a dream. You have to be focused about it—you have to break your goals down and write them down, so you're constantly moving forward. It will open up opportunities that you never thought possible."

Capt. Patricia McFetridge

Air Station Borinquen, Puerto Rico

Capt. Patricia "Patti" McFetridge commands U.S. Coast Guard Air Station Borinquen, Puerto Rico. Located at the northwest corner of the island, Air Station Borinquen's four MH-65 Dolphin aircraft and crews provide search and rescue response to 1.3 million square miles of the Caribbean, from Dominican Republic to the Lesser Antilles. They routinely support law enforcement missions to counter drug trafficking, enforce fisheries laws, interdict illegal migrants, and conduct homeland security patrols.

Patti's passion for aviation was sparked by her father, a World War II naval aviator, and her mother, who was a World War II Army Air Corps flight nurse. From that inspiration, she pursued a bachelor of science in aeronautical operations and became a private pilot while in college. Her military career began in 1982, when she joined the U.S. Army and attended Warrant Officer Flight Training at Fort Rucker, Alabama. From there she went on to fly support missions in the UH-1H Huey and OH-58 Kiowa helicopters in South Korea and Fort Hood, Texas, before leaving active duty to serve with the Utah Army National Guard in Salt Lake City.

In 1989, Patti accepted a commission in the U.S. Coast Guard after her father found an ad in *Navy Times* for the



U.S. Coast Guard Celebrates 225!

In 2015, the U.S. Coast Guard celebrates its 225th birthday. The Coast Guard's official history began on August 4, 1790 when President George Washington signed the Tariff Act, that authorized the construction of 10 vessels to enforce federal tariff and trade laws and to prevent smuggling. The service received its present name in 1915, under an act of Congress that merged the Revenue Cutter Service with the U. S. Life-Saving Service. The legislation creating this "new" Coast Guard expressly stated that it "shall constitute a part of the military forces of the United States," thereby codifying the service's long history of defending the country alongside the nation's other armed services.

On April 1, 1916, 2nd Lt. Charles E. Sugden and 3rd Lt. Elmer F. Stone received orders to attend aviation training at Pensacola Naval Air Station, marking the birth of Coast Guard Aviation. That same year, the Naval Appropriation Act provided authorization for the first 10 air stations. In 1917, 3rd Lt. Elmer Stone became Coast Guard Aviator No. 1 and Naval Aviator No. 38. He later went on to pilot the first trans-Atlantic flight on board the U.S. Navy's NC-4 Curtiss seaplane, for which he received a Congressional Medal. In 1975, the first Coast Guard women were assigned to flight training and on April 4, 1977, the Coast Guard designated its first female Coast Guard aviator, Janna Lambine, Coast Guard Aviator No. 1812. The Coast Guard's first astronaut, Cmdr. Bruce Melnick, made his first space flight when he served as a mission specialist aboard the space shuttle *Discovery* on STS-41, which flew October 6-10, 1990.

The Coast Guard is one of the oldest organizations of the federal government and until Congress established the Navy Department in 1798, it served as the nation's only armed force afloat. The Coast Guard has protected the nation throughout its long history and has served proudly in the majority of the nation's conflicts. To find out more about the Coast Guard's history and celebration events scheduled in 2015, please visit the Coast Guard's website at www.USCG.mil.



Cmdr. Frances Messalle

direct commission aviator program. She pursued an engineering career track that afforded her the opportunity to fly numerous Coast Guard airframes including the H-3 Pelican, H-60 Jayhawk, C-130 Hercules, and H-65 Dolphin. Her assignments have included as many challenging environments: Kodiak, Alaska; Clearwater, Florida; Los Angeles, California; Elizabeth City, North Carolina; and a previous tour in Borinquen. She was awarded a Distinguished Flying Cross while in Kodiak for a rescue conducted during an Alaskan gale when her crew hoisted three fishermen from a life raft in 30-foot seas being whipped up by 100-knot winds.

Patti shares the Air Station Borinquen command quarters, overlooking the Mona Passage, with her two dogs. She enjoys a variety of team sports, is learning to scuba dive, loves to swim and run with her dogs in the evenings, and is an active participant in the local community events held on base. Her career advice to future leaders is to “lead by personal example and take responsibility for the welfare of your personnel and their families. Be passionate about your job and never let on that you are having a bad day in the office; after all, we are getting paid to fly and save lives in the process—there is no better job than that!”

Cmdr. Frances Messalle

Air Station Washington, D.C.

