

2015 ANNUAL CONFERENCE PROGRAM INSIDE! ➤

Aviation *for* Women[®]

MARCH/APRIL 2015

The official publication of Women in Aviation, International[®]

HANDS-ON DREAMS

ENSTROM HELICOPTER'S
BRANDI FLINN

Piloting Breast Cancer

FIGHTING THE DISEASE
AND NAVIGATING
A NEW LIFE

➤ ENGAGE

MEANINGFUL
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JULIA HAMLIN'S SUMMER
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SPECIAL SECTION:

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to the 2015 International
Women in Aviation
Conference!

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COVER PHOTO

Julia Hamlin, WAI 42869, spent the summer flying the country as part of Cessna's Discover Flying Challenge. Photo courtesy of Textron Aviation.

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PRESIDENT'S MESSAGE

EMILIO AZEVEDO



DR. PEGGY
CHABRIAN

I represented WAI at the Flight School Association of North America conference in San Diego, where they honored our organization. Pictured L-R: Myself, Roger Cohen, president of the Regional Airline Association, and Robert Rockmaker, President and CEO of FSANA.

younger and some who are older, but the basic theme is we offer programs and initiatives across the age spectrum.

Our chapter program continues to grow and I see this as an important element of the success of our organization. The chapters keep members engaged with each other and the organization itself. One exciting program being launched in September this year is the Girls in Aviation Day program to

Girls
IN AVIATION DAY
A Women in Aviation, International® Event

be held around the world, through the auspices of our local chapters, introducing young people age 10 to 17 to the world of aviation. There

Dear WAI Members:

Women in Aviation, International is the fastest growing organization in aviation today. We recently surpassed 11,000 members, and the fascinating part is the average age of our membership is in their early 30s. When completing a membership survey last year we were pleasantly surprised to learn our membership is basically equally divided between individuals in their 20s, 30s, 40s, and 50s. We have some who are

will be hands-on activities as well as career information provided to participants. If you are not already part of a chapter (approximately 25 percent of WAI members do belong to a local chapter), join one in your area. Or help us start a new chapter if your area doesn't have one!

In order to sustain and grow the organization we rely in part on donations from our members. We now have new ways you can contribute and support the future of Women in Aviation. See the information from SkyOne Federal Credit Union on Page 16 about some new tax-smart ways to make a gift to WAI. If you are at the conference in Dallas you will have an opportunity to meet one on one with someone who can talk with you about ways to gift securities or other forms of investments.

**We recently surpassed
11,000 members,
and the fascinating
part is the average age
of our membership is in
their early 30s.**

Speaking of the conference, as I write this letter, we are set to have another increase in conference attendance, and a wonderful lineup of motivating and inspiring speakers. You'll find more details about the events in Dallas beginning on Page 24. For those of you who can't make it, I hope the inclusion of the conference program in the magazine gives you an idea of what to expect at one of our conferences and inspires you to make it a goal to attend in the future. I look forward to seeing many of you there.

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Sincerely,

Dr. Peggy Chabrian
Dr. Peggy Chabrian
President and Founder

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SUN 'n FUN



The annual Sun 'n Fun International Fly-In & Expo is just around the corner! WAI will be on-site all week April 21-26, with an exhibit booth in Hangar A (Booth A-057), so please be sure to stop by and meet the staff. On-site or online, be sure to tune into Sun 'n Fun Radio each day at 11 a.m. Eastern for Women Shine at Sun 'n Fun hosted by Dr. Peggy Chabrian. You can stream it from www.LiveATC.net/SNF, or listen locally on 1510AM.

WAI members can get a discounted rate on Sun 'n Fun admission online with the code WIA453. You will be asked to show proof of membership at the gate.

And don't forget to add the annual WAI Connect Breakfast to your calendar on Saturday, April 25, from 8 to 9 a.m. The breakfast is a great place to meet and network with WAI staff and other WAI members.

Visit www.WAI.org/events for more information and to register. ➔

Spread the Word!

Help share the excitement of attending a Women in Aviation Conference by using the hashtag **#WAI15** on Twitter, Facebook, and Instagram!

Mark Your Calendar for July 22!

WomenVenture has become a highlight of the EAA AirVenture week each year offering women in the aviation industry the opportunity to connect with and inspire one another while enjoying one of the world's largest aviation events.



This year's WomenVenture events will take place on Wednesday, July 22, 2015, kicking off with the annual WAI Connect Breakfast and culminating with the annual WomenVenture photo on Boeing Plaza and EAA's WomenVenture Power Lunch.



For more information on the day's events, and to register for the Power Lunch, visit www.AirVenture.org/WomenVenture. To register for the WAI Connect Breakfast visit www.WAI.org/events.

Meet the Staff

Name: Patricia Luebke, WAI 1954

Job Title: Marketing Consultant

Describe what you do: I work on behalf of WAI to garner positive publicity about the organization through news releases and media contacts. I try to come up with "big ideas" that will help WAI be more visible and effective. WomenVenture and Girls in Aviation Day are two such ideas that have grown into important initiatives. I am also somewhat of a utility infielder—if there's some odd job or copywriting that needs to be done, it comes my way. I am also the editor of *The Daily*, the newsletter distributed at the conference.

What do you enjoy most about your job?

As I was growing up in this industry, there was a scarcity of role models so I enjoy impacting the next generations by helping provide visibility, respect, and opportunities for women at all levels of their aviation careers.

Who introduced you to aviation? Since I've made a career in aviation, people often assume this was a career choice for me. It wasn't. When I moved to New York City in 1974, an employment agency sent me to *Flying* magazine where I was hired and thus began my aviation career.

Who is an inspiration to you in aviation? I could look at the WASP and listen to them all day. Their beautiful faces glow and I always think it's a privilege to be in their presence.

Most memorable WAI/aviation experience? I don't remember which conference, but I found myself alone in the women's restroom with then-FAA Administrator Jane Garvey. She washed her hands and then put on lipstick. I thought where else but a WAI conference would you have this access? I just nodded and smiled at her, and she did the same back.

Anything else we should know about you? My hope is that younger women don't forget the struggles on their behalf—how many women my age were told no 100 times and kept coming back to open doors in all aspects of aviation. ➔



Pat at last year's EAA AirVenture. "I haven't missed an Oshkosh since 1979, and it's great to see the show become a world-class event."



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Our members have discovered 645 new stars!

More than 400 of you recruited new members in the last 12 months as part of the Discover a New Star campaign!

Thank you for sharing WAI with someone new. Prizes were awarded throughout the year for those who recruited 1, 3, 5, 10, 15, or 20 new members. The Grand Prize—2016 International Women in Aviation Conference registration, airfare, and hotel for two—will be awarded at the 2015 WAI Conference in Dallas, Texas.

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Kacholom Adamu
Abiola Adegbola
Mariam Adejoro
Anthonette Adekola
Helen Adekola
Betty Adindu
Felicia Agada
Charl Agiza
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Ayoka Ajeigbe
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 Garrett Young
 Megan Zahos
 Claudia Zapata-Cardone
 Tracy Zedeck

On the Road Again

I can't believe it is conference time again. I am looking forward to seeing many of you again and meeting many of you for the first time. This year's conference will be another great event!

If you are already involved in a chapter, make sure to check out the chapter events—the Chapter Reception, the Chapter Leadership Workshop, and the University Chapter Members Meeting. If you would like to learn how to start a chapter, please make sure to attend the “How to Start a Chapter” session on Saturday. And if you would like to learn more about our chapters and what they do, please make sure to visit the Chapter Showcase in the Exhibit Hall. Chapter members from around the world will be there talking about their groups and what they do throughout the year.

If you can't make it to Dallas, be sure to follow along with all the great activities on Facebook, Twitter, and Instagram. I'll be hitting the road again in the coming months to meet with various chapters and represent WAI at aviation industry events, including Sun 'n Fun in April. Be sure to stop by and say hi if you're there, too! ➔

by Audra Hoy

Welcome New Chapters

OFFICIAL CHAPTER

Stars of the North

Eden Prairie, Minnesota

President: **Deon Mayer**

Vice President: **Alexis Render**

Secretary: **Cheri Rohlfing**

Treasurer: **Dawne Barrett**

Membership Chair: **Fallon Winslow**

Outreach Chair: **Caidy Thompson**

Contact: **Deon Mayer**,

airandwatergirl@gmail.com

PROVISIONAL CHAPTERS

Cameroon

Douala, Cameroon

President: **Noutchemo Simo Fadimatou**

Vice President: **Bouche Kenmoe**

Anne-Berthe

Secretary: **Charlotte-Yvette Gouet**

Treasurer: **Momo Temgoua Anne-Marie**

Membership Chair: **Carine Azemkouo**

Outreach Chair: **Ngwa Doreen**

Contact: **Noutchemo Simo Fadimatou**,

noutchemo@hotmail.com

GONE WITH THE WIND CHAPTER

The Gone With the Wind Chapter in Atlanta, Georgia, held a holiday event at the 57th Fighter Group Restaurant. Food, fun, and networking were had by all! **Pat Epps** was the evening's guest speaker. He shared his family's history and what it was like growing up in the early 1900s with his dad, Ben Epps, Georgia's first aviator and designer of the Epps Monoplane. ➔

AIR CAPITAL CITY CHAPTER

The Wichita, Kansas, Air Capital City Chapter raised \$5,300 to send low-income girls to space camp at the Kansas Cosmosphere and Space Center in Hutchinson, Kansas. **Lt. Col. Charles**



Anita Buchanan,
National
Screening
Bureau

“Sam” Gemar, a former NASA astronaut, spoke at a fundraising dinner. In July, over 20 girls attended the camp as part of a program called Future Women in A STEM Career (Aviation, Science, Technology, Engineering, and Math).

The chapter also hosted six Lunch & Learn events in 2014. Each lunch featured a professional woman in aviation speaking about her career path or advice, followed by a speaker about a general topic of interest. Speakers planned for 2015 include topics on eating healthier, conflict resolution, and defining a personal mission. ➔



Nancy Cullen, WAI 153

AIR CAPITAL CITY CHAPTER

CONNECTICUT CHAPTER

More than 400 attendees including Girl Scouts, their families, and others converged on the New England Air Museum in Windsor Locks, Connecticut, on November 2, 2014, for their 10th Women Take Flight Event chaired by **Caroline d'Otreppe**, WAI 29824, director of educational programs and WAI Connecticut Chapter member. The event was supported by more than 25 volunteer commercial and military pilots, astronauts, engineers, and re-enactors. Chapter members helped attendees build and fly hovercraft using a CD, Styrofoam block, drinking straw, balloon, rubber band, and duct tape. Since building and test flying the hovercraft was a complex activity, chapter members teamed with the Hartford Section of the Society of Women Engineers.



Hovercraft booth organizer was **Carolyn Begnoche**, a member of both organizations. A great time was had by both volunteers and participants. ➔

L to R: Jerry Ashley, WAI 30633; Sharon Porven, WAI 5484; Deb Dolan, WAI 48204; Patty Harmon, WAI 39641; Carolyn Begnoche, WAI 52030.

Society of Women Engineers Hartford members: Katrina Paolini, Ayana Pusha, Nicole Lavoie, and Carol Coppa.



CONNECTICUT CHAPTER



MIDDLE EAST CHAPTER

Middle East Business Aviation (MEBA) is an exclusive business aviation event held in Dubai and is the largest business aviation exhibition in the region. The Middle



East Chapter of Women in Aviation was given a complimentary space at the exhibition by the organizers. The response at the event was highly enthusiastic and visitors came in droves with inquiries on the opportunities and benefits of joining Women in Aviation, International. What was exceptionally encouraging was the interest exhibited by

women visiting the exhibition indicating that more and more women were seeking opportunities for excelling in aviation careers. ➔



GLOWING WINGS CHAPTER

L-R: Fola Akande, WAI 44663; Dame Patience Jonathan, first lady of Federal Republic of Nigeria; Ify Megwa, WAI 39992; and Olubunmi Abioye, WAI 44799.

GLOWING WINGS CHAPTER

Officers and members of the WAI Glowing Wings Chapter in Lagos, Nigeria, paid a courtesy call to the first lady of the Federal Republic of Nigeria, **Dame Patience Jonathan**, in recognition of the contributions of the first lady to the development of the Women for Change initiative. The chapter presented her the Life Grand Matron award in recognition of her support and commended her on her courage to encourage the development of women in Nigeria. ➔



MIDDLE EAST CHAPTER

AOPA CHAPTER

The WAI AOPA chapter has been working hard and playing hard. In October, they helped the local Ninety-Nines chapter repaint the compass rose in front of the new AOPA National Aviation Community Center. In November, they laced up their sneakers and braved the cold in the Baltimore Color Run. ➔

AOPA CHAPTER

**CHICAGO'S
LEADING EDGE CHAPTER**

Chicago's Leading Edge Chapter held its annual holiday party at Pilot Pete's restaurant at Schaumburg Regional Airport. A sit down dinner was enjoyed after an hour of socializing. In addition, this year's scholarship winners, **Maggie Schulz**, WAI 58714, (Future's Unlimited Scholarship) and **Lauren Loomis**, WAI 60856, (Paperless pilot) were announced. The group was honored to have WAI Chapter Relations Manager Audra Hoy in attendance. More than 30 toys were also collected for Toys for Tots. ➔



CHICAGO'S LEADING EDGE CHAPTER



GREATER LOS ANGELES AREA CHAPTER

GREATER LOS ANGELES AREA CHAPTER

In December, the Greater Los Angeles Area Chapter, in partnership with Pacific Skies Aviation, hosted a Toy and Membership Drive at Torrance Airport. Nearly 100 gifts were donated. Santa arrived with the local fire department to pick up the toys and deliver them to various local charities for underprivileged kids while a local precision formation flight team performed. Santa took time to sing Christmas carols and take photos with the kids, while the adults had a barbecue and raffle giveaways for new members who signed up to join WAI and the chapter. ✈



NIGERIA CHAPTER

NIGERIA CHAPTER

The WAI Nigeria Chapter recently hosted its annual conference with the theme “Inspiring the Next Generation.” The conference featured workshops and seminars, as well as a novelty soccer match played by Ewutun Grammar School Mafoluku and Murtala Muhammed Airport. On the conference’s second day, awards were presented to individuals who have distinguished themselves in society and whose passion for excellence have contributed to taking their organizations to enviable positions. Nigerian female pilots, captains, and others who have contributed to the growth of the aviation industry were honored. ✈





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CAREERS

Grand County in Colorado has amended the name of Granby-Grand County Airport to include the title Emily Warner Field, honoring WAI Pioneer **Emily Howell Warner**, WAI 5771. Emily was the first woman hired as a commercial airline pilot in the United States.

Stephanie Gordon, WAI 58865, joined the WAI staff this fall as Member Services Specialist working at headquarters in West Alexandria, Ohio.

WAI AOPA Chapter members **Stephanie Kenyon**, WAI 52071, and **Emily Meczowski**, WAI 53817, recently passed their private pilot checkrides.



"You Never Know Who's Flying!"

WASP **Bee Haydu**, WAI 42360, sent us this great photo from her November flight from Newark to Palm Beach. "I thought you might be amused what a 94-year-old WASP does," she wrote. "The captain of the B737 invited me to sit in his seat, put his cap on me, and took this picture. What fun."



ROBIN VEST

Mary Feik, WAI 53, was inducted into the Dr. Paul E. Garber First Flight Shrine by the First Flight Society in December 2014.

Dr. Peggy Chabrian was a speaker at the ceremony. Pictured here L-R:

Phil Woodruff, president of the First Flight Society; Mary Feik; Dr. Peggy Chabrian; Deputy Superintendent **Mark Dowdle**.

SHARE YOUR NEWS!

New job? New rating? Get a promotion? Share your news with us so the WAI community can celebrate your achievements with you. Send a note, and photo if you have one, to knelson@wai.org for inclusion in a future issue. ➔



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ANDREA COPPICK

EXPLORING AG FLYING

When I was 8 years old, a friend of my mom's took us to lunch one day. Only instead of going to a local restaurant, we went to the local airport, jumped in her Cessna 172, flew to another state, and had lunch there. It was magical and the day gave me a vision of what I wanted to do with my life. In college, I pursued an aviation degree and obtained

many of my flight ratings. While there, I met my husband, Joe, who had plans to be a military pilot. Soon after we began dating, his dreams were derailed due to a motorcycle accident in his senior year. He finished his degree in aerospace engineering and later landed in the computer industry for the first 15 years of our marriage. I worked as a flight instructor for about seven years, followed by some charter flying and then a regional airline job. Oh, and we had a set of twin girls during the time I was flight instructing (the hours were flexible so it worked well but became a little more challenging during the charter and airline flying).

Time marched on. Joe did well in the computer industry, but it wasn't his dream job. It was quite a shock when he announced that he wanted to be an ag pilot (I still thought of it in terms of "crop duster pilot"). Turns out ag is short for agriculture, but since I was a city girl born and raised, my exposure to crop dusting/ag flying was limited to movie scenes like the one in *Independence Day* where the airplane lands on a rural road and the pilot staggers (slightly intoxicated) from the cockpit to ask where he is and his teenage son arrives on the scene screaming, "What are you doing? You sprayed the wrong field!" I had a lot of resistance to my husband's career change.

In the time Joe has been an aerial applicator (the modern term for "crop duster pilot"), a whole new world came to light—one that I had never before considered. Risk factors are the first thing most people think of when crop dusting is mentioned. Low level flying near power lines, wires, and cell towers, long hours, exposure to chemicals, etc. The world I've had a glimpse into reveals that ag pilots are true professionals. Yes, there are risk factors associated with aerial application, but safety is always the highest priority and they use every bit of technology and resources to minimize risk and to increase efficiency. GPS technology has really revolutionized the industry

with swath guidance and aerial mapping. Modern ag aircraft use on-board computers and sophisticated spray equipment to increase accuracy. Some operators even conduct night spraying and the use of night vision goggles is a new trend. Being an aerial applicator can be a very rewarding career. The flying tends to be seasonal and can last three to five months depending on the location. As far as income goes, an ag pilot with a few years experience can command an income around \$150,000 a season. The flying hours during the season are long but the result is free time in the off-season or freedom to travel to another location that is "in season." And if you like country living, this could be a great fit.

I have long been a WAI member and was amazed and excited last year to see that Thrush Aircraft was offering a \$10,000 scholarship for ag training through WAI. I knew I had to apply because I could see myself getting involved

in the ag industry on days off (as our twins go off to Navy/college next year) or as another venue for flying if I should leave or find myself out of the airline flying. It was an honor to be chosen to receive the award!

The scholarship money was paid directly to the flight school, which took me to Flying Tigers in Rayville, Louisiana, for some of the most fun flying I've ever done! I spent a number of hours in the Citabria attempting to relearn how to land a tailwheel airplane, basic spray patterns, and ag turns.

The ag pilot is constantly doing ground reference maneuvers with wind correction, obstacles, and efficiency as the biggest factors of the task. It's quite a dance but became more natural with practice. Determine where to enter the field, set point A on the GPS, spray on, fly in a straight line about 10 feet off the ground, at the end of the field, set point B on the GPS, spray off, pull up, clear (obstacles), extend, turn, advance the GPS to next swath. The ag turn is a very graceful form of a



I was amazed and excited last year to see that Thrush Aircraft was offering a \$10,000 scholarship for ag training through WAI.

half lazy eight and if done right considering winds and turn rate would result in the GPS light bar telling me I was lined up with Swath 2. Enter the field, spray on, fly straight, small corrections, keep the light bar centered, spray off, clear, extend, turn, advance, repeat. I was really there flying 100 knots across fields, 10 feet off the deck, dodging pump houses, irrigation pivots, power lines, and Louisiana's tree line, which seems to surround most fields with an estimated height of 50 to 80 feet. Some fields were straightforward—a square pattern. Other fields were quite problematic—triangles, or some with no shape at all where the edge of the field followed a tree line, some with obstacles at the end of the field, some with obstacles in the middle. It proved challenging and required creative problem solving with regards to efficient spraying and clean up passes. I learned a ton!

I got the basics down in the Citabria and then did more of the same in the Ag Cat, a big biwing, radial engine aircraft with an open cockpit. The final step in my training was the transition to the turbine Thrush with the well-known and respected Robert McCurdy. The first few lessons in the Thrush were getting familiar with the turbine engine operation, more spray patterns (at 140 knots across those fields) and landings. During the last few lessons we loaded up the hopper with 300 gallons of water (that's 2,400 pounds), to conduct actual spraying and emergency load dumping.

I was fortunate to have good weather and fly twice each day, which resulted in some extra time at the end of training. Loui-

siana was so close to Georgia that I decided to take a side trip to visit the Thrush Factory in Albany, Georgia, to say thank you for the scholarship and see the operation. I was met by Eric Rojek, the vice president of marketing. I had a great tour of the factory and find it truly amazing that airplanes go from nuts, bolts, sheet metal, etc. into machines that defy gravity. I asked many questions about the operation, the involvement of women in the industry, and the ag industry as a whole. One of the things that stood out is that Thrush management is concerned with upcoming retirements of ag pilots and not enough new pilots entering the field (this is the same concern at regional airlines as well). The scholarship is one way Thrush is trying to encourage male or female pilots to enter the field of ag aviation.

When I arrived home, my husband asked if I thought I could hop in his plane (a turbine Thrush) and go out on an ag job. In my heart I know there's a lot more learning that needs to occur to be a professional aerial applicator, but I do believe that I have what it takes to be an ag pilot. My sincerest thanks to Thrush Aircraft and Women in Aviation, International for creating such a great learning opportunity, and to Flying Tigers for a strong foundation in ag procedures and techniques. ➔

.....
Andrea Coppick, WAI 6452, was the 2014 recipient of the Thrush Aircraft Agricultural Pilot Scholarship. She is a pilot for Alaska Airlines flying the Boeing 737 and sponsors the Dare to Dream scholarship offered through WAI since 2009. Reprinted with permission from AgAirUpdate.com.





