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MAY/JUNE 2015

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AviationforWomen®

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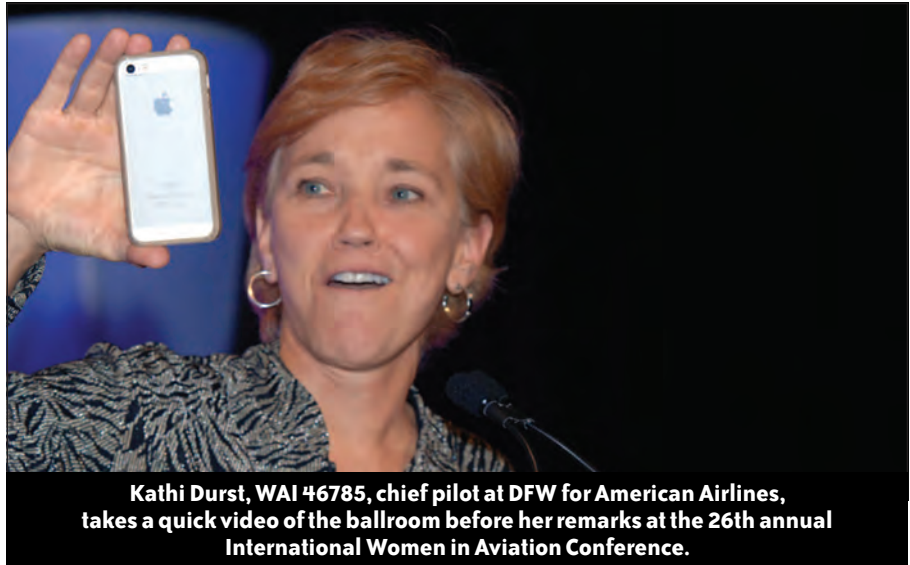
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COVER PHOTO

Linda Markham, WAI 56283, is president of U.S. regional carrier Cape Air. Photo courtesy of Cape Air.

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PRESIDENT'S MESSAGE

BONNIE KRATZ



DR. PEGGY
CHABRIAN

*Thank you to everyone
who helped make
the 2015 International
Women in Aviation
Conference a success!*

time to reflect, this was one of our best conferences ever.

The revised Fast Pass Your Career process went extremely well this year. We have had multiple compliments from individual members and companies alike. Everyone appreciated having priority given to WAI members—based on the number of years of membership—for fast pass time slots. Making the sign-up process electronic rather than having individuals stand in line on site to obtain a fast pass was a great new step. Locating the actual face-to-face meetings, with the 10 companies participating, in a location away from the exhibit hall was also very well received. The lines in the exhibit hall we experienced the past two years were essentially gone.

Combining the packet pick-up with registration reduced one extra line, and eliminating the need to preselect a table for the luncheon or banquet also reduced the time attendees had to stand in line.

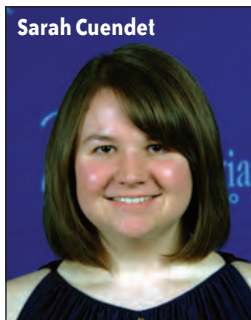
A special thanks this year goes out to our generous sponsors (see a full list on Page 27). Their support of our

Dear WAI Members:

Another WAI conference is behind us. The myriad of boxes and crates shipped back to headquarters have been unpacked, the silent auction winners with unclaimed items have been notified, exhibitors who signed up on site for next year's conference have been entered in to the database, and the staff has almost recovered as I write this letter. With the benefit of a few weeks behind us, and some

conference goes beyond dollars and cents, and that was demonstrated again this year as we implemented a new idea brought about through sponsor feedback. Each year we presented plaques to our sponsors in recognition of their contributions. They were nice, but it was suggested the money could be better spent through the creation of a new scholarship. This year we presented the first \$2,500 WAI Sponsor Award to Sarah Cuendet.

JOHN RIEDEL



We will be reviewing your feedback from our post-conference survey over the next several weeks to begin making adjustments for our 2016 conference in Nashville, Tennessee. Thank you so much for your feedback.

I would also like to again thank the hundreds of volunteers who helped make the conference run so smoothly. There were so many of you who gave your time to help with a variety of conference responsibilities; it would be difficult to name them all but please know you are appreciated.

The WAI membership and marketing committees are currently working on a review of our current benefits package for members. Several of you participated in focus group sessions during the conference and we have your input from a membership survey completed last year. Stay tuned for possible new member benefits in the near future.

Sincerely,

Dr. Peggy Chabrian

Dr. Peggy Chabrian
President and Founder

CONTACT US • PHONE: 937-839-4647

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New Board Members Elected at WAI Annual Membership Meeting

Newly elected Board Members (left to right)
Abingdon Welch, Marci Veronie, and Deborah Hecker.



JOHN RIEDEL



A Special Thanks

Thank you to these additional annual fund donors who were not listed in the March/April issue of *Aviation for Women*. Donations to the annual fund are used exclusively to provide individuals with opportunities in aviation, invigorate their careers, expand their horizons, and ensure WAI remains a vital, robust, and active organization now and in the future.

Jerry Chabrian
Louise Dairs
Kristi Delage
Karen Gebhart
Henry Girion
Sara Hall
Becky Howell
Lisa Ouellette

Welcome New Corporate Members

Allegiant Travel Company
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The WAI annual membership meeting was held Thursday, March 4, 2015, providing members an update on association business over the past year. Voting was also held to elect three new board members and reelect two current board members for another term.

In her report on the state of the association, WAI President Dr. Peggy Chabrian shared updates on the organization's five-year plan. Members were invited to participate in focus groups for different age group segments represented in the WAI membership on Friday during the annual conference.

Peggy also reported the 2015 exhibit hall line-up is tied for the record of most exhibitors at the annual conference—good news for the organization and attendees.

Chapter Relations Manager Audra Hoy reported on the state of WAI's chapter program, welcoming a record 12 new chapters in 2014, including four new international chapters. She also shared plans for WAI's first local Girls in Aviation Day events to be held September 26, 2015. The events will be held by chapters around the world and vary in activities depending on each chapter's strength. Specific details will be sent to chapters in the coming months to help them plan and market their events.

Kelly Nelson, editor-in-chief of *Aviation for Women* magazine, reported on reader surveys being done with each issue and how the feedback from those is being used to improve the magazine and *Connect* newsletters. New this year, the WAI *Connect* e-newsletter is now being sent monthly.

The meeting wrapped up with the confirmation of voting results officially welcoming new board members Abingdon Welch, Marci Veronie, and Deborah Hecker to the WAI board of directors and reelecting Brian Bolt and Karen Gebhart for another three-year term. ➔

**At the meeting,
we shared plans for
WAI's first local Girls
in Aviation Day
events to be held
September 26, 2015.**

Correction: In the conference program (March/April *Aviation for Women*), it was noted that Pioneer Hall of Fame inductee Deanie Parrish flew the B-29 during her time as a WASP. Deanie actually flew the B-26 as an air-to-air tow target pilot to train gunners for combat. We regret the error.

✓ **Mark Your Calendar for
Wednesday, 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 the main showcase plaza and EAA's WomenVenture Power Lunch.

The special guest speaker at this year's WAI Connect Breakfast will be Jessica Cox, who earned her pilot certificate even though she was born with no arms. Come and hear her exciting story! Advance tickets for the breakfast are \$15 until July 15 (\$20 per person thereafter or on-site). To register visit www.WAI.org/events.



OSHKOSH PHOTOS BY BONNIE KRATZ

Cindy Hasselbring, WAI 22909, who leads and coordinates STEM education initiatives for the Maryland State Department of Education will speak at the WomenVenture Power Lunch. Cindy has passionately pursued her dream of traveling to space and recently interviewed for NASA's Astronaut Candidate Program. For more information on the day's events and to register for the Power Lunch (tickets \$5) visit www.AirVenture.org/WomenVenture. ➔

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Outstanding Volunteers Recognized

During the 26th annual International Women in Aviation Conference the organization recognized two outstanding volunteers for their efforts on behalf of WAI.

Molly Martin, WAI 1295, was named the WAI Volunteer of the Year for her tireless efforts as the conference volunteer coordinator. Now in her second year in the volunteer coordinator role, Molly talks to hundreds of members at the conference and in the months leading up to it, making sure that all areas of the event are well-staffed at all times.

WAI-Oshkosh Chapter member Rose Dorcey, WAI

12645, was presented the Dorothy Hilbert Chapter Volunteer of the Year Award for her contributions to her chapter's outreach and fundraising efforts. Rose has cheerfully led the execution of the chapter's annual Frosting for Flight cupcake fundraiser, giving the event and related cupcake sales throughout the year a positive reputation.

Congratulations—and many thanks—to Molly and Rose! ✈



JOHN RIEDEL



BONNIE KRATZ

Girls in Aviation Day Is Coming to You



Girls in Aviation Day brings the former Bring Your Daughter to the Conference Day to the local level, building on what has been learned over four years of girl-centric activities at the annual WAI conferences. The first Girls in Aviation Day will be held September 26, 2015, and WAI is asking all chapters to participate and help show girls in their local communities the career advantages of aviation, in all job categories, in a fun and nurturing environment. WAI will provide tools to help each event be a success, but chapters are also encouraged to make their events unique to the strengths and skills

of their membership and needs of their local community.

"Attracting girls to the career potential of the aviation industry or simply to the pleasures of being a GA pilot is an important initiative for WAI," said Dr. Peggy Chabrian, WAI president and founder. "Hosting a local event for the young ladies in your area could impact the lives of these girls for years to come."

Look for more details in the magazine and through your chapter leaders in the months to come! ✈

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



Share Your Knowledge!

CALL FOR PRESENTERS

WAI is looking for some dynamic presenters for our 27th annual conference! We invite you to come share your expertise with our audience including aviation and aerospace professionals, students aspiring to aviation careers, and passionate recreational aviators.

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

Proposed topics with a 100-word abstract as well as outline of the presentation, your name, title, affiliation, and a brief biography of the speaker(s) is due by **August 14, 2015**.


Women in Aviation
INTERNATIONAL

A Time to Say Thanks

Every time I write this column I think back to all the growth and events that have happened in the chapter network since I wrote last. I love reading the chapter news you send in and seeing what you are doing. To sound a bit cheesy, it makes my heart feel very warm. Our chapters work so hard to better themselves and their community through scholarships, professional development, networking, and educational outreach.

by Audra Hoy

In today's world, we are all so busy and I realize how hard it is to squeeze in just one more thing into the schedule. So, for all those chapters and their members to carve out time to promote aviation and spread the passion is something I cannot say thank you enough for. WAI would not be what it is without you and your hard work, so on behalf of WAI, thank you!