U.S. Coast Guard Air Station Washington, D.C., located at Reagan International Airport, employs two C37A Gulfstream V aircraft for command and control and transportation for high-level Coast Guard and Department of Homeland Security officials. Cmdr. Frances Messalle, WAI 4482, assumed command of the unit in 2012. The unique mission of Air Station Washington affords Frances and her crew the opportunity to fly around the world, often serving as the first, and sometimes the only, impression of the U.S. Coast Guard in foreign nations.

Frances knew she wanted to fly after her summer experience with the Cadet Aviation Training Program (CATP) dur-

ing her junior summer in college with the U.S. Coast Guard Academy. Cadets from the academy, located

in New London, Connecticut, participate in a variety of operational training programs during their summers, which familiarize them with Coast Guard operations, assets, and career opportunities. Frances was singularly impressed with the aviators she met during CATP. They were professionals who had a high level of technical proficiency and whose culture and camaraderie she wanted to join.

Following her academy graduation in 1994, Frances served aboard a 378-foot Coast Guard cutter before attending Naval Flight Training. She went on to fly, and instruct, in three generations of the HU-25 Falcon jet on search and rescue and law enforcement missions around the Caribbean based out of Miami. In a previous assignment to Air Station Washington, Frances qualified in the Challenger 604 (no longer at the unit) and instructed in the Gulfstream V. Her most recent assignment before Washington, D.C., was at Air Station Elizabeth City where she flew as an HC-130J Hercules aircraft commander and was also responsible for H-60 operations.

Frances has successfully coordinated her career alongside her active duty husband. Their 8-year-old son keeps them busy with sports and school activities when they're not at work. She finds it is a delicate balancing act, but that her family makes her a better leader, able to empathize with and advocate for working parents—male or female—and that both of their careers inspire and offer strong role models for their son. For her, the key to making it work is establishing a good support network at home and being willing to adapt. Her advice to new pilots is to “continuously set the next goal and expand your boundaries to grow in your profession and organization. Take it one day at a time; if you have a bad day, learn from your mistakes and move on. And be sure to take the time to appreciate and enjoy the privilege of flying and serving as a leader.”



“Take it one day at a time; if you have a bad day, learn from your mistakes and move on. And be sure to take the time to appreciate and enjoy the privilege of flying and serving as a leader.”



Capt. Melissa Rivera



She sensed that each crewmember genuinely believed that the other's success was their own, and she wanted to be a part of this tightly knit team.



Capt. Melissa Rivera

Air Station Kodiak, Alaska

In 2012, Capt. Melissa Rivera assumed command of U.S. Coast Guard Air Station Kodiak, Alaska. One of the Coast Guard's most dynamic units, Kodiak is home to H-60 Jayhawk helicopters, H-65 Dolphin helicopters, and HC-130 Hercules aircraft that provide search and rescue coverage throughout the rugged Alaskan coastline and Bering Sea. The unit's operations continue to expand as interest and vessel traffic increase in the Arctic waters.

As a 1991 graduate of the Coast Guard Academy, Melissa began her career aboard a cutter. While on the flight deck-equipped 210-foot ship, she had the opportunity to fly with deployed helicopter crews. She was

thrilled with the mission and the aviation culture and crew cohesion that she observed. She sensed that each crewmember genuinely believed that the other's success was their own, and she wanted to be a part of this tightly knit team.

Melissa assumed command of Kodiak with substantial Alaska flying experience. Following Naval Flight Training, she served as a search and rescue pilot in the H-60 Jayhawk based in Elizabeth City. She went on to fly the Jayhawk in Kodiak and Sitka, Alaska, and then the H-65 Dolphin in Borinquen. As a lieutenant commander she was dubbed "Chopper Queen" in a 2002 *Outside Magazine* article about her Kodiak flying adventures. After she and her crew rescued six people from a distressed fish processing vessel in the Bering Sea, she was awarded the Association of Naval Aviation and the Naval Helicopter Association's Aircrew of the Year awards and the Order of Daedalians Exceptional Pilot of the Year award.

The rewards of command are numerous; particularly one with a righteous mission in a treacherous environment where her crew's response truly does mean the difference between life and death. Challenges exist too. The large unit, with a crew of 380 people, requires focused effort to set expectations and communicate vision. Melissa also finds it challenging to advocate for women's issues without seeming biased. She cares for her crew equally, as any leader does, but also recognizes that women remain a minority in aviation and that the organization still has work to be done in terms of facilities and professional advancement, especially among aircraft maintenance crews. She does her best to manage the problems that have the most impact on mission effectiveness.