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Thank you to all this year's generous Annual Fund donors. Your donations will be used exclusively to provide individuals with opportunities in aviation, invigorate their careers, expand their horizons, and ensure that WAI remains a vital, robust, and active organization now and in the future.
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The WAI Wings Society is a program that recognizes donors to WAI. With a minimum donation of \$500 you can join the prestigious list of Wings Society members committed to helping WAI members achieve their aviation dreams. All WAI Wings Society members are acknowledged with a special pin representing their member status.

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As a champion for women in the aviation industry, Women In Aviation, International (WAI) has helped provide education and career advancements for women in this male-dominated field for years. Your support of the WAI Endowment Fund today helps pave the way for the future of Women in Aviation tomorrow.

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ASK THE CFI



MEG GODLEWSKI

I have been a CFI for about three years. I have a student who is trying to get his instrument rating. We've been working on this for two years. He goes at it great guns for about four months, flying twice a week, then he starts canceling flights, showing up late, and eventually stops showing up. A few

months later, he comes back, and the cycle repeats itself. I've been through this with him twice now. How can I help him finish?

Life gets in the way sometimes when it comes to flight training. Does he stop because he's busy, or frustrated with the training? If it is the former you can't do anything about that—if it is the latter, sit down and identify the frustrations and craft a plan to deal with them.

I have a new student who gets airsick on every flight. (we just finished lesson 4) I asked him if he really wants to learn to fly and he says yes. He doesn't complain, and I can deal with the barfing, but I feel terrible that he

fills a bag on every flight. Is there anything I can do to help him get over his airsickness?

In my experience, airsickness during flight lessons is something that you get over with in time. I got sick at first—I found that chewing mint-flavored gum kept me from painting the inside of the cockpit, so I make it a point to issue it to my students before each flight. In addition to calming the stomach, the mint has another benefit—the taste and smell of the mint helps the student with memory recall, so they retain more of their lessons.

I just started on the CFI track. It seems to me that most of my "lessons" involve my CFI reading to me out of a book. I can give the information back to him, but I am not sure I am really teaching. How does one learn to teach?

You learn to teach by doing it. Do you have the opportunity to monitor or help out with a ground school in your area? You can learn a lot by watching a more seasoned instructor deliver the information. If you are lucky, you might get the chance to teach a topic or two. You will be under the watchful eye of the regular instructor, so don't worry about stumbling—the other CFI is there to catch you. ✈

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

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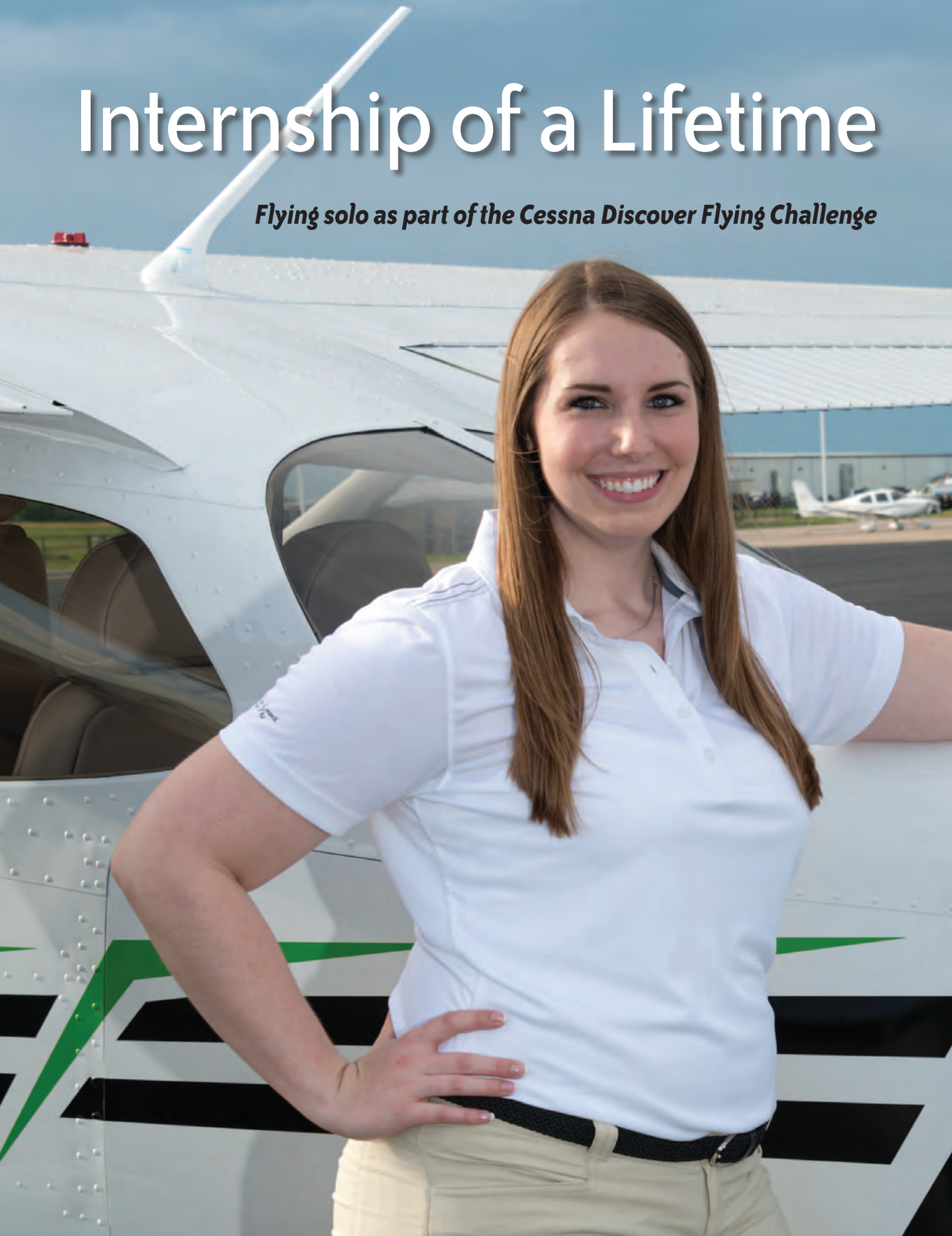
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Internship of a Lifetime

Flying solo as part of the Cessna Discover Flying Challenge



The Cessna Discover Flying Challenge is an internship that sounds like a dream to a young pilot just starting out. Once surviving the grueling interview and acceptance process, you are handed your own brand-new Cessna 172 Skyhawk to fly around a specific region of the country to promote general aviation and excite the public about the wonders of flying.

by Julia Hamlin

PHOTOS COURTESY OF TEXTRON AVIATION





When I first heard about this opportunity, I couldn't believe how great it sounded! I knew right then that I wanted to be a part of this awesome aviation experience and I am happy to say, I was not disappointed.

The application process included submitting a one-minute video, as well as a few social media writing examples. On a cold and blustery Saturday in December 2013, I went to my local airport and filmed my video with the help of family and friends in an indoor hangar—courtesy of a University of Illinois flying colleague. After submitting my application, I remember being nervous while waiting to hear back from Cessna. A phone interview then led to an in-person interview in Wichita, Kansas, at Textron Aviation headquarters. While in Wichita the other 12 candidates and I had the opportunity to participate in a panel interview as well as a test flight to determine if we would be suitable for the Discover Flying Challenge team. The process was rigorous, a bit stressful, and the competition was intense, but completely worthwhile. When I got the news that I had been selected for the team, I was so excited for the grand adventure that lay ahead that I couldn't wait to get started!

Taking Flight

We arrived in Kansas in late May 2014, eager for the summer to begin. We spent a few weeks completing training, which covered everything from an overview of the company to specific flight training. In addition to the formal training, the other Discover Flying members and I got a chance to get to know each other and had a great time melding into the 2014 team. There were five other pilots as well as a dispatcher and scheduler that made up our team.

"Meeting" each of our airplanes for the first time was a unique experience—we'd be spending more time with those planes than anything or anyone else for the whole summer. My new Skyhawk was N5521Q, and only had 5.9 hours on the Hobbs when I first got in. Everything was new and pristine, and even the leather seats gave off a "new airplane smell"! I had never been in an airplane so new, and I couldn't believe that this would be my airplane for the summer.

After our time of training in Kansas, we had our official



team launch and everyone was off to their own regions of the country. We had two pilots on the West Coast, two on the East Coast, and two in the Midwest. I was one of the West Coast pilots, which meant that launch day was the start of mountain training, something totally new and different for me.

Life Lessons

Some of the most important things I learned during my internship:

✈ Proper preflight planning is vital to a safe flight—flying in different terrain and weather every day was challenging, and I needed to be thorough to be safe.

✈ Documenting such a unique experience is definitely worthwhile—I took tons of pictures and kept a journal along the way so I could relive my adventures at any time. I value those memories so much.



Julia with Patty Wagstaff

I completed all of my previous flight training at the University of Illinois in Urbana-Champaign, where I also earned my Bachelor of Science degree in Aviation Human Factors. Illinois is noticeably devoid of any type of terrain other than large acres of flat farm fields, whereas the area west of Denver has the most complex geographic terrain in the country. I was excited for the challenge that lay ahead, and very glad to have such high-quality training before going solo through this region. My mentor pilot was Al Rice, who serves as the chief pilot of single-engine pilot training for Cessna.

Mountain Flying

Al and I went to Colorado to spend a few days flying in and around some of the highest mountain peaks the Rockies have to offer. I got to learn firsthand about the techniques involved in mountain flying as well as understand the differences and difficulties in flying in uneven terrain.

On our first full day of flying, we got stuck in Buena Vista, Colorado, which was supposed to be just a fuel stop, but weather rolled in while we were on the ground. It's a very enlightening experience to see just how quickly weath-

er can change in the mountains. In a matter of minutes, the winds picked up to a very strong crosswind and clouds moved in to obscure the mountaintops. Training included flying in a few well-known areas such as Salida, Leadville, and Vail, Colorado.

My first event of the summer was in Aurora, Oregon, just south of Portland. It was a weekend air show and warbird fly-in, which was right up my alley. I grew up around air shows—my dad started taking me to them when I could barely walk. As I got older, he would bring me with him to the annual EAA air show in Oshkosh, Wisconsin. I haven't missed an Oshkosh since. I love the atmosphere that surrounds an air show. This air show was a great first experience on the road, and I was able to give some discovery flights to people who were considering getting involved in flight training. The discovery flights were one of my favorite parts of the program, and also a focal point of our job as interns. At each airport or event that I was involved in, I'd be able to give people discovery flights in my airplane. Whether it was their first flight, or just their first flight in a very long time, it was amazing to watch everyone's delighted reactions to the flights. I'm also a CFI, and since I

☛ **Paying attention during instrument ground school was worthwhile—I was able to use skills that I'd only read about before this experience.**

☛ **Before attempting to fly in mountainous terrain, some mountain training is very beneficial—both ground and flight training help make you a safe pilot.**

☛ **If you want to make more pilot friends, just go hang out at an airport for a day! I spent the whole summer at airports and met many friendly faces and heard great stories.**



have flown daily for the past several years it's easy to forget how awesome it is to take to the sky and fly! Giving people these discovery flights gave me a renewed sense of awe, passion, and excitement for general aviation and also for the career path I have chosen.

I spent much of June in the Pacific Northwest, in Oregon and Washington. Prior to this I had never been west of Colorado, so it was quite an experience getting to explore all these areas myself with "my own" airplane. It's a truly beautiful area of the country to fly in, despite some complicated weather presented by the Cascade Mountains.

At the beginning of July, I was able to head farther south and explore San Diego, Los Angeles, and Santa Barbara. Flying in this area was a new challenge, with complex airspace attributes and a high volume of traffic. I was able to truly use my instrument flying skills by filing and flying specific ATC preferred routes and tower en route control routes. I was able to experience firsthand many things that I had only read about with intricate routing and navigating complicated airspace. It was scary, exciting, and exactly what I hoped this internship would provide for me in terms of learning opportunities and experiences.

In mid-July, I headed to Lake Tahoe for the Truckee Tahoe Air Fair. I was particularly excited for this air show, as my long-time aviation mentor and friend Patty Wagstaff, WAI 480, would also be in attendance. I first connected with Patty in Oshkosh more than 10 years ago where she saw my enthusiasm and let me spend time with her and her crew for the week. She encouraged me through every step of my flight training, and I've treasured having her as such an influential person in my life. Although I've known Patty for a long time, I had never flown with her. In Truckee, I was able to take her up on a flight in my Skyhawk around Lake Tahoe. It was an awesome experience to finally give a flight to the woman who inspired me to become a pilot.



Advice for Internship Seekers

☛ **Don't let the competition keep you from applying—the Discover Flying Challenge is a very competitive internship, and at first I was overwhelmed by how many people would apply for so few positions. Have confidence and put your application out there!**

☛ **Have multiple people look over your application and résumé—the more people who read over it, the better. Don't be shy with your essay or résumé, because input from others is a valuable part of making your application the best it can be.**

☛ **A letter of recommendation never hurts, even if it isn't required—I submitted an extra letter of recommendation with my application. They help bring some color to it. Worst-case scenario they don't read it, but best-case, it helps you get the job.**



Oshkosh

In late July, I headed back to the Midwest for EAA AirVenture Oshkosh and met up with the rest of the 2014 Discover Flying Challenge interns. We planned to fly to Oshkosh in crews of two using three of our airplanes. This was my 14th trip to Oshkosh and I had never had the opportunity to fly in before. I had studied the NOTAM cover to cover. This was *the* air show where I decided I wanted to be a pilot 14 years ago, and to be able to fly in now as a commercial pilot and CFI would be incredible.

The team departed early in the morning as a flight of three from Chicago Executive Airport on the north side of Chicago. As we got closer to Ripon, Wisconsin, my excitement grew. We followed the VFR arrival procedures and got in the arrival line with all the other airplanes, and it wasn't too busy when we arrived. We were assigned runway 36L—the big runway that goes right down the show line! I must admit it was hard to keep my enthusiasm at bay and just fly the airplane. I was assigned a landing on the yellow dot and I was reeling with excitement during the whole taxi, looking all around at the fa-

miliar sights of the air show. This was the first time I'd flown in, and it was everything I'd hoped it would be and more!

Working the Oshkosh air show gave me a different perspective on how the event is staged and conducted and I had a truly great time. As the amazing week there came to a close, I was able to ride back to Wichita on the Cessna Citation M2. It was a surprising and delightful experience that I'll always remember and I hope it's not the last time I get to fly in a Citation!

After Oshkosh, the internship officially wrapped up back at Textron Aviation headquarters in Wichita and we all went our separate ways. The other interns and I all agreed that it was the best summer we could have imagined as pilots beginning our careers. The Discover Flying Challenge was the experience of a lifetime and I personally feel so grateful to have been a part of an experience that stretched me, ultimately making me a better pilot, and even more committed to my passion for flying than ever before. ✈

.....
Julia Hamlin, WAI 42869, is a flight instructor for Lewis University in Chicago, Illinois.

☛ Be yourself in the interview—

especially with this internship, they were very interested to see our personalities come alive. As a spokesperson and face of Cessna, they wanted us to be lively and outgoing, so make sure you don't let nerves keep you from showing your true colors.

☛ Get creative with the application—

the Discover Flying Challenge required a few social media writing examples and instead of just typing them out, I formatted them and used icons from each social media website to make them look more realistic. This type of creativity makes you stand out!

☛ Never doubt the importance of

making a good impression to each and every person you meet—the potential employers can ask anyone's opinion of you, from the secretary to a person you pass in the hallway. Every interaction you have is important.



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WAI2015



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PATTAYLOR



Dear WAI Conference Attendees:

Welcome to Dallas, Texas, and the 26th annual International Women in Aviation Conference. We have a wonderful lineup of inspiring speakers, an exhibit hall full of companies who are waiting to talk with you about their organizations, attendees from around the world, seminars and education sessions to inform and motivate you, and opportunities to talk with HR representatives from companies looking to talk with prospective employees. All of this packed into a three-day conference planned with you in mind.

If this is your first time attending a Women in Aviation, International conference we encourage you to pick up a First-Time Attendee ribbon in the registration area. We want to meet you, hear about your aviation experiences, and help answer any questions you might have about where to find an event or how to find the best way to maximize your experience. And for those of you who have attended a conference before, I ask you to share your experiences with our first-timers and make them feel welcome.

Interested in aviation safety, medical issues related to your FAA certificate, or history of aviation? Haven't flown in a while and want to get back in the cockpit, or want to hone your interview skills, check out the latest aviation gadgets and software, or find out more about a specific aviation career? You can find answers to all of these subjects during the next three days—in the professional development seminars, general sessions, and the luncheon and banquet.

Women in Aviation, International is known for its successful scholarship program and this year is one of the best with 100 scholarships to be given away during the conference. We thank the individuals and companies who have provided the resources for us to make these scholarship awards.

Enjoy your time here this week and be sure to connect, engage, and inspire!

Sincerely,

A handwritten signature in black ink that reads 'Dr. Peggy Chabrian'.

Dr. Peggy Chabrian
President/Founder



2015 CONFERENCE SCHEDULE

SPEAKERS

Friday, March 6

GENERAL SESSION

Donna Hrinak

Boeing President Brazil and Latin America

Colleen Barrett

President Emeritus, Southwest Airlines

Ravi Chaudhary

FAA Executive Director for Regions and Center Operations

LUNCHEON

Pat Blum

Co-founder, Corporate Angel Network

Saturday, March 7

GENERAL SESSION

Amelia Rose Earhart

Youngest woman to circumnavigate the world in a single-engine aircraft

Lt. Col. Jen Nothelfer

U.S. Marine Corps

Heather Penney

Director, USAF Air Superiority Systems, Lockheed Martin Aeronautics

BANQUET

2015 Pioneer Hall of Fame Awards Presentation

Wednesday, March 4

8:00 a.m. - 5:00 p.m.	TOUR American Airlines Flight Academy and DFW Line and Base Maintenance	Buses load at Jade Entrance, Atrium II
1:00 p.m. - 6:00 p.m.	TOUR DFW Air Traffic Control	Buses load at Jade Entrance, Atrium II
3:00 p.m. - 6:00 p.m.	REGISTRATION Open	Wedgwood Ballroom
6:30 p.m. - 7:30 p.m.	WAI CHAPTER RECEPTION (ticket required/by invitation only) Sponsored by Signature Flight Support and JetBlue	Plum Blossom

Thursday, March 5

8:00 a.m. - noon	TOUR Southwest Airlines Facility Tour	Buses load at Jade Entrance, Atrium II
8:00 a.m. - 4:30 p.m.	REGISTRATION Open	Wedgwood Ballroom
8:00 a.m. - 11:00 a.m.	WAI CHAPTER LEADERSHIP WORKSHOP Sponsored by Jeppesen	Senators Lecture Hall
8:00 a.m. - 5:00 p.m.	FAA MAINTENANCE RECURRENT TRAINING Sponsored by AWAM	Topaz
9:00 a.m. - noon	AEROSPACE EDUCATORS WORKSHOP (pre-register) sponsored by FAA	Sapphire
9:30 a.m. - noon	PROFESSIONAL DEVELOPMENT SEMINAR (ticket required, \$30)	Coronado A
10:00 a.m. - 10:45 a.m.	NEW MEMBERS COFFEE Sponsored by AOPA (ticket required/by invitation only)	Cortez A
11:00 a.m. - noon	ANNUAL WAI MEMBERSHIP MEETING	Cortez D
12:50 p.m. - 1:00 p.m.	EXHIBITS RIBBON CUTTING CEREMONY	Trinity Foyer
1:00 p.m. - 5:30 p.m.	EXHIBIT HALL Open	Trinity Exhibit Hall
2:00 p.m. - 4:30 p.m.	PROFESSIONAL DEVELOPMENT SEMINAR (ticket required, \$30)	Coronado A
3:00 p.m. - 4:00 p.m.	WAI UNIVERSITY CHAPTER MEMBERS MEETING	Cortez D
4:30 p.m. - 6:00 p.m.	CONFERENCE 101 FOR STUDENTS Sponsored by Piper Aircraft Inc.	Coronado D
6:00 p.m. - 7:00 p.m.	OPENING RECEPTION Sponsored by Delta Air Lines (ticket required)	Trinity Ballroom
7:00 p.m. - 9:00 p.m.	AOPA RUSTY PILOTS SEMINAR (Open to the public)	Coronado A

Friday, March 6

7:30 a.m. - 8:30 a.m.	YOGA CLASS (\$15/walk-ins welcome)	Anatole Sculpture Park
8:00 a.m. - 4:30 p.m.	REGISTRATION Open (closed during luncheon)	Wedgwood Ballroom
9:00 a.m. - 10:30 a.m.	GENERAL SESSION Sponsored by Boeing	Trinity Ballroom
10:30 a.m. - 5:00 p.m.	EXHIBIT HALL Open (closed during luncheon)	Trinity Exhibit Hall
12:00 p.m. - 1:30 p.m.	LUNCHEON Sponsored by United Airlines (ticket required)	Trinity Ballroom
1:45 p.m. - 5:15 p.m.	EDUCATION SESSIONS Sponsored by Alaska Air Group, Horizon Airlines	Various Locations (See pages 32-36)