By the time you're reading this I'll already be well into my new role as Director of AeroInnovate and Aerospace/Aviation Initiatives at the University of Wisconsin Oshkosh. Being the chapter relations manager at WAI has been so incredibly rewarding. I have made so many friends, and I have learned so much—not only from a job perspective, but also from the chapters and our great WAI members.

I will never be far away. I am still a chapter president myself and will be at WAI events and conferences. Please stay in touch! You all know how to find me. So, with a warm heart I say blue skies, Godspeed, and tailwinds. ✈

HONG KONG CHAPTER

The WAI Hong Kong Chapter toured Shek Kong Airfield (VHSK) in Hong Kong in March. Shek Kong is a People's Liberation Army Air Force base but is open for limited general aviation/civilian traffic during weekend hours. Aside from Hong Kong International (VHHH), Shek Kong is the only other airport in Hong Kong. The Hong Kong Aviation Club (HKAC) operates several single-engine aircraft and helicopters for flight training there. Due to the restrictive training hours, it takes the average student approximately one year and costs about \$52,000 to obtain a private pilot certificate (which is restricted for cross-country operations). HKAC President **Gigi Chao**, WAI 60889, organized the visit.

St. Stephen's Girls' College, a secondary school in Hong Kong, hosted its annual Career Expo on March 13. More than 150 girls ages 12-17 participated in the event. Ten career fields were represented and members of the WAI Hong Kong Chapter managed the aviation booth. This was the first year the school has included aviation in its Career Expo. Chapter member **Vivian Poon**, WAI 16535, coordinated the event assisted by several other chapter members including **Tinny Tse**, WAI 60998; **Mei Chan**, WAI 6400; **Wenyu Fu**, WAI 8459; and **Simone Storey**, WAI 60767; nonmembers included **Toni Anton Zoya**, **Jacqueline Au**, and **Suzanne Zwart**. The Hong Kong Chapter is already in discussions with another local girls school regarding a similar event! ✈



Molly Boss and Dolores Pavletic at the Chapter Showcase during the conference.



HONG KONG CHAPTER

CONNECTICUT CHAPTER

More than 20 WAI Connecticut Chapter members presented **Mairead Barry**, WAI 61226, with a \$1,000 scholarship to assist in her pursuit of a degree in aerospace engineering in January. The money was donated or raised through various fundraisers throughout the year. Chapter awards were also presented at the event to **Jerry Ashley**, WAI 30633; **Patty Harmon**, WAI 39641; and **Kimberley Hagerty**, WAI 47459. ➔

CONNECTICUT CHAPTER



Front row (L-R): Jerry Ashley, WAI 30633; Patty Harmon, WAI 39641; Mairead Barry, scholarship recipient; Kimberley Hagerty, WAI 47459, with members of the WAI Connecticut Chapter.



CENTRAL FLORIDA CHAPTER

CENTRAL FLORIDA CHAPTER

The Central Florida Chapter toured the FlightSafety International Orlando Learning Center in November 2014, enjoying the opportunity to do some "recurrent training" on a Cessna Citation simulator.

In February 2015, the Central Florida Chapter invited a guest from the National Oceanic and Atmospheric Administration (NOAA) to speak about their aviation programs, the Florida thunderstorm season, and hazardous cloud types and avoidance.

The chapter hosted an informational booth at the 38th annual TICO Airshow in Titusville, Florida, from March 13-15, 2015. Chapter members enjoyed sharing information about WAI with airshow attendees, and garnered a brief promotional spot on the local radio station. They also had a helping hand from senior members of Girl Scout Troop 3014. ➔



Welcome New Chapters

PROVISIONAL CHAPTERS

Rhythm of the Wings

Atlanta, Georgia

President: **Dr. Sonia Francis-Rolle**

Vice President:

Captain Hattie Cotton Tukes

Secretary: **Tomika Jones**

Treasurer: **Gordon Rolle**

Membership Chair: **Velda Swartz**

Outreach Chair: **Denise Gunter**

Contact Info: Dr. Sonia Francis-Rolle,
wiarhythmofthewings@gmail.com

Lone Star Aviators

Dallas, Texas

President: **Brittany Russell**

Vice President: **Regina Cudjo**

Secretary: **Katie Baker**

Treasurer: **Kristen Key**

Membership Chair: **Quin Cummings**

Outreach Chair: **Shauna Hardwick**

Contact Info: Brittany Russell,
wailonestarchptr@gmail.com

OFFICIAL CHAPTERS

Hong Kong

Hong Kong, China

President: **Molly Boss**

Vice President: **Mei Chan**

Secretary: **Avega Santos**

Treasurer: **Krista Durtschi**

Membership Chair: **Joanne Wong**

Outreach Chair: **Wenyu Fu**

Contact Info: Molly Boss,
mcboss@me.com

North Texas

Dallas, Texas

President: **Shelley Hedrick**

Vice President: **Karen Parr**

Secretary: **George Ferito**

Treasurer: **Sharon O'Connor**

Membership Chair: **Kathleen Son**

Outreach Chair: **Renee Skiles**

Contact Info: Shelley Hedrick,
shedrick@myjetguy.com

SFBA CHAPTER



SAN FRANCISCO BAY AREA CHAPTER

WAI San Francisco Bay Area Chapter members, along with fellow Ninety-Nines members and other Bay Area aviation enthusiasts, joined the Aero Club of Northern California for their February luncheon. The guest speaker was **Reid Dennis**, prominent Silicon Valley venture capitalist and founder of Institutional Venture Partners. Mr. Dennis and his team flew his Grumman Albatross around the world as the chase plane for **Linda Finch** as she traced Amelia Earhart's 1937 infamous trip. Members enjoyed his colorful recounts of his experiences around the world and were privileged to see one-of-a-kind photos from his journey. ➔

STARS OF THE NORTH CHAPTER



STARS OF THE NORTH CHAPTER

Members of Minneapolis, Minnesota's Stars of the North Chapter volunteered for Feed My Starving Children. The meals packed will help feed 25 needy children in Haiti for one year.

The chapter also hosted an interview preparation night in partnership with Emerald Coast Interview Consulting. Emerald Coast donated their time and taught chapter members tips and tricks on how to land their dream job. More than 50 women and men attended the event. It was a great way to sharpen everyone's skills and prepare for the future. ➔



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Year
March 10-12, 2016
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2015 ANNUAL INTERNATIONAL WOMEN IN AVIATION CONFERENCE

ROSE CITY CHAPTER

ROSE CITY CHAPTER

Members of the WAI Rose City Chapter in Portland, Oregon, attended the 2015 International Women in Aviation Conference in March. It was a huge success! Those who attended were volunteering at different booths throughout the weekend. In spite of the snow and ice that passed through the area the day before, many people still made it in time, including members **Audrey Maddox**, WAI 29073; **Ashley Salm**, WAI 27136; and **Marianne Ross**, WAI 13303. We all look forward to next year's conference in Tennessee!

EDELWEISS CHAPTER

The Edelweiss Chapter in Lausanne, Switzerland, is working hard to organize its second Swiss conference, scheduled for October 3, 2015. The conference will be open to international members and friends of WAI. ➔



IRELAND CHAPTER

To celebrate International Women's Day in March, the WAI Ireland Chapter hosted its first after-work networking evening at Atlantic Flight Simulator Centre in Shannon. Students and aerospace professionals from all over the country met to exchange ideas, and to hear a brief presentation about WAI and the newly established Ireland Chapter. Aerobatic pilot **Laura Russell** spoke about her lessons with **Patty Wagstaff** to kick-start the chapter's activities. WAI members and guests also attended an event hosted by Limerick Flying Club, encouraging young women to explore the aircraft and to take flight. ✈



WINNER OF THE 2015 CHAPTER LOGO CONTEST AT THE CONFERENCE

In a popular vote of 2015 conference attendees, the Northeastern North Carolina Chapter's logo was selected as the winner of the 2015 Chapter Logo Contest. In second place was Atlanta's Gone With the Wind Chapter and in third was Florida Tech's Space Coast Chapter.

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CAREERS

Marion Blakey, WAI 2182, was recently named president and CEO of Rolls-Royce North America. Marion left her position as president and CEO of the Aerospace Industries Association. Prior to joining AIA, she served as FAA administrator and is the second woman to have held the position.

Lisa Campbell, WAI 45103, was elected vice chairman of the board of Flight



School Association of North America in February.

Linda Castner, WAI 9639, earned her Master Aviation Educator accreditation. She co-owns, operates, and manages Alexandria Field Airport and teaches ground schools that focus on science, technology, engineering, and math (STEM) aspects of aviation using her airport as a living lab.

The Wings Club Foundation Inc. and International Aviation Womens Association (IAWA) have named **Suzanna**

Nashville
Backstage Pass

Everyone who registered for the 2016 International Women in Aviation Conference in Dallas received a free gift and was 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.

Mary Lou Johnson, WAI 29220, was selected as the winner during the conference banquet on March 7.

Darcy-Hennemann, WAI 42914, as the recipient of the sixth annual Outstanding Aviator Award.

Audra Hoy, WAI 1731, was recently named Director of AeroInnovate and Aerospace/Aviation Initiatives for the University of Wisconsin Oshkosh.

Molly Martin, WAI 1295, joined the WAI staff as Outreach Director in

Charitable Remainder Trusts

Planned Charitable Giving to WAI Endowment Fund

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 field for years. Now, it's our turn to give back – we're proud to help support the WAI Endowment Fund so more and more young women can benefit from the many scholarships and development opportunities it provides each year.

Supporting the Endowment Fund can come in many different forms and at various points in your life – a viable option is a Charitable Remainder Trust (CRT), which enables you to provide a future gift to the WAI Endowment Fund. With a CRT you can make a donation to a qualified charitable organization – while receiving income and tax benefits* until the trust is paid to the charity when you pass.

There are two types of charitable remainder trusts – a Charitable Remainder Annuity Trust (CRAT), and a Charitable Remainder Unitrust (CRUT). A CRAT provides a fixed dollar amount annually, while a CRUT typically pays a fixed percentage of the trust's value annually. This means with a CRUT, you may receive more or less each year, depending on the annual value of the trust. Overall, both options allow you to supplement your income and receive tax benefits while supporting a worthy cause.

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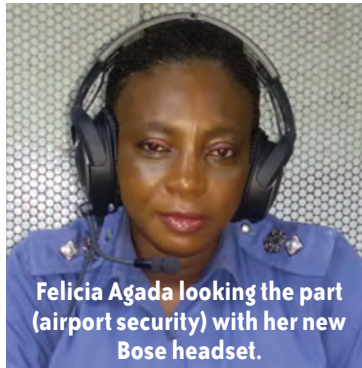
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Discover A New Star

More than 763 new WAI members were recruited through this past year's Discover A New Star membership campaign. Congratulations to **Felicia Agada**, WAI 52100, who won the Bose A20 headset. **Audrey Kovesci**, WAI 60642, won the grand prize in a drawing from all of the members who recruited. She will receive a 2016 WAI conference registration, airfare, and hotel for two.