Melissa enjoys the support of her husband, retired Coast Guard, and her two daughters. The isolation of command is accentuated by the isolation of Kodiak Island. She stays balanced through reading, traveling, and supporting the kids' activities. Her advice, to both women and men, is, "Think five and 10 years down the road. Decide where you want to be and work backwards."

The Future

All of these highly decorated, experienced, well-educated—all have at least one master's degree—pilots, have in common a passion for aviation and a commitment to leadership. Their ascension to command in such numbers indicates a critical shift in the role women are playing in Coast Guard aviation today. As Melissa observes, it's important to recognize where the Coast Guard is as an organization in time relative to the opportunities available only a few short years ago. The fact that women are leading now, and also having a balanced family life, speaks volumes about progress in the past decade alone. Close on their heels is the next wave of women leaders, those in pre-command positions, standing the watch and in flight school. These four women, each a trailblazer in her own way, are beacons for those coming behind them. ✈

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Cmdr. Liz Booker, WAI 17175, is a U.S. Coast Guard pilot currently assigned to Joint Interagency Task Force South in Key West, Florida. The views expressed herein are those of the author and are not to be construed as official or reflecting the views of the Commandant or of the U. S. Coast Guard.

Come With Us to Dallas!



26TH ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE



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, 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!

Conference Hotels

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 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 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.

Girls IN AVIATION DAY DALLAS

A Women in Aviation, International® Event



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 for a link to the registration form or call 937-839-4647.

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.

ASK THE CFI



MEG GODLEWSKI

One of my students owns his own airplane and soloed a few weeks back. Today I learned he took one of his friends for a flight. I told him he cannot have passengers, but he did it anyway. I revoked his solo privileges, but I am worried he will pull this stunt again. Should I report him to the FAA?

If you choose to report him to the FAA, make sure you let them know that you pulled his solo privileges via a letter sent certified mail that includes a photocopy of the revoked signoff. I'm not sure what the FAA can do to the errant student pilot. Even if they do pull his certificate, it is likely that it won't make a difference. Students who willfully disregard the rules are accidents waiting to happen—and remember he is flying on your ticket until he gets his private pilot certificate. The best way to protect yourself is to drop him as a student.

I teach private pilot ground school three nights a week. One of the students in the class was a commercial pilot about 15 years ago. She's taking the class as a refresher. Normally I'd enjoy having another person in the class who has a raised level of knowledge, but she constantly interrupts during lecture and asks irrelevant

questions. She doesn't appear to be paying attention in class, shuns participation, and resists taking the tests. How do I deal with this student?

Asking irrelevant questions and refusal to participate are classic defense mechanisms. Have you tried getting her more involved in the teaching, like asking for her help in teaching the more task-intensive topics, like use of the E6-B? If she is seeking validation for her experience that might do it, but if she persists in the disruptive behavior, I would remove her from class.

I am enrolled in a Part 141 program and about to start on my CFI certificate. Flight school hasn't been very easy for me as I don't do very well with rote memorization. Because of this I'm worried that I'll forget something critical when I am working with a student. I just started creating my lesson plans. Any suggestions?

Only Elephants Should Injest Sweet Candy Corn—that's an acronym for making sure you addressed all the key points on the lesson plan: Objective, Equipment, Schedule, Instructor's actions, Student's actions, Completion Standards, Common errors. The Pilot's Handbook of Aeronautical Knowledge, FAR/ AIM, and Practical Test Standards for the certificate are all good sources for completion standards. You will likely find that as you teach, each lesson will become easier and easier to deliver as you become more comfortable presenting the information. ➔

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



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DEVAN NORRIS

KEEPING UP APPEARANCES

There is nothing like the feeling of pride you get when putting on a fresh, crisp, professional pilot uniform. A lightly starched white cotton shirt graced with metallic striped epaulettes, and wings so bright you can hear them gleam. The first time I put mine on I was sure that I grew 2 inches. Well, my posture improved anyway. I think everyone's does.

We have all looked into the mirror and seen the very picture of a uniformed professional—cool and confident. How could anyone see such a vision and not know that you are the master of the skies? You are clearly the person who will carry all passengers safely and gently to their next destination—you are the pilot!

Apparently that assumption is not quite as clear as I would have thought.

It is a bit crushing the first time that it happens, but we have all been there. A tap on the shoulder—“Miss?”—and you turn with a smile, ready to affirm that you are indeed

Several times when I have walked through the cabin I have been stopped and asked for coffee or soda, only to face a passenger who is both confused and slightly affronted when I explain that I am not a flight attendant. One memorable man even demanded to know, “Well who the hell are you then?”

the skipper of the skies, only to encounter that awkward moment. That moment when you, somewhere in public and in uniform (very likely in an airport), are facing a perplexed-looking stranger who is peering inquiringly at your shoulder bars. “Excuse me, are you a...?” At this point there is that hopeful moment when you pause, face open, thinking that just maybe they will say pilot.