Saturday, March 7

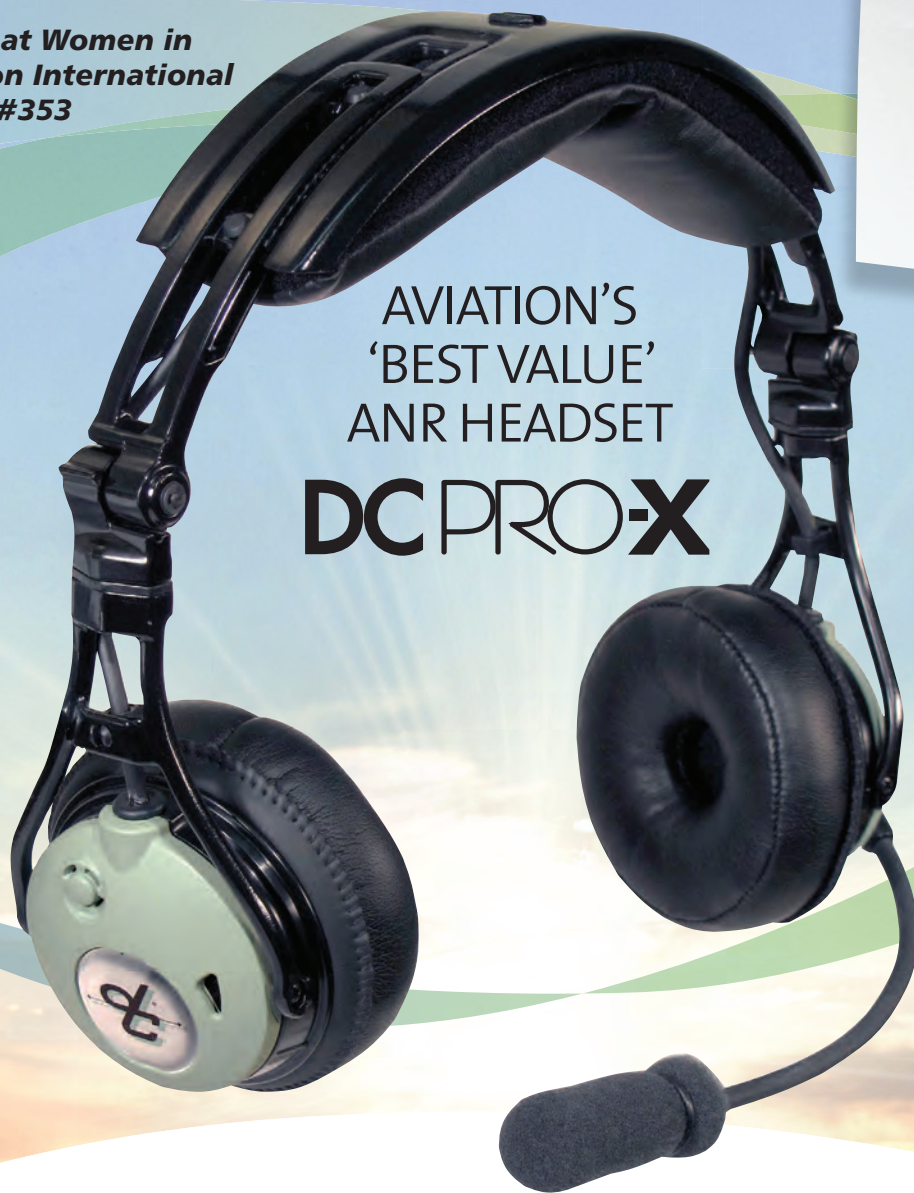
7:30 a.m. - 8:30 a.m.	YOGA CLASS (\$15/walk-ins welcome)	Anatole Sculpture Park
8:00 a.m. - 1:00 p.m.	REGISTRATION Open	Wedgwood Ballroom
9:00 a.m. - 10:30 a.m.	GENERAL SESSION Sponsored by U.S. Marine Corps	Trinity Ballroom
9:00 a.m. - 3:00 p.m.	GIRLS IN AVIATION DAY DALLAS (pre-registration necessary) Sponsored by Gulfstream Aerospace	Grand Ballroom
10:30 a.m. - 3:00 p.m.	EXHIBIT HALL Open	Trinity Ballroom
12:30 p.m. - 1:30 p.m.	HOW TO START A WAI CHAPTER	Senators Lecture Hall
1:45 p.m. - 5:15 p.m.	EDUCATION SESSIONS Sponsored by Embry-Riddle Aeronautical University	Various Locations (See pages 38-40)
7:00 p.m. - 9:30 p.m.	AWARDS BANQUET AND WAI PIONEER HALL OF FAME CEREMONY Sponsored by American Airlines/American Airlines FCU/Envoy Air Inc. and Airbus North America (ticket required)	Trinity Ballroom

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

See us at Women in
Aviation International
Booth #353



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THE DC PRO-X FITS COMFORTABLY ON YOUR HEAD,
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WAI CONFERENCE APP



Head to the App Store or Google Play to download the WAI conference app (PSAV events app). Put the conference schedule, speakers, sessions, and facility maps right at your fingertips! You'll also be able to create your own schedule, and share conference activities directly to your social media accounts. Visit <http://crowd.cc/s/4LBG> to go directly to your app store and download the app.



SEMINARS > TRAINING

FAA Maintenance Recurrent Training

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

Thursday, March 5 • TOPAZ

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 aircraft 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 • SAPPHIRE

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. • CORONADO A

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

*Sponsored by Signature Flight Support • CORONADO A
Presenter: Betty Shotton, CEO, Liffort 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

*Sponsored by ConocoPhillips • CORONADO A
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.



FRIDAY

1:45-2:45 p.m.

GOVERNORS
NAVIGATING LEGAL TRAPS
SENATORS
IMPOSTER SYNDROME
CORTEZ A
STAY ALIVE!
CORTEZ D
YOUR BIGGEST OBSTACLE
TOPAZ
ACADEMIA
CORONADO A
CORPORATE AVIATION
CORONADO B
MEDICAL CERTIFICATION
CORONADO C
AIR FORCE RESERVE
CORONADO D
PRE-FLIGHT WEATHER
SAPPHIRE
MORE THAN JUST HOT AIR

3-4 p.m.

GOVERNORS
TECHNOLOGICAL CHANGES
SENATORS
MIDCAREER TRANSITION
CORTEZ A
ON THE ROAD TO RICHES
CORTEZ D
FLYING FOR A LIFETIME
TOPAZ
INFRASTRUCTURE'S ROLE
CORONADO A
AIRLINE PILOT SUPPLY
CORONADO B
LEGAL VERSUS SMART
CORONADO C
FOD PREVENTION
CORONADO D
TAX CODE
SAPPHIRE
EFFECTIVE LEADER

4:15-5:15 p.m.

GOVERNORS
ADS-B
SENATORS
BOEING TRAILBLAZERS
CORTEZ A
AFTER THE CRASH
CORTEZ D
GAME OF LIFE
TOPAZ
LEARNING TO LEAD
CORONADO A
WASP OF WORLD WAR II
CORONADO B
LASOING LEARNING
CORONADO C
BUY TO LEARN TO FLY?
CORONADO D
FLIGHT ATTENDANT
SAPPHIRE
FLYING FLOATPLANES

FRIDAY EDUCATION SESSIONS

Sponsored by Alaska Air Group, Horizon Airlines

1:45-2:45 p.m.

GOVERNORS NAVIGATING LEGAL TRAPS

Alan L. Farkas

The presentation will cover responding to FAA inquiries, ramp stops, full enforcement action, civil liability concerns, and tips related to buying and selling aircraft. Audience questions and participation are encouraged.

SENATORS IMPOSTER SYNDROME

Alisoun McCloughen, Dawn Newman, Carrie Pedone

Do you wrestle with feelings of self-doubt? Are you afraid that people will discover that you're not really as capable as they think you are? Do you use self-limiting language? Do you give credit to luck, timing, or others for your accomplishments? If you answered yes to any of these questions, you may be afflicted with imposter syndrome. Learn how to become more aware of these behaviors, reframe the conversation in your head and with others, embrace your strengths, and commit to a change that moves you forward. We invite you to engage in activities geared around this phenomenon with other conference attendees. We'll review current research and case studies that will help you develop strategies for becoming one of tomorrow's confident, capable leaders.

CORTEZ A HOW TO FLY AND STAY ALIVE!

Wally Funk

Many pilots have not paid attention to pre-flight planning, their capability, and safety items that arise that can often make the difference between a successful flight and one that endangers their passengers, themselves, and their aircraft. In today's world of high-tech avionics, including GPS, it is imperative to understand that one digit can alter your destination and the outcome of your flight. This session will increase your awareness and understanding of what it takes to be an accident-free pilot.

CORTEZ D OVERCOMING YOUR BIGGEST OBSTACLE—YOU!

L'areal Lipkins

During this eye-opening session, you will learn how empathy and our past experiences drive the way we communicate with other people. You will also discover your dominant communication style and how to adjust to other people's communication style.

TOPAZ OPPORTUNITIES IN ACADEMIA

**Moderator—Elizabeth Bjerke;
Panel—Julie Speakes, Leslie Martin, Terra Jorgenson, Peggy Chabrian**

In order to educate and train the next generation of aviation professionals, we need experienced and compassionate professors in the classrooms. Learn how to join the ranks of aviation faculty and help shape the future of aviation.

CORONADO A WOMEN IN CORPORATE AVIATION

Moderator—Brenda Miles; Panel—Gloria Christine, Elizabeth Friedland, Ava Schubat

Panelists will discuss choosing their respective career path, quality of life, mentoring, opportunities, job satisfaction, scholarships, business aviation in general, and most importantly, corporate aviation as a profession and necessity in today's economy.

CORONADO B HOT TOPICS FOR FAA MEDICAL CERTIFICATION

Paula A. Corrigan

Dr. Corrigan will address current hot topics concerning aeromedical certification for aircrew/ATCs. Topics will include recent FAA policy changes to include multiple conditions that no longer require special issuance authorization, medications, keys to FAA medical reporting, and tips for medical exams. This will be an open, interactive forum to answer your questions and help prepare for future medicals.

CORONADO C BECOMING AN AIR FORCE RESERVE PILOT

1st Lt. Meaghan Cosand, Capt. Matt Anger

Learn what the Air Force Reserve does, and what being an Air Force pilot entails.

CORONADO D PRE-FLIGHT WEATHER

Mike Cetinich

Pilots at any level will learn and benefit from understanding weather information impacting flight. We will explore how to go about getting the weather information you need to make a go/no-go decision. When planning a trip, or even if your trips are scheduled, how do you evaluate what information to review and determine the most critical information to base your decision? Mike will advise the best way to look at the atmosphere, from the upper levels down to the surface and the key features to review. He'll also share what types of weather information you should evaluate and the best sources for this information. Checking a box for your pre-flight briefing does not ensure your safety; understanding the information in your briefing may help you make a lifesaving decision.

SAPPHIRE MORE THAN JUST HOT AIR

Patsy M. Buchwald, Nick Donner, Janet Patton

Learn more about the various aspects of hot air ballooning.



FRIDAY

1:45-2:45 p.m.

GOVERNORS
NAVIGATING LEGAL TRAPS
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IMPOSTER SYNDROME
CORTEZ A
STAY ALIVE!
CORTEZ D
YOUR BIGGEST OBSTACLE
TOPAZ
ACADEMIA
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MEDICAL CERTIFICATION
CORONADO C
AIR FORCE RESERVE
CORONADO D
PRE-FLIGHT WEATHER
SAPPHIRE
MORE THAN JUST HOT AIR

3-4 p.m.

GOVERNORS
TECHNOLOGICAL CHANGES
SENATORS
MIDCAREER TRANSITION
CORTEZ A
ON THE ROAD TO RICHES
CORTEZ D
FLYING FOR A LIFETIME
TOPAZ
INFRASTRUCTURE'S ROLE
CORONADO A
AIRLINE PILOT SUPPLY
CORONADO B
LEGAL VERSUS SMART
CORONADO C
FOD PREVENTION
CORONADO D
TAX CODE
SAPPHIRE
EFFECTIVE LEADER

4:15-5:15 p.m.

GOVERNORS
ADS-B
SENATORS
BOEING TRAILBLAZERS
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AFTER THE CRASH
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GAME OF LIFE
TOPAZ
LEARNING TO LEAD
CORONADO A
WASP OF WORLD WAR II
CORONADO B
LESSON LEARNING
CORONADO C
BUY TO LEARN TO FLY?
CORONADO D
FLIGHT ATTENDANT
SAPPHIRE
FLYING FLOATPLANES

FRIDAY EDUCATION SESSIONS

Sponsored by Alaska Air Group, Horizon Airlines

3-4 p.m.

GOVERNORS

MEETING THE CHALLENGES OF RAPID TECHNOLOGICAL CHANGES

Cheryl Bick

This session will cover examples of how interacting with a broader technological field can help prevent potential product and design failures and also may help troubleshoot existing problems. What can you expect in the near future and how will that affect your career?

SENATORS

MAKING THE MIDCAREER TRANSITION TO BUSINESS AVIATION

Moderator—Jo Damato;

Panel—Doug Schwartz, Sheryl Barden

A career in business aviation is very desirable for many retiring from the military and ready for civilian flying. Likewise, experienced airline pilots may be considering the transition to a business aviation career for many reasons. This panel of business aviation flight department directors, who are themselves the hiring managers for their departments, will provide an insider's view into the best way for transitioning pilots to make themselves marketable and how they can best make the transition into the business aviation industry. Attendees are encouraged to bring their résumés.

CORTEZ A

ON THE ROAD TO RICHES

Trysh Olson

Goals, risk tolerance, and cash flow all impact savings and investment choices. Participants in this workshop will learn how to determine how much money to commit to savings, what savings and investment tools are available, and how to determine which combination of investments is best suited to their needs.

CORTEZ D

FLYING FOR A LIFETIME

Kristine Hartzell

As pilots we pay close attention to our airplanes. We inspect them before every flight. We watch for trends, search for hidden problems, and generally keep a wary eye on things—because, after all, airplanes change. So do people. It may not seem like it, but we're all different pilots than we were five years ago (or even two weeks ago). The changes can be subtle—but do we give them the attention they really deserve? Join us as we take a fun, fast-paced look at that question, and explore different ways you can maintain the same high level of safety over a lifetime of flying. You'll learn simple but effective ways to keep your AME happy, why the "conventional wisdom" about age can lead to trouble, how mood, food, sleep, and other factors influence cockpit decisions, and why "I feel fine" doesn't necessarily mean "I am fine."

TOPAZ

TECHNOLOGY INFRASTRUCTURE'S ROLE IN AVIATION

Moderator—Susie McMichael;

Panel—Trevi Housholder, Elaine Banks, Carol Aragon Smith, Tracy Pratt

Learn more about critical elements of IT infrastructure and how it supports aviation.

CORONADO A

AIRLINE PILOT SUPPLY AND PILOT HIRING PANEL

Moderator—Dr. Becky Luttrell;

Panel—Kent Lovelace, Scott Vlasek, Nick Brice, Bob Skinner, Antonia Hayes

The airline industry is projected to hire 95,000 pilots in the next 20 years. Major airlines are hiring and many regional carriers are struggling to keep up with hiring needs. To assist in meeting this demand, collegiate programs are offering FAA-approved restricted ATP programs and pilot pathway programs. This panel will consist of representatives from universities with restricted ATP and pilot pathway programs and representatives from the airlines. The topics discussed will include pilot supply, hiring trends, and options for pilots pursuing an airline career.

CORONADO B

JUST BECAUSE IT'S LEGAL DOESN'T MEAN IT'S SMART

Sarah Rovner

Explore aeronautical decision-making and risk management through the use of scenarios and case studies.

CORONADO C

THE IMPORTANCE OF FOD PREVENTION

Jane Shelton

Grasp the importance of maintaining a FOD Prevention Program in an aircraft maintenance environment. Discover the definitions and aerospace standards that are available to govern a FOD Prevention Program.

CORONADO D

TAXIING THROUGH THE TAX CODE

Barbara E. Little

The Internal Revenue Code should not just pop up on our radar April 15. This presentation will provide an overview of how individuals are taxed and a system for organizing data year round to make tax filing less onerous, and identify a few key tax provisions that affect aircraft owners and pilots.

SAPPHIRE

BECOMING AN EFFECTIVE LEADER

C. Daniel Prather

Learn more about transitioning from a manager to a leader. Audience participation is encouraged, and attendees will have time to interact and further discuss what they consider to be the qualities of an effective leader.



FRIDAY

1:45-2:45 p.m.

GOVERNORS
NAVIGATING LEGAL TRAPS
SENATORS
IMPOSTER SYNDROME
CORTEZ A
STAY ALIVE!
CORTEZ D
YOUR BIGGEST OBSTACLE
TOPAZ
ACADEMIA
CORONADO A
CORPORATE AVIATION
CORONADO B
MEDICAL CERTIFICATION
CORONADO C
AIR FORCE RESERVE
CORONADO D
PRE-FLIGHT WEATHER
SAPPHIRE
MORE THAN JUST HOT AIR

3-4 p.m.

GOVERNORS
TECHNOLOGICAL CHANGES
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CORONADO B
LEGAL VERSUS SMART
CORONADO C
FOD PREVENTION
CORONADO D
TAX CODE
SAPPHIRE
EFFECTIVE LEADER

4:15-5:15 p.m.

GOVERNORS
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SENATORS
BOEING TRAILBLAZERS
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GAME OF LIFE
TOPAZ
LEARNING TO LEAD
CORONADO A
WASP OF WORLD WAR II
CORONADO B
LASSOING LEARNING
CORONADO C
BUY TO LEARN TO FLY?
CORONADO D
FLIGHT ATTENDANT
SAPPHIRE
FLYING FLOATPLANES

FRIDAY EDUCATION SESSIONS

Sponsored by Alaska Air Group, Horizon Airlines

4:15-5:15 p.m.

GOVERNORS

ADS-B: WHAT PILOTS SHOULD KNOW

Jessica Koss

ADS-B compliancy for pilots and aircraft owners is right around the corner! ADS-B adds to situational awareness with weather and traffic information, but its benefits and limitations are often misunderstood. Enhance your flying by understanding how ADS-B can benefit you, what ADS-B solution best fits your needs, and how those devices can provide you with even more information in the cockpit.

SENATORS

TRAILBLAZERS: THE WOMEN OF THE BOEING COMPANY

Moderator—Geraldine Wilmot;

Panel—Patricia Beckman, Suzanna Darcy-Hennemann, Nelda Lee, Betsy Case

Female members of the Boeing aerospace team will discuss what has inspired them.

CORTEZ A

AFTER THE CRASH

Kristine Hartzell

Of the millions of GA flights every year, only a few end with unplanned off-airport landings. But even though the odds of a crash are slim, the potential consequences are harsh—which is why smart pilots prepare and take basic precautions. From route planning and emergency rations to signal mirrors and sat phones, Kristine will take a user-friendly, common-sense approach at maximizing your chances of survival and rescue after a crash. We'll talk about the essential ingredients of a good survival kit, simple but effective ways to help searchers find you, the first steps you should take after a crash, and survival strategies while awaiting rescue.

CORTEZ D

WINNING THE GAME OF LIFE

Wendy Vigo

This presentation will provide attendees with some powerful tips for juggling work and home while maintaining a healthy work-life balance. Topics include budgeting, meal planning, managing family chores, business goals and objectives, promoting yourself, and maintaining a goal-oriented lifestyle. Attendees will explore a budgeting template in Excel, see photos of successful setups at home (i.e. The Whiteboard, the laundry sorting trick, the meal plan, etc.) and engage in two-way conversation about defining success at home and at work.

TOPAZ

LEARNING TO LEAD

Moderator—Christi Dobelli;

Panel—Wendi Carpenter, Kathi Durst, Deborah Hecker, Gloria Hatcher, Dolores Pavletic, Bebe O'Neil, Sheryl Clarke, Ann Ryan, Lisa Dennis

What we admire in good leaders is their confidence, strength, and fortitude of character to do the right thing when challenges arise. But what if your leader wasn't out there? What if your great leader was inside you? Join our panel discussion and find out about 360-degree management and leaning in, and learn about your own leadership skills in the process.

CORONADO A

WASP OF WORLD WAR II

Moderator—Kate Landdeck

Panel—WASP

Listen to the WASP tell their own stories of their experiences flying during World War II.

CORONADO B

LASSOING LEARNING

Veronica T. Cote

Measuring learning outcomes is a new frontier in education and can tap into many creative areas—measuring learning is not simply filling a bubble in a multiple choice test! It is dynamic and interactive like flying itself. By the time student pilots are ready for their practical exam, outcomes are measured using FAA practical test standards for maneuvers. But is this sufficient? Can aviation safety be taught in the same way to instill practical, measurable methods of learning safety concepts? This presentation will engage the attendees in the use of outcomes assessment to more accurately engage students and objectively measure learning outcomes. This methodology can be used for any subject matter and by all teachers.

CORONADO C

SHOULD I BUY TO LEARN TO FLY?

Scott "Sky" Smith

We'll compare owning your own aircraft to renting while learning to fly, and the advantages of each.

CORONADO D

FLIGHT ATTENDANT CAREERS

Tim Kirkwood

This presentation will introduce the flight attendant career, the steps and tricks to getting hired, and whether the career is right for you. Includes information on finding the available jobs, the application and interviewing processes, training, a typical workday, relocation, and crash pads. An overview of the differences between commercial, charter, and corporate aviation, with a specific focus on the trainings and requirements needed to enter into the corporate flight attendant sector. Attendees will be provided with information on where to find the job postings, how to apply, how to present themselves at the interview, and the resources they need to excel in the career.