Felicia Agada looking the part (airport security) with her new Bose headset.

March, managing WAI's chapter program, heading up Girls in Aviation Day events, doing year-round volunteer coordination, and developing new outreach initiatives for WAI.

Former WAI board member **Renee Martin-Nagle**, WAI 281, was recently honored with the International Aviation Womens Association (IAWA) 2014 Aviation Industry Woman of Excellence Award. She is the third recipient of this award.

Congratulations to **Mary A. Schu**, WAI 61312, who was recently named the CFI of the Year. The FAA National General Aviation Award will be presented during EAA AirVenture Oshkosh 2015 this summer.

PASSAGES

One of the Mercury 13, **Bernice Steadman**, WAI 495, died March 18 at her home in Traverse City, Michigan. She was 89. Bernice was one of the 13 women who trained to become the first female astronauts for the human spaceflight program in the early 1960s. She was an accomplished pilot and cofounded the International Women's Air & Space Museum. ✈

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ANNA ROMER

REACHING GOALS WITH SCHOLARSHIPS

In eleventh grade I decided to enroll in the aviation maintenance program at Minneapolis Community and Technical College. I had grown up working on cars, tractors, etc. with my dad, and airplanes were the only thing he could not teach me how to fix. I graduated with an associate's degree in aviation maintenance and FAA A&P certificate in 2006. My goal straight out

of college was to become a corporate flight technician so I could fly on the aircraft I fixed. After eight years of working my way up from a line service technician at several FBOs to a mechanic on general, corporate, and air transport aircraft, inspecting for a jet engine and aircraft manufacturer, and becoming a quality engineer; I am proud to say I have accomplished this goal. I am now a flight mechanic for American Family Insurance on its corporate aircraft.

Scholarships I have received along the way from WAI and Association for Women in Aircraft Maintenance (AWAM) are what helped me work my way up. Upon completing my inspection authorization at Baker's School of Aeronautics in Nashville, Tennessee, in January 2011, I attended the WAI conference as a recipient of the Pratt & Whitney Training Scholarship. At the time I was unemployed, but because of the exposure I had from receiving this scholarship through WAI, I interviewed for my first inspection job with Pratt & Whitney

at the conference. I went to work for them one month later.

The goal I am working toward now is to earn a bachelors degree in aviation maintenance management with a minor in aviation safety through Embry-Riddle so I can become a director of maintenance. Last year I received the Delta Air Lines Maintenance Management Scholarship through WAI, which allowed me to take one extra class per semester for five semesters without financial burden. This allowed me to cut the amount of time it will take me to receive my degree. This year The Boeing Company Career Enhancement Scholarship is helping me to continue taking classes for two semesters in which I otherwise would not have been able to.

Honestly, I would not be where I am today without the help of scholarships offered through national aviation associations like

WAI and AWAM, powerful networking events such as the International Women in Aviation Conference, which I have attended for 10 years in a row now, and the mentors introduced to me at these networking events.

Each scholarship has financially helped me or given me the necessary aircraft maintenance related experience and company contacts I have needed in order to achieve my initial goal and lead me to my next career goal. I am so thankful and have shown my appreciation by giving back to WAI through speaking at conference education sessions that have taught students and professionals in the industry how to interview and apply for scholarships, the importance of networking, and how to build their résumés. ➔

.....
Anna Romer, WAI 16853, is an aircraft mechanic with a passion for all things aviation. She believes strongly that if you can dream it and are willing to work for it, you can make it happen.



2016 Scholarships Coming Soon!

In 2015, more than \$600,000 in scholarships
were awarded to WAI members.

Look for the 2016 WAI scholarship offerings
to be announced in the July/August issue
of *Aviation for Women*.

ASK THE CFI



MEG GODLEWSKI

I am an instrument student with aspirations of working as a professional pilot. I just started instrument ground school and I am realizing that the CFI who trained me for my private pilot certificate royally shortchanged me on navigation including VORs and NDBs. We did everything with the

GPS! I'm afraid that I won't be able to keep up with my class, or worse yet I'll get bumped back to private pilot when the instructor realizes I don't know how to use VORs and NDBs. Any suggestions?

The only entity that can pull your ticket is the FAA, and please remember that the private pilot certificate is truly a license to learn, but you must take the initiative and apply yourself. I would suggest finding an instructor to tutor you one-on-one to bring you up to speed.

I've been working on my private pilot certificate for the better part of a year at the same flight school. I'm on my fifth CFI! The problem is they keep leaving for

other aviation jobs. I complained to the owner of the flight school, who told me he's going to get back to me with a plan, but that was two weeks ago. How long do you think I should wait?

I wouldn't wait one more minute. I think it's time for you to go shopping for a new flight school and a new CFI who will commit to creating a plan and helping you complete your training. It is your time, your money, and ultimately your decision if you want to stay there and wait.

I am 17 years old and about to graduate high school. I plan to have a career in aviation and I am anxious to begin. I am about to take my private pilot checkride, so I have a ways to go. Is there any way to expedite the commercial certificate so that I can start earning money in aviation to help pay for my education?

You may consider taking the advanced ground instructor knowledge test. Having that certificate allows you to work as a ground instructor and therefore you could get a job tutoring people. I did that, in a Starbucks of all places, on Saturday mornings. It helped my clients, helped me develop my skills as a teacher, and helped pay for my training. ✈

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

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UP FROM HR

Linda Markham at the helm of Cape Air

When you open the Cape Air About Us web page the banner headline proudly announces the company was born out of a passion for aviation. And passion is the keyword Cape Air President Linda Markham, WAI 56283, says is vital for success—for a company and for a person.

That is, after all, how she came to lead both Cape Air and its **by Kathryn B. Creedy** sister company, Nantucket Airlines. When she did, she joined a tiny cadre of female airline presidents around the world.

“You have to have a passion for what you do,” Linda said, recounting her rise from the human resources discipline. “I would say anyone who has a passion for what they do will succeed. I love HR and I became very passionate over the years. I always got to know employees and worked with them on projects as a team. For me, it was an organic progression to become president. But having a human resources background definitely contributed to my success because it helped me build strong relationships throughout the company.”

Linda oversees the challenging operations of the 26-year-old Hyannis, Massachusetts-based airline, managing with her close-knit staff a complex, far-flung network stretch-



ing from Cape Cod to the Caribbean and as far away as Micronesia.

Her ascension is a testament of how far women have come in the industry. She attributes the overwhelming support from employees and the board to that internal networking, getting to know her colleagues from the rank-and-file to the head office and proving herself as a valued team member. And, that is also how she became board chair of the Regional Airline Association, supported by some of the heaviest hitters at the largest regional airlines in the country. “I am so honored and privileged to be elected to that position,” she said.

During her tenure, Linda has overseen Cape Air’s most dramatic growth. The company did not have a human resources department when she joined but it did have 300 employees who were part of a culture that put them squarely at the center of the company’s success where they remain today. The philosophy behind founder Dan Wolf’s stewardship was, “If you take care of your employees, they will take care of your customers.” Indeed, its completely unpronounceable motto, Mocha HAGoTDI, which stands for Make our Customers Happy and Have a Good Time Doing It, illustrates the airline’s culture.

“We grew from 300 employees to 1,200 now,” Linda, who joined the company in 2002, explained. “We went from one person in HR—me—to developing a full service HR with payroll, benefits, employee travel, an employee stock ownership plan (ESOP), labor relations, and employment. I worked up from there and, in 2007, I was named vice president of human relations and chief administrative officer, overseeing all administrative functions of the organization. As president, I continue to serve on the executive team, working side by side with senior leaders to drive strategic initiatives.”

Cape Air’s inaugural flight in 1989 was from Provincetown to Boston when it had eight employees and annual passenger

loads of 8,000. Since then the airline has grown to 44 destinations in the Midwest, Montana, New England, New York, the Caribbean, and Micronesia. Its fleet includes 75 Cessna 402s, two ATR 42s, and three Pilatus Britten-Norman Islanders. The company carries 747,000 passengers per year and, in 2014, operated 129,655 flights and includes United, American, JetBlue, and Delta among its partners. In 2013, Cape Air joined Virgin



“Twelve percent of our pilots are women, three times the average of the industry. We are very mission focused and we don’t care who comes up with an idea as long as the outcome is the right outcome.”

America, Alaska, JetBlue, and Southwest in the pantheon of top 10 carriers, adding the Condé Nast accolade to 30 similar travel and civic awards.

"I didn't come to Cape Air vying for CEO," Linda said. "I just shared Dan's philosophy and our visions were aligned. That is very helpful when it comes to strategic planning. I had a background in strategic planning and I brought that to the company at a time when the organization needed more formal plans and goals on how to approach the issues we had. It was really taking the best practices at Cape Air and combining it with best practices in HR from other industries in which I'd worked, including health care and high tech companies. This was a pivotal time for the regional airline industry and change was needed."

Linda is interesting because she and her husband had decided to leave their high-powered corporate careers in suburban Boston after their first child was born, opting instead for a simpler life close to the ocean on Cape Cod. A native of Western Massachusetts, she graduated from Holyoke Community College in 1983 with a degree in business and retail management. Also a Certified Facilitative Leader, Linda is also a good illustration of that old saying "the cream always rises to the top."

The employee stock option program (ESOP) is a critical part of the equation and, by the end of 2016 every employee will be an owner. "Our front line employees are empowered—an extremely important word at Cape Air—to make decisions on behalf of the passengers and they are supported in those decisions," Linda said. "That is why we developed the ESOP, we wanted them to think like owners and they do. They are team members and our most important assets. That was Dan Wolf's philosophy and it remains so to this day. While safety and customer service are our two priorities, the philosophy that we have developed—team first—is key to contributing to the success of those priorities. We may have people who strategically lead the company but our collaborative process is extremely important. We don't have titles on the doors and our doors are always open. Our greatest strength is in listening to the team and that has paid off tremendously at Cape Air. It is counterproductive to be caught up in a hierarchy."

Cape Air prides itself on being gender blind. In fact, more than 50 percent of management are women, a continuing testament to the example set by both Dan and Dave Bushy, both of whom valued what each employee can bring to their positions. In fact, Dan was cited for his efforts to hire and promote women in 2004 by the Massachusetts Women's Political



Linda credits the company's 'team first' approach for Cape Air's successes in safety and customer service.

Caucus who gave him their prestigious "Good Guy" award.

