

AVIATRIX AEROGRAM



FEEDBACK 3, 28

ACHIEVEMENTS 4

ANOTHER'S SUCCESS 5

QUESTION OF THE MONTH 6

IFR RAID 7

TRIBUTE TO KAY 9

MOUTHS OF BABES 17

CAREER PILOT 18

7TH AWE 20

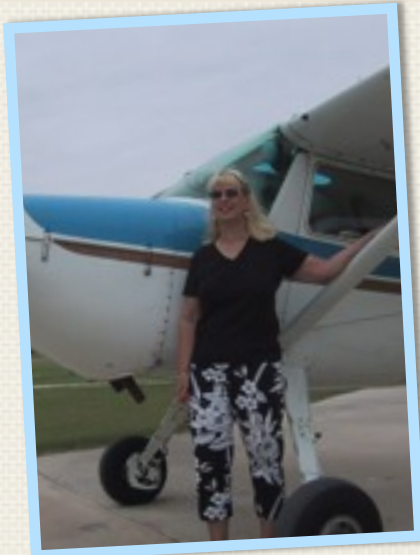
BECAUSE I MUST 24

SOLO STATISTICS 26

CAREER CHANGER 29

PROUD ROSIE 35

NIGHT PLEASURE 36



TRIBUTE
TO KAY

PERSONAL REFLECTIONS OF
AVIATRIX KAY RENFROW.

SEE PAGE 9.



AWE
CONFERENCE

MAPHUTHI NDALA AND
MICHELLE BASSANESI
ENJOY THE NETHERLANDS.

TURN TO PAGE 20.

NOVEMBER AND DECEMBER COMPILATION TOPIC:
RESCUE AND HUMANITARIAN AID FLYING

This can be material related to your flying either professionally or as a volunteer. Some of the possibilities include: Civil Air Patrol; Coast Guard; Angel Flight; air ambulance; military deployments for humanitarian service; air drops, deliveries, and support for disaster situations; and aerial firefighting. Please do NOT submit about helping pets and animals--we'll cover that later.

Civil Air Patrol Survey

www.surveymonkey.com/s/6Q8F36H

Rescue and Humanitarian Aid Flying

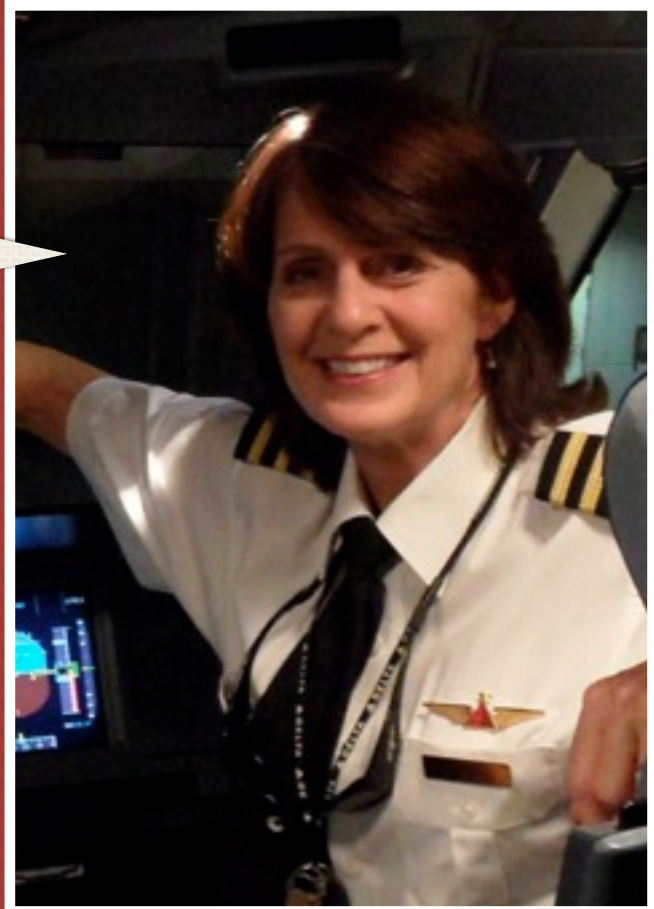
www.surveymonkey.com/s/6QB2FJR

AVIATRIX AEROGRAM FEEDBACK!

Karlene Petitt (Seatac, Washington):

So... a technical comment. I'm thinking there needs to be more white space on the pages... easier to read. White space = space between paragraphs. Makes it nicer. Give it a try and see what you think.

Aviatrix Aerogram Response: When we did the very first issue of **Aviatrix Aerogram**, we did some pages with two columns and some pages with one column. With two columns, more content will fit on the page, and it really does look better when printed. However, the feedback received was that a variety of electronic devices were being used to read the publication and for some devices, it was a pain to have more than one column. So we thereafter decided to go with one column; the down side of this is that this limits our options for page layout. In the future, when it is feasible a space between paragraphs will be utilized. However, sometimes by eliminating the space between paragraphs, we can squeeze the content of an article onto the page instead of running over onto a new page by just a few lines, and that makes it easier to work with. Thanks for the feedback!