SAPPHIRE

FLYING FLOATPLANES

Katharine "Kit" Warfield

Are you a pilot who sees a floatplane and thinks, "Someday, I'm going to do that"? Flying floatplanes is challenging, beautiful, and most of all, fun! Learn what's involved in earning an ASES rating, and learn about the differences between floatplanes and landplanes. Even if you won't have a chance to fly floatplanes regularly, it will still enhance your piloting skills, and it counts as a BFR, too. Come hear stories about flying adventures that can only happen on the water.



SATURDAY

1:45-2:45 p.m.

GOVERNORS
BUYING/OWNING AIRCRAFT
SENATORS
MODELING & SIMULATION
CORTEZ A
GROUND SCHOOL FOR LIFE
CORTEZ D
WASP DURING THE WAR
TOPAZ
WOMEN IN THE NAVY
CORONADO A
AIRLINE PILOT PANEL
CORONADO B
FOOTPRINTS, HOARDING
CORONADO C
LEADING GENERATIONS
CORONADO D
OWNERS ESTATE PLANNING

3-4 p.m.

GOVERNORS
IT'S ALL ABOUT STYLE
SENATORS
PLANNING FOR RETIREMENT
CORTEZ A
B-25 MITCHELL
CORTEZ D
EFFECTIVE LEADER
TOPAZ
FLYING WITH FOREFLIGHT
CORONADO A
EFBS: PAPER TO PAPERLESS
CORONADO B
FLIGHT TO SUCCESS
CORONADO D
BUSINESS FRAUD

4:15-5:15 p.m.

SENATORS
YOU CAN ACHIEVE IT
CORTEZ A
UAS SAFETY/APPLICATIONS
CORTEZ D
THE SECOND SET OF EYES
TOPAZ
HEATHER "LUCKY" PENNEY
CORONADO B
TABLET TECHNOLOGY
CORONADO C
THE BEST AVIATION JOB
CORONADO D
SHAREPOINT 2013

SATURDAY EDUCATION SESSIONS

Sponsored by Embry-Riddle Aeronautical University

1:45-2:45 p.m.

GOVERNORS PRACTICAL GUIDELINES TO BUYING AND OWNING AIRCRAFT

Scott "Sky" Smith

Before you buy an aircraft, get prepared! Covers pilot requirements, insurance, cost of ownership, ways to save money, and more.

SENATORS MODELING & SIMULATION IN AN EVOLVING INDUSTRY

Panel—Lauren Gramlich, Kristine Kimbrell,
Va'Juanna Wilson, Jen Moore

Modeling and simulation has existed for many years—from advanced concept design through training systems and experimentation. In an evolving industry where research and development budgets and industry contracts are reduced, it has become necessary to increase the focus of modeling and simulation to drive down development costs. Collaborative simulation allows the capability needs to be discussed from product concept through design and development and finally to testing and operations. The Boeing Virtual World Capability Centers at Boeing are a unique place where customers come to meet their modeling and simulation needs to discover their capability needs.

CORTEZ A GROUND SCHOOL FOR LIFE

Audrey Cole Ricks

Are you in love with aviation and want to overcome challenges in our career path? Audrey will share some of the best performance tools to help you reach your goals!

CORTEZ D THE WASP DURING THE WAR

Kate Landdeck

This session will provide a more detailed explanation of who the WASP were and what they did. What did they actually do during the war? Why were they really needed? How and why did their training change over the war? How were they treated the same and differently from the men?

TOPAZ WOMEN IN THE NAVY

Barbara "BJ" Lewis

BJ Lewis, Bell Helicopter manager of flight training, will share her experiences as a female naval aviator during an age of transition. BJ was the first female catapult and arresting gear officer in the Navy after they modified the combat exclusion law. She will talk about her experiences in a male-dominated environment—everything from her "welcome package" from ROTC, which included communications to bring her swim trunks and athletic supporter, all the way to the ROTC having to take action to remove urinals outside on the decks of aircraft carriers.

CORONADO A AIRLINE PILOT PANEL

Moderator—Becky Howell;

Panel—Kandy Bernskoetter, Dianna Klein,
Ann Ryan, Christi Dobelli

This session will explore the training, flight experiences, and job-related challenges of airline pilots.

CORONADO B DIGITAL FOOTPRINTS, DATA HOARDING, AND YOU!

Erin Goycochea

We save copies of files to our computers, upload them to our servers, archive them, and email copies to multiple recipients. Then, we save all of our emails. At night while we sleep our information is backed up and reproduced onto additional servers. This backup has copies of all of the data that is on our computers and shares; this also includes our email with copies of data that has both been sent and received. Now, our files are being replicated in the emails of all of the people that we sent copies of our files to, and the pattern repeats. This is common practice in our daily lives, and it is called data hoarding. This session will examine the relationship between data hoarding and a digital footprint. We will discuss the effect that a large digital footprint has on our business, professional, and personal lives. We will examine the factors that contribute to expanding digital footprints, the costs that are incurred, and ways to reduce your digital footprints—all of them.

CORONADO C LEADING ACROSS THE GENERATIONS

Jimmy Daniel

Whether you are interviewing for a new job, trying to relate to co-workers, or working with someone whom you've just met, learn key techniques to communicate effectively across generational divides.

CORONADO D ESTATE PLANNING FOR AIRPLANE OWNERS

Barbara E. Little

Truth or myth: Estate planning is just for the rich and famous or at least the old and wise. Myth! Through an interactive presentation, we will explore why anyone 18 years or older needs an estate plan, identify the different ways to create a legacy and provide peace of mind, and apply and address the complicated issues that may arise if we die owning (not in!) an airplane.

3-4 p.m.

GOVERNORS IT'S ALL ABOUT STYLE

Melissa S. Wallace

Learn more about styles and preferences for thinking and communicating with each other. Through interaction with fellow attendees, discover where others are coming from and how they work, communicate, function as a team, and lead under stress.

SENATORS FINANCIAL PLANNING FOR RETIREMENT

Geoff Palenik
We can talk about the general concept of building a strong financial plan (focused on retirement but including other goals as well) with tips for people in every stage of planning.

CORTEZ A FLYING THE B-25 MITCHELL

Vera Martinovich

Come hear what it's like to fly the venerable B-25 Mitchell. Vera will discuss some training opportunities for warbird flying and include photos and videos from training flights, B-25 reunions, and air shows.

(Continued on Page 40)



SATURDAY

1:45-2:45 p.m.

GOVERNORS
BUYING/OWNING AIRCRAFT
SENATORS
MODELING & SIMULATION
CORTEZ A
GROUND SCHOOL FOR LIFE
CORTEZ D
WASP DURING THE WAR
TOPAZ
WOMEN IN THE NAVY
CORONADO A
AIRLINE PILOT PANEL
CORONADO B
FOOTPRINTS, HOARDING
CORONADO C
LEADING GENERATIONS
CORONADO D
OWNERS ESTATE PLANNING

3-4 p.m.

GOVERNORS
IT'S ALL ABOUT STYLE
SENATORS
PLANNING FOR RETIREMENT
CORTEZ A
B-25 MITCHELL
CORTEZ D
EFFECTIVE LEADER
TOPAZ
FLYING WITH FOREFLIGHT
CORONADO A
EFBS: PAPER TO PAPERLESS
CORONADO B
FLIGHT TO SUCCESS
CORONADO D
BUSINESS FRAUD

4:15-5:15 p.m.

SENATORS
YOU CAN ACHIEVE IT
CORTEZ A
UAS SAFETY/APPLICATIONS
CORTEZ D
THE SECOND SET OF EYES
TOPAZ
HEATHER "LUCKY" PENNEY
CORONADO B
TABLET TECHNOLOGY
CORONADO C
THE BEST AVIATION JOB
CORONADO D
SHAREPOINT 2013

▶ SATURDAY EDUCATION SESSIONS

Sponsored by Embry-Riddle Aeronautical University

(3-4 p.m. continued)

CORTEZ D **YOU CAN BE AN EFFECTIVE LEADER**

Teresa De Mers

Discover practical insights to inspire confidence in your leadership ability. Real-world illustrations will resonate with you wherever you are on your leadership journey.

TOPAZ **FLYING WITH FOREFLIGHT**

Eric Hake

This presentation digs into how to effectively use ForeFlight Mobile via real-world flight scenarios. Although not a beginners' course, pilots at all iPad and ForeFlight proficiency levels will benefit. The material will particularly appeal to those that have been flying with ForeFlight for a year or more and would like to know how to get the most out of the app. ForeFlight and the iPad continue to change how pilots fly and manage information in the cockpit. This course will show you how to navigate these tools to help you fly safer and improve your decision-making.

CORONADO A **EFBS: FROM PAPER TO PAPERLESS**

Moderator—Lucy Young; Panel—Andrea Rinebold, Jenny Beatty, Brian Norris

As check airmen in American Airlines' flight training department, we recognize a whole new skill set is necessary for our pilots, both young and old, as electronic flight bags (EFBs) become the mainstay on the flight deck. Many pilots, even those comfortable with personal electronic devices (PEDs), struggle to manage their workflow in the transition from a paper to a paperless flight deck. Familiarity, functionality, and practicality will be the focus of the discussion, which we hope will set attendees on a course to better operating with this new technology so it can be the aid it is designed to be.

CORONADO B **FLIGHT TO SUCCESS**

Karlene K. Pettit

Whether you want to become an airline pilot or achieve success of another kind, we will visit the effectiveness of working through fear, dealing with failure, and learning the capacity of focus and how it can either help or hinder. I will talk about goal setting, time management, commitment, and the power of confidence.

CORONADO D **IDENTIFYING BUSINESS FRAUD**

Dennis Raposa

Raise your awareness of the various types of fraud schemes, from corruption to "cooking the books," that you may encounter as a business owner, corporate manager, or government employee.

4:15-5:15 p.m.

SENATORS **IF YOU CAN IMAGINE IT,** **YOU CAN ACHIEVE IT**

Mervat Sultan

How to motivate women not only in our part of the world, but also worldwide.

CORTEZ A **UAS SAFETY AND APPLICATIONS**

Dyan Gibbens

Unmanned aircraft systems (UAS), often called drones, enable many benefits. Across the world, UAS have revolutionized many industries like film, agriculture, and energy. UAS enhance situational awareness and enable early action. When properly and safely used, they can reduce risk and increase efficiency. Benefits like enhanced environmental responsibility and regulatory compliance in addition to concerns like technology maturity and First and Fourth Amendment issues are explored as well. An ongoing concern for pilots, the transition from UAS operations to fully autonomous systems is also discussed.

CORTEZ D **THE SECOND SET OF EYES**

Doris Good

Required Inspection Items (RII) have been required for many years under FAR 121.369 and 135.427 to define a separation between maintenance actions and inspection actions. This separation relieves the mechanic of the burden of profitability and places the focus on inspection for safety and airworthiness. Although RII is required for FAR Part 121 and 135 aircraft with 10 or more passengers understanding this regulation and implementing the procedures and practices in FAR Part 91 operations reduces the human factors in maintenance that result in catastrophic failure, injury, and death. Case studies and human factors will be used to illustrate the procedures.

TOPAZ **9/11 PILOT HEATHER "LUCKY" PENNEY**

Heather Penney

Former Air National Guard F-16 pilot Heather Penney will share her unique 9/11 experience and her reflections on the events of that day and the days, weeks, and months to follow. She'll also share her experience and lessons learned as one of the first and only female fighter pilots in her squadron.

CORONADO B **TABLET TECHNOLOGY AWARENESS**

Tom Letts

In this session, we will discuss the strengths tablets bring to the flight deck, without getting behind the power curve of the tablet. We will discuss actual scenarios that will help you to stay in a heads-up mode. In addition, we will cover tips and tricks to help you navigate tablet technology in the modern flight deck environment.

CORONADO C **THE BEST AVIATION JOB** **YOU NEVER HEARD OF**

Sharon McGee

This session will cover a brief history and job responsibilities of the airline dispatcher profession. We'll discuss the educational qualifications necessary to become a dispatcher, and benefits of this FAA certification both for pilots and non-pilots. The job prospects for dispatchers now and in the future.

CORONADO D **STREAMING YOUR WORK WITH** **SHAREPOINT 2013**

Dr. Tim Lewis

An overview of the benefit and application of basic SharePoint function to promote team collaboration, defined processes, and performance measurement.



FIRST-TIMERS ORIENTATION

The First-Time Attendee Orientation is held every 15 minutes in **RUBY**

Wednesday, March 4
4-5 p.m.

Thursday, March 5
9:30-10:30 a.m.
2-3 p.m.

Friday, March 6
11:00 a.m.-noon

You can stop in any time during these hours and you are encouraged to ask questions.

JAZZ BAND

Sponsored by Wings Financial Credit Union

The all-volunteer WAI Jazz With Wings Band will be playing throughout the conference. Many thanks to band leader Barb Lauer, all the volunteer musicians, and the Jazz Band's sponsor, Wings Financial Credit Union.

WAI CONFERENCE SPONSORS

Diamond Eagle Level

**AMERICAN AIRLINES/AMERICAN AIRLINES FEDERAL CREDIT UNION/
ENVOY AIR INC.
DELTA AIR LINES
FLYING MAGAZINE
UNITED AIRLINES**

Platinum Eagle Level

**THE BOEING COMPANY
FEDEX EXPRESS
GULFSTREAM AEROSPACE CORPORATION
JETPUBS INC.
SOUTHWEST AIRLINES**

Gold Eagle Level

**AIRBUS AMERICAS INC.
JETBLUE
UNITED STATES MARINE CORPS**

Silver Eagle Level

**ALASKA AIRLINES/HORIZON AIR
EXPERIMENTAL AIRCRAFT ASSOCIATION
EMBRY-RIDDLE AERONAUTICAL UNIVERSITY
NATIONAL BUSINESS AVIATION ASSOCIATION
PRATT & WHITNEY
TEXTRON AVIATION
WALMART AVIATION**

Bronze Eagle Level

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JEPPESEN
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UNITED PARCEL SERVICE
XOJET INC.**

Affiliate Level

**CONOCOPHILLIPS
EXXONMOBIL CORPORATION
GENERAL AVIATION MANUFACTURERS ASSOCIATION
WINGS FINANCIAL CREDIT UNION**

Friends

**AIRCRAFT ELECTRONICS ASSOCIATION
AVIATION INTERNATIONAL NEWS
CHEVRON GLOBAL AVIATION
SPORTY'S**



PREVIOUS INDUCTEES

1992

Moya Lear
Emily Howell Warner
Fay Gillis Wells
Edna Gardner Whyte
Jeana Yeager

1993

Nancy Hopkins Tier
Bobbi Trout
Women Airforce Service Pilots

1994

Olive Ann Beech
Mary Feik
Evelyn Bryan Johnson
Jessie Woods

1995

Bessie Coleman
Eileen Collins
Wally Funk
Jean Ross Howard
Nadine Jeppesen

1996

Lorna DeBlicquy
Audrey Pobereznay
Fellow Lady Astronaut Trainees
Sheila Widnall

1997

Amelia Earhart
Betty Skelton
Patty Wagstaff
Navy Women Navigators of WWII
(WAVES)

1998

Loretta Jones
Harriet Quimby
Jacqueline L. Smith
The Whirly-Girls Inc.

1999

Arlene Elliott
Gloria Heath
Anne Morrow Lindbergh
June D. Maule

2000

Katherine Cheung
Jerrie Cobb
Marion P. Jayne
Louise McPhetridge Thaden

2001

Mary Barr
Ann Baumgartner Carl
Elizabeth (Betty) Pfister
Elinor Smith

2002

Soviet Air Women of WWII
Fiorenza de Bernardi
Julie Clark
Doris Lockness
Blanche Stuart Scott

WAI PIONEER HALL OF FAME



PRISCILLA BLUM

In 1981, Priscilla “Pat” Blum and co-founder Jay Weinberg created the Corporate Angel Network (CAN).

CAN is a 501(c)3 not-for-profit charity that arranges free air travel for cancer patients, traveling to and from recognized specialized treatment centers, using the empty seats made available by some 580 participating companies on board their corporate jet aircraft during routine business travel schedules.

As a cancer survivor, and therefore personally experienced with all of the trials and hardships associated with the disease, Pat reached out to a business friend and fellow cancer survivor, Jay Weinberg, with a novel idea and a vision. She hoped to provide many thousands of cancer patients the opportunity to travel to their distant treatment centers on board corporate aircraft at no charge to the patient.

Pat, a GA pilot and Piper Comanche owner who based her airplane at Westchester County airport (HPN), was always amazed at the volume of corporate jets landing and departing with only one or two passengers on board. It prompted her to ask the companies operating these aircraft if they would consider helping a cancer patient fly to his or her treatment center when their airplane and the patient were headed to the same destination on the same day.

She and Jay spent countless hours discussing all of the many facets of their vision of helping cancer patients travel to life saving treatment with no hassle, no crowds, in a dignified and comfortable environment, hosted by people who would care enough to offer their available empty seats at no charge to cancer patients.

Consulting with another HPN-based friend, Leonard Greene, owner and president of Safe Flight Instrument Company, resulted in the launch of their new aviation charity on December 22, 1981. Michael Burnett, an 18-year-old cancer patient, flew on board Leonard’s King Air 200 from HPN to Wayne County Airport in Detroit after his treatment at New York’s Sloan Kettering.

Located in two small offices provided by Champion Corporation in the company’s HPN hangar as its initial headquarters, the fledgling organization continued to knock on corporate flight department doors in its tireless quest to sign up new participants.

In 1982, CAN logged just 23 cancer patient flights. With increasing demand for CAN services, Pat moved the office in 1985 to a larger, more permanent facility. Five short years later a record 650 patient flights for the year were completed. A doubling of the office space at HPN in 1993 helped the dream and vision continue to grow. In 1998, CAN celebrated 10,000 total patient flights with more than 500 participating companies donating their time, aircraft, and crews to the CAN mission.

Pat retired in 2000 at age 80, and her idea and vision continue today—33 years and 46,000 cancer patients later. Her vision of helping bring thousands of cancer patients closer to their cure has been a marvelous success. Today, CAN arranges 225 to 250 patient flights every month, almost 3,000 per year, with 580 corporations participating. Pat’s work continues, as does her dream.



PHOEBE OMLIE

(1902-1975)

An excerpt from the book *Walking on Air: The Aerial Adventures of Phoebe Omlie* by Janann Sherman, WAI 6930.

Aviation pioneer Phoebe Fairgrave Omlie was once one of the most famous women in America. In the 1930s, her words and photographs were splashed across the front pages of newspapers across the nation. The press labeled her “second only to Amelia Earhart among America’s women pilots,” and first lady Eleanor Roosevelt named her among the “eleven women whose achievements make it safe to say that the world is progressing.”

Phoebe began her career in the early 1920s when aviation was unregulated and open to those daring enough to take it on, male or female. She earned the first commercial pilot certificate issued to a woman and became a successful air racer. During the New Deal, she became the first woman to hold an executive position in federal aeronautics. In 1920, the Des Moines, Iowa, native bought herself a Curtiss JN-4D airplane and began learning how to fly and perform stunts with her future husband, pilot Vernon Omlie. She danced the Charleston on the top wing, hung by her teeth below the plane, and performed parachute jumps in the Phoebe Fairgrave Flying Circus.

DEANIE AND NANCY PARRISH

From the day Nancy Parrish invited her mom Deanie Parris, a member of the Women Airforce Service Pilots (WASP) who flew the B-29, to join her, this mother-daughter team has voluntarily worked for the past 16 years to share the untold history of the WASP “in as many ways and as many different formats as possible.”

Beginning with a few pages of Deanie’s WASP scrapbook in 1996, Nancy created www.WingsAcrossAmerica.us/wasp, the WASP on the Web, and has grown the website to more than 2,000 pages of valuable WASP resources, photos, songs, videos, and games for kids including WASP paper dolls.

In 1998, they began Wings Across America. Their mission was to interview WASP and share their overlooked history. The pair traveled to 19 states, interviewing on digital video more than 100 WASP in their own homes.

They founded the National WASP WWII Museum at Avenger Field, where the WASP trained, in 2003. The team then designed



and created the exhibits. Nancy served as the volunteer executive director for three years with Deanie serving as board member and facilities chairman.

In 2005, the two led a successful campaign for the Texas WASP to be inducted into the Texas Aviation Hall of Fame. And in 2007, they created an extensive Fly Girls of WWII WASP exhibit, which was on display at the Women’s Memorial in Washington, D.C., for almost two years and is now a permanent exhibit in the Kalamazoo Air Zoo in Michigan.

Other team projects include an original WASP rap, “We Got the Stuff, the Right Stuff,” which tells the entire history of the WASP, marching songs, history cards, and a mosaic featuring the faces of every WASP.

In 2008, Deanie initiated and pursued the goal to honor the WASP with the Congressional Gold Medal. Nancy began growing the electronic presence of the WASP online, spearheading the successful grassroots campaign.

In 2010, Nancy completed an illustrated book *WASP in Their Own Words*, featuring quotes from 130 WASP and faces of every WASP. She gave copies to each WASP at the Congressional Gold Medal ceremony and sent copies to those who were interviewed but not present at the ceremony.

In 2011, Nancy designed an electronic WASP kiosk for the National Women’s Museum in Dallas, Texas, and has since created the first WASP app, as well as a second Fly Girls exhibit.

They continue to share WASP obituaries and information on WASP events, keeping WASP and their supporters informed and engaged.