"We have a very diverse company," said Linda, who was instrumental in hammering out the first pilot contract when the pilots organized. "Twelve percent of our pilots are women, three times the average of the industry. We are very mission focused and we don't care who comes up with an idea as long as the outcome is the right outcome."

Linda revealed a key component of success when she answered a question about her greatest challenges in rising through the Cape Air ranks. "I tend to look at challenges in a different way," she explained. "I see them as opportunities. If a roadblock came up, I saw it as an opportunity and tried to look for ways to turn things around. I tried to focus on how I could contribute to turning things around. And that's what I tell people. It's not a challenge. It's an opportunity to figure out a way to get the best outcome you can get."

She pointed to one of the greatest challenges facing the re-

Today, three issues face up-and-coming pilots—the high cost of their education coupled with the low remuneration at regionals and the need to build an unprecedented 1,500 hours to gain the right seat of a regional aircraft.



Linda Markham was a keynote speaker at the 25th annual International Women in Aviation Conference in Florida last year.

gional airline industry—the pilot shortage. In fact, it illustrates one of the reasons Cape Air is regarded as so innovative.

The issue predates her presidency and has been an ongoing problem in the industry for decades. But Linda was instrumental in developing a career path for new pilots that is now being copied by others.

Today, three issues face up-and-coming pilots—the high cost of their education coupled with the low remuneration at regionals and the need to build an unprecedented 1,500 hours to gain the right seat of a regional aircraft. Long before the Colgan accident in 2009, Cape Air was partnering with aviation universities on behalf of the pilots and the industry by establishing its unique Gateway program.

While the rest of the world was criticizing the regional airline industry, testimony before the National Transportation Safety Board revealed just how well the industry looked after safety and provided for pilot training. The industry's good works fell on deaf ears but for those few who were listening, Cape Air provided a lesson in turning a challenge into an opportunity.

The airline first partnered with the University of North Da-

kota, Embry-Riddle Aeronautical University, and JetBlue, one of its commercial partners, to create the JetBlue University Gateway Program, which has since been judged the “gold standard” in pathway programs. The program now includes seven universities including Bridgewater State in Massachusetts and the Inter-American University in Puerto Rico.

Students gain internships with Cape Air, not pushing paper, but helping to develop and execute strategies and policies that truly contributed to company success. After graduation they are guaranteed an interview with Cape Air for the right seat and, if hired, the opportunity to build time while being paid—not as an instructor pilot but as a first officer. After eight years or 3,000 hours they are guaranteed an interview with JetBlue.

“We have a unique model,” Linda said. “Our new pilots fly our Cessna 402s as a first officer, which is not a required position in our Part 135 operation. However, we use that right seat to train and our FOs build time. They get real-time experience. They are part of a great organization. They are on our seniority list, all building time they don’t have to pay for. Then in the future, there could be an opportunity to get a position at JetBlue. We’ve had 20 pilots that have successfully gone through the program who are sitting in the right seat at JetBlue. We have 200 in the program now and have expanded our university partnerships.”

When asked the advice she would give young women interested in an airline career, it was familiar territory since she has always mentored others.

“My first piece of advice is to find a good mentor or mentors, someone you look up to, trust, and admire,” she said. “Then be willing to accept constructive feedback. I’ve found that often people get defensive when they receive feedback. But they have to understand feedback is a way to grow and develop. It is an opportunity to develop themselves.

“When I mentor young women I tell them to stop vying for something that is not right in front of them,” she continued. “Instead, they want to be in a position to really make a difference whether in HR, operations, overseeing administrative departments, or as president of the organization.”

Linda’s advice is a roadmap for success. Be passionate. Get to know colleagues and volunteer for projects as part of a team. Become a valued member of that team. Develop a skill set that includes becoming a team builder and collaborative partner. Be a good listener. Don’t see challenges, see opportunities and work with others to figure out the best outcome. All that is good advice for anyone—it’s how Linda Markham got where she is today. ➔

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Kathryn B. Creedy, WAI 61288, is a freelance aviation and adoption writer and president of Communications Strategies.

The Riddle Racer Experience

F R O M S E A T O S H I N I N G S E A

by Nancy Snyder and Valdeta Mehanja





NANCY

Nancy Snyder, WAI 39658
Ormond Beach, Florida

I am a recent graduate of Embry-Riddle Aeronautical University with a major in aeronautical science and minor in applied meteorology. I am currently flight instructing on the Daytona Beach Campus and enjoying every minute of it! My goal is to be an airline pilot and I am getting closer each day. I am originally from West Palm Beach, Florida, but lived in California for five years. I decided to come back to Florida for college because it was the location of my dream school. I started air racing in 2014, and it was the experience of a lifetime. I wanted to race last year to challenge myself. I wanted to challenge myself with new terrain and have a new outlook on flying outside the training environment. It was great to see so many women flying for one common goal and that was to show other women that ladies can fly too and that it can be fun doing it! What better way to show this goal than by air racing?

Every race is creating history and making memories for a lifetime.



VAL

Valdeta (Val) Mehanja, WAI 57103
Daytona Beach, Florida

I graduated from Embry-Riddle Aeronautical University in 2013, and I am now an ERAU flight instructor. I come from Kosovo in southeast Europe. Because of the war there, my family and I were refugees in Germany for almost 10 years. After the war, we returned to Kosovo to see all the destruction and damage the war had caused. We didn't really have a place to return to, so my siblings and I moved to Iraq in 2004 to earn money and send it home to our parents to build a house. I worked on computers there, as that was my specialty (IT officer). Then, I went to Afghanistan and worked for the same company, which was a government contractor for the U.S. Department of State. I fell in love with aviation there when my boss told me that my job would be to fix and install radio/satellite equipment on helicopters. Ever since, I knew I wanted to fly. After helping my family out and being able to save enough money, I was 26 when I went to ERAU in 2010 to become a pilot. Almost five

years have passed, and I believe there is nothing better than when your dreams come true. I love aviation! This air race has been one of the best things that ever happened to me. Last year's race was my second time, and just like in 2013, an exceptional experience.

NANCY

Prep for Race

From December 2013 to June 2014 the calendar was full of planning and preparing for the big day. There is a lot to do to prepare for an air race. Fundraising, uniform ordering, route planning, route briefings, send-off celebrations, and coming home celebrations. The list is never-ending. During these months it was important to build a solid foundation with my teammate to ensure that we were always on the same page. We got used to each other's habits and learned how to compromise. By the end of our journey Val was like my sister.

Journey to the Start

The journey to the start was an exciting and a lesson-learning one. We were tested with weather and mechanical issues along the way. As we ventured toward California from June 4-8, 2014, we got to see the country from a bird's-eye view. The lush landscape of the plains to the snowy tops of the Rocky Mountains to the salt beds of the Great Salt Lake—it was all beautiful!



We also got to practice our mountain flying. It was my first experience mountain flying on the way out and it was great when the air was smooth.

Our first night we stayed in Livingston, Tennessee. We diverted for weather and were lucky enough to get our airplane hangared. Thankfully we didn't get hit by the severe weather, and we



didn't have to run to a tornado shelter. Our crew car that night was an old 1960s Volkswagen van. It had character



and we had a lot of fun driving it. The next day we made it to Danville, Illinois, and while on our way to grab lunch our crew car battery was dead. We got it started and then had to leave it running while eating inside the restaurant. Thank God for window seats! After lunch we proceeded to Iowa City, Iowa. We were about to depart to our next location until we found out on our runup that our left mag was completely dead. We were lucky enough to find mechanics willing to work overnight to fix our aircraft in time for the next day.



After an early departure the next morning we flew to Rawlins, Wyoming, and spent the night. The next day we finally made it to Concord, California, where the race would start!

A Week of Fun

The awesome thing about being a part of the Air Race Classic is learning about new destinations. Val and I got to ex-



plore San Francisco and all it had to offer. We toured Fisherman's Wharf and

also walked the Golden Gate Bridge. Little did we know there wasn't sidewalk to walk to Sausalito, so we then proceeded to walk on the road for about 2 miles. The city sights were beautiful.

After having some fun in the city we had our airplane inspected and went through the rest of the mandatory meetings needed before the race start. During these meetings it is important to take notes and to listen in on any last-minute changes that might have been implemented. During this week (June 9-15, 2014) the racers are getting to know each other and we all start to bond as a big family. It is such an awesome experience to meet other female pilots around the country and learn from one another.

VAL

Race Day

It was June 16, the first day of the race, and the morning of a beautiful sunrise. We were so anxious to start. Our race number was 37 (out of 50), so that determined the order we'd start the race in. From then on the race number just becomes a number to identify our team.



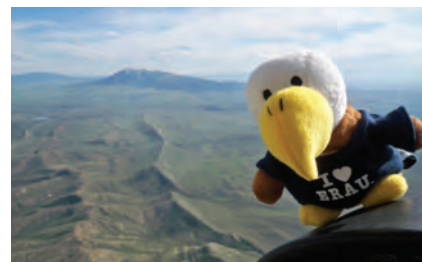
On the first day we flew from Concord, California, to Butte Valley Airport in Dorris, California, from there to Klamath Falls, Oregon, and we continued to Elko Regional Airport in Elko, Nevada. We were beat by the time we got to Elko. Everything goes so fast during the race and you have to stop for fuel everywhere, especially in a Cessna 172. All we wanted was to get some food and rest, but we checked the weather and it looked like it was going to get bad the next day. We checked the winds and the ceilings over the mountains and were able to find a great window of opportunity to make it to Pinedale, Wy-

oming, which was our next stop. We can only fly from sunrise to sunset, so as we were flying from west to east and changing time zones, it kept getting dark sooner. It was important that we made sure our flight plans were always up to date with the proper calcu-



lations. Flying over mountains can be very challenging; the mountain waves could cause a lot of turbulence for our little airplane. It was so bumpy, but we had to make it. After finally arriving at Pinedale, where the elevation is 7,096 feet, it was so cold. All we wanted was to get warm and go to sleep. Unfortunately, we barely got any sleep because we had to plan our next day.

The second day didn't seem so bad. We were already used to flying over mountains now, and we wanted to go back to the flatlands. The next route from Pinedale to Scottsbluff, Nebraska, was just as challenging as the one going to Pinedale. It was very mountainous and cold. We saw a lot of snow on top of the mountains. The performance of the airplane was very poor and we felt like we couldn't climb well. Because we couldn't climb high enough to pass the 12,000-foot mountain, we flew around it, which we knew would cost us points for the race. We were only praying for the other racers, that they were safe and able to make it around that type of terrain.