Karen Kahn (Santa Barbara, California): Excellent issue. Thanks for all your hard work and time devoted to compile and edit it.

Sarah Rickman (Centerville, Ohio): This is absolutely INCREDIBLE!

Suzanne Skeeters (Kailua Kona, Hawaii): Thank you so much for all your efforts. This volume was exceptional! I so appreciated reading everyone's thoughts about 9/11. I was not prepared for the emotions that surfaced. I thought I had dealt with the grief. There was a little more to grieve! I'm so grateful to read this and especially Bev's great journal. I appreciate all that you do to put out the **Aerogram**! Thank you!

Sandy McDonough (Stratford, Connecticut): A masterpiece.

MULTI MASTER! RENE ALDRICH



☆ HIGH FLYING AVIATRIX ACHIEVEMENT! ☆

RENE ALDRICH

FROM PORTLAND, TENNESSEE

**EARNED COMMERCIAL MULTI-ENGINE
ON SEPTEMBER 25, 2011!**

Happy For Another's Success By Laura Smith

How exciting when I got the news that Heather Taylor was to receive the Combs Gates Award from the National Aviation Hall of Fame. Heather is the unstoppable force behind the documentary *Breaking Through the Clouds: The First Women's National Air Derby* (BTTC for short). I'm sure many of our **Aviatrix Aerogram** readers have seen BTTC, and I'd like to comment on the significance of Heather's work.

Somehow, Heather realized that the compelling story of the 1929 Women's National Air Derby needed to be brought to light in a modern format. I'm sure glad Heather beat Hollywood to this story. BTTC features some of the actual film footage from the event, and it is just so cool to be able to see and hear the amazing women who participated in the Derby. Additionally, BTTC incorporates some fascinating interviews as well as some contemporary film footage of aircraft of the Derby era.

Heather wasn't able to secure financial sponsorship ahead of time to do this work (which, by the way, took her more than a decade! Talk about perseverance!). Rather, she is hopeful that now that the documentary has been completed that she will be able to recoup her investment. Personally, with the phenomenal quality of Heather's work and the huge contribution she has made to preserve this event for both aviation and women's history, I hope she will be well rewarded for what she has done. The Combs Gates Award provides \$20,000 to the winner, and I know this will be very appreciated by Heather.

Some of you haven't seen *Breaking Through the Clouds* yet. I would guess, too, that many of you have friends and family who look for the perfect birthday or holiday gift for you. Put this DVD on your wish list! This might also be a great gift for women friends—even the non-pilot ones—simply because it delivers an inspirational message.

Other exciting news is that Dr. Penny Hamilton is a 2011 Inductee into the Colorado Aviation Hall of Fame. I haven't met Penny in person yet, but I talked to her on the phone not too long ago. Wow, she just oozes positivity! She really came across as such a genuine and authentic woman. If you aren't familiar with her work, she did a research study on Teaching Women to Fly.

Hearty congratulations to Heather and Penny, as well as sincere thanks for your hard work!!!

For all of our readers—please do feel welcome to share your successes and achievements. We are creating a community here, and it is a joy to be able to share the happy moments. Life is too short to let such moments slip away into obscurity.

www.breakingthroughthecLOUDS.com

www.teachingwomentofly.com

OCTOBER QUESTION

Which airport restaurant is your favorite for breakfast?

Traci Farley (Kissimmee, Florida): (When I lived in Nevada) Bridgeport Cafe, Bridgeport, California. The restaurant is walking distance from the airport, however, always call ahead to confirm they are open. (Living in Arizona) Sedona Airport Restaurant, Sedona, Arizona. They completely remodeled the restaurant and I have not been there recently, so I don't have the latest info. (Living in Florida) TBD....

Mary Lou Erikson (Wayne, Illinois): Final Approach Restaurant, Sheboygan, Wisconsin. Great Sunday Brunch. Also, CJ's Restaurant at Bloomington, Illinois. Both restaurants are on the field.

Janet Patton (Canton, Michigan): The employee cafeteria for American Airlines at LAX (Los Angeles, California).

Anonymous #1: Nancy's Airport Cafe at Willows-Glenn County Airport (WLW), Willows, California. 24-hour cafe right on the airfield. Fantastic pies, breakfast, lunch and dinner. This is your old style diner with excellent service and a clientele ranging from pilots, truckers, racers (visiting Thunderhill Raceway which is seven miles away), and locals from near and far. KWLW has two runways and fuel on the field with no tie down fees.