2003

100 Most Influential Women
in Aviation and Aerospace

2004

Rosella Bjornson
Ann Lewis Cooper
Arlene B. Feldman
Nelda K. Lee
Dorothy Swain Lewis

2005

Sandra L. Anderson
Anne Bridge Baddour
Colleen C. Barrett
Barbara Erickson London
Florene Miller Watson

2006

Fran Bera
Jeanne Holm
Galina Korchuganova
Betty Mullis
Betty Jane Williams

2007

Deanna Brasseur
Iris Cummings Critchell
Marie Marvingt

2008

Nancy Harkness Love
Nicole Malachowski
Geraldine “Jerrie” Mock
Margaret Ringenberg
Air Transport Auxiliary

2009

Jacqueline Cochran
Patricia Malone
Ruth Nichols
Dawn Seymour
Anna Timofeyeva-Yegorova

2010

Trish Beckman
Vice Admiral Vivien Crea
Suzanna Darcy-Hennemann
Alice du Pont Mills
Kathy Sullivan

2011

Dr. Peggy Chabrian
L. Tammy Duckworth
Maj. Gen. Susan J. Helms
Hazel Ying Lee
Mary Ann Martin Wyall

2012

First Women’s National
Air Derby Pilots
Bernice “Bee” Falk Haydu
Elizabeth “Elsie” MacGill
Mary Magdalene “Maggie” Maga

2013

Lt. Col. Karen Fuller Brannen
Mary Frances Silitch
WAI Founding Board Members

2014

Dr. Nancy J. Currie
Beryl Markham
Dr. Sally K. Ride
Sheila Scott



► SPEAKERS

COLLEEN BARRETT

President Emeritus, Southwest Airlines

Colleen Barrett, WAI 13924, has consistently been named and recognized as one of the most powerful American businesswomen. She joined Southwest Airlines in 1978, and has served as secretary, vice president of administration, and executive vice president. Barrett retired from her position as president and corporate secretary of Southwest in July 2008, but remained an employee of the company through July 2013.



Colleen Barrett

PAT BLUM

Founder, Corporate Angel Network

Pat Blum, WAI 232, along with Jay Weinberg and Leonard Greene, founded in 1981 what is now one of the most recognized and successful public benefit aviation charities in the world, the Corporate Angel Network (CAN). Starting with one flight in Greene's King Air 200, today the organization arranges more than 3,000 flights per year provided by more than 580 corporations generously donating their time, aircraft, and crews. Blum, who retired in 2000 at age 80, promoted her idea to doctors and treatment centers to reach out to their patients, probed corporate flight departments for support, and enlisted the entire aviation community to support her idea and influence their contemporaries. She presented to CEOs and boards of directors to raise funding, recruited hundreds of volunteers, and directed the design of a custom computer program specific to the organization's unique needs that is still in use today. Her vision for CAN continues, and Blum remains the organization's greatest cheerleader.



Pat Blum

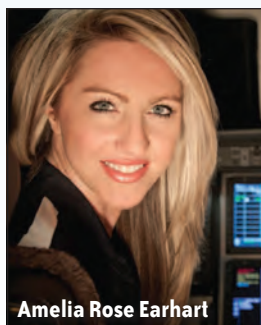


Ravi Chaudhary

RAVI CHAUDHARY

FAA Executive Director for Regions and Center Operations (ARC-2)

Ravi Chaudhary is responsible for leadership, oversight, and execution of aviation operations in nine regions, as well as the FAA's Mike Monroney Aeronautical Center. As second in command to the deputy assistant administrator for ARC, he is also responsible for providing department of transportation and FAA-wide services in the areas of operations, safety, policy, corpo-



Amelia Rose Earhart

rate and congressional outreach, emergency readiness, facilities management, and centralized support for the national aerospace system.

Chaudhary is a former Air Force officer with 21 years of service. He is a C-17 pilot and has completed a variety of command, operational, engineering, and senior staff assignments. He has also served at the Pentagon as a speechwriter and strategic planner.

In May 2014, Chaudhary was appointed as a member of the President's Advisory Commission on Asian Americans and Pacific Islanders. Chaudhary holds a bachelor's degree in aeronautical engineering from the Air Force Academy, a master's in operational arts and science from Air University, and a master's in industrial engineering from St. Mary's University as a NASA graduate fellow.

AMELIA ROSE EARHART

Youngest woman to circumnavigate the world in a single-engine aircraft

Amelia Rose Earhart, WAI 54362, is the youngest woman to circumnavigate the globe in a single-engine aircraft. In July 2014, after more than a decade of training, she completed her around-the-world journey by flying a path similar to that of the original Amelia Earhart. Flying a Pilatus PC-12 NG with copilot, Shane Jordon, she made 16 stops and traveled 24,300 nautical miles, clocking just over 108 flying hours in 18 days. Earhart began taking flying lessons in 2004 and obtained her private pilot certificate in 2010, her instrument rating in 2012, and trained to fly the Pilatus PC12-NG in 2013. While training, Earhart worked as a traffic and weather news anchor in Denver, Colorado.

In 2013 she launched the Fly With Amelia Foundation, which provides flight training scholarships for young women ages 16 to 18 across the United States. She was named one of the Top Ten Young Americans by the Jaycees in 2014.

DONNA HRINAK

Boeing President Brazil and Latin America

Donna Hrinak, WAI 52065, is responsible for the development and implementation of the Boeing strategy in Brazil and leads companywide activities including government affairs, identifying new and emerging business opportunities, leading corporate citizenship programs, and enhancing company relationships with customers and other stakeholder groups.

Prior to this appointment, Hrinak was vice president of global public policy and government affairs for PepsiCo Inc. She joined PepsiCo in 2008 from Kraft Foods, where she was corporate affairs director for Latin America and the European Union.

Before entering the private sector, Hrinak was a career officer in the U.S. Foreign Service. She has served as U.S. Ambassador to Brazil, Venezuela, Bolivia, and the Dominican Republic and as deputy assistant secretary of state for Mexico and the Caribbean. She has also worked at the U.S. missions in Mexico City, Tegucigalpa, Bogota, Warsaw, and São Paulo.

Hrinak serves on the boards of the Council on Foreign Relations, the Inter-American Dialogue, and Fundação Dom Cabral. She is also a member of the International Women's Forum and of the Organization of Women in International Trade.

LT. COL. JEN NOTHELDER

U.S. Marine Corps

Lt. Col. Jen Nothelfer, WAI 5111, fell in love with flying while working for Atlantic Coast Airlines as a flight attendant. Her pursuit for a military flight contract began as a dare—she won in October 1995, after earning a commission as an ensign in the U.S. Navy. She began flight training in March 1996, and earned her gold wings on June 20, 1997, as a helicopter pilot.

While attending Navy Officer Candidate School she realized her dream was to become a United States Marine. She applied for an inter-service transfer and was commissioned as a first lieutenant in 1997. After initial basic officer training she was transferred to Marine Corps Air Station

New River, near Jacksonville, North Carolina, where she learned to fly the CH-46E Sea Knight helicopter.

Nothelfer moved to the reserves in 2003. In September of 2011, Nothelfer was promoted to lieutenant colonel with her husband Kirk serving the honors. Kirk is an active duty lieutenant colonel serving at Offutt Air Force Base with Marine Forces Strategic Command. Along with her duties as a Marine reserve officer and mom to her three daughters, Nothelfer has developed highly successful teams as an independent consultant for multiple home-based businesses.

HEATHER PENNEY

Director, USAF Air Superiority Systems, Lockheed Martin Aeronautics

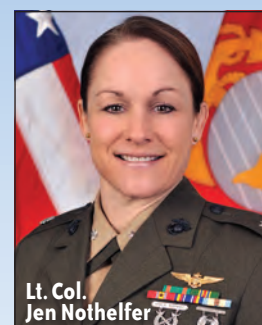
Heather “Lucky” Penney, WAI 42544, was one of two F-16 pilots ordered to take down United Airlines Flight 93 before it reached Washington, D.C., airspace on 9/11. In the days and weeks that followed the attacks, she flew combat air patrols over the capital and began preparing for the possibility of war.

In her role at Lockheed Martin, she was part of the team that received the Robert J. Collier Trophy for the F-22 fighter program. Her work now focuses on Air Force training and finding a replacement for the T-38, as well as a “Live-Virtual-Constructive” 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.

She continues to fly as an instructor and aircraft commander for the 201st Airlift Squadron on the C-38 AstraJet and spends a few weeks each summer flying the Collings Foundation B-17G *Nine O Nine*. She owns a Cessna 170A.



Donna Hrinak



Lt. Col. Jen Nothelfer



Heather Penney



WAI BOARD OF DIRECTORS

STUDENT SPONSORS

Each year WAI members are given the opportunity to help a student experience the fantastic networking and educational opportunities of the conference by electing to sponsor a student registration.

This year 17 students were sponsored thanks to these generous members.

Thank you:

Capt. Sandy Anderson

Mrs. Jacqueline Battipaglia
(In memory of Julie Swengel)

Nancy Bink

Amy Carmien

Kathleen Cosand

Daphne Granger

Becky Howell

Erin Long

Lt. Col. Nicole Malachowski

Julia Reiners

Katharine "Kit" Warfield

Lewie Wiese

Verne Wiese

Lucy Young

Anonymous



Amy L. Corbett
Chairman
FAA Regional Administrator
New England Region



Karen Gebhart
Vice Chairman
Vice President, Business
Development, HAI



Lt. Col. Kathleen Creveling
Secretary
USAFR
United Air Lines, Captain



Dick Koenig
Treasurer
Founding Board Member



Deborah Baugh
Executive Director
Centurion Products Inc.



Brian Bolt
Manager, Fleet Common
Programs and New Hire
Indoctrination
Delta Air Lines



Peggy Chabrian, Ed.D.
President
Women in Aviation,
International



Anna Mracek Dietrich
Co-Founder
Terrafugia



Ruth Maestre
Quality Control Operations
Evaluations, FAA



Maj. Kara Sandifur
USAFR

ANNUAL MEMBERSHIP MEETING and BOARD OF DIRECTORS ELECTIONS

Thursday, March 5

11 a.m.-noon • **CORTEZ D**

All members are encouraged to attend the annual Women in Aviation, International membership meeting. Elections for the board of directors will be held during the meeting. Current board members Brian Bolt, WAI 11640, and Karen Gebhart, WAI 522, are up for re-election, and Deborah Hecker, WAI 1948, Marci Veronie, WAI 10594, and Chelsea Abingdon Welch, WAI 38687, are nominated for election.



WAI STAFF AND VOLUNTEERS

BRUCE BATY VOLUNTEER OF THE YEAR

The Volunteer of the Year Award was established by Bruce Baty, co-founder of WAI, to recognize the most outstanding volunteers each year. In 1998, the WAI board of directors renamed the award to honor Bruce, WAI's most dedicated volunteer.

1996

Laila Menker, Pat Wagner

1997

Ray Adams, Ruth Maestre

1998

Renee Martin-Nagle,
Fred Schmidt

1999

Pat Adams, Doug Henderson

2000

Jenna Kimberlin, Verne Wiese

2001

Debbie Harvey, Amy Laboda

2002

Jacque Boyd, Jerry Chabrian

2003

Betty Huck, Catherine Stites

2004

Lewie Wiese

2005

Barbara Krummen, Judy Tarver

2006

Paula Grubb, John Riedel

2007

Master Sgt. Rodney Hage,
Barb Lauer

2008

Linda Russell, Angelita Thayer

2009

Alicia Krummen, Betty Hill,
Kristin Barron

2010

Ann Cooper, Charlie Cooper,
EJ Waters

2011

Sandy Anderson, Trish Beckman

2012

Joanthan Grillo, Phyllis Honnor
Kathryn Klundt, Shirley Rice

2013

WAI Founding Board

2014

Bonnie Kratz



Peggy Chabrian, Ed.D.
President
Publisher
Aviation for Women



Kelley Beaudoin
On-site Exhibit Manager



Nancy Bink
Art Director
Aviation for Women



Kerisa Citro
Conferences and Events
Manager



Sue Coon
Member Services Manager,
Merchandise Manager



Lisa DeFrees
Advertising Director
Aviation for Women



Stephanie Gordon
Member Services
Specialist



Doug Henderson
Computer Services
Manager



Sharon Henderson
Webmaster



Audra Hoy
Chapter Relations Manager



Connie Lawrence
Executive Assistant,
Operations Manager



Patricia Luebke
Marketing Manager



Kelly Nelson
Editor-in-Chief
Aviation for Women



Donna Wallace
Exhibit Coordinator,
Scholarship Coordinator

PRESS ROOM

sponsored by UPS • DE LA SALLE

The Press Room is provided to all our members and exhibitors as a way to disseminate information to all the reporters and media people attending the conference.

Information for *The Daily*, *Aviation for Women* magazine, and the *WAI Connect* blog is collected here as well.

Wednesday, March 4

2-4 p.m.

Thursday, March 5

8 a.m.-5 p.m.

Friday, March 6

8 a.m.-5 p.m.

Saturday, March 7

8 a.m.-noon

PHONE: 937-985-6341



CHAPTER EVENTS

Wednesday, March 4 WAI CHAPTER RECEPTION

Sponsored by Signature Flight Support and JetBlue

PLUM BLOSSOM

6:30-7:30 p.m.
(ticket required)

Thursday, March 5 CHAPTER LEADERSHIP WORKSHOP

Sponsored by Jeppesen

SENATORS LECTURE HALL

8-11 a.m.

Saturday, March 7 HOW TO START A CHAPTER

SENATORS LECTURE HALL

12:30-1:30 p.m.



➤ CURRENT WAI CHAPTERS

Chapters are listed alphabetically by country then by state and/or province. An asterisk (*) after the chapter name denotes a provisional chapter. If you need to update your chapter's contact and meeting info, please contact our chapter coordinator, Audra Hoy, at ahoy@wai.org.

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SILENT AUCTION

Support the auction by donating or bidding on any one of the dozens of donated items during the annual conference. All money raised goes into the WAI Endowment Fund, which ensures current and future scholarships and provides education opportunities for the next generation of aviation's best.

Check out items in the Silent Auction Catalog in your bag or online.

SILENT AUCTION SCHEDULE

**TRINITY EXHIBIT HALL
BOOTH 301**

(Auction is only open during exhibit hall hours)

Thursday, March 5

1-5:30 p.m.

Friday, March 6

10:30 a.m.-noon

(closed for luncheon)

1:30-5 p.m.

Saturday, March 7

10:30 a.m.-12:30 p.m.

AUTHORS TABLE

**MEET THE
AUTHORS!**

**TRINITY EXHIBIT HALL
WAI MERCHANDISE AREA
BOOTH 101**

Thursday, March 5

1-2 p.m.

BETTY SHOTTON

Liftoff Leadership

1-3 p.m.

KARLENE PETITT

Flight for Control

3:30-5:30 p.m.

SARAH RICKMAN

Flight to Destiny

JUDI STEPHENSON

Grace and the Secrets of the Beech 18

Friday, March 6

10:30 a.m.-noon

BERNICE "BEE" HAYDU

WASP Letters Home 1944-1945

2-3:30 p.m.

**BETSY CASE with
TRISH BECKMAN, NELDA LEE, and
SUZANNA DARCY-HENNEMANN**

Trailblazers: The Women of the Boeing Company

3:30-5 p.m.

BARBARA SCHULTZ

Endorsed by Earhart:

How Amelia Financed Her Flying

JUDI STEPHENSON

Grace and the Secrets of the Beech 18

Saturday, March 7

10:45 a.m.-12:15 p.m.

KARLENE PETITT

Flight for Control

BERNICE "BEE" HAYDU

WASP Letters Home 1944-1945

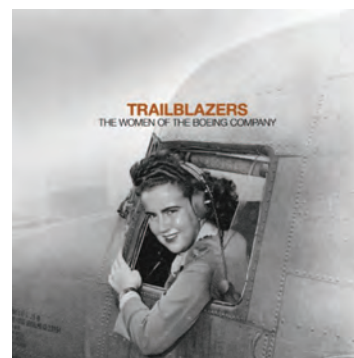
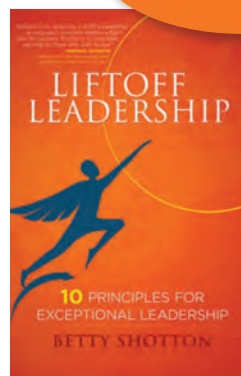
1-3 p.m.

SARAH RICKMAN

Flight to Destiny

BARBARA SCHULTZ

Endorsed by Earhart: How Amelia Financed Her Flying



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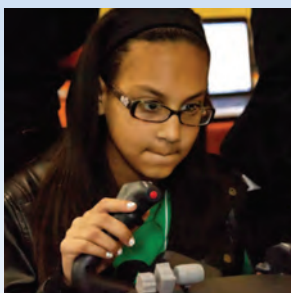
► GIRLS IN AVIATION DAY DALLAS

Girls IN AVIATION DAY DALLAS

A Women in Aviation, International® Event

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Saturday, March 7, 2015
9 a.m.-3 p.m. • Hilton Anatole Grand Ballroom

Designed for girls ages 10 to 17, Girls in Aviation Day Dallas is a fun-filled, action-packed day planned to introduce aviation, or expand a growing interest. The girls will interact with 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 featuring speaker Maj. Anne C. McClain, a NASA astronaut candidate, will be followed by access to the Exhibit Hall to interact with companies and organizations. 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.

Schedule of Events

All events will take place in

GRAND BALLROOM

8-8:50 a.m.

CHECK-IN/ON-SITE REGISTRATION

9-9:30 a.m.

WELCOME/GENERAL SESSION

9:45 a.m.-12:30 p.m.

HANDS-ON ACTIVITIES/CAREER PANEL/COLLEGE FAIR

Flying a computer flight simulator, being an air traffic controller, reading a pilot's navigation chart, safety wire practice, and more.

12:30-1:30 p.m.

LUNCH

Speaker Maj. Anne C. McClain, U.S. Army, NASA astronaut candidate

1:30-3 p.m.

SCAVENGER HUNT

Learn about careers, aviation companies, and aircraft parts, and have fun!



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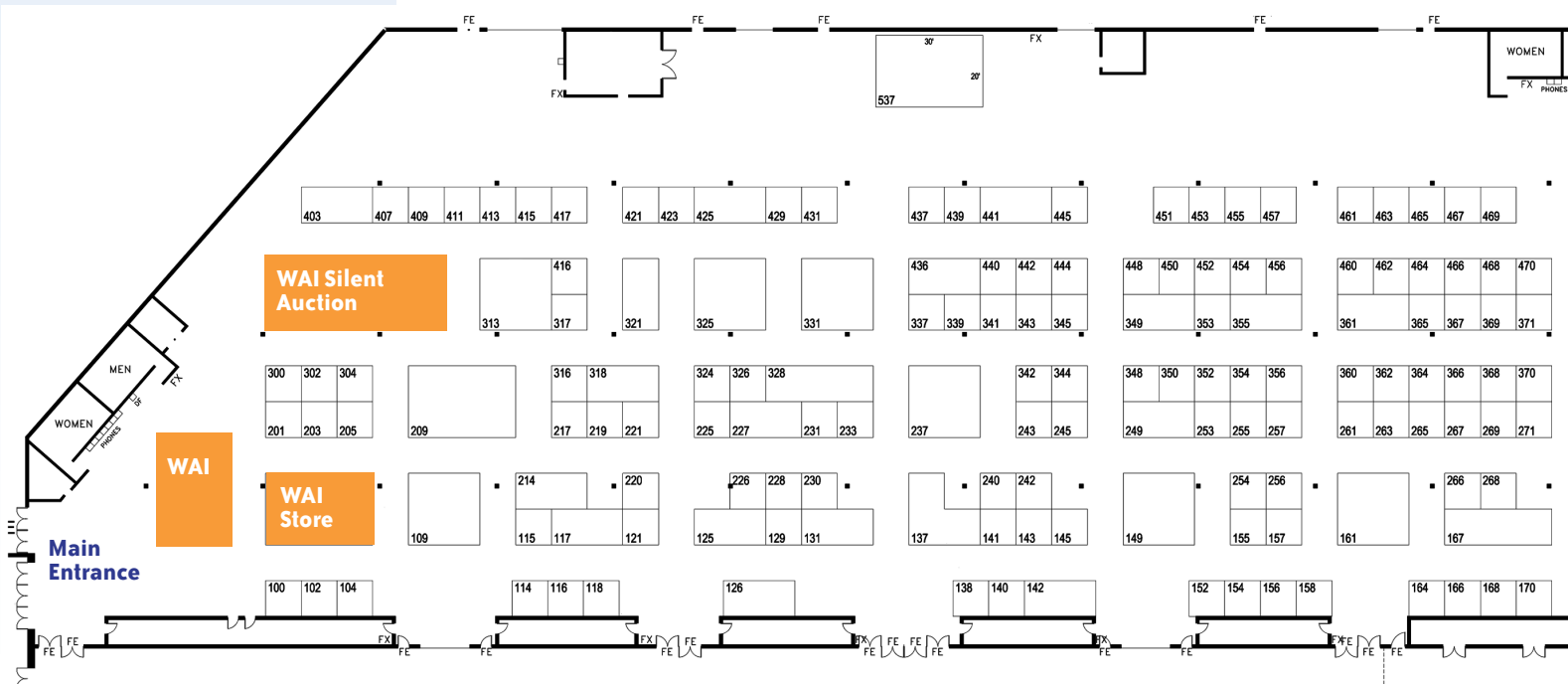
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Saturday, March 7
10:30 a.m.-3 p.m.