We did a lot of flying on this day. We arrived at Scottsbluff, and then right away continued on to Norfolk, Nebraska, then to Iowa City, Iowa, followed

by Danville, Illinois, where we finally got to take a break. I will never forget that night. Nancy and I were so anxious, nervous, and excited that the next day was hopefully our last day of flight and we would get to the finish line. We also heard some terrible news that some of the racers were stuck for almost two days in Pinedale because of bad weather and when they attempted to get out of there, they experienced icing on their wings and had to divert. We were just praying for everyone to get to the finish line safely. I was just so happy to be a part of this race and didn't even think that we were doing that well as far as the race was concerned.



We knew we had one more day to finish the race, but we were so ready to be done. Throughout the race, I never was able to drink enough coffee or eat enough because we spent so much time flying. That's all I was thinking about that day! We took off and had nice tailwinds that first leg from Danville to Athens, Ohio. I felt like that was our best leg, and it turned out that was what gave us the win.

We got fuel at Athens, took a two-hour break, and then continued to York,



Pennsylvania, which was our last fly-by approach. Then we continued on to land at the finish in New Cumberland, Pennsylvania! At the banquet where they announce the winners, Nancy and I were hoping to just to be in the top 10; that would have made us so happy. We didn't hear our names until we won the

Collegiate trophy—I believe that Nancy and I screamed like little babies when we heard that we won First Place Collegiate. We jumped up and down and couldn't believe our ears. After we received the trophy of the collegiate placement, we were anxious to know who won the first overall. They started with the top 10 and Nancy and I were holding hands so tightly just praying. One name after another, and still we didn't come up. They finally called our name for second place (better than the year before where my partner and I placed third), and that was just as great as first place for us! We were so happy.

After being through the things I have been through, to be in such an amazing program as the National Air Race Classic is such an honor for me, and such a great feeling of accomplishment. The United States is such a beautiful country and to be able to take this experience with me everywhere I go is a privilege.



I highly recommend every female pilot challenge themselves and participate in this program. The friends you will make, the things you will learn, and the limitations you will know about yourself are priceless and worth the challenge. ✈

2015 AIR RACE CLASSIC

The 2015 Air Race Classic kicks off on June 22 at Stafford Regional Airport in Fredericksburg, Virginia. Racers will cover more than 2,100 nautical miles in four days traveling a course over eight states from Fredericksburg to Fairhope, Alabama.

Race teams must have at least two female pilots and fly VFR during daylight only. They are given four days to make flybys at predetermined en route stops and land at the terminus. Each plane is flown in race configuration to determine its handicap speed, and the challenge for each race team is to achieve actual ground speeds as far over the handicap as possible. The objective is to fly a "perfect" cross-country.

The Air Race Classic has roots back to the 1929 Women's Air Derby. Today up to 55 teams fly race routes that vary from year to year and continue the tradition of women's air racing. For more information visit www.AirRaceClassic.org.

2015 ROUTE

- Stafford Regional Airport – Fredericksburg, Virginia
- Foothills Regional Airport – Morganton, North Carolina
- Hickory Regional Airport – Hickory, North Carolina
- Joseph A. Hardy Connellsville Airport – Connellsville, Pennsylvania
- Clark Regional Airport – Jeffersonville, Indiana
- Three Rivers Municipal, Dr. Haines Airport – Three Rivers, Michigan
- Kalamazoo/Battle Creek International Airport – Kalamazoo, Michigan
- Lawrenceville-Vincennes International Airport – Lawrenceville, Illinois
- Kirksville Regional Airport – Kirksville, Missouri
- Everett-Stewart Regional Airport – Union City, Tennessee
- Northeast Alabama Regional Airport – Gadsden, Alabama
- H.L. Sonny Callahan Airport – Fairhope, Alabama



► CONNECT ► ENGAGE ► INSPIRE

A Conference Like

Despite a snowy welcome in Dallas, Texas, the 26th annual International Women in Aviation Conference delivered on its promise to “Connect. Engage. Inspire.” Held at the Hilton Anatole March 5-7, 2015, more than 4,500 attendees from 16 countries gathered to take part in the energy and excitement that is a WAI conference.

More than 150 companies and organizations from all corners of the aviation community were represented in the Exhibit Hall—tying a WAI record for exhibitor participation. And, long lines of pilots looking for face time with the airlines were a thing of the past after this year’s Fast Pass Your Career process improvements, which included not only advance electronic registration but also priority registration for WAI members based on length of membership.

Girls in Aviation Day Dallas was a highlight of the event with 192 girls and their chaperones participating in activities and meeting women in the aviation industry to learn more about the opportunities available to them someday.

Saturday night, four women were inducted into the International Pioneer Hall of Fame: Pat Blum, co-founder of Corporate Angel Network; Phoebe Omlie, the first woman in the U.S. to earn a commercial pilot certificate and a pioneering air show performer; and Deanie and Nancy Parrish, a mother-daughter pair who have preserved WASP history.

When all was said and done, more than \$600,000 in scholarships were awarded to WAI members in every stage of life.

It was a conference to remember. If you were there, we hope you enjoy the memories the following stories and photos may bring. If you weren’t able to join us, we hope the next few pages inspire you to join us next year in Nashville March 10-12, 2016.



WAI2015
26TH ANNUAL
INTERNATIONAL
WOMEN IN AVIATION
CONFERENCE



BONNIE KRATZ



BONNIE KRATZ



PAULA GRUBB



DEBBIE HANFORD / BOEING



Donna Hrinak

PAULA GRUBB



Colleen Barrett

PAULA GRUBB



Ravi Chaudhary

BONNIE KRATZ

None Other



JOHN RIEDEL



JOHN RIEDEL

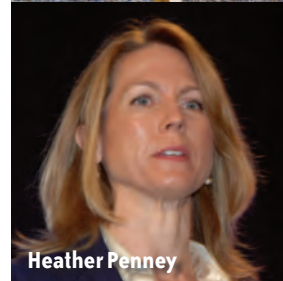
► SPEAKERS

Keynote speakers for the 26th annual International Women in Aviation Conference brought their diverse experiences to the stage to share a unified message of inspiration for attendees. We heard from Colleen Barrett, president emerita of Southwest Airlines; Pat Blum, founder of Corporate Angel Network; Ravi Chaudhary, FAA executive director for regions and center operations (ARC-2); Amelia Rose Earhart, the youngest woman to circumnavigate the globe in a single-engine aircraft; Donna Hrinak, Boeing president Brazil and Latin America; Lt. Col. Jen Nothelfer, of the U.S. Marine Corps; and Heather Penney, director of USAF Air Superiority Systems for Lockheed Martin.



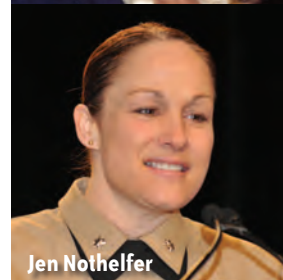
Pat Blum

JOHN RIEDEL



Heather Penney

JOHN RIEDEL



Jen Nothelfer

PAULA GRUBB



Amelia Rose Earhart

JOHN RIEDEL

TOURS



PAULA GRUBB

Southwest Airlines tour



JOHN RIEDEL

DFW Air Traffic Control tour



BONNIE KRATZ

American Airlines tour

American Airlines tour

Conference attendees had the opportunity to select from three specially arranged tours during their time in Dallas, each offering a unique look at the industry. On Wednesday one group visited American Airlines Flight Academy, the DFW Maintenance Base, DFW line maintenance facilities, and C.R. Smith Museum, and a second headed out to the Dallas-Fort Worth Air Traffic Control facilities. On Thursday morning Southwest Airlines opened its doors to a tour group prior to the day's conference activities getting underway.

EDUCATION

More than 50 education sessions were presented over Friday and Saturday afternoons featuring a diverse array of topics to help attendees network, learn new skills, and be inspired to take the next step in their career and toward their goals.



BONNIE KRATZ



PAULA GRUBB



JOHN RIEDEL



BONNIE KRATZ



JOHN RIEDEL

► PIONEERS

The tradition of honoring women who have made significant contributions to aviation continued Saturday night as four women were inducted into the WAI Pioneer Hall of Fame. Pat Blum, co-founder of Corporate Angel Network; Phoebe Omlie, the first woman in the U.S. to earn a commercial pilot certificate and a pioneering air show performer; and Deanie and Nancy Parrish, a mother-daughter pair who have preserved the history of the WASP were honored on stage at the evening banquet.



Sister Barby Parrish Williams (left) accompanied Pioneer Hall of Fame inductees Deanie Parrish (center) and Nancy Parrish (right).

JOHN RIEDEL



Pioneer Pat Blum (seated) was accompanied by her daughter Ellen.

JOHN RIEDEL

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SPORTY'S

➤ GIRLS IN AVIATION DAY



BONNIE KRATZ

This was my third WAI conference, and my second time going to the Girls in Aviation Day. Overall, there were almost 200 participants at the girls day. I was very stoked when I was informed that there were going to be a dozen or so activities, some of which were building a tabletop airport, the Civil Air Patrol booth, the flight simulators, making jewelry out of electrical wire, flying a landing pattern with a paper airplane, and the Play-Doh station. There were also college booths to advertise different aviation schools. In the room next to the activities there was a career panel with women from all aspects of aviation where you could ask the speakers questions. My favorite activity was the tabletop airport because I like arts and crafts and airports, so I spent some time there. I picked out the materials and built an airport. The idea was to make the model airport the same proportions as a real one. I hope next year's Girls in Aviation Day is as fun as this one was.



JOHN RIEDEL

—Zoe Booker, age 12





GIRLS IN AVIATION DAY PHOTOS BY BONNIE KRATZ



JOHN RIEDEL

➤ MENTORS CHANGE LIVES

GIRLS IN AVIATION DAY PHOTOS BY BONNIE KRATZ



***“Aviation
attracts the kind
of people I want
my daughter to
be around.”***

When snow fell in the east, it opened up an opportunity for 10-year-old Nina Chaudhary. With school canceled, she hopped on a plane with her dad, Ravi, FAA Executive Director, Regions and Center Operations, to attend the International Women in Aviation Conference. Ravi was a speaker at the General Session on Friday morning, and Nina was in the audience. It's important to him to show his daughter the women who are serving in high-level positions, women who are empowered, and share connections to leaders and pathfinders in aviation today. Women like Southwest's Colleen Barrett and Boeing's Donna Hrinak, who shared the stage with Ravi. Inspiring messages like Colleen's and Donna's are what he wants Nina exposed to. “We heard the pioneers today, and there was a fiery passion there that I want my daughter to see,” he said.

Ravi used the FAA term “NextGen” to apply to his daughter's future. While most of us think of the infrastructure needed to upgrade from radar to satellite-based navigation, it's a bit more personal for him. “NextGen and the incredible technological changes needed to make the safest, most efficient transportation—we need to develop the workforce capable of building that innovation into our enterprise. It's vital that we reach out to the younger generation for that.”