Joanne Austin-Sproat (Xenia, Ohio): The Airport Cafe at 174 Grimes Field, Urbana, Ohio. The food is home-cooked, the pies are wonderful. Best of all, you can taxi to park within 50 feet of the restaurant door.

Anonymous #2: The Perfect Landing restaurant above Denver Jet Center at Centennial Airport, Denver, Colorado.

Anonymous #3: KOGD, Ogden, Utah. Auger Inn at the base of the tower. It is my favorite because, on my rare days off, my husband, two kids, and I are able to fly there for breakfast (standard pancakes, eggs etc) and afterward the kids play on the playground and climb the trees. It is always a great way to start the weekend.

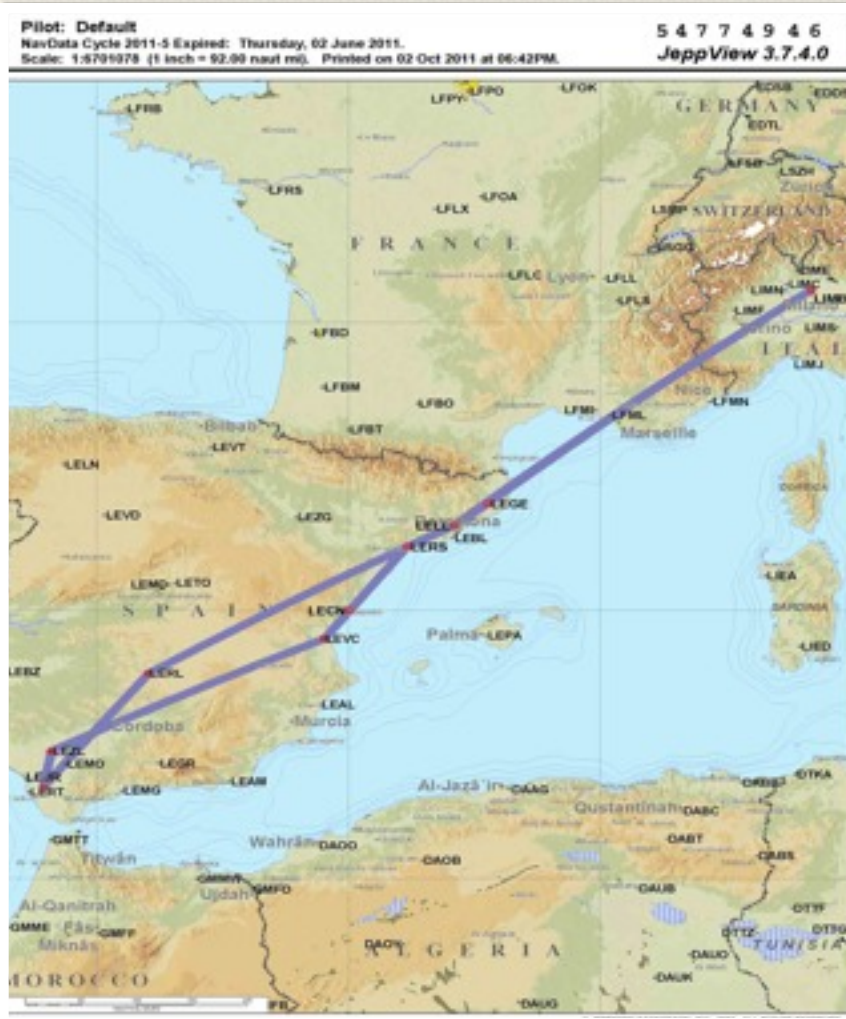
Michele Pulley (Mississauga, Ontario, Canada): Brampton Flying Pan, Toronto, Canada.

Linda Becker (Sebastian, Florida): Chalet Suzanne, Lake Wales Chalet Suzanne Airstrip (X25), Florida. Fresh or glazed/baked half grapefruit or your choice of juice, Chalet Suzanne's delectable Eggs Benedict... perfectly poached eggs and thinly sliced ham, topped with our wonderful homemade hollandaise, served on a puff pastry. WOW!

Beth Powell (Atlanta, Georgia): Popeyes, ATL on the C concourse. Yes - it's a chain, but their spicy chicken biscuits are delicious! Looking forward to that chicken biscuit always made the morning commute to Atlanta more bearable.

IFR Raid in a C182N - Spain 2011

By Michelle Bassanesi



Again this year to polish IFR skills before my annual check, I flew a C182N over France and around Spain. By the end of the trip I was ready!

Something similar is a great idea for an Instrument Proficiency Check, or to build hours towards an instrument or commercial certificate. What better way than to “learn in progress” ... “learn as you go,” and enjoy yourself besides!