“...a security guard?” Nope.



So far I have been asked if I am a police officer, a security guard, a flight attendant, a bus driver (I was tempted to say yes to that one, but it would have been a little bit cynical), and have been thanked for my service to my country. Several times when I have walked through the cabin I have been stopped and asked for coffee or soda, only to face a passenger who is both confused and slightly affronted when I explain that I am not a flight attendant. One memorable man even demanded to know, “Well who the hell are you then?”

It always feels a bit odd letting the cat out of the bag after that. It is a strange feeling to stand there in the emblems of your profession and not have them be recognized. Odder still is the sense of mild personal guilt, a weird sense of apology that I feel when explaining what I do—as if in some way it is my fault that they guessed incorrectly. Like a game show

host with no parting gifts. Internally I am always conflicted between the desire to be a polite professional and the less noble urges—mainly to be a bit of a smart mouth—but luckily, mostly, the mannerly side wins. Not always.

Although mostly I think we just let it go. It can be all too easy to take these occurrences personally and to get annoyed that someone would make such a cliché mistake. This is 2015 after all; where have these people been?

Passengers misidentifying you is frustrating, but it is usually an honest mistake. It gets harder to stay cool when individuals follow up their mistake with a deliberately inappropriate comment. For me personally, once the comments have crossed the line from being a simple error to being obnoxious is when the snarky comments sneak out. I am not proud of those moments, but we are all human. All of us have a repertoire of such stories, both good and bad. We often swap them when talking about the job, and laugh about them with our friends. Generally it is a lot easier to laugh about the stories where we handled the situation with humor and grace rather than the ones where we may have let ourselves down a little bit.

The truth is that women in the cockpit are simply not all that common yet. We are in an era where we simply say “doctor” when our physician is a woman, but still often hear a female police officer referred to as a “lady cop.” Clearly we have come a very long way, but with less than 10 percent of professional pilots being women it will be some time before the majority of the traveling public’s expectations are not gender-

specific. It is easier to gain respect as a professional when you are able to take these little moments in stride.

A pilot I have worked with for years laughingly told me a story about being mistaken for a bellhop while standing near the check-in desk during an overnight at their hotel in Mexico. Apparently the confusion was compounded by the fact that my friend does not speak Spanish, so the person who made the error was doubly annoyed by the inability to get someone to help with their luggage. As luck would have it, this particular pilot is male. I laughed when he told me the story, but really it was a comfort to me to know that it’s not just us—it happens to the boys too.

For every person whose comments make you mentally roll your eyes, there is at least one who gives you props for doing what you love. My favorite so far was a tiny white-haired lady who was eying me from a first-row aisle seat while waiting for her wheelchair at the end of a flight. She looked at me for a long moment before asking, “Did you just fly this thing?” Me, beaming, “Yes ma’am.” Her: “You go girl.”

Maybe I should have asked her if she was a pilot. ➔

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Devan A. Norris, WAI 13890, is an avid observer of people, and has had many wonderful opportunities to both watch and interact with them in her current roles: as a captain on the EMB145, and as an apprentice air show air boss. She and her husband live in a fly-in community in Florida, where they are proud airplane parents of an L8 named Sylvia.





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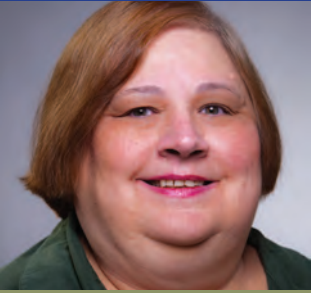
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PATRICIA LUEBKE

ALL TATTED UP

I was getting a manicure and pedicure one day in a small salon where there were three young women who were evidently college friends and now, a year or two out of college, were enjoying getting mani-pedis together. Their friendships reminded me of my own. I admired their energy and youth, but then one of the young women bent over to put her shoes back on post-

pedicure and on the small of her back was some sort of hideous (to me) cartoon character, at least 8 inches across, that was no doubt their college mascot.

I'm sure the look on my face gave away my opinion, and I thought how getting the fighting demon, whirling dervish, or whatever it was tattooed on the small of your back was a fun and appropriate thing to do in college. But I thought of this woman a decade later, maybe as a young mother, maybe a corporate executive, maybe a pilot. How would that tattoo fit into her plans for later in life?