It's evident that at 10, Nina is already looking at career opportunities. She's interested in the law field, but likes the idea of flying. Her favorite part of the conference was the flight simulator she flew. “The graphics were good and I felt like I was really flying a helicopter,” she said. Ravi, a Minnesota native and graduate of the United States Air Force Academy, retired after 21 years with the U.S. Air Force flying the C-17 Globemaster. He's been with the FAA in Washington, D.C., since December 2014. Ravi has been around aviation long enough to know that it offers many positive influences on today's youth. “Aviation attracts the kind of people I want my daughter to be around,” he said. “People with an earthy way about them, but with eyes to the sky; people who have no tolerance for the status quo.”

—Rose Dorcey, WAI 12645



► INTERNATIONAL PERSPECTIVE

WAI's 26th annual conference brought together women aviators from all over the globe. The sea of diversity was highlighted by the flashes of bright kente clothes, vibrant iros, and the presence of Africa. "We are here to interact with women in our industry. It is amazing to have the opportunity

to share in our passions and learn how to support those back at home," said Rubiya Seidu, WAI 58175, aviation accounts officer for the Airports Company in Ghana, who traveled to the conference for the first time.

Organizations like WAI are scarce in many parts of Africa and this absence is felt most in the lack of growth in the number of women entering the field. "The support system is great

here," said Susan Njuguna, WAI 56205. "Through my WAI chapter I have constant backing. It makes it easier to believe that my dreams are attainable. We would benefit greatly from more of these kinds of organized structures back at home." Susan is from Kenya and majoring in aviation operations at the University of Central Missouri where she is vice president of her chapter.

Members like Felicia Brempong-Yeboah, WAI 45871, an aircraft marshal for Airports Company in Ghana, have come to learn more about starting and sustaining WAI chapters in their home countries. "We have formed a small group of women in Ghana and it would be great to learn more about inspiring many more to join us, as WAI has inspired woman all over the U.S.," she said.

Many attribute lack of exposure and funding as the two leading reasons why African woman don't consider the aviation industry a viable career choice. The formation of combinative organizations, like WAI, are seen as indispens-



Rubiya and Felicia of Ghana

able steps to resolving these problems. "The conference has been informative, inspiring, and something to emulate back home in Rwanda, where there are very few woman in the field," said Esther Mbabazi, WAI 63071, a pilot for RwandAir.

—Karabo Sekhoto, WAI 58508



BONNIE KRATZ



JOHN RIEDEL



JOHN RIEDEL



KARABO SEKHOTO

➤ FIRST-TIMERS

Attending the Women in Aviation conference in Dallas was nothing short of inspiring. Not only was this my first year as an attendee, but it was also my first year as an exhibitor and my company's (JETPUBS Inc.) first year as a sponsor. Truly not knowing what to expect, I was amazed by the feeling of camaraderie and positivity upon attending many fantastic events and meeting many incredible women.

As a new member of WAI, the first event I attended was the New Members Coffee. It was a sigh of relief walking into a room full of people who, like me, were experiencing this conference for the first time. It didn't matter that one woman at my table worked for a large aircraft manufacturing company or another woman received an impressive WAI scholarship. At that moment we were all just women taking in this amazing experience together.

That evening I attended the Opening Reception and continued to meet women in a variety of different occupations, including a lobbyist for an aerospace union in Washington, D.C., and a corporate pilot. These women talked about their stories and their travels, their struggles and their successes. As a young woman in the industry, they encouraged me not to box myself in to one place or one position, but rather to explore many different opportunities and never settle for anything less than what makes me truly happy.

One of my favorite events of the entire conference was Saturday's General Session. At this event I heard the sto-

ries of Amelia Rose Earhart, Lt. Col. Jen Nothelfer, and Heather "Lucky" Penney. These three women are involved in the industry in different ways, yet they all take "girl power" to the next level!

If there's one piece of advice I would give to a first-time WAI attendee, it would be put yourself out there and soak up the stories of the women around you. While branching off on your own can

be nerve-wracking at times, it is absolutely nothing compared the terrific stories you'll hear and the memories you'll take with you. Heading home from this conference, I am taking with me an increased understanding of the industry, stories from individuals who soar to new heights every day, and a feeling that is nothing short of inspired.

—Lauren Olson, WAI 55815

"I was amazed by the feeling of camaraderie and positivity."

Lauren Olson, first-time attendee



JOHN RIEDEL



JOHN RIEDEL

► EXHIBIT HALL

JOHN RIEDEL



BONNIE KRATZ



NANCY BINK



PAULA GRUBB



BONNIE KRATZ

Women in Aviation, International is an organization that I feel a strong connection to—not only because the title of the organization pertains to me as a female pilot, but also because it represents everything I believe and hope for in the field of aviation. It's an organization that brings together people of all races, backgrounds, and genders who genuinely have a passion for aviation. This passion is never more evident than at the annual Women in Aviation Conference.

This was the third conference I've attended, and my last as a student at Minnesota State University-Mankato. My sophomore and junior year at the conference, I spent more time learning about what different companies looked for in their employees and exploring potential internships. This year as a senior, I took more time to look into the different companies—what its benefits were, upgrade time, and overall quality of life for its pilots.

This conference has been invaluable for me as a young pilot with only 300-some hours. I networked with recruiters from every regional and major airline, made contacts with fellow students at other aviation schools, and gained important knowledge on what it takes to succeed the first few years at a regional airline.

One thing that has stood out for me from my first conference in 2012 was something I learned talking to airline recruiters and senior captains. They had told me that if it was between two identically qualified candidates for a pilot position, they would choose the one that was an active member of WAI or that they had met at a WAI conference. That showed me how valuable attending the conference is, and how important it is to network.

—Raechel Geary, WAI 46149

► VOLUNTEERS

Although I have been attending WAI conferences off and on since 2000 for work and fun, this was only my second year as a volunteer. Last year I volunteered to check attendee badges/credentials as they entered the exhibit hall for the first two hours after the opening bell. Other than my eyeballs feeling like two ping-pong balls in a championship table tennis tournament, it was a blast. So I offered to volunteer again.

This year I was given a job with a title: I was the “zookeeper.” (Apparently, I was moving up in the volunteer ranks.) My official job was crowd control around the Del-

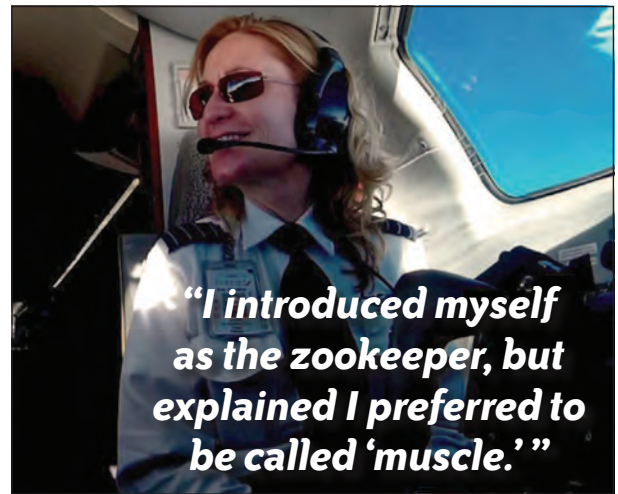
ta Air Lines booth inside the Exhibit Hall. I introduced myself to the Delta Air Lines employees as the zookeeper, but explained I preferred to be called “muscle.” It was good for a laugh since I’m on the smaller side of average.

I have had the best time at the WAI conferences over the years—getting to see my friends and meeting new ones, learning more about the industry and myself, and of course, the job opportunities are incredible.

But, it’s truly better as a volunteer. Why? Because I had the opportunity to step outside of my immediate needs of wanting to be everywhere at once and

just stop and see how amazing the conference is to the other 4,000 aviators around me. From the students who are building their hours, to my competition interviewing next to me at Delta—I feel their energy and experience as they rush past me and make their way into the exhibit hall. It’s humbling and inspiring and it simply leaves me feeling happy and proud that I get to be a small part of this incredible aviation world.

—Traci C. Farley, WAI 8851



PAULA GRUBB

BONNIE KRATZ

BONNIE KRATZ



JOHN RIEDEL

Our deepest thanks to all of our dedicated volunteers for making the 26th annual International Women in Aviation Conference a success—we could not have done this without you!



JOHN RIEDEL

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Kimberly C. Clark

PAULA GRUBB



Fatima Shafi

Chelsea Atwater

Dailly Davies

PAULA GRUBB



Manuela Cortes

Adriana Barragan

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Lina Kolak, Jordan

Monica Miller, Washington

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Laura Williams, Michigan

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Kimberly C. Clark, Michigan

Republic Airways "Nothing But Blue Skies" Aviator Scholarship

Shelby King, Arizona

Ride the Sun Scholarship

Miyukiko Kostelny, Texas

R-W Foundation Scholarship

Amelia Preis, Missouri

Signature Flight Support Corporation Scholarship

Erin Kotlarczyk, Illinois

Southwest Airlines Boeing 737NG Type Rating Scholarships

Lauren Ginn, Colorado

Natasha Hussain, Texas

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Fallon Winslow, California

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

Brandi Flinn, Michigan

Ted Mallory Memorial Scholarship

Amelia Preis, Missouri

Thrush Aircraft Agricultural Aviation Scholarship

Batelle Rachmian, Maryland

Tools for Aircraft Maintenance (TAM) Scholarship

Laura Williams, Michigan

United Airlines Pilot Scholarships

Hannah McFarland, North Carolina

Daily Davies, Virginia

UPS ATP Scholarship

Crystal Harris, Texas

Universal Weather & Aviation FAA-Certified Dispatcher Training Scholarship

Lanis Thate-Hembree, Kansas

Virginia Volk Memorial Scholarships

Ashley Taylor, Idaho

April Erhardt, Alaska

WAI Achievement Awards

Helen Hagg, Michigan

Hannah Burright, Arizona

WAI Enthusiasm Award

Haley Pankratz, Wisconsin

WAI Management Scholarship

Laura Laster, Texas

WAI-Mile High Chapter Empowerment Scholarships

Brenda Weillau, Colorado

Tiffany Albert, Nevada

WAI-Oshkosh Chapter Spirit of Flight Scholarship

Tiffany Brown, Kansas

WAI Sponsor Award

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

Crystal Sommer, Canada

Wings Over 35

Christie Adams, Colorado

Women in Corporate Aviation Career Scholarship

Amy Jo George, Kentucky

Women Military Aviators Dream of Flight Scholarship

Mikasha Dye, Nebraska



DEVAN NORRIS

BEST BEE-HAVIOR

It would be wonderful if all of the classically glamorous images of airline life—jetting around the globe, visiting fascinating places, and meeting beautiful people—were always true. Anyone who has been a working aviator for more than six weeks can tell you that it is simply not possible for this to be accurate all of the time. Naturally there are some places that

have more to offer than others, and just what someone finds appealing will vary from person to person. Many nights your time is just too short to do anything except sleep. Not all crew members I have flown with agree with me on the subject of layovers, and I have often heard groans that in this city or that there is “nothing to do,” or worse. As a rule, I do not think that one can blame an entire city when an overnight fails to live up to expectations; it is simply circumstance.