For flight planning we used various tools and my favorite was RocketRoute.com. We flew a total of 18.8 hours and almost 2000 nm. Day 1 LIMB-LEGE-LELL (4.1 hrs); Day 2 LELL-LERL (3.6 hrs), LERL-LEJR-LEZL (3.1 hrs); Day 3 LEZL-LEVC-LECN (2.7 hrs), LECN-LERS-LELL (1.6 hrs); Day 4 LELL-LIMB (3.7 hrs). Such a tour in only four days had to be very well organized to avoid being stuck somewhere. We didn't get stuck because of planning and the ability to

electronically verify, file and acknowledge our flight plans. Had we not done this, we would have flown only a leg a day, instead of two or three. Weather was an issue only the first and last day, our routing and ability to wait it out the first day and beat it the last day was rewarded!

Spain doesn't seem like it but it truly is a very big European state--brown, square, and hot. From above you can tell where and why certain weather phenomena happen with systems fueled from the mountains and dry interior.

Flying southwest, we had headwinds with an average ground speed of 110 knots. Flying northeast we had tailwinds. At one point our ground speed was 165 knots at FL100!

- LIMB – Bresso, Italy
- LEGE – Girona, Spain
- LELL – Sabadell, Spain
- LERL – Ciudad Real, Spain
- LEJR - Jerez de la Frontera, Cádiz, Spain
- LEZL – Seville, Spain
- LEVC – Valencia, Spain
- LECN - Castellon De La Plana, Spain
- LERS – Reus, Spain

Never underestimate the importance of calculating endurance, fuel consumption, and descent profile. Be prepared to change plans in flight, even at the last minute! A pilot must have all the charts of the intended area of flight and more. We had them all on the iPad and most of them on paper.

Most of the airports we stopped at took credit cards for fuel and taxes except for two, where we needed to find an ATM--not ideal when most ATM cards limit your daily withdrawals. ATMs are a better idea than to go around with a suitcase full of cash to pay for AVGAS. There must

be a better way? You may ask, is this written on the AIP or NOTAMs? The answer is no. Just know your aircraft's fuel consumption and be good at calculating math ... and tell your friends!

A pilot's water and sugar levels during flight are almost as important as fuel on board for a safe outcome! Other things to be aware of: headsets can hurt after four hours of flight if they are not comfortable and irritation from cockpit noise level must be considered.

Our best reception was at the hotel in Seville, where on arrival after a long, hot sticky day, we were offered a cool drink and a snack! We used Booking.com for accommodations, reading carefully the negative and positive comments of prior clients before choosing where to go.

Spanish controllers are very helpful and the pilots mainly speak English. Many times during the trip I was lucky to have someone on board who spoke other languages, e.g. in French airspace and at a VFR parajumper's airfield in Spain.

We were two instructors on board and Crew Resource Management, even in a C182, is a must. Any exchange of control was verified three times. At a certain point, when cash was low or practically nonexistent, we were tempted to set up a shop "2 instructors looking for fuel in exchange for instruction." We were in tears laughing, then we looked at each other and evaluated the option: it can be done ... next time round!



TRIBUTE TO KAY RENFROW

My Student

By Jim Renfrow, Husband of Kay Renfrow



Photo Courtesy of Jim Renfrow

First comes the planting of the seed; that first exposure to the wonders of flight and all the new sights, sounds and smells associated with flight in an airplane. For Kay, it was her first light airplane ride she experienced when we were newly dating. You could see what might be a new found interest.

As time went by, I began to talk of buying an airplane and, of course, the expense of owning and maintaining it. Now, one might expect to find one's wife cool to the subject if not downright negative. Not Kay. She actually encouraged me to continue the process to find and buy our first airplane.

The airplane was located and purchased, a beautiful 1946 Swift. She named it Swifty and settled in to learn about radios, sectional charts, navigation and such tools of the trade. She really liked navigation.

As I was on a military deployment after 9/11, Kay discovered a Private Pilot ground school and said why not, just for fun and something to do, increase her skills and no actual thought of taking lessons to fly.

She completed the ground school and passed the written with a very high score. The seed once planted is beginning to sprout. I wonder if....

When I returned home, I agreed, why not? She started in a Cessna 150 and we arranged for me to be the CFI. I know, everyone says do not try to teach a spouse to fly, you are just asking for trouble. Maybe.

And so we began, my student and I, with no previous background or experience to aid her. Let's see, why can't I steer this thing with my hands? Oh well, I will just have to sit on them until I figure it out.

We went through the Spouse/Student or Instructor/Student learning curve early on and resolved that it has to be Instructor/Student or nothing if it is going to work. Do you want to learn to fly or just waste gas and time? Kay saw what was needed and required to achieve her goal; she pressed on and never looked back.



Photo Courtesy of Jim Renfrow

We moved away from the Cessna 150; time went by without flight training. I said let's get your own airplane, she said how about a Cessna 140 this time. After all, we were on a grass strip airport.