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456	Abingdon Co.	450	Baylor Institute for Air Science
152	Aero Crew Solutions	161	Bell Helicopter
129	Aerotek Inc.	313	The Boeing Company
261	Air Force Recruiting Services	131	Bombardier
126	Air Force Reserve	225	Bose Corporation
245	Air Line Pilots Association International	219	CAE Simuflite
140	Air Race Classic Inc.	233	Cage Marshall Consulting
425	Air Wisconsin Airlines Corp.	423	California Baptist University
137	Airbus	121	Cape Air/Nantucket Airlines
137	Airbus Helicopters	454	Career Eagles Aviation Initiative
157	Aircraft Owners and Pilots Association (AOPA)	243	Centerline Interview Consulting
339	Airline Ground Schools	436	Cochise Community College
403	Alaska Airlines	445	CommutAir
328	American Airlines	417	Compass Airlines
326	American Airlines Federal Credit Union	345	Coradine–LogTen Pro X
451	Ameriflight LLC	421	CPR Aviation Window Repair
265	Army Aviation Association of America	444	Dallas Airmotive
142	Association for Women in Aviation Maintenance (AWAM)	353	David Clark Company Inc.
355	Atlas Air Inc.	237	Delta Air Lines Inc.
249	ATP Flight School	343	Delta State University–Commercial Aviation
416	Aviall Services Inc.	304	DOI, Office of Aviation Services
413	AviaNation.com	448	Eagle Jet International
104	AviationJewelry.com	318	Embry-Riddle Aeronautical University
		342	Endeavor Air



324	Envoy Air Inc.	155	Purdue University
214	Experimental Aircraft Association (EAA)	437	Professional Women Controllers
240	ExpressJet Airlines	156	Republic Airways Holdings
102	FAA/Airmen DUI/DWI Program	220	Saint Louis University Aviation
109	FedEx Express	344	Signature Flight Support Corporation
257	Flights of Fancy	268	Silver Airways
116	FlightSafety International	360	SkyOne Federal Credit Union
352	ForeFlight LLC	203	SkyWest Airlines
348	Frontier Airlines	442	Southeastern Oklahoma State University
143	Garmin	364	Southern Air Inc.
266	Global Crossing Immigration	231	Southern Illinois University
440	Gogo Business Aviation	331	Southwest Airlines
453	Great Lakes Airlines	349	Spirit Airlines
325	Gulfstream, A General Dynamics Company	441	Tarrant County College
300	Helicopter Association International	230	Texas Woman's University
429	Higher Power Aviation	161	Textron Aviation
403	Horizon Air	141	The Ohio State University
316	Infotech Aerospace Services	361	Transportation Security Administration (TSA)
411	International Society of Women Airline Pilots	149	United Airlines
362	International Society of Air Safety Investigators	321	United States Marine Corps
317	Jeppesen	341	University Aviation Association
117	JetBlue Airways	201	University of Dubuque
167	JETPUBS INC.	350	University of North Dakota
455	Jetsuite	356	University of Tennessee
337	LeTourneau University	125	UPS
354	Lewis University	118	USAA
255	Lightspeed Aviation	407	UVU School of Aviation Science
256	LOGBOOKWIZ	254	Vaughn College of Aeronautics and Technology
302	Middle Tennessee State University	114	Virgin America
409	National Gay Pilots Association	99	WAI Membership/Chapter Booth
263	National Geospatial-Intelligence Agency	101	WAI Merchandise
226	National WASP WWII Museum	301	WAI Silent Auction
221	NetJets Services Inc.	115	Walmart Aviation
138	The Ninety-Nines Inc.	164	We Bling It
452	NOAA Aviation Weather Center	205	Western Michigan University College of Aviation
439	Pearls With Purpose	100	Westminster College
158	Piedmont Airlines	242	Wings Financial
253	PilotCredentials.com	415	Women in Corporate Aviation
227	Piper Aircraft Inc.	228	Women Military Aviators
154	PlaneSense Inc.	217	XOJET Inc.
209	Pratt & Whitney Sikorsky UTC		
431	PSA Airlines		

NEW MEMBER COFFEE

sponsored by AOPA

CORTEZ A

Thursday, March 5

10-10:45 a.m.

(ticket required/by invitation only)

The New Member Coffee is a chance for you to meet and network with WAI staff, board of directors, and other new members.

WAI MEMBER BENEFITS

WAI MEMBERSHIP BOOTH 99

AVIATION MEDICINE ADVISORY SERVICE

A WAI Member Benefit

Friday, March 6

10:30 a.m.-noon, 3-5 p.m.

Meet Dr. Paula Corrigan and ask questions related to your health and/or FAA medical certification.

LEGAL ADVISORY SERVICE

A WAI Member Benefit

Thursday, March 5

2-4 p.m.

Friday, March 6

10:30 a.m.-noon

Meet Alan Farkas and Katherine Calhoun of Smith-Amundsen LLC, to learn more about legal benefits available to WAI members.

WAI ENDOWMENT FUND

Friday, March 6

1:30-3:30 p.m.

Saturday, March 7

10:30 a.m.-12:30 p.m.

Meet Geoff Palenic, CRPC, from SkyOne Federal Credit Union to learn more about tax-smart ways to support WAI.



CONFERENCE COORDINATION CENTER

Sponsored by GAMA
PEACOCK TERRACE

Need a little assistance finding your way around? Lose something? Find something? Want to contact someone in charge? Come to the Conference Coordination Center and a volunteer will answer your questions or help you.

Thursday, March 5

8 a.m.-4:30 p.m.

Friday, March 6

8 a.m.-4:30 p.m.

Saturday, March 8

8 a.m.-4:30 p.m.

LOST AND FOUND

PEACOCK TERRACE

After the conference, unclaimed items will be taken to WAI headquarters in West Alexandria, Ohio, where they may be claimed by calling 937-839-4647.

HILTON ANATOLE

Tour Departure Point **BUSES LOAD AT JADE ENTRANCE IN ATRIUM II**

Registration **WEDWOOD BALLROOM**

Chapter Leadership Workshop **SENATORS LECTURE HALL**

Chapter Reception **PLUM BLOSSOM**

Exhibit Hall **TRINITY EXHIBIT HALL**

Press Room **DE LA SALLE**

Girls in Aviation Day **GRAND BALLROOM**

THIRD LEVEL

ATRIUM I

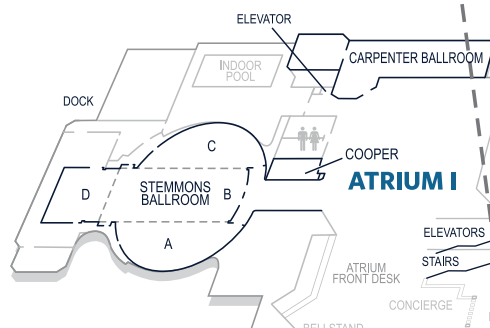
ELEVATORS
ESCALATOR

ATRIUM I

ELEVATORS
STAIRWAY TO ATRIUM LOBBY
ESCALATOR

MEZZANINE LEVEL

ATRIUM II



GIRLS IN AVIATION DAY

LOBBY LEVEL

ATRIUM II

Atrium Entrance

CHERRY BLOSSOM

JADE PAVILION

THIS + THAT

M SHOP

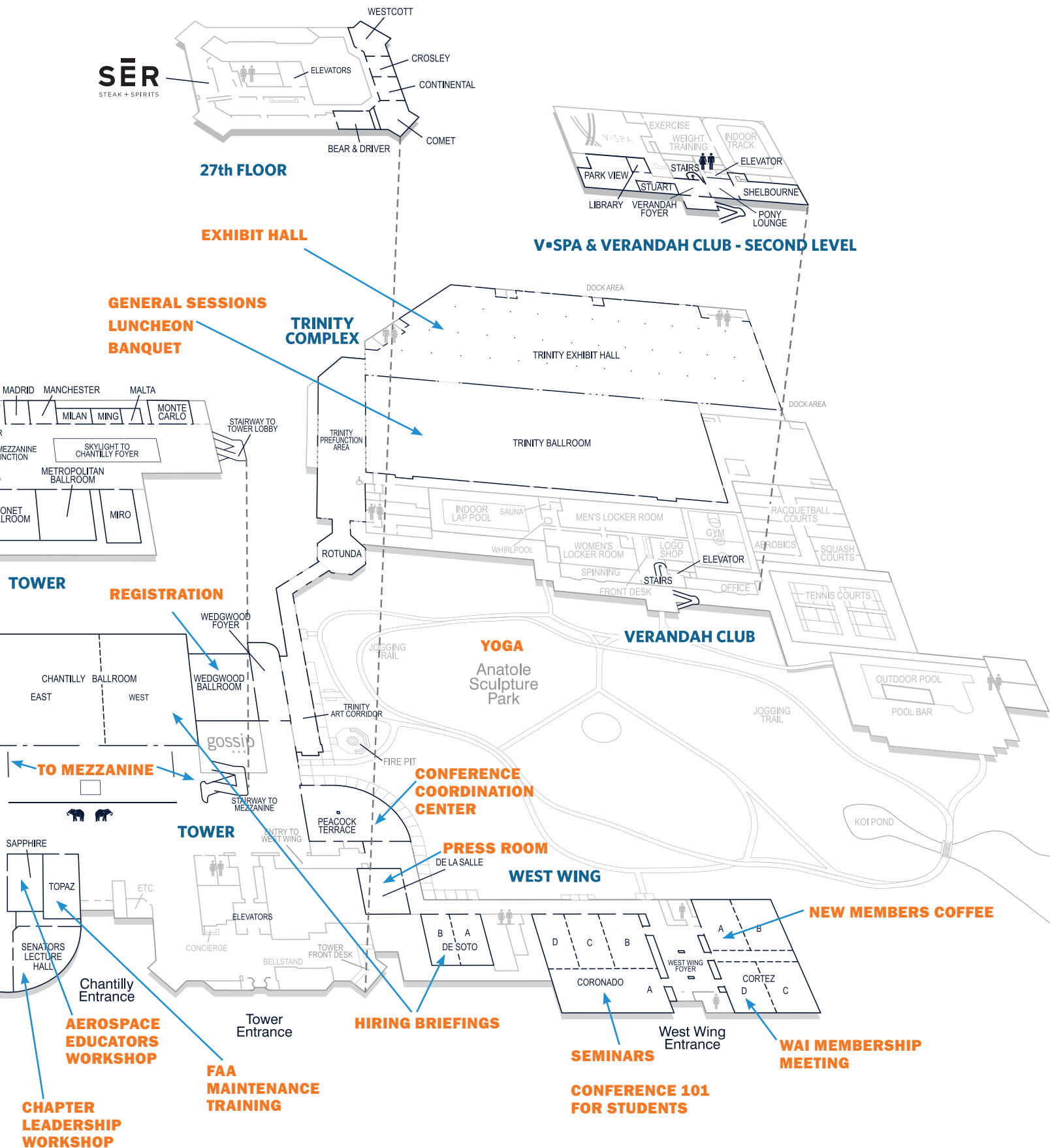
PLUM BLOSSOM

CHAPTER RECEPTION

TOUR DEPARTURE POINT

Jade Entrance

FIRST-TIMERS ORIENTATION





COME WITH US TO MUSIC CITY!

Make your plans now to attend next year's International Women in Aviation Conference in Nashville, Tennessee! We'll be at the beautiful Gaylord Opryland Resort & Convention Center, featuring an extraordinary selection of dining, shopping, and recreational activities all under one roof. The heart of the city, with all of its signature Southern hospitality, spectrum of nightlife, and vibrant music scene, is not far away. Be sure to plan to come early or stay late!

BONUS: Register for the 2016 conference here in Dallas and receive a free gift. Plus, you'll be entered into a drawing for a Nashville Backstage Pass valued at more than \$1,000. The pass allows admission for two to Nashville's most popular attractions! Visit the membership area in the exhibit hall for more details, and be sure to attend the banquet Saturday night to find out if you've won!

27th ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

MARCH 10-12, 2016

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

FLYING Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



FLYING®

Sets you apart.

➤ ENGAGE

Networking and the Women in Aviation Conference

➤ Networking, the development of productive career relationships, is an important part of your professional planning. Your networking leads to associations that may grow into essential, sometimes long-lasting relationships that influence your career path. While some people are uncomfortable when meeting new people, the good news is many of these relationships begin at conferences. And because likeminded people just naturally connect, their shared passion is a natural conversation starter.

Let's face it though. You're not the only one who is attending the 26th annual International Women in Aviation Conference with the goal of making new contacts. Some even hope to leave with a job offer in hand. With so many people to meet and a limited time to do so, you need to be on your game. That's why we've put together several important tips to make your networking—and conference experience—more efficient, relaxing, and fun.

Listen Closely

If you want to be good at networking, be a good listener. Be truly interested in the lives and goals of those you meet. When talking with others, nod often, but naturally. Being respectful of others by listening to their stories and opinions says a lot about you and leads to mutual respect. Above all, aim not to be distracted by your phone or other activities in the room. Nothing shows disinterest more than when you're talking with someone while sneaking peeks at your phone.



PAULA GRUBB

Smile and Your Body Smiles With You

Be yourself, and smile at those around you. Make (and maintain) eye contact to show your sincerity. Body language suggests a lot, so remember these signs of confidence: good posture, standing tall with shoulders back, arms relaxed by

your sides rather than folded in front of you; purposeful, deliberate hand and arm gestures; and slow, clear speech with a low to moderate tone of voice.

While nonverbal communication can vary between individuals, cultures, and nationalities, according to MindTool.com, it does influence how we communicate, and can reflect quite accurately what's going on inside us.

by Rose Dorcey



PAULA GRUBB

Airline Briefings as Education

Maybe your eventual career goal is to fly for an airline, but you're not quite ready to deliver your résumé to an airline representative. Maybe you're just curious. That's okay. The airline hiring briefings are a great resource and are open to all conference attendees. If you've always wondered, "What does it take?" or "What do I need to know?" to launch an airline career, the briefings will answer many of your questions. With most of the major airlines represented at the conference, you'll learn a lot and take that knowledge with you as you progress in your flight training and career development.

When You Give, You Receive

Lose the "What's in it for me?" attitude. While you want to make contacts with people who may help you land that dream job, it's equally important to be a friend to those you meet. Asking a new acquaintance, "What can I do for you?" before asking for a favor builds your credibility. And when you do that, more opportunities may be opened to you. If you've met someone who "just needs to meet" a contact of yours, make the introduction. Showing that you're not just in it for your own interests is likely to expand your network.



PAULA GRUBB

Be a Fine Collector

Regarding your personal business cards, take them with you, yes, but it's not all about giving them out. While this ties to the previous point, the distinction is this: You have limited time, so make the most of it by reaching out to interesting people and those with whom you would like to stay in touch. Request cards from others! At the end of the confer-



KRISTINE VOLK

ence, ask yourself if you've succeeded in making potentially long-lasting relationships rather than judging your success by how many business cards you've handed out.

What Makes You Different?

Think about that question before you arrive. "What differentiates a candidate is the person they are and the uniqueness of their personality," says Joe Cook, recruiter/pilot development at United Airlines. Joe says that United and other companies place value on hiring the right person over the right pilot. The recruiters want to see who you are and why you're not like the other 12,000 applicants. "If I could speak to all the conference attendees before they came, I'd like for them to think about that question," he says. "What makes you different and how would you get that point across to a recruiter from your dream company? That applies to not only pilots, but other career fields as well. While there is a place for average at United (and in this world), we're not out there looking for it at these events. We want the pilots who stand out with their personality, desire, and background. We want the all-stars."

Set Goals

With specific goals in mind, you can plan your day so you have the opportunity to meet those in your chosen profession. You cannot talk to everyone, so know what you want to get

PAULA GRUBB



out of a conference. Getting to know people from a certain company, geographic area, or industry is a beneficial goal in and of itself. “Know why you’re there and be able to tell your story,” Joe says. “It’s a professional net-

working event and a prime opportunity to market yourself.”

However, don’t schedule your day so fully that you miss opportunities for spontaneous interactions. “You never know what opportunities might pop up, so bring a couple of generic résumés to hand out just in case you end up speaking with a company you didn’t expect to,” Joe suggests.

Attend Goal-Stretching Sessions

You know your personal and professional goals better than anyone does. That’s why it’s important to check the conference schedule to see what presentations may help further your goals, and who will present them. Let your goals influence which workshops, tours, or panels you attend and who you want to meet. Position yourself so that you’re available to talk with conference speakers. Many speakers announce that they’ll be available after a presentation to answer questions. That’s a great opportunity to ask a subject matter expert if you can correspond in the future.

Do be respectful of everyone’s time though, especially at the airline briefings. “Remember that each airline has a limited amount of time for their briefing,” explains Beth Poole, WAI 50475, manager of pilot development at Delta Air Lines. “When the briefing is over, don’t corner the speaker. They might have another meeting to attend, and the next airline needs time to set up.”

With so many vendors at the conference, there are dozens of company representatives to talk with. Those working at exhibit booths often share information about a company you may be interested in working for. Seek them out!

Conversation Starters

If you’re shy or uncomfortable about starting conversations with strangers, remember that friendships and professional associations often begin with warm conversations. There are several easy and even fun ways to do this. Smile and say, “I love your scarf,” and mean it. Genuine compliments go a long way in starting conversations. “Great presentation,” and, “Congratulations” are also good examples, to speakers or scholarship recipients. At every conference I attend, I notice certain people repeatedly. That’s a great opportunity to say, “I recognize you from the professional development seminar

this morning.” You might bring up a timely topic, such as a popular book or movie. Though it may be intimidating, “Hi, my name is...” is another great way to start a conversation, especially when followed by a meaningful question, such as, “If you could connect with anyone at this conference, who would it be?” Ask about something they care about and it’s easy to get people talking with you.

Just as important, when people begin talking with you, know how to maintain the conversation. When you hear, “Love your scarf,” say thank you, then add that Amelia Earhart was a fan of brightly colored scarves, and see where the conversation goes. Talk about things you’re passionate about, and your enthusiasm will be contagious. “One of the questions you may hear in any conversation or interview with a recruiter is, ‘Tell me about yourself,’” Joe says. “You would be surprised at how many applicants cannot tell their own life story in a concise, relevant way. How would you introduce yourself to a recruiter or interviewer? How would you tell your story?”

Look for People Who Take This Advice

Some people have become jaded about networking. With so many people looking for job referrals, a conference may come across as a gathering of selfish individuals who will go to any means to get what they want. In reality, that’s rarely the case.



JOHN SLEMP

Look for people at conferences who are supportive of your goals. It won’t take long to weed out the occasional narcissistic souls, so just pleasantly avoid them, and have an articulate answer ready if someone asks, “What can I do to further your goals?”

Follow Up

So, you’ve returned from a conference and are organizing your newly collected cards in a leather binder. What next? Follow up. Connect on LinkedIn if you haven’t already done so. Express a personal message, such as, “I enjoyed our conversation about the challenges of maintaining life balance.”

Where possible, give back to organizations that support you; it helps keep you visible and serves as evidence of your passion and hardworking nature. And of course, appreciation speaks volumes; handwritten thank you notes are still appropriate. ➔

.....
Rose Dorsey, WAI 12645, is an instrument-rated pilot, working on her commercial certificate, and an active member of the Women in Aviation Oshkosh Chapter. She’s attended dozens of conferences in her career as a writer and former business owner.

➤ FAST PASS AND BRIEFINGS

Advice From the Recruiters

Joe Cook, recruiter/pilot development with United Airlines, and Beth Poole, manager of pilot development at Delta Air Lines, have attended a conference or two. They've seen what works, and what doesn't. If you're attending the 26th annual Women in Aviation Conference to participate in the airline hiring briefings and fast pass system, their information will make your time more effective. However, the tips below may be helpful to any conference attendee who is looking for ways to maximize their networking experiences.

Situational Awareness and the Fast Pass

Look around and know that if attendees are waiting in long lines the airlines most likely will not be able to spend a long time speaking with each one. If you are prepared with your best elevator speech, you will do fine regardless of spending five minutes or one hour with an airline representative. "Our volunteers are trained to get the most information from you in a short amount of time," Beth said.

Recruiters understand your passion, but applicants must be respectful of their peers and the process. "Everyone we bring to an event is equally qualified to speak with conference attendees," Beth said. "If you have spoken to one of our line pilots, you do not need to come through the line another time to speak with a manager. The outcome will be the same. Our process recognizes each person who engages with our team. Multiple visits only take time away from others."

Don't linger. Once you have spoken to a representative from an airline, allow room for others to comfortably engage with the airline.

"Please be understanding of our volunteers' time," Beth said. "If they are in the restroom, it's probably not a good time to discuss your future career opportunities. Our folks are working hard and sometimes need a few minutes to refresh so that they can be on point for the next group of attendees."

Hiring Briefings

- Be on time. If you're not, be considerate. Stand in the back of the room until there is an opportunity to quietly take a seat.
- Turn your cellphone to the off, vibrate, or stun position!
- Limit your questions. There will be many people in the room and all should be given a fair opportunity to ask their question.
- Remember, it's a *briefing*. When asking questions, don't provide a verbal résumé of your career. Ask your question in a succinct manner.
- Be respectful of those around you; don't hold side conversations during the briefing.

The recruiters like to know that you've done some research on where the company has been and where it's going. "It's the minimum amount of due diligence an applicant should do

when attempting to further their career," Beth said. "Telling us we're a 'great airline with big planes,' 'You guys are hiring,' or, 'My friend said I should apply here' are perfect examples of what *not* to say."

The Three Ps— Personality, Preparedness, and Patience

It only takes seven seconds to leave a lasting first impression. Make it a good one! "Think about how you want us to remember you and then plan your first seven seconds," Beth said.

Come prepared. Have your résumé in hand; you don't want to be searching through your briefcase when it's finally your turn. "Make sure your appearance, résumé, and attitude is ready and up for the challenge," Joe said. "Gather your final thoughts and make sure you are completely ready. Take a look in the mirror (if there is one nearby) and make sure your clothing and professional presentation are the way you'd like it to be before you meet a recruiter."