I know, I know. This is an age thing, a generational thing. I really do get it. In my day, tattoos were the territory of merchant seamen who got drunk in Shanghai. Women with tattoos? Maybe in a sideshow in a circus. Yes, they were that rare. I know that society's attitude toward tattoos has changed a great deal for the positive and now—dare I use this expression?—even “nice girls” get tattoos. I understand that, but of all my opinions that have changed and adapted with time, this one hasn't.

What prompted these thoughts about tattoos is an e-mail I received from Salary.com. The headline was “How Having Tattoos Hurts Your Career.” The introduction of the report says, “Even if it's that cute little leprechaun on your ankle, our latest survey results

show visible tattoos at work could have a negative effect on your pot of gold.” Salary.com surveyed 2,675 people in corporate America about their attitudes about tattoos. Here are some results: “The biggest takeaways from our survey include a whopping 76% of respondents feel tattoos and piercings hurt an applicant's chances of being hired during a job interview. And more than one-third—39% of those surveyed—believe employees with tattoos and piercings reflect poorly on their employers. Furthermore, 42% feel visible tattoos are always inappropriate at work, with 55% reporting the same thing about body piercings.”

It won't come as a surprise that the survey also found that the older the respondent was, the less tolerant that per-



PHOTO BY SEATTLE DREDGE / GETTY IMAGES

The biggest takeaways from the Salary.com survey include a whopping 76% of respondents feel tattoos and piercings hurt an applicant's chances of being hired during a job interview.

son is toward tattoos. However 4 percent of respondents did indicate that they personally had faced actual discrimination in the workplace because of their tattoos. With a competitive hiring environment, it just doesn't make sense to willingly make it more difficult on yourself with a tattoo.

What about aviation? I spoke to a number of people who work for aviation companies and although many employee handbooks don't specifically mention tattoos, these people said the culture is clear that tattoos must be covered during work.

A (younger) friend of mine who flies internationally for an airline had quite a bit to say about tattoos. Of course, his co-workers cover their tattoos during work—and he mentioned a colleague who must wear long sleeves, no matter what the temperature, to cover his ink. But my friend also brought up a different perspective. He said that Japan, for example, has a very negative view toward tattoos, so much so that you might be asked to leave a restaurant or a swimming pool if your tattoo is showing—yes, even foreigners. During layovers, when you might want to enjoy the hotel swimming pool, his fellow crewmembers with tattoos either don't use the pool or try to mask the tattoos with

bandages. As a later-in-life airline pilot (he left the family business in his 30s to pursue an airline career), he said that he never could have predicted that he'd be regularly traveling to Japan. None of us know where our careers may take us.

History is already showing that I'm on the wrong side when it comes to tattoos, and maybe the pendulum will continue to swing to the pro-ink side. Even Forbes.com had a recent article called "Tattoos are No Longer a Kiss of Death in the Workplace." Not being "a kiss of death" isn't exactly a ringing endorsement to go get some ink.

So what do I want? I want any young woman planning a tattoo to consider all the repercussions. It could hurt your hiring chances. You may be judged unfairly. It could hurt your career. It could impact how you have to dress all the

time at work to cover them—no breezy, sleeveless blouses on hot days. And while the rest of us are enjoying the pool at the Hilton Tokyo, you'll be in your room frantically covering those butterflies on your chest with Band-Aids. ✈

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

***Japan, for example,
has a very negative
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PAULA CORRIGAN,
M.D., MPH

EBOLA AND OTHER SCARY STORIES

Hopefully, you were able to read my recent Medical Q&A column in the November/December issue of *Aviation for Women* titled “Staying Healthy During Cold and Flu Season.”

However, since that time, due to the Ebola scare, I’ve gotten a lot more questions about the risk of aircrew developing infections and what can be done to alleviate this risk.

For international travelers, tropical diseases have always carried some threat. Most pilots flying to malaria endemic areas are aware of the risk, but fortunately there is preventive medication (usually Malarone), which greatly lessens the chance of developing the disease. Additionally, mosquito repellent and other mosquito avoidance measures can help protect travelers from malaria, dengue, and other vector-borne diseases. Typically, aircrew do take these threats seriously and adhere to the preventive measures, although every year there are cases of these diseases in aircrew which could have been prevented.

The problem with some viral diseases such as Ebola is that there is no preventive medication, and if one does get infected, the risk of death is high. So the concern about the disease among aircrew is understandable. There have been some well-publicized cases of passengers with Ebola virus who have flown on commercial airlines (whether in the contagious stage or not) that precipitated some mild panic. The good news is that Ebola can be spread only by direct contact with body fluids from an infected patient (blood, urine, feces, etc.) and therefore, for anyone other than health care workers and family members, the risk of being infected is actually quite low.