An airplane was found, training began anew, progress was made, hours and requirements were logged. The seed was about to bear fruit, a new pilot was born with great enthusiasm and pride.

In the four short years since Kay became a pilot she continued to grow and enjoy her love of flight. The joy of being able to fly from one's own backyard, climb above the field and just do maneuvers, fly to lunch with friends, take a flying trip or vacation or even participate in the Air Race Classic with her friend. The long ago planted seed had indeed grown into a full blooming flower. My student.

On September 19, 2011, Kay was taken by cancer on that last flight West, where she is free to soar.

Tribute to Kay Renfrow
July 8, 1949 - September 19, 2011
By Marty Goppert

Meeting Kay Renfrow and becoming flying friends enriched my life and provided many fond memories of times spent together enjoying aviation interests. We met when Kay, as a student pilot, joined the San Antonio Chapter of the 99s. Kay quickly became involved in Chapter activities.

Kay enthusiastically pursued a Recreation Pilot license and achieved her goal in August 2007. In Kay's first year as a pilot, she logged over 100 hours. I often flew to Heritage Airpark to visit Kay and her husband, Jim, who lived in this aviation community that had its own grass airstrip. They each had their own plane - Kay a 1950 Cessna 140 and Jim a 1946 Swift.

Through perseverance and determination, Kay conquered the only two aspects of flying I ever heard her mention that she was not so fond of: stalls and turbulence. With her flight instructor husband at her side, that was accomplished.

Kay and I decided to enter the 2010 Women's Air Race Classic (ARC). It was a blessing that Kay was so "detail oriented" because she immediately began gathering all the information, forms and data that were required to submit our entry into the race. She quickly learned that a Private Pilot certificate was required to participate in the race. Once again, Kay began studying and flying to earn the PPL and was, of course, successful. We flew the race in my 1953 Cessna 180, and while Kay did learn to fly and land my plane, she chose to be the navigator because she felt that was where she excelled. Kay did so with perfection; she would have accepted nothing less of herself. It was during the race that we truly bonded as pilot friends.

I will miss many things about Kay. Many qualities made her unique and memorable. One I appreciated greatly was her expert plotting of our flight plans for the 2010 race. I always knew that when I flew in and landed at Heritage Air Park, Kay would be waiting for me with a big smile on her face, anxious to know how my flight had been. Another was her sense of humor and enthusiasm for flying.

She will be missed. Tailwinds Kay, my friend.

Book Review:

Your participation is welcome if you have read this work!
*The Originals: The Women's Auxiliary Ferrying Squadron
of World War II* by Sarah Byrn Rickman

www.surveymonkey.com/s/HMWQB8Q

Tribute to Kay Renfrow By Laura Smith

I never had the opportunity to meet Kay Renfrow in person. She was an electronic friend. Oops, that makes it sound like she was a robot! I guess a better description would be a "virtual" friend. Isn't it amazing how we can connect with people nowadays?

I've gone through and pulled out some of the email correspondences from Kay and am sharing them here. Some of this goes back to email discussion of issues with the 99s. I know that Kay did experience some turbulence with her local chapter. I've corresponded with people on both sides, and what I will say is that women pilots tend to be very passionate and driven. We do sometimes clash (often because we care so much), and sometimes we are unable to find peaceful resolution of our issues. Sometimes we really do let silly, trivial issues drive us apart.

The Kay Renfrow that I will remember was an enthusiastic woman pilot. She generously volunteered to serve on the proofreading/editing team for **Aviatrix Aerogram**. She also wrote some articles:

Book Review of *Three-Eight Charlie* in the February 2011 issue.

"Favorite Places to Fly: The Grand Hotel in Point Clear, Alabama," in the March 2011 issue.

"Those Three Words," in the April 2011 issue.

"Air Race Classic 2010," in Part I of the July 2011 issue.

"How I Learned to Fly," in the August 2011 issue.

I am very grateful for the contributions Kay made. She serves as a reminder to us all to seize the day and make the most of our opportunities. I am honored that she so appreciated the chance to help out with **Aviatrix Aerogram**.



This is a picture of Kay Renfrow receiving a Congratulations Certificate from the San Antonio Chapter 99s for completing her lifelong dream of obtaining her Pilot Certificate. L-R are Chapter Chair-Patty Taylor, Kay Renfrow, Denise Pride, Reni Moczygemba (Yeah!! All 3 completed their pilot certificates that year! 2007)

Photo Courtesy of Cheryl Casillas

Email Correspondences from Kay Renfrow, unless otherwise noted

August 18, 2007: I am an FWP with two years as a 99s member. First, I want to give "fault" to the 99s. I received a letter from Laura Ohrenberg, Office Manager, 99s, prior to my second renewal as an FWP (the beginning of my 3rd year as a member). This letter was already putting me "on notice" that if I did not upgrade after three years, then I would have to submit documentation of progression in flight training. This was 14 months before my three year FWP membership expired. Also, the renewal application already had the Rating marked as "Student" and Member Type as "Future Woman Pilot." I believe it was totally presumptuous of the 99s to assume that I was still a student pilot and that I would not be licensed prior to the completion of my third year as a member. I am currently scheduled for my Checkride as a Recreational Pilot (which is also another license that the 99s seem to ignore).