Know your audience. "Delta Air Lines is three words. If you have it spelled incorrectly on your résumé, it gives the impression that you haven't done your research," Beth said.

One question an applicant can expect to get in every professional encounter is, "Why do you want to work here?" The way you answer this question can literally make or break your interview and potential career prospects at a company. "From a recruiter's perspective, we don't necessarily want to hear that you've wanted to work for United since birth," Joe said. "While we'd love to hear the story if true, we would just like a genuine, educated, and reasonable answer. Companies (generally) don't need applicants to stroke their ego. United always brings a hardworking and humble group to recruiting events. We'd like to hire candidates with those character traits."

Have questions prepared in advance. This will help you make the most of your time when interacting with each airline.

Be upfront and honest. "If you have a past training or life issue, tell us about it," Beth said. "In order to get the best guidance and advice from our team, we have to know what we are working with."

"There will be lines; there will be waiting!" Beth said. "Wear comfortable shoes and don't forget to bring a large dose of patience." The recruiters fully understand that attendees are taking time away from their families, friends, jobs, and lives to see them.

They want attendees to feel validated and inspired by the interaction. "If our meeting runs long, it will invariably delay the line of waiting applicants," Joe said. "I've had some applicants give negative feedback on having to wait in line, and that's generally not a good thing to do with a recruiter from an airline where you aspire to work."

Both Beth and Joe want you to know that the airlines realize how important this is to you, and the recruiters will do their best to ensure your time is well spent. ➔

Hands-On Dr



How Brandi Flinn is building her career as an A&P

Sometimes in life you just know what you want to do and, slowly but surely, all the stars align and one day you find yourself living the dream. In Brandi Flinn's case, that dream is building helicopters.

Brandi, WAI 60853, says she has always been hands-on. Growing up, she found herself spending a lot of time in the garage with her dad, working on whatever project they had. For her, there was never a question she'd make a living with her hands and a set of tools.

She was about 15 when she attended her first air show near Marquette, Michigan. That's what

brought airplanes into the equation, and she was sold. The wide variety of aircraft interested her and, she said, "The people are just amazing. You don't meet

people like that **by Kelly Nelson**

everyday. Especially the homebuilders—the people that can put an aircraft together—if you ever have a conversation with them, it's just amazing what they can do."

Brandi also took her first flight that day—in a helicopter. "It didn't have doors on the side, so you could look down. The first time I was in the air I was in a helicopter and it was priceless."

All of this added up to make an



COURTESY OF BRANDI FLINN

Brandi's first helicopter ride at an air show near Marquette, Michigan, made a lasting impact on her.



BONNIE KRATZ

Enstrom Helicopter Corp.

Rudolph J. "Rudy" Enstrom founded the R.J. Enstrom Corp. in 1959 after his efforts to design his own helicopter caught the attention of several local businessmen in Michigan's Upper Peninsula. They decided to back Rudy and helped him recruit several experienced aeronautical engineers.

The company's piston-powered F-28 came to market in 1965. In 1968, Purex Industries bought a controlling stake in the company with plans to develop a turbine-powered version of the F-28. Technical difficulties prompted them to abandon the project. Attorney F. Lee Bailey bought Purex's stake in January 1971 and changed the company's name to Enstrom Helicopter Corp. Under Bailey's leadership the company was soon producing over a hundred units per year and brought the 280 Shark to market in 1974. Motivated by the Shark's success, the company began work on the four-place 280L Hawk. Technical and financial requirements drained the company's reserves, however, and Bailey sold the company in 1979.

The company has changed hands several times since then. A notable owner in recent history is Dean Kamen, developer of the Segway. Kamen worked to improve the company's existing products and introduce the turbine-powered TH-28 in response to requests for bids on a military training helicopter. A civilian version of the aircraft, the 480, followed suit. In 2012, the Chongqing Helicopter Investment Company of the People's Republic of China purchased the company.

Enstrom has produced more than 1,250 helicopters since that first one in 1965 and continues to see growth. In early 2013 the company expanded, increasing its Menominee, Michigan, workforce by 50 percent and adding on to its facilities at the Menominee-Marquette Twin County Airport.

Today the company produces the F-28F, the 280FX, and the turbine 480B. In February 2014, the company announced a new trainer, the TH180.



Above: Brandi poses with her AMT Student of the Year award.

Below: Today, as a dynamic components technician, Brandi is one of the few female A&Ps at Enstrom Helicopter.



incredible impact on Brandi's life and career choices. When she finished high school she headed off to Michigan Tech to study civil engineering but quickly found it wasn't for her and began searching for an A&P program to transfer into closer to home. "I knew that's what I wanted to do," she said. "But I didn't know anything before I walked through the doors at school."

She landed at Northern Michigan University (NMU), where Brandi says she enjoyed being one of three girls in her class of 20. "People tend to watch what the ladies are going to do," she said. "How they put a part together, for example. They might put it together differently. I kind of liked being a minority."

When selecting an A&P program class size and job rate after graduation was important to Brandi. She felt lucky that NMU had such good rates and was near where she grew up in Gwinn, Michigan. In time she found herself president of the Aviation Maintenance Club and was honored as AMT Student of the Year in 2011-2012. She also enjoyed getting to know her professors a bit more due to the smaller class sizes.

It was because of great relationships with her professors that Brandi was able to expand her interest in hands-on work by becoming a part of the local EAA chapter and network within the homebuilt aircraft community. She credits professor Keith Norton as one of her greatest mentors. He nominated her to participate in EAA's chapter leadership program, ultimately sending her to EAA headquarters for a weekend workshop in 2011 where she met EAA founder Paul Poberezny, an experience she says has been one of her greatest honors.

After graduating from NMU in May 2012 and earning her A&P certificate in June, she began looking for jobs. Enstrom turned out to be the perfect fit—offering the chance to get her hands dirty as a dynamic components technician and bringing her back to her first aviation love: helicopters.

"We were lucky to find Brandi," said Lisa Sundelius, Enstrom manager of human resources. "We have a great rapport with NMU. Each year they bring their A&P students for a tour of our

Northern Michigan University

Located in Marquette, Michigan, Northern Michigan University is a four-year public university with a population of about 9,000 undergraduate and graduate students. It offers 147 degree programs and 25 graduate programs, including an aviation program offering associate degrees and certificates in aviation maintenance technology that has been around for more than 20 years. For more information visit www.NMU.edu.



facility. Some of those students decide to apply at Enstrom after they graduate from the program. Brandi was one of them, and we're very happy that she did. She has a great work ethic, strong attention to detail, and is a team player. Three big things that we look for as an employer, along with being qualified for the position."

On a typical day Brandi has many components that she will either assemble for production or overhaul for the repair station. "I always have something to do, maybe disassemble or repair and reassemble," she said. "Everything you assemble or disassemble, there's lots of paperwork to go with it. You have to pull out record forms of the work completed or have different inspection forms."

And while she's not the only woman in the shop—of Enstrom's 238 employees, 39 are female—Brandi says she's still okay with being in the minority. "Women are not typically seen in this field and I think it catches people off guard," she said. "It adds a little bit of pressure, but I like the pressure. I thrive off of that, so it doesn't bother me much."

In her free time, Brandi has started giving back to the communities that have meant so much to her as she learned. She's volunteering at the EAA AirVenture Museum in Oshkosh, Wisconsin, leading tours and operating some of the equipment. And she's hoping to start a Women in Aviation chapter in her area as well. She's also started a blog at <http://waviation.weebly.com> to share some of her adventures and help spread the word about different aviation opportunities, especially those in maintenance.

She has also recently begun flight training in a Cessna 172 and plans to earn her private pilot certificate. Another huge goal for her is adding inspection authorization to her A&P certificate, something she hopes to take on in the next year or so.

Her advice to others looking to follow in her footsteps? "Dream big. Go for it, and don't look back!" ➔

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Kelly Nelson, WAI 18201, is editor-in-chief of Aviation for Women magazine and a private pilot working (ever so slowly) on her helicopter add-on.

MISSIONS MAY CHANGE,
 BUT OUR COMMITMENT NEVER WILL.





PILOTING BREAST CANCER

Fighting the disease and navigating a new life

In the aviation world, breast cancer is a dirty word. Southwest Airlines captain Becky Howell, WAI 173, knows just how dirty. After finding a golf-ball size lump in her armpit, she was diagnosed with stage 3A triple negative breast cancer—a rare and aggressive form of cancer. Becky instantly lost her medical certificate, her ability to fly professionally, and the travel privileges that come with being an airline pilot.

“You are instantly disqualified as soon as someone uses the C word. Your whole life as a pilot is completely upside down,” she said. “Your friends are gone.” Becky rarely spends more than a few days in a row at home. Her social network revolves around work and attending conferences. She found the lump while traveling to an ISA+21 aviation conference

Howell instantly lost her medical certificate, her ability to fly professionally, and the travel privileges that come with being an airline pilot.

in Europe. She returned to the states early to have it checked out, and ended up in chemotherapy. A delay of another month or two may have killed her. There were cancer cells in 21 of her lymph nodes.

“I thought it was all over ... because this is such a deadly

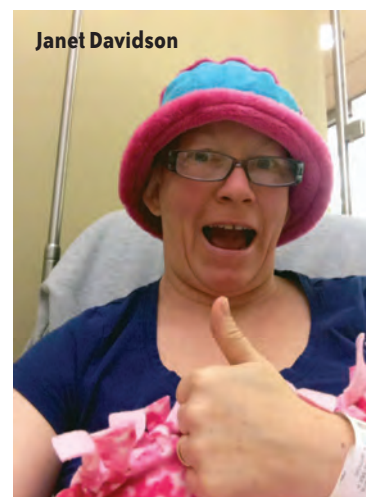
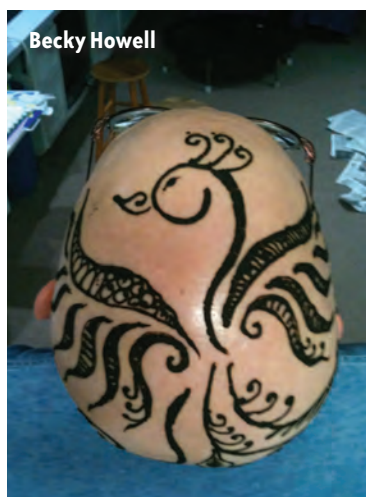
cancer,” she confided. “I made it my business to learn everything about it and to do everything I could to help my body heal.” Besides her captain position, Becky is a pharmacist with a doctorate in naturopathy. The toxicity of the treatment concerned her, but her primary goal was to fly again.

For advice, Becky turned to Dr. Alex Wolbrink, M.D., an aeromedical consultant for Southwest pilots. “Most of the FAA protocols are based on traditional treatment,” he explained. If a pilot were to pursue an alternative medicine, it can be much more difficult to get a waiver. With breast cancer, the FAA takes a conservative approach because of its potential to spread to the brain. Distant metastasis automatically triggers a three-year grounding. In Dr. Wolbrink’s opinion, Becky caught the cancer early enough that she could get her medical back much sooner. Since she is 62, the timing was everything. Becky only has three years left before retirement.

Dr. Wolbrink urged her to think beyond the airline job. “There’s life after the airline. We want to take care of you first. Once you’re doing well, then we’ll start dealing with the FAA,” he told her. “I say that to redirect the focus,” he said.

While undergoing chemotherapy and radiation, Becky sup-

by Linda Berlin



ported her body with natural supplements, including active hexose correlated compound (AHCC), an immune stimulant derived from mushrooms; angiostop, an extract of sea cucumber that stops the body from making new blood vessels (tumors make new blood vessels); and plenty of vitamins, minerals, and herbs. For the third-degree burns on her chest, she applied essential oils plus an ointment of beeswax and herbs. She also drank Masaji, an antioxidant mix. Once the tumor shrank, she had a lumpectomy.

"It's rare that anyone would be permanently disqualified," said Dr. Paula Corrigan, M.D., WAI 51101, a columnist for *Aviation for Women* and a pilot aeromedical consultant at Aviation Medicine Advisory Services. Pilots who have early stage breast cancer can work with their aviation medical examiner to get the waiver, but for those who have a more advanced stage of cancer, it's best to hire an advocate to speed up the process: "It's a big deal because it affects your career," she said. Paula's company connects newcomers with previous clients who are willing to share their experiences. Members of Women in Aviation, International are offered a discount for the service.

Corporate pilot Janet Davidson, 48, who had stage 1A breast cancer, went online to find support from other female pilots, but found only male pilots with prostate cancer. "It made me realize there are lots of questions answered for prostate cancer, but you don't get that ... for breast cancer." She did find <http://Community.BreastCancer.org>. It had good technical information and moral support, but it wasn't an aviation website.



PILOTING BREAST CANCER

Thermography: An Early Detection Tool

Thermography is a little known screening option that can help detect abnormalities in breast tissue long before a tumor is ever found on a mammogram. Women with dense breasts, fibrocystic breasts, or those who have had a mastectomy without reconstructive surgery might jump on this method. DITI Imaging uses a camera to look for abnormal blood flow or inflammation in women's breasts. Asymmetrical heat patterns can provide an early indicator of abnormalities in breast tissue with an 85 to 90 percent accuracy rate.

"Everyone is a great candidate for thermography, but not everyone is a good candidate for mammography," explained Michelle Hart, owner and certified clinical thermographer at DITI Imaging in San Antonio, Texas. "Mammography is not as good for dense breasts," she said. Hart had a pea-sized tumor in her breast that had been there for about five years and found through mammography. She thinks the tumor may have been detected much sooner had she done thermography. "In my opinion, everyone should be doing thermography because it [cancer] can be caught early."

Some women can't stand the pain from a mammogram's compression, while others simply don't want the exposure to radiation. Thermography isn't geared to replace mammography and ultrasound, but rather to provide an additional screening tool. The drawback is that it isn't mainstream, so insurance often doesn't pay for it.

"It's a big factor for a lot of people, but there are enough women who are willing to pay out of pocket," Michelle noted. "We strive so hard to keep it affordable."

Finding a local certified practitioner requires online research. Meditherm, the parent company of DITI, has a list of practitioners available around the world. The company uses trained medical doctors to interpret the pictures. Initially, a baseline of photos is recommended, with a second set taken three months later. After that, once per year should suffice. For more information visit www.Meditherm.com. —Linda Berlin



Janet Davidson



Nell Justice



Kathy McCullough



Sharon Bigelow

Janet's cancer had gone into one of her lymph nodes, so she opted for a mastectomy followed by chemotherapy. She later had a breast reconstruction using fat from another part of her body. "You have sleepless nights wondering if you're doing the right thing," she said. "You can't see anything wrong with yourself. There was no lump. I started to second guess my-

"I worried that the chemo would affect me long term, that I wouldn't have the confidence to fly an ILS to minimums in a Citation single pilot."

self. You still look at yourself and go, 'What the heck just happened to me?'" Claritin helped her with the bone pain from shots administered the day after chemo, but she regrets not getting a port for chemotherapy. A port provides easy access to a patient's bloodstream through a small surgical procedure that involves an incision in the upper arm or chest area. Janet had to get an IV each time and suffered for it.

What she didn't anticipate was how chemotherapy would weigh on her confidence. Chemo brain is like having the worst hangover combined with the worst flu ever, she said. While driving a car during treatment, she got stuck in rush hour traffic and wanted to pull over and curl up in a ball. "I worried that the chemo would affect me long term, that I wouldn't have the confidence to fly an ILS to minimums in a Citation single pilot."

Several months later, the chemo fog faded, so Janet called Gary Crump, director of AOPA's medical certification services, for advice on how to get her medical back. He told her to get a brain scan. She also went to a reputable aviation medical examiner recommended by another cancer survivor. She got her medical back, but then lost her job because the King Air she flew went offline. Janet now works in sales for Scheme Designers, an aircraft paint design company, but is looking for another flying job.

For UPS captain Nell Justice, the side effects from chemotherapy and radiation "clobbered" her. The post-cancer fatigue took the longest to recover from. "It took me seven years to get myself put back together and get back to work," Nell said. Dr. Wendy Schlessel Harpham, M.D., who has written several books, put a name to the problem. "It felt like re-activated mono," Nell described. "The worst day of the flu, exhausted a hundred times over." She rested as best she could, but rest didn't cure it. During Nell's treatment, her doctors didn't want her to take any natural supplements, so she listened to them. She isn't sure if that exacerbated the fatigue, but she has since added daily vitamin supplements and visits to a holistic chiropractor to keep healthy.

For some women, a cancer diagnosis can end a career.

Kathy McCullough, 59, a former captain at Northwest Air-

lines, was diagnosed with breast cancer two years after having surgery for appendix cancer. She never got her medical back. "The hardest part for me was not saying, 'Oh yeah, I'm a pilot.' I thought I knew who I was, so that's what really surprised me." An outpouring of support from friends and family helped Kathy through the transition. She got to watch her teenage son grow up and has been cancer-free for seven years. She's writing a novel about flying and has taken up photography. Looking back on her career as a Boeing 747 captain, she says, "I don't miss it like I thought I would." She often lost three nights of sleep per month, sometimes four, because of the international flying. "That sleep process is really critical."

FINDING SUPPORT

So how do companies support their pilots as they go through such difficult times? Some are clearly better than others. Janet felt tremendous support at Landmark Aviation. She got sick pay as a new employee and every e-mail she received from the chief pilot included the words, "Your health is the most important thing; focus on that."

At Southwest Airlines, an internal customer care group maintains a connection with employees on medical or family leave. It's "broader than just medical situations," explained Emily Samuels, a spokeswoman for Southwest. "It's a small but mighty team." A team member called Becky monthly to see how she was doing. Becky also heard from two chief pilots. As for cancer-prevention programs, Southwest encourages employees to make lifestyle changes, offering free biometric screenings and a tobacco cessation program. Employees are given cash for participating.

Becky credits SWAPA, her pilot union, with providing the additional income she needed to fill in the gaps between sick pay and disability insurance. Pilots donate a fixed amount per paycheck into an emergency fund. "That was really a blessing," she added.

Aside from the finances, long-time breast cancer survivor Sharon Bigelow, 64, a retired Northwest captain, advises pilots grappling with a cancer diagnosis to "put themselves as

Some female pilots don't tell anyone at work about their cancer, but Janet asked her boss to e-mail all the pilots in her base with the news.

number one in their life. Feed your soul, give yourself time. There's no shame in taking more time. Take a deep breath. Do what you've got to do for the medical, and then do some extra for yourself." Sharon took a year and a half off from work.

"I got full paid sick leave. I had absolutely no hassles about getting it," Sharon said. "That made everything else melt away. I was lucky in an unlucky way." She tried to embrace

the break from work, but it was a challenge. "It was the first time in my life when I really felt vulnerable," she said.

Nell says women should get multiple opinions to build their team of doctors. She had a core biopsy done, based on a second opinion, so when her tumor disappeared during chemotherapy, she still had that medical information. Nell also developed a motto early on: "I'm going to live unless proven otherwise." Before she got sick, she had been thinking about buying her own airplane. During her recovery, a few years later, she invested in a Piper Comanche 250 with a partner. It was as an act of faith that she would eventually fly it.

If, during a self-breast exam, something doesn't feel right or look normal, get it checked out, Janet says. "Don't be afraid to make a fuss; get in there early."

Cancer breeds vulnerability, but for many of these women, connecting with others, through church or women pilot organizations, or some creative way, can make the difference.

Becky chose not to wear a wig. She had temporary henna tattoos drawn on her bald head, including a dragonfly, a dragon, a lioness with kittens, Tinkerbell, and finally a phoenix rising from the ashes. "It wasn't just a decoration. I wanted something that was going to be positive reinforcement of my healing process, not my sick process," she said. Strangers approached her to ask about her tattoo rather than about her cancer. "That's probably one of the best things that I did in the whole process."

For Janet, humor took the edge off.

"I'm not earning my living through them," she quipped. "I can live without my breast, but I can't live without living." Some female pilots don't tell anyone at work about their cancer, but Janet asked her boss to e-mail all the pilots in her base with the news. Becky heard from very few co-workers while she was out on medical. "If you want to call someone who is going through something serious, do it," she said. "Reach out to them because quite often they need the contact."

Fourteen months after losing her medical, Becky got it back. To stay flying, she must do one brain scan MRI per year, and provide a letter to the FAA on any health changes. Her doctor dictates the tests that are required, but it is constant. For the next year, she must visit an oncologist monthly. Janet takes tamoxifen, an FAA-approved drug. Some drugs aren't allowed while flying, such as trastuzumab.

"I can't consider myself over it," Becky admits. "I'm not afraid of dying, but there are still a lot of things I'd rather be doing." She tries to stay in the moment as best she can, with mindfulness techniques. Becky eats right, even on the road. And the flying, well, that's been a blessing. "It has been more joyful to go back to work," she said. "Work really is that much fun." ✈

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Linda Berlin, WAI 10243, had a successful career as a writer when she realized she'd rather be flying. Today she flies all over the U.S. for a national airline.



PILOTING BREAST CANCER

A Book Guide to Breast Cancer

Breast cancer survivors Janet Davidson, Becky Howell, and Nell Justice say these books helped them better understand their cancer. Some helped Becky boost her immune system while going through cancer treatment. Nell, who suffered from post-cancer fatigue, learned a great deal from Dr. Wendy Schlessel Harpham, M.D., who suffered the same fatigue, giving it a name and getting it recognized among doctors. Not everyone who gets cancer suffers from it, but those who do have a difficult time bouncing back from treatment. Janet highly recommends Vladimir Lange's book.