For pilots, using sanitizing materials to wipe down cockpit

handles, control sticks or yokes, and the instrument panel is more than adequate protection. Not greeting passengers with handshakes or other direct contact is also prudent. Avoiding

unnecessary contact with surfaces in crew vans, hotels, and restaurants is recommended, but again, the risk of contact with the Ebola virus in these circumstances is extremely remote.

Ebola got everyone’s attention due to the high fatality rate and media attention. However, just last winter I personally worked with two pilots who were hospitalized on a ventilator for several months due to influenza pneumonia. They both eventually recovered and got their FAA medical certification back. But aircrew should be more concerned with preventing flu rather than Ebola, as the risk of coming down with the flu is so much higher. This brings me back to my last article—it may be a good time to re-

view this if you haven’t already done so. For more information about Ebola, I recommend you visit www.CDC.gov/vhf/ebola/about.html. ➔

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

The CDC notes that if you must travel to an area with known Ebola cases, you should follow the following guidelines:

- Practice careful personal hygiene—wash hands frequently or use an alcohol-based hand sanitizer
- Avoid contact with blood and other body fluids of any person, especially someone who is sick
- Do not handle items that may have come in contact with an infected person’s blood or other body fluids
- Avoid funeral or burial rituals that require handling the body of someone who has died from Ebola virus disease
- Avoid contact with animals and raw meat
- Avoid hospitals where Ebola patients are being treated (the U.S. embassy or consulate often is able to provide advice on medical facilities)
- Monitor your health for 21 days after returning from the epidemic area and seek medical care immediately if you develop symptoms of Ebola virus disease

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

FLYING Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



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JO DAMATO, CAM

WALKING THE WALK

Being parents who expect kids to learn from what we tell them means that we must also lead by example. I find this to be one of the hardest parts of parenting. When I say to them “no more electronics,” I need to put my iPhone on the charger. When I shudder at the thought of them driving one day, I must remember to show them how not to be an aggressive and distracted driver.

This past year leading by example in our house was illustrated in being healthier. My 10-year-old son was observing my behaviors and poor examples of good health while I was trying to instill healthier habits in him. One of his frequent observations was, “Mom, you should have some coffee so you are not so cranky.” Hearing that finally helped me put the brakes on some habits that had become unhealthy. I didn’t want to be a mom—or a wife, friend, or co-worker—who needed a vice to make me happy, alert, and productive. At the same time my son was having some struggles at being healthier on his own, so I had to not only talk the talk to him about making better choices, but I also had to walk the walk. Throughout my decades-long love affair with caffeine I always thought I had a handle on my intake until I realized that I was tired all of the time. I was yawning on personal and business calls. I wasn’t exercising enough. I wasn’t eating right. I started to use coffee to solve those problems. Coffee could make me alert and fill my belly when I didn’t have time to stop and eat. By last July I was drinking a pot of coffee a day just to feel alert enough to get through it. I was even having coffee after dinner so I’d be awake enough to hang out with my husband on the nights he was home. This was going to be a serious breakup.

There has barely been a day since my senior year of high school that I haven’t started with a comforting cup of coffee. When I was a flight instructor I would never go into a briefing room without a styrofoam cup filled with day-old coffee, too many sugars, and powdered creamer. When I became an intern for United at JFK I discovered Starbucks and my tastes graduated from pilots lounge sludge to grande nonfat vanilla lattes. I planned my drop-offs at daycare for a stop at Starbucks. I’d preoccupy myself in meetings planning my next break and if I had enough time to pop out of my office for a fix. Eventually I was gifted a Nespresso so I could make myself a latte on-demand.

Finally, in late July, I came home to New Jersey from a

weeklong meeting in D.C. and I didn’t like the person I saw in the mirror. I had spent the week eating out at business lunches and dinners along with the added calories of social drinking and desserting. I had to look at the scale and admit that I had gained 20 pounds over the last five years and that my body was soft and out of shape. This coincided with my son not only commenting about my crankiness, but also the fact that he was starting to deal with some weight issues of his own. We were careful not to criticize his appearance or his weight, but he was feeling self-conscious all on his own and wondering why he was built differently than some of his friends. He’s athletic and loves playing baseball year-round, but he was working way harder than other kids to beat the play at first every time he got a hit. I knew I wanted to make some changes and I knew that I could also help him by leading by example.