Student pilots are NOT future women pilots. We ARE pilots, albeit, not licensed pilots. Suppose for instance that a student pilot begins flight training and has a current medical. Two years into her training, she gets a medical condition that precludes her from ever obtaining a Class III medical again. She still flies on a regular basis with other licensed pilots (just no solo) and still loves flying and being around pilots. Is this not the kind of person we want in our organization? Just because a licensed pilot loses her license and can no longer fly solo, we don't "kick" her out of the 99s. The same should be true of student pilots. Are the 99s such snobs that they think only licensed, active, current pilots deserve to be members? Anyone with a love of aviation and a desire to learn to fly, should be allowed membership.

Only discount the dues for a student pilot for two years, then raise the dues to that of a full dues paying member. I think we are shortsighted to get rid of women who want to be members, when we have a membership retention problem.

Email from Gloria Blank, August 30, 2007: Kay passed her Recreational Pilot checkride last week - with flying colors!!! We are very fortunate to have Kay as a member - she contributes so much to our chapter and she has been "one of us" from the very day she joined the 99s.

August 30, 2007 Post by Laura Smith on 99s Flight Training Forum: I'd like to nominate Kay Renfrow of the San Antonio Chapter as our Air Queen of the Day! Last week Kay passed her Recreational Pilot checkride, so she has moved up in the world from FWP to 99. Congratulations, Kay!!!!

September 1, 2007: Does this mean that I get to wear the "diamond tiara"? I appreciate the honor and the congratulations. You don't know how hard I worked to get this far. My training started almost three years ago. I am not a "spring chicken" so learning came slowly. I also had to overcome depth perception problems and an ear infection that grounded me for three months. I learned to fly on a 3100 foot grass airstrip in a taildragger. My CFI flew for an airline until a year ago and was gone from 16-20 days a month. Until I was authorized unsupervised solos, I spent a lot of time on the ground studying. Also, my CFI was/is my husband. Need I say more. Anyway, thanks for the honor. Hope to get to meet you some day.

April 7, 2009: I just wanted to let you know that I was no longer a member of the San Antonio 99s and won't be renewing my 99s membership in July when it is due. The reason that I have made this decision is that the 99s is no longer a flying organization. They are a bunch of old "blue haired ladies" who like to say they are pilots but aren't interested in flying or aviation.

The 99s magazine rarely contains any newsworthy information, and I don't feel that I am getting anything for my \$65 a year. For that reason, I won't be renewing my membership. When and if the 99s become a flying organization again, I will rejoin. I met a lot of nice ladies through the 99s, but I want to fly, not drive to a restaurant to have a gossip meeting monthly. Anyway, thought you might want some input as to why I think members are being lost at an astounding rate. I noticed in the San Antonio chapter that new members join, come once or twice to a meeting, and we never see them again. Also, of the membership roll of the SA 99s, I have never seen or met most in the 3+ years I have been a member. I guess they just mail their dues annually. The 99s needs to recruit some younger blood and get back to grassroots flying activities in order to retain their membership.

June 14, 2009: Couldn't agree with Liz Smith more about calling a student pilot a "Future Woman Pilot." The FAR's state that anyone holding a pilot certificate or student pilot medical certificate is a "pilot." A future woman pilot is an 8-year-old girl who says she wants to be a pilot some day. Anyone who is a pilot, and that includes all student pilots, IS A PILOT. A student pilot is PIC when solo pilot in the airplane. You cannot be PIC and "future" anything. I think the term Future Woman Pilot is derogatory and has a negative connotation. Even when I was a student pilot, I never referred to myself as an FWP.

February 25, 2010: I really didn't know a lot about WAI until recently when I started reading about it in your e-mails. I checked out their website. First of all, they are \$39 a year versus \$65 for the 99s. They put out a pretty slick magazine six times a year. They are affiliated with EAA and AOPA. And the best part is that they have more scholarship opportunities than you could ever imagine. You can't say that about the 99s. If a woman could only afford to belong to one organization, why would they choose the 99s over WAI, especially with the price difference and the scholarship opportunities? I know the 99s has a historical significance, but that aside, WAI makes more sense to me. These are the reasons, along with numerous others, that I am no longer a 99.