As a rule that is true, but they do say that the exception proves the rule. I personally do have one solitary exception for which I have an unshakeable negative bias that has lingered with me from my earliest days with the airline. In all honesty, I can’t fault the city for what happened, but just as a case of food poisoning will taint your affection for a dish, so have I been tainted against this particular city.

On a long-ago trip with days’ worth of pre-dawn wake-up calls and short layovers, my crew and I had finally gotten to an overnight that was long enough to enjoy some beautiful spring weather and maybe even have a beer or two in the evening. Like a puppy who is pathetically eager to escape its crate, I could not wait to put in my earbuds and head into the sunshine to explore a bit outdoors. The hotel where we were



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staying was located on a service road with little nearby except some vacant land (which oddly featured a fire hydrant knee-deep in water) and a stretch of woods. I love being outside, so I was enjoying my little walk and even picking some early wildflowers as I went.

About a quarter of a mile from the hotel, nestled in the pines at the side of the road I saw some crate-style beehives and the beekeeper in full kit. Never having seen such a thing in real life, I slowed to watch him move boxes of bees from the woods to the bed of his pickup truck, and vice versa. From a safe distance the beekeeper and I chatted a bit, and a couple of bees bumped into me all dopey—nothing to worry about. You may be ahead of me at this point.

In the course of his work the beekeeper dropped one of the hives a little less than gently, and the bees came out swinging. Why they chose me as a target I have no idea. I noticed the slight increase of zooming near my head and took a step or two back. Just when he suggested that, perhaps I should move a bit farther away, the bees got organized and I took off down the street with them swarming around my head.

It can happen in times of crisis that your consciousness will become split, and that was indeed the case for me. Half

of my brain was running full-tilt and trying to deflect what felt like a million bees angrily crawling through my hair and trying to sting me, and the other half was watching a blond lunatic running down the street flailing herself about the head with a limp and broken bunch of ditch-grown wildflowers. Surprisingly it turns out that wildflowers are not bee-repellent. According to my husband, this was like trying to fend off an angry dog with a raw steak.

When the buzzing trailed off and all of the remaining bee bits were shaken and cursed out of the now ravaged hair, I released the last bee shirt-hostage (that had mercifully not stung me) and took stock. Over a dozen bees lost their lives in the attack and amazingly all of them stung me on the scalp. Not even one visible wound to garner sympathy with, and the stings hurt—a lot, in fact. My heart was racing and I was flushed and my head was on fire. With as much cool as I could muster I made the executive decision that I had had enough fresh air for one day, squared my shoulders, and started to walk back to the hotel.

I tried to regain my dignity a little bit—which was tricky since I was clutching my head and swearing like a sail-

*Just when
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or. The beekeeper chose this moment to drive by in his red pickup with the remainder of his bees. He slowed down and drawled, “Did they get ya?” I answered yes but not to worry—it was likely only 10 or 20 stings. He tried to cheer me with the proclamation that this would increase my immunity to future stings, and the wisdom that, “Bees do love blondes.” As I was not feeling the love, a cocked eyebrow was all I could manage as he followed with, “Ya cain’t blame ’em for that...” and took a drag on his cigarette and drove off.

I decided I had earned a second beer and—unfair as it may be—the right to not like this city at all. To this day when I see an overnight here on my schedule, I break my own rule and groan, but console myself that tomorrow’s fascinating places

are just a layover away. ➤

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





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PATRICIA LUEBKE

AN ATTITUDE OF GRATITUDE— MOST OF THE TIME, ANYWAY

I have an attitude of gratitude. Just last night, when I woke up during the night and listened to the wind howling outside, I was incredibly grateful that I was nestled in a warm, clean bed. Having spent years trekking to laundromats, I never put a load of wash into my very own washing machine without being truly grateful. I am mindful of the German theologian Meister Eckhart who

wrote, “If the only prayer you ever say in your entire life is thank you, it will be enough.”

One of my favorite Twitter hashtags is #firstworldproblems where people bemoan a problem only a privileged person would have. Some examples: The sun is causing glare on my iPhone. The ATM didn’t give me all of my money face up. My brand new car did not have a new car smell. I wanted a latte but accidentally made a cappuccino. Recently I had my own First World Problem. Having returned from grocery shopping, I was having trouble fitting everything in my refrigerator and muttered, “There’s too much food in my refrigerator.” I actually made myself wince.

There’s an essay that makes the rounds of the Internet every so often, part of which is, “If you have money in the bank, money in your wallet, and a jar of loose change, you are among the top 8 percent of the world’s wealthy.” I do have all three, and when I look at my antique Mason jar of coins in my kitchen, I pause to think how lucky I am to have money that I don’t “have to” spend.

I can even be grateful for my bills. I read once, a while back, that we should bless our bills as we pay them and be grateful for them. The bills represent that someone, somewhere has faith in our financial responsibility to pay them. So next time you’re writing out checks or paying a bill online, be grateful for it.

Same attitude with dirty dishes. There’s a little poem about being grateful for dirty dishes in your sink because it means you have food to eat. The poem starts, “Thank God for dirty dishes; they have a tale to tell. While other folks go hungry, we’re doing very well...” I admit I do sometimes stop and contemplate that notion as I stare at a messy kitchen. No food, no dirty dishes.

But before I nominate myself as the patron saint of gratitude, there are a few things that bug the heck out of me and I really can’t think of any reason to be grateful.

For example: GOOB Tax. GOOB stands for Get Out Of Bed and it’s the unplanned expenditures you make during the day that left you no better and no worse than you were when you got out of bed. In a freak accident, while applying my deodorant one morning, the container slipped from my hand and fell in the toilet. It was worse than that, though. The deodorant be-

came wedged in the outflow part of the toilet to the degree that I had to call a plumber. Two hundred dollars later, the problem was fixed. I could have flushed that money down the toilet for the same effect.

I am near phobic when it comes to mice. When you live in a 120-year-old building in Manhattan, an occasional mouse finds its way in. Knock on wood, but I made it through this past winter without any evidence of mice. I still turn the light on in the room, wait a few seconds, and then enter. Friends tell me I should get a cat, but another friend told me she woke up to a dead mouse on her bed pillow—a lovely little “gift” from her cat. If that happened to me, my body would elevate 10 feet in the air.

As long as we’re talking rodents, how about all the people who are computer scammers? I regularly get telephone calls from “Microsoft” telling me my computer has been hacked. I have won the Irish Sweepstakes and Powerball and been remembered in fabulously wealthy people’s wills so many times I’ve lost count. Plus eBay and Amazon both stop me from shopping unless I follow a certain link. There’s a slight ray of gratitude sunshine here: When a friend or associate is hacked and I get an e-mail since I’m in their address book, it’s as if this person is saying hello to me. Sometimes I hear from people I haven’t talked to in years, so it’s nice to have a reminder of them.

Furthermore, I think life was better before phone trees. It seems as if everyone’s menu has “recently changed” as I’m asked to input my 16-digit account number “followed by the pound sign.” Sometimes in frustration, I just keep pressing 0, hoping to get a human being. “That is not a valid command,” I’m always told. But they told me repeatedly my call was “important” to them.

Next time the world is being rough with you and nothing is going right, try this exercise. Be grateful, and say it aloud, for everything. “I’m grateful for my floor, I’m grateful for my toothbrush, I’m grateful for my sink...” And so it goes. It’s hard to be sad or angry when you realize just how much we have for which to be grateful. ➔

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



Pioneer Hall of Fame Nominations

Nominations are now being accepted for inductees into the WAI Pioneer Hall of Fame. Female candidates or organizations that have made significant contributions to the aviation industry as record setters, pioneers, or innovators are eligible. Posthumous nominations are acceptable. Special consideration will be given to individuals who have helped other women become successful in aviation or opened doors of opportunity.

The induction ceremony will be held Saturday, March 12, 2016, at the Gaylord Opryland Resort in Nashville, Tennessee, during the annual International Women in Aviation Conference.

The official nomination forms are available at www.WAI.org/pioneers or by calling 937-839-4647, and must be submitted no later than **August 14, 2015**. A list of previous inductees is also available online.

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PAULA CORRIGAN,
M.D., MPH

AM I FIT TO FLY?

often get questions from pilots and air traffic controllers concerning how to make the critical decision regarding whether they are fit to perform safety sensitive duties, such as flying or controlling. Although this can sometimes be a complicated decision, for the most part, it is fairly simple if you consider three key questions: Have I been diagnosed with a disqualifying medical condition?

Am I taking any disqualifying medications or treatments? Do I feel I can safely perform all required duties?

How do you know whether you have a disqualifying medical condition? Well, there are 15 specifically disqualifying medical conditions that are listed in FAR Part 67. They are as follows: angina pectoris (chest pain), cardiac valve replacement, coronary heart disease, heart transplant, myocardial infarction (heart attack), cardiac pacemaker, diabetes mellitus, loss of consciousness, epilepsy, loss of neurologic function (i.e. stroke), substance abuse, substance dependence, psychosis, bipolar disorder, and personality disorder.

While these conditions are fairly obvious, there are hundreds more disqualifying medical conditions that are published in *The Guide for Aviation Medical Examiners* on the FAA website. Your aviation medical examiner (AME) uses this guide to stay up-to-date on FAA medical policy. If you have any questions about whether a medical condition, treatment, or medication is disqualifying, you should consult your AME.

Additionally, FAR 61.53 obligates a pilot to self-certify before each flight. This rule states that:

A person who holds a current medical certificate issued under Part 67 of this chapter shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person:

Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or

Is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.

This self-grounding rule covers a pilot in the case that she does not feel she can safely perform her duties whether it is illness, medication, substance use, stress, or lack of sleep.

The second question regards which medications are disqualifying to take while flying or controlling. There are a few resources to help you determine this. First, any sedating medication, whether prescription or over the counter, is not allowable to take on duty. If the box or bottle warns “may cause drowsiness,” or “do not operate machinery,” then it is

a sedating medication. You must wait five times the half life of the medication (you can Google this) or five times the dosing interval after your last dose before you can return to flying or controlling. *The Guide for Aviation Medical Examiners* noted above has a section on medication as well. My company, Aviation Medicine Advisory Service (AMAS), also has information on its website: www.AviationMedicine.com/medication-database/. AOPA also publishes a medication database on its site, www.AOPA.org. Again, you can always check with an AME.