Step 1 for me was to cut out coffee, sugar, and processed foods—including my late night companions Ben and Jerry—for an initial 30-day window. I started on a Saturday and was only mildly uncomfortable. I mistakenly thought I was going to sail through coffee detox. On Day 2 my son had a double-header baseball game and my head hurt so much that I had to go home and close my eyes between games. It was as if everyone was shouting at me. On Day 3 I was back at work and slowly throughout the day the excruciating roar in my head subsided to nothing. Just quiet. I haven’t looked back since that July day! Three days and coffee was kicked. Since then I have been drinking almost a gallon of water a day and have started making much better choices about the foods I allow myself to eat. I have had coffee either as a latte or an espresso about once a month since then, but each time I regarded it with distaste and set it aside unfinished. Breakup successful!

Step 1 for my son was to start a food journal and for us to keep track of what he was eating and how much. We started talking about food much more. I prepped containers full of his favorite raw veggies, which he learned he liked to dip

*I started on a Saturday
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through coffee detox.*

in salsa as much as chips, and I took him to the local farm to start picking out his own fruit based on what was seasonal. We stopped flagging down the ice cream truck every time it came down our street, and it wasn't long before he decided he was in control of his own healthy snacks and would go and pick up an apple without asking for something processed first.

Step 2 for both of us involved a commitment to an activity plan. We were both pretty active to begin with but we needed accountability. My son started wearing a fitness watch gifted from a dear friend. We set a goal for him to get 10,000 steps per day for the rest of the summer. If he did it every day with no exceptions then he'd earn a prize before school started. I watched him all through July and August and not once did he go to bed without 10,000 steps under his belt. There were even a few nights he was walking around the house before bed to get the last 200 steps to meet his goal. I committed to the same plan and used my own activity tracker to get in 10,000 steps per day. It is not easy to do when you are working all day but I learned to lace up my running shoes and hit the pavement as soon as the school bus leaves the stop in the morning or for the two of us to go for a post-dinner lap around the neighborhood. I started working with a trainer once a week to build up my strength and I brought my sons to one of my workouts. I wanted them to see me in action lifting weights and kickboxing. Talking the talk, walking the walk.

Now, six months later, I'm proud to say we have stuck to it and we are feeling great! I made it through one of my busiest weeks of the year—the NBAA convention—caffeine-free!

My energy levels are great without needing a crutch to keep them there. I'm cooking more and the kids are becoming more involved in our meal-planning. We even traded our Friday night pizza for healthier Friday nights at Chipotle. I lost the 20 pounds that had crept up on me and everything in my closet fits the way it should again. As for my son—who is obviously a growing boy—he saw overall increased energy and faster speed to first base. His clothes became looser and we stopped buying husky sizes. I want him to like himself and I love watching the care he takes in picking out his clothes and using the mirror to make his hair look just right. Confidence regained.

I wanted to share our “always a work in progress” success story because so often I talk to other parents and we commiserate that parenting in this day and age makes us feel like we are losing control. Parents who travel feel even more like they have a harder time setting limits and enforcing them. It's New Year's resolution time, but the reality is that every day is a new day to make changes. We are more capable than we think to press pause, take stock of where we are at as individuals and as parents, and then to work on a solution. The worst thing that could happen is that we fail, but at least we tried. This is our “always a work in progress” success story because I don't know what curveballs may still come our way, but hopefully one day at a time will help us to keep taking healthier steps forward as a family. ✈

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



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WAI2015

Nominate Chapter Volunteer of the Year

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

Don't Forget!

Early Registration rates for the 2015 International Women in Aviation Conference end January 12 at midnight!

Discounted Room Rates at the Hilton Anatole and Hilton Garden Inn Dallas/Market Center are available through February 4.

Conference Volunteers Needed

The WAI annual conference isn't possible without a small army of volunteers—we need your help! As a volunteer you'll not only help the organization keep conference costs low, but have fun and meet interesting people at the same time. For more information on how to help and what is needed visit www.WAI.org/15conference/volunteers.cfm.