March 31, 2010: Recently the EAA magazine showed all the aviation groups and their annual fees for being a member. The two highest groups as far as price were the 99s and Flying Farmers. Both are dying organizations. Wonder why??? When you don't feel that you are getting anything for your money, you have a tendency not to renew your membership. I have lots of friends who are women pilots and 99s. I can see and fly with these women without belonging to the 99s. Granted, I may never have met some of these women without the 99s. The \$65.00 per year I would pay for an annual membership to the 99s, plus the chapter dues (another \$12.00) will buy me over 21 gallons of 100LL. In an airplane that only burns 6.3 gallons per hour, that amounts to a lot of flying and fun. Getting a magazine 4 times a year is not a good enough reason to stay a member. The scholarship opportunities are fairly limited for a "pasture pilot." I'm not interested in an instrument rating, ATP or a type rating. I have not been a member of the 99s for the past year and have never been contacted by anyone as to why I did not renew my membership. Maybe that would be the prudent thing to do to determine why members are not renewing.

October 26, 2010: Wanted to let you know how much I am enjoying the Ezine. I especially enjoyed the article about getting a Sea Plane rating. I am dying to get one, even though I am landlocked in Texas. Went to Alaska last year and fell in love with watching the float planes on Lake Hood.

January 10, 2011: I have an excellent book that I will re-read and write a book review for the Feb issue. Before I tell you the name of the book, do you know who was the first woman to make a solo flight around the world and when? If you know, a GOLD star for you.

Her name is Jerrie Mock and she took off on 3/17/64 in a Cessna 180.

She has always been an idol of mine. A few years ago, she was inducted into an Aviation Hall of Fame.

March 9, 2011: I have hesitated to write this e-mail because I thought I could still do it. I was diagnosed with liver and pancreatic cancer a few days ago and my first appointment with the Oncologist is today. I enjoy editing and proofreading the articles and I think that the job may help me during my recovery time with the chemo and radiation. However, at this time my mind is somewhere else. I hate to let you down. I enjoy the Ezine so much. As soon as I can get my head back in order, I would like to continue editing and proofreading. Keep me in your thoughts and prayers while I go through this difficult time.

March 28, 2011: I would like to try to volunteer to help with editing and proofreading again. I miss it. I have gotten over the initial shock of the cancer of diagnosis and am bored much of the day. I am too tired from the chemo to do much outside the house. I need something to occupy my mind besides searching the internet for cancer treatments.

Also, I am in the process of writing an article for the **Aerogram** about my cancer diagnosis. When you first suggested it, I didn't think I could do it. But the more I thought about it, the more I decided it was a way to let those ladies that I don't keep regular contact with know about my diagnosis. I should have it to you within a few days. Just putting the last polishing touches on it.

March 29, 2011: I am getting pretty bored. I have had more bad days than good days lately. Hopefully the best is yet to come. Thank you again for being so caring and supportive. It is my family, friends and God that are helping me get through this. I am a fighter and refuse to go down without a good fight. Sure do miss flying, though. Hopefully I will start feeling better and get back in my little taildragger soon. My medical is good until 12/12 and I can always throw my CFI/husband in the right seat (as long as he sits quietly).

May 17, 2011: A quick update on my medical situation. I had a CT scan last week to determine what effect the chemo has had on the tumor on my pancreas. The tumor has decreased ever so slightly and the Dr feels that the chemo is working. I have been on my off week and have felt really good this week. I restart chemo tomorrow (Wednesday) and will have three weeks of chemo then one week off again. Hopefully the chemo will keep doing its job. At least I finally have some good news and hope.

May 26, 2011: I would love to write an article on air racing. It was one of the most fun and rewarding things I have ever done. It will bring very fond memories back.

Thanks for the card from Venice. That brought very fond memories. Lived in Germany for 3 years in late 70s and went to all those places. No matter what this disease does to me, I have so many wonderful memories.

May 28, 2011: The Prayer Warriors must have been working overtime this week because Dr. Haney called me with some very good news on Friday. I am probably not going to explain this correctly because I don't really understand it myself, but I'll do the best I can. My normal cancer marker number is 35. My number has been 109. With the latest blood test, my cancer number is now down to 53. That means that the chemo is working, the cancer cells are decreasing, and the tumor is shrinking. While Dr. Haney says that it is not possible for the cancer to go into complete remission, I am "buying time." The goal has always been to have one more Christmas, and right now I feel that I might just attain that goal. I want to thank all of my Prayer Warriors for making this happen. There is no way I could have done this by myself.

August 2, 2011: I don't know how much I will be able to help you with editing this month. I can feel the life draining out of me slowly at this time. My blood pressure is extremely low and I am increasingly tired each day.

Helping you with the **Aerogram** has helped me get through this difficult time in my life. It has given me a purpose when I didn't feel I had one any more.

Strike Fongeallaz: As coeditor with Kay on a number of articles for *Aviatrix Aerogram*, I enjoyed working with her. When she told me in an email that she was in hospice and was doing this to keep her brain engaged and to feel productive, my heart broke. I also gained an enormous admiration for this woman who wished to give back to aviation until the end. I wish my passion for aviation will remain as strong as hers. I will be encouraged by her memory. My sincere condolences to Kay's friends and family.

FROM THE MOUTHS OF BABES

By Susan Siporin



Rachel in the left seat.

Photo Courtesy of Susan Siporin

My two youngest grandchildren (Rachel-8 and Benjamin-6) frequently fly with me. Last year, for the first time, we let them go in the back seats without a parent along. They just love to fly. Frequently, I have my airplane partner along. He has no problem flying from the right seat. I, on the other hand, never got that coordinated. So whenever we fly together I am always in the left seat and he is always in the right (unless it is IFR and somebody will be making an approach). Taking note of this, Rachel continually tells her brother that, "The left seat belongs to the girls and the right seat belongs to the boys."

After one trip, as I usually do, I began cleaning the leading edges of the plane. Sometimes the kids help and sometimes they just like to stay in the plane, this time up front, and pretend they are flying. And as usual, Rachel claims the left seat. I usually have pillows and blankets for them to sit on, but neglected to put them up front this day. As I was cleaning, Rachel yelled out the window, "Grandma, I can't see anything." So I stopped what I was doing and got a handful of pillows and a few blankets and put them on the seat. Rachel sat down, grabbed the yoke and was content to think she was flying. After a few minutes, I asked her how she was doing and if she could see OK. This was her response:

"Thank you, Grandma. I can see everything. I can see houses and cars and roads and trees. I can see everything. Well, except for God. Maybe next time."

Pilot Fatigue Survey Results By Six Anonymous Respondents

In your flying career, have you felt pressured to continue flying when you were fatigued?

Five answered yes, one answered no.

Does your company have a policy on fatigue? What would likely happen to you if you asked to be released from a trip due to fatigue?

Yes. My company has no consequences for a fatigue call.

The pilot is removed from the trip with full pay and the chief pilot cannot make contact with the pilot.

Yes, they are not supposed to question it. However, I was TERMINATED due to a fatigue call. Please be aware that I had never called in fatigue before, called in sick only 2 times with this airline and was never late and had a stellar record.

Technically and publicly they claim they do not want us flying fatigued. I have not personally called in fatigued at my current job, but I know people who have and they were harassed by either Crew Scheduling, or a supervisor, or both.

Yes, great policy. If I asked to be released from a trip due to fatigue the operation would be grateful that I was able to be honest.

First two times probably nothing after that you could expect a company office visit.

They would find a permanent replacement for my position.

Do you consider the scheduling practices at your company good for avoiding fatigue or conducive to causing fatigue?

For the most part we have wonderful policies. But it is always hard to do morning flights on the east coast and evening flights on the west coast.

No. They consistently build pairings that ignore circadian rhythms and do not take fatigue into consideration.

What are some of the factors in the type of flying that you do that contribute to making you feel fatigued?

I don't like early mornings. It is hard to go to bed at 8 pm the night before. The rest of your at home world is still awake.

Long days, weather and maintenance delays, crew changes, aircraft changes, deicing procedures during the winter.

Short overnights which switch the trip from a "morning trip" to an "evening trip" on the 2nd or 3rd day is a major reason. Also, long duty days that include long sits at airports in between legs. It is not uncommon at all to sit at an outstation (no crew room) for 3-4 hours at a time with nowhere to sit other than the gate. The combination is extremely fatiguing. Unfortunately, our company does not provide us with official crew rooms that are conducive to any sort of rest, either. They are spartan, with no recliners or dark rooms, so even if you can go to a crew room, it is not any quieter or more comfortable than the airport food court.

Prolonged IFR conditions.

Overall length of the duty day, weather or ATC issues/delays. Sometimes one leg of 6 hours can be more tiring than 6 one-hour legs.



What changes do you think should be made to regulations to lessen pilot fatigue?

The most important change should be to shorten duty day. The regional carriers abuse this one to the limit. The NPRM had some good provisions. I've flown 8 hours many times. If you do that in two legs over a 10-hour duty day, it's not unsafe.

Shorten the duty day and stronger enforced laws to deal with airlines that punish their pilots for fatigue calls.

The duty day needs better limits, and it should not be subject to extension by weather or mechanical issues. Schedules can be build that honor circadian rhythms.

The hours in Alaska are much longer than other places. Sometimes when companies are taking advantage of the light in the summer as well as the tourism the hours can be too long.

Shorter work week. More time off.

I think more research about time zone changes, as well as changing between day and night time flying needs more study.

What do you think should be improved in company policies to help lessen pilot fatigue?

There should always be a no fault full pay policy in place. If there is not, pilots will avoid fatigue calls so that they avoid being disciplined and losing pay.

Chief Pilots need to be on the pilot's side, not in management's.

Technically, the policies already exist. However