The last question may seem straightforward, but you may be surprised how many airmen are out there flying when they may not necessarily be safe from a medical perspective. The barriers to accurately assessing fitness to fly include denial, rationalization, fear of losing medical certification, or mission demand. I can assure you that it is very unusual for a medical condition to cause permanent disqualification. FAA medical reporting tends to go much smoother if a medical condition is identified and treated earlier rather than waiting until the condition becomes much more serious, more difficult to treat, and harder to regain medical certification.

The *Aeronautical Information Manual* section 8-1-1 is a good summary of factors involved in assessing fitness to fly. They recommend a personal preflight checklist to ask yourself before every flight—I'M SAFE. You should ask yourself if you are impaired by Illness, Medications, Stress, Alcohol, Fatigue, or Eating/Hydration to decide if you are physically and mentally safe to fly. This would also apply to other crewmembers or air traffic controllers before going to work.

Fitness for duty means that you go to work in a physical, mental, and emotional state that will enable you to perform your work responsibilities in a manner that does not threaten the safety of oneself, co-workers, or company property. Paying attention to your health can contribute to the safety of your operations and assure a long life and productive career. ➔

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



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JO DAMATO, CAM

COMPETITION

I love competition. I think it is my favorite 11-letter word. I love trying to be the first, the best, the fastest, and the smartest. That's not to say I win everything—there are better people out there—but I love to try! Competition motivates me. When I know a prize is involved I work and play harder. The actual prize is not as important to me as just getting the prize, even when a prize doesn't exist.

For example, I am currently training for my first half-marathon. With the icy winter we had I had to move my workouts indoors and joined a guided group workout class for the first time since college. I go to this amazing place called Orange-Theory where you get “splat” points based on how hard your heart rate monitor says you are working in the 60-minute class. I am not happy unless I get the most points and that's not even the point of the workout. There are no prizes associated with the points. The points are to help you reach your own personal goals that day and not to beat someone else's. That doesn't stop me from stealing frequent glances at the leaderboard to push myself harder if anyone—man or woman—looks like they are getting close to my point count. I even went so far as to categorize one of the women frequently in my classes as my nemesis—unknown to her. Every day when I come home my kids eagerly want to know if I beat “Patty.”

My husband and I have fun with competition too. In our 15 years of marriage we have competed over IQ tests (yes, we each voluntarily sat for one at our kitchen table), credit scores, and dental health. One of us beat the other by a few points in the IQ test while the other has a slightly higher credit score. I won't say whom. As for dental competition, my husband can't stand that I am still in the no cavity club and is waiting for the day I come home from the dentist with a—gasp—cavity. You laugh, but the last time I went to the dentist he sent me a text from his overnight trip that didn't say the usual, “Good morning, how are you?” but instead said, “Any cavities yet?” It's all meant in good fun.

Lately though, as I go through this half-marathon training program, I am learning more about myself. It must be those long lonely hours where it's just me and the pavement. It is giving me so much time to focus on just one train of thought and to turn off all of the other multitasking noise in my head that we all experience all day every day as working parents. It turns out that I am competing in my mind and in my actions with the wrong people. My real and only true competition is me, myself, and I. Each step I take out there makes this realization more clear to me.

Every day I should strive to be better than the person I was yesterday. I need to ask myself these questions every day. Was

I a good mom today? What can I do better tomorrow? Did I lose my patience too quickly when my 10-year-old refused to practice his saxophone? Was I a good employee today? What can I do better tomorrow? Did I stick to my task list or let myself get way off track? Was I a good spouse today? What can I do better tomorrow? When my husband called me from his overnight did I stop what I was doing to focus on our conversation or was I still channel surfing? Was I a good friend/sister/daughter/neighbor today? What can I do better tomorrow? When people needed my help was I truly available to them?

While Facebook status updates and Instagram pics are as close as I get to journaling, I am going to try to be more self-aware by taking an inventory of my day's performance each night and to start each new day committed to performing better than I did on the previous day. Just like running, I expect to go faster on some days and slower on others, up hills and down, but I'll be moving forward in an emotionally healthy way.

I still think competition with others can be healthy and fun too. While writing this piece I thought about how I'd like my kids to view competition. Do I want them to grow up to be fierce competitors? Probably, yes, but only if they play within the rules of the game. In my mind these rules are that they had better play fair, exercise good sportsmanship, and, if on a team, always put the success of their team before their own successes. These are the same rules that I play by and they have served me fine over the years. I mean it's not like I'd replace my husband's toothpaste with mint-flavored sugar or pay the bills that are in his name late. If I am going to win then I want the satisfaction and feeling of accomplishment that comes with knowing the win was both fair and square.

As for the half-marathon, I can tell you now that I will not be the fastest. I won't even be in the top 50 percent. But I will run and not walk, I will not stop, and I will cross that finish line. Along the way I will be cheering for those in front of me and behind me for being there and doing their own personal best. And then, the next day, I'll contemplate what's next. I still have the Air Race Classic on my bucket list... ➔

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

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

FLYING Reader

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

PHOTOGRAPHY: TOM GERCZYNSKI

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

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

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

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

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

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

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

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

Don't just keep up, get ahead.

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

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



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LOOKING AHEAD

2015

May 11-14

Regional Airline Association
Annual Convention
Cleveland Convention Center
Cleveland, Ohio
www.RAA.org

May 16

AOPA Fly-In
Salinas Municipal Airport
Salinas, California
www.AOPA.org

June 6

AOPA Fly-In
Frederick Municipal
Airport
Frederick, Maryland
www.AOPA.org

June 24-28

Canadian Women in
Aviation Conference
Wilfred Laurier
University
Waterloo, Ontario,
Canada
[www.CWIA.ca/
conference.htm](http://www.CWIA.ca/conference.htm)

July 20-26

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

August 22

AOPA Fly-In
Anoka County-Blaine
Airport
Minneapolis, Minnesota
www.AOPA.org

September 26

Girls in Aviation Day
www.WAI.org

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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Social media channels are an important part of our overall communications strategy, so make sure to be connected!

Social media channels are an important part of our overall communications strategy, so make sure to be connected!

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Instagram: @WomeninAviation

Blog: www.waishowdaily.blogspot.com

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INDUSTRY NEWS

Flying Musicians Announce Solo Scholarship Awards Program

The Flying Musicians Association has announced the creation of the FMA Solo Scholarship Award Program. The new scholarship will cover primary flight training through first solo for four students in their junior or senior year of high school who have been nominated by their band/music director.

For details and application materials, high school band directors should contact education@flyingmusicians.org.

Mesa Airlines and ATP Flight School to Offer Tuition Assistance

Mesa Airlines and ATP Flight School now have an exclusive agreement whereby Mesa Airlines will offer ATP's current instructor group of 200 Mesa TAP, its tuition assistance program. In exchange, these pilots will commit to flying for Mesa upon reaching eligibility. The agreement allows for a substantial portion of tuition to be subsidized by the pilot's future employer.

"This is the first program that truly promotes the pilot career," said Derrick Dennis, ATP president. "It provides a solution to the pilot's loan repayment responsibility and will help them make a decision to enter into one of the most rewarding careers with tremendous long-term earning potential."

Visit <http://ATPFlightSchool.com> for more information.

New Aviation Watch

The Abingdon Co. recently released the newest watch in its Aviatrix line, Katherine. Available in seven different looks, the watch features a patent-pending rotating ALPHABezel. The unique bezel is designed to help pilots remember the current ATIS letter designation with the alphabet printed around the bi-directional bezel. Rotated with a crown mounted in the center of the watch at 6 o'clock, a magnifying bubble window at 6:30 will display the ATIS letter prominently for easy visibility to the wearer.

Visit www.TheAbingdonCo.com for more information.



HEATHER McNEVIN

UNINTENTIONAL MENTORS

My aviation journey begins in 1996, at the age of 14. Shortly after I started flight lessons with a young-at-heart World War II veteran, a nice couple purchased the local FBO. The lady who worked there every day was named Carolyn, but everyone called her Jake (her maiden name was Jacobsen). She was very nice and she had a dog, so of course I followed her around

the airport as much as I could. I must have eventually worn down her will, because both she and her husband accepted me as part of the daily airport operations. Her husband, Mike, joked that a dog and an airport rat came with the FBO. The dog and I were quite pleased.

Jake helped me study for my private pilot training and taught me everything about the FBO business. I learned how to fuel all sorts of different airplanes, change runway lights, detail airplanes, change the windsock, issue NOTAMs, and talk on the UNICOM radio (which was secretly one of my favorite jobs). Mike taught me how to run the tractor and mow the runways, run the snowblower, and operate the backhoe. I doubt that either of them realized how much of an impact they were making. After all, I was just a kid who followed them around the airport and hung out with the airport dogs.

Their time and effort was an investment in my future.

Much to my excitement, they paid for me to attend my first WAI conference. Jake and I had such a great time. It became one of our yearly goals to attend. We both went for several years until my college and work made the trip more difficult. I met many wonderful people and even received a few scholarships that helped immensely with my flight training costs.

Mike and Jake had three airplanes and they gave me keys to each of them. It was pretty awesome being 17 years old and taking a plane and a dog on a 60-mile flight just for lunch. Our airport dog, Dawg, loved to fly. Jake says I never really soloed, because Dawg was always with me.



I gained so much more than knowledge from them, and they truly became family. I credit them for such an awesome part of my young life—every kid should have his or her own airport. In time I got my CFI, CFII, and MEI and decided to open my own flight school, and I knew just where to put it. I was through with college and waiting to get hired as an air traffic controller with the FAA. I once again spent my days hanging out at the Aitkin airport. Jake and I still got to hang out together quite a bit, as she was one of my first flight students.

Eventually I was hired as a controller and was assigned to Minneapolis Air Route Traffic Control Center in Minnesota. I've loved being a controller, and have been fortunate enough to receive the FAA Administrator's Safety Award. I'm also an FAA Safety Team rep with the Minneapolis FSDO and have given pilot safety seminars to 993 pilots over the course of five years. The most popular



seminar is the ATC Services/Operation Raincheck seminar, of which I have been lucky enough to present at two WAI conferences (with Jake in the front row, of course). I credit much of my current success to her and Mike's kind influence that began almost 20 years ago.

My advice for mentoring is simple: Find someone who geeks out at the same stuff you do and develop that bond. Also, having an airport dog never hurts. ➔

.....
Heather McNevin, WAI 6411, is an air traffic controller, CFII, and MEI. She is also an active FAA Safety Team rep.

Join Women in Aviation, International Today

Margaret Viola joined for the community.



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

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

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

Want to be a part of the community? Join Women in Aviation, International today.

○

Margaret Viola

Executive Associate
The Spaceship Company



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