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

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

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

Facebook: /WomeninAviationIntl

Twitter: @WomeninAviation

Instagram: @WomeninAviation

Blog: www.WAIShowDaily.blogspot.com

Linked In: Women in Aviation, International (group)



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

March 2-5

HAI Heli-Expo
Orange County
Convention Center
Orlando, Florida
www.HeliExpo.Rotor.org

March 5-7

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

April 21-26

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

July 20-26

EAA AirVenture
Oshkosh
Wittman Regional
Airport
Oshkosh, Wisconsin
www.AirVenture.org

November 17-19

NBAA Business
Aviation Convention
& Exhibition
Las Vegas, Nevada
www.NBAA.org/events

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Wings Financial Inside Front Cover

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International ... Page 47, Inside Back Cover

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Our extra soft micro fleece vest is super lightweight, with an anti-pill finish. It's a cool-weather essential and sports a WAI Logo with biplane. Colors: black, dark fuchsia, light royal and white (shown); Sizes: S-XL; Code: 30133; Price: \$39



WAI Crewneck Sweatshirt

A style that just may change your outlook on casual dressing, this sueded finish crewneck sweatshirt features a flattering silhouette and WAI logo. Colors: heather gray, pink (shown), or royal; Sizes: S-2X; Code: 30095; Price: \$39 (2X: \$42)



WAI Fleece Crew Sweatshirt
Our garment-dyed fleece crew comes in great colors with WAI logo. Colors: celadon, lagoon blue, or raspberry (shown); Sizes: S-2X; Code: 30094 Price: \$29.95 (2X: \$32.95)



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KATIE WRITER

FLYING NORTH

The wind shook the hangar doors like it always does during spring in Texas. When they creaked open, the light lit up dust on a yellow Piper Pacer. A pair of keys was passed from a man's hands to those of a young woman. "I'm happy to see this bird fly. Be sure to have the mechanic look it over," he said. "Alaska is a long ways from Texas."

Nerves and airplanes cross paths from time to time and pilots of all skill levels know about the butterflies. Aileen Watkins gave me my first lessons in my newly purchased airplane. After being a flight instructor in Alaska for a year, it was my turn to be the one who was not at ease. Aileen and I were hoping to be a pair on this adventure, yet missed our window. The morning of my departure, I felt overwhelmed. In a conversation with Terry Campbell, she said, "You have to think of it as one airport at a time."

I-10 was my guide through Texas. I enjoyed flying faster than the trucks and made up my own lyrics—

Oh Mama, Don't let your babies grow up to be bush pilots. They seldom call home from their satellite phone...they'll send you lots of fish, maybe more than you wish...oh make them become doctors and lawyers!

After a long first day of flying, Fort Stockton was a welcome sight. The first attempted landing was aborted when a 27-knot gust hit at touchdown. I did a go-around and was relieved for a second chance.

Brenda Smith joined me in Fort Stockton. We had met at a WAI conference. We shared ginger snaps and took turns at the controls. There was no avoiding bumpy air in late May. I was especially grateful for her radio skills in the Class B airspace of Phoenix. Vicki Ross, a captain for Southwest, greeted us after landing. She understood the sweat on our tired faces and quickly delivered us to her oasis.

I flew up the California Central Valley to Nevada City. The winter survival gear made more sense now as I flew past Mt. Shasta and over uninhabited country. After refueling in Bend, Oregon, I carried on with my mind on my man, Tod Marder. In

a couple of days, I'd be meeting him in Spokane, Washington.

The border crossing into Canada went smoothly. Soon, there were fewer roads cutting through the countryside. The view of Mother Earth unaltered by the hands of mankind was enchanting.



**While touching down,
a gusty crosswind
started us on the
destructive course of a
ground loop.**

**It was my turn to join
the club of "those who
have," and did it ever
happen fast.**

At MacKenzie Airport, the winds were switching back and forth. While touching down, a gusty crosswind started us on the destructive course of a ground loop. It was my turn to join the club of "those who have," and did it ever happen fast. N8494D came to a stop at the side of the runway while the adrenaline raced through my veins.

After flying 3,200 miles together with more than 26 takeoffs and landings, this was my last one in N8494D. This realization did not come at the time. We rented a U-Haul and had to wait for the verdict. The insurance company totaled the plane. I called Terry. She was relieved that we were okay. She said, "Katie, I know that this is hard to swallow, but take the check from the insurance company and move on."

I kept a close eye on when N8494D would be part of an online auction. Talkeetna is full of pilot/mechanics. I was not a mechanic. Jon Kincaid made a bid and the project was his. He repaired N8494D with added Alaska alterations and made it the Alaska bush plane it was destined to be. Ironically, it would also

call Talkeetna its home. Years later while performing a float changeover on my second airplane, Jon and his yellow bird landed. It was full of Alaskan rustic charm. I took the pleasure of touching its cowling and saying, "Hello, old friend." ➔

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Katie Writer, WAI 11711, lives in Alaska and is writing her first book. She can be reached at akktwriter@gmail.com.

Join Women in Aviation, International Today

Leah Hetzel joined for the professional development.



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

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

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

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

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

○

Leah Hetzel

Pilot, ExpressJet Airlines



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