— Linda Berlin

Be a Survivor, Fifth Edition: Your Guide to Breast Cancer Treatment, by Vladimir Lange, M.D.

Natural Strategies for Cancer Patients, by Russell L. Blaylock, M.D.

Dancing in Limbo: Making Sense of Life After Cancer, by Glenna Halvorson-Boyd and Lisa K. Hunter

Any Day with Hair Is A Good Hair Day: How to Get Through Cancer and Get On With Your Life (Trust Me, I've Been There), by Michelle Rapkin

The Summer of Her Baldness: A Cancer Improvisation, by Catherine Lord

How to Prevent and Treat Cancer With Natural Medicine: A Natural Arsenal of Disease-Fighting Tools for Prevention, Treatment, and Coping With Side Effects, From America's Foremost Authorities on Natural Medicine, by Michael Murray, N.D., with Tim Birdsall, Joseph Pizzorno, and Paul Reilly

Just Get Me Through This! A Practical Guide to Coping With Breast Cancer, by Deborah A. Cohen and Robert M. Gelfand, M.D.

Anticancer: A New Way of Life, by David Servan-Schreiber, M.D., Ph.D.

Outsmart Your Cancer: Alternative Non-Toxic Treatments That Work, by Tanya Harter Pierce, M.A., M.F.C.C.

Life Over Cancer: The Block Center Program for Integrative Cancer Treatment, by Keith Block, M.D., and Andrew Weil, M.D.

Diagnosis Cancer: Your Guide to the First Months of Healthy Survivorship, by Wendy Schlessel Harpham, M.D.

After Cancer: A Guide to Your New Life, by Wendy Schlessel Harpham, M.D.



PAULA CORRIGAN,
M.D., MPH

THE 'C' WORD

In this issue there is an informative article by Linda Berlin about breast cancer and the stories of several pilots who have faced this challenge. As mentioned, this is a disqualifying diagnosis for FAA medical certification, and obtaining a waiver or Special Issuance Authorization (SIA) can take varying amounts of time depending upon stage and treatment of the disease. The FAA policy

for other types of cancers also varies, and I would like to generally review these policies and hopefully alleviate some of the panic that pilots and controllers may feel when they first learn that they have the “C” word.

In general, the diagnosis of cancer is disqualifying and would require clearance by the FAA before return to duty. There are some exceptions to this, such as basal cell or squamous cell carcinoma of the skin. These skin cancers tend to be localized, and once they have been fully excised, pilots can return to work and report the diagnosis at your next FAA medical exam. You would have to bring a copy of the pathology report confirming the diagnosis and clear margins showing all of the cancer has been removed. Also, a brief note from the dermatologist confirming the cancer has been completely treated is helpful. Your aeromedical examiner (AME) will need to confirm that you do not have melanoma, which could be a disqualifying diagnosis if the depth of the melanoma is greater than .75 millimeters. It is always a good idea to talk to your AME if you are diagnosed with any type of cancer to find out what the reporting requirements will be. The process for air traffic controllers is very similar, but any diagnosis of cancer would need to be reported immediately to the regional flight surgeon rather than waiting for the next FAA medical exam.

There are a number of other cancers that tend to be slow growing and have a low risk of sudden incapacitation. The FAA has recently changed their policy for these so that your AME can clear you to return to work without SIA once you can document you have been fully treated and meet certain criteria. An example of this is renal (kidney) cancer. Your AME may issue your medical certificate once you have been fully treated, if there has been no spread of the cancer outside of the kidney capsule. You would also have to meet performance standards for unrestricted activity. Other cancers with similar policies include prostate and testicular cancer. Bladder cancer, leukemia, and lymphoma policies are reported to be in development.

For cancers requiring SIA, FAA medical policy is determined by the stage of the cancer. Pilots with early stage cancers are normally eligible for SIA once they have been fully

treated and have fully recovered. This would include recovery from any surgical procedures as well as resolution of any side effects of chemotherapy, radiation, or stem cell transplant. If the cancer is in remission, and there is no spread (metastasis) to other parts of the body, the likelihood of a favorable determination by the FAA is high. Typically, the SIA will require an annual status report from your treating doctor and any testing results that are required (such as CT, MRI, PET scan, or laboratory tests) to confirm there has been no recurrence of the cancer. For advanced stage cancers with spread to other organs, there may be an observation period after treatment before a SIA will be granted, as the risk of recurrence is much higher. However, our office will typically submit all medical records to the FAA as soon as treatment is completed to find out how the FAA will view that particular case. For early stage cancers, you can normally work with your AME to submit the required records to the FAA for review. For advanced stage cancer, it may be worth working with an advocacy group such as mine—Aviation Medicine Advisory Group—or a very experienced AME. Familiarity with FAA policies, consultants experienced in aviation medicine, and records requirements can really help to streamline the SIA process and take some of the burden off of the pilot who is focused on maintaining their health. Additionally, as mentioned by Linda Berlin in her article, connecting with other pilots who have been through the process can be very helpful and reassuring.

The FAA medical policy on cancer and other medical conditions can be found in the Guide for Aviation Medical Examiners, which is a PDF on www.FAA.gov. If you find yourself facing a diagnosis of cancer, the first priority should be obtaining the best treatment that will result in the best prognosis. It is very probable that you will be able to return to flying or controlling duties once your treatment is complete, assuming a good outcome. ➔

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

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DEVAN NORRIS

NATURE VS. NURTURE

My husband has often remarked that I have a good memory. He thinks this because he has many times heard me rattle off some random piece of trivia from a book I read or movie that I watched just once years before. The fact is, I do have a good memory—but mostly for things that are practically useless. When it comes to important things, like an aircraft's operating

systems or the name of the check airman I had for recurrent training, I have to work my rear off to bludgeon the information into submission and into my brain. Even when it has been committed to memory, the inner workings of my brain are less of a filing system and more of an information garden. I find that I need to “weed” the records every so often to make sure that errant data hasn't been sneaking in between plantings.

The same is sadly true for my memory for people's names. Until getting to know a person reasonably well—or at least meeting them more than once—I often need to resort to the rather prosaic measure of taking notes. In a world where social media makes everyone your friend, it can be quite difficult to remember (unaided) the actual context of how you met individuals who are more recent in your personal history. It takes a lot of work for me to recall the details of how I made new acquaintances, and in general I have to resort to adding notes and memory aids to their contact information in my smartphone.

Knowing—and remembering—a wide acquaintanceship can be a very valuable tool in growing and diversifying your aviation experience. Aviation is often said to be a small industry, where everyone seems to know everyone else. You meet people at the FBO, at air shows, in a gate area, on the flight deck, or even in the grocery store. Quite often the game of Do You Know? turns up a name or two that you do, indeed, have in common with a person who you just met. These chance meetings can sometimes turn out to have far-reaching consequences, and are infinitely more satisfying and productive when details can be shared, rather than looking off into the distance and claiming that the name rings a bell.

Network is a word currently used as a noun or adjective more than as a verb. It is common to hear the term “social network” or “network engineer,” but the concept of networking as a career tool seems to have a slight taint to it. Almost as if it suggests that a person is making up for a lack of skill or experience by capitalizing on their connections instead. The truth is you can get a lot of places on the strength of who you know. But it is also true that if you do not have the skills to substantiate your position you can do a lot of damage to both your personal reputation as well as the reinforce the stereotypes of women in your profession.

We have all encountered the two most common stereotypes. The first is of female pilots as a masculine breed, not interested in makeup or other concessions to femininity and generally inspiring a bit of fear in their male counterparts. This may result when a person has focused exclusively on technical skills and appears to be aloof from others in their field. The second is of a much girlier pilot, but one who couldn't find the fuselage with both hands and a flashlight. This image is often invoked if someone is perceived to be using their social connections (or even gender) to cover up a lack of knowledge or ability. Neither impression is an honest depiction of who women in the aviation industry actually are, but that is what stereotypes do.

The best way to stand out as an individual is to justify your achievements with undisputed skills. Flying skills have clearly defined parameters, and when they are in good shape it is fairly self-evident. We all know that the simple passage of time can cause them to deteriorate and that it is important to stay current. Many airline pilots who have not kept current with their GA skills are shocked by their own ground shyness their first time back in a 172. Your personal connections require the same attention, as they may also degrade if neglected. Simple things like sending a quick e-mail to a person when they come to mind and reviewing someone's Facebook page before you see them can demonstrate genuine interest. Making an effort to keep your relationships current (and not merely the strategy for getting your next flying job) will enhance your opportunities a lot more than, “Remember me? I need a favor.”

All of the diligence and attention to detail that you put into building your skills—both technical and nontechnical—will strengthen the foundation that your career is built upon. Maintaining those skills can be just as critical as establishing them in the first place. People who are in a position to assist you will see the effort that you have put in and be impressed with your dedication and your integrity, and may do more to help you as a result. Just as long as you remember their name correctly. ➔

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Devan A. Norris, WAI 13890, is an avid observer of people, a captain on the EMB145, and 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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PATRICIA LUEBKE

NEXT!

I can't remember the year I attended my first NBAA Business Aviation Convention & Exhibition, but I do remember how excited I was to be there. My company didn't have a booth and I wasn't quite sure what I was supposed to do. New to both trade shows and the industry, I knew few people. And then I received my instructions. My boss' boss told me to start at row one, booth one

and go to every booth introducing myself and having a conversation about each company. Today, the sheer size of NBAA would probably make that assignment impossible, but back then, I did what I was told.

Typically the conversation consisted of me choosing the kindest looking face, approaching him (in those days NBAA was almost exclusively male), and asking some stupid question about fuel trucks or whatever I could determine the company did. I can't say I got a warm response. To his eye it was clear I was no prospect.

Eventually my intros got easier. One moment I remember is a particularly kind booth worker from Telex who became a good friend over the years. When I confessed to him that I knew no one, he assured me that by next year I would know everyone. Now all these years later, when I'm at a show and people stop to greet me, someone always comments how everyone knows me. And I try to give back and assure them that by next year they'll know everyone too. I haven't forgotten what that feels like.

A few years after that first NBAA trip I saw a segment on TV about the single life, which advised a single person to pick out the best-looking (to you) person you want to meet, go over, and strike up a conversation. If you are rejected, you just say "Next!" to yourself and work your way through the room. The very next day, I was at La Guardia Airport (LGA), waiting to board an airplane bound for Denver. I wanted to put this exercise into practice, scanned the gate area, found Mr. Dreamboat, and went and sat next to him. I don't remember my opening line, but I remember talking about him going to Colorado to ski, which led to my commenting about his beautiful ski sweater. "Thanks!" he said. "My wife knit it for me." Next!

So if you find yourself bashful and tongue-tied, my first bit of advice is to get over yourself. You are not going to die or faint. Dial down the drama and just pick someone out. A good tip is to ask an open-ended question. Rather than asking, "Is this your first WAI conference?" (which can easily be answered yes or no, followed by staring awkwardly at each other), open with an essay question. Your opening line might

be something like, "Hi, I'm Pat. I'm here to work in WAI's media room. How about you?" It may be a bit dorky, but it's better than, "I love your scarf," followed by thanks and more awkward stares.

*If you find yourself
bashful and
tongue-tied, my first
bit of advice is to
get over yourself.*

I'm not a big believer in handing out a business card to everyone I meet. Too desperate and eager-beavery to me. Business cards are great when requested, or if there is any reason to communicate post-conference. I've been seated at a luncheon when a new arrival automatically hands business cards to everyone at the table and I am always tempted to say, "No, thank you." Save the business cards

for a follow-up or for after any meaningful conversation.

You may find plenty of common ground to talk with someone about school or aviation, but it's a good idea to read up on the news—even if it's just the headlines. That way you can add your opinion when something is the talk of the evening. I have a friend who has no interest in professional sports, yet when he is going to be at a networking event, he scans the sports page. That way, when the talk turns to that "unbelievable touchdown" he can join in knowledgeably.

This is important. If any timid soul approaches you, yes, you with the kind face, give that person a break and hold a few minutes of conversation. Maybe she had to get up her nerve to approach you, so do your part. You can always make your excuses ("I see someone I need to talk to," "Time to fill my glass," or, "Oh good, they've just brought out more shrimp") and exit. Someone actually did that to me. I recognized the tactic. Here I thought we were having a great first conversation, but she left me to go get a drink. Or so she said. At the time, it actually made me laugh. I wanted to call back after her, with a bit of sarcasm, "But I haven't told you about my paperweight collection yet. Did I mention I live right in New York City? That I know everything about late 19th century American history?" I'm the least boring person I know. Oh well. Next! ➔

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



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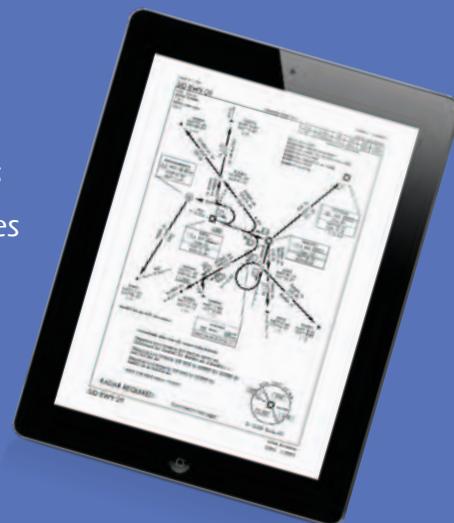
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JO DAMATO, CAM

OVERCOMING YOUR FEAR

As you head to the Women in Aviation conference this year you may be both excited and nervous at the prospect of being with so many amazing colleagues—some peers, some icons, and many friendly strangers—all of whom share a passion for aviation just like you! I’m well acquainted with that feeling myself as I frequently attend aviation events. My ratio of excitement to nervousness is usually based on whether the group will be made up more of known colleagues and friends or strangers.

Lately I have been trying to break free from my comfort zone. I am constantly self-evaluating to see what area in my life I can strengthen. One of the areas I grade myself poorly on is my social interaction with strangers. People are often surprised by this given my “open book” lifestyle. I am a huge social media consumer who spends a good bit of time on Facebook and Instagram. I have a great circle of local friends and a wonderful circle of aviation friends scattered around the country whom I see when I travel. My husband and I love to socialize and we try to do at least one really fun date night a month. If I am spending time with someone I know well then I know that we are going to have a great time together. But, when I have to walk into a room full of strangers I’d much rather search for a reason to cancel or spend the night hiding in my car.

You wouldn’t know this because I have a great game face, but I sometimes have what I consider to be an almost paralyzing fear of social interaction with strangers. Recently, though, I had an opportunity to try to overcome this by attending a non-aviation conference of other association professionals in my local area. It was a two-day event just far enough from where I live that I needed to stay over in the host city. When my boss gave me permission to attend I booked a hotel room different from the event hotel. I figured my husband might be able to join me and that there was no reason to stay in the event hotel since I wouldn’t know anyone anyway. The week of the event arrived and my husband was unable to join me. I was getting increasingly uncomfortable about going to a two-day event where I would not know anyone. I was excited about the education sessions and trying to figure out how to skip the social functions. Two days before I left I was talking to my boss about the sessions I wanted to attend and also that I was thinking of just driving home at the end of Day 1 and then driving back for Day 2. While he didn’t tell me that was wrong, he did say I would be losing out on valuable networking time.

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When I hung up the phone I decided to cancel my reservation at the off-site hotel and impulsively grabbed a reservation at the host hotel. I decided I should be all in for this event. Game face on! I sent my boss a note thanking him for lending an ear and told him I’d changed my mind and would attend the entire event and that I moved to the host hotel. He was proud to hear that I was going to put myself out there like that knowing this was best for me and my company. I then e-mailed a local executive I know who I thought might be attending the event. I instantly heard back from her and she gave me her cell number and told me to contact her as soon as I arrived so she could host me. Wow! I’d almost missed out on two opportunities because I had a case of professional shyness!

When I got to the event I had barely checked into the hotel when I heard from the executive I knew who was also attending. She wanted to make sure that I was there okay and asked to meet me as soon as I was free. Within 10 minutes I had dropped my bags in my room, met her at the registration desk where she hugged me, friended me on Facebook, snapped our picture, uploaded it and tagged me in it, and then introduced me to a group of her energetic and friendly colleagues who then invited me to sit at their table for the opening luncheon. Literally within 10 minutes! I clung

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to this new group until it was time for breakout sessions and then fell in step with someone entirely new who was also there on her own. We were headed to the same two sessions and learned along the way how much we had in common as working moms to boys. Afterward, with my new friend at my side, I got up the confidence to go to the mixer and networking event where I suddenly found myself joining another group of fun and friendly people. I was exchanging business cards and sharing ideas and, before long, we were all walking to the after-party at the hotel bar where I even found myself on the dance floor a bit before calling it a night. It was only a 200-person conference and when I went down for the Day 2 program the next morning I was surprised that I knew so many faces and names already and that people were also warmly greeting me by name. I considered the entire experience a success and a valuable use of my time professionally and personally.

Can you imagine if I had done things differently? If I had only attended the education sessions and retreated to a different hotel at night or made plans to drive home and back

***Afterward, with my
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again the next day? What if I hadn't thought to reach out to someone in advance to see if I might have a potential connection on-site? I took a deep breath and took a risk putting myself out there and it turned out to be wonderful. As you make your plans to head to Dallas for the conference this month think about your weaknesses at professional social events and make a resolution and a plan to address some of them.

I even just learned something new that I'd like to share with you. When within 3 feet of someone introduce yourself and ask that person a question about themselves such as, "Hi, I'm Jo. And what's your aviation connection?" I'll add to this that taking a deep breath, smiling, and making eye contact will help. And, remember to

listen! You asked the question. Be interested in the answer and hopefully they'll ask you a question back and you'll have made a new conference buddy. I look forward to seeing and meeting you in Dallas! ✈

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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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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.

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2015

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

June 24-28, 2015

Canadian Women in
Aviation Conference
Wilfred Laurier University
Waterloo, Ontario
www.CWIA.ca/conference.htm

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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KAREN KALISHEK

EXPLORING AEROBATICS

While studying for an initial pilot certificate we learn why a heavier-than-air machine can defy gravity and we become accustomed to the new sensations of moving through a world where feet do not touch the ground. We are taught to keep the dirty side down and instructed on how to quickly right the plane in the unwelcome instance of an unusual attitude. However,

some pilots crave a different perspective. They want to fly inverted and enter into intentional loops, rolls, and spins.

What makes someone yearn for aerobatic flight? A number of different explanations spring to mind. Some are purely logical, such as gaining skills that increase flying safety for passengers and pilot. Others are emotional, feeling that there is something magical about aerobatic flight. It has to do with a sense of freedom, excitement, or nostalgia. My desire for it was largely driven by a romanticized vision of the past combined with a healthy dose of fear.

Since my early student pilot days I have been head over heels for antique aircraft and smitten with stories of the barnstorming era. Such an age of aviation freedom, anything-goes daredevil behavior, and sweet, sweet fun in the skies! Many moons after learning to fly I discovered that there were other, earlier female Kalishek aviators. Sisters Lydia and Sarah, second cousins to me, were aerobatic pilots and wing walkers who began flying in 1917. I wanted to relive their flying circus *joie de vivre*, watch the world turn, and feel the nostalgic link to a shared history.

And to conquer fear. CFI training requires instruction in spin recovery. While the sessions were successful, I still did not feel comfortable, always experiencing an initial heart-pounding “yikes!” when the plane nosed over. Severe nausea struck a few hours after one lengthy lesson, eliminating the desire to practice any more.

Aerobatic training was high on my aviation dream list, and receiving a \$500 Ride the Sun scholarship through Women in Aviation helped make it come true. I took Greg Koontz’s four-day aerobatic training course, living with him and his wife at their lovely B&B in rural Alabama.

Every day started with a great breakfast cooked by Greg, then ground school, a flight lesson in his Super Decathlon, lunch, more ground school, and another lesson, ending the day with fine conversation and another excellent meal.

Prior to the course I was both excited and nervous. Nervous about nausea and the embarrassing possibility that the cockpit

might not stay clean, but also very excited about finally experiencing the freedom and nostalgia of dancing in the sky.

I had a lot to learn. Greg made it clear that a significant challenge would be to start thinking three-dimensionally. I did not understand what that meant at first, but it quickly became apparent that my brain struggled to process the new attitudes and input appropriate controls. Greg was very patient and eventually straight vertical climbs looked less like squiggles and I could feel when we were at zero g’s.

I learned that aerobatic flight is precision flying. Each maneuver requires planning and proper execution. Skill, discipline, and practice are key. I learned that as complex as they may look or feel, aerobatic maneuvers are really combinations of a few basic figures, and also learned the importance of staying oriented, where to look, and when to insure that the flight path is as desired. Progress in only a few days under Greg’s tutelage was amazing. Initially he needed to rescue every maneuver. By the final day he was a very watchful passenger, directing me to complete basic aerobatic combinations. Each maneuver was a fresh thrill and I truly understood why pilots so enjoy looping and rolling through the sky like this.

There is no doubt that aerobatic training makes one a safer pilot. Maintaining orientation, understanding how to recover from various attitudes, and drawing on “been there before” confidence to remain calm are definitely lifesaving skills.

My concerns about nausea were unfounded. Through his years of experience teaching aerobatics, Greg was able to divine exactly when it was time for a break or to end each lesson. His excellent meals stayed where they belonged and his airplane remained pristine.

Fear of spins? Gone. While still a starry-eyed newcomer to aerobatics, the nervous novice has been converted. Birthday 59 included the best gift to myself ever, a parachute. ➔

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Karen Kalishek, WAI 47502, is a CFII/MEI, treasurer of the WAI Oshkosh Chapter, and owns an RV-6. She plans to take wing-walking lessons in 2015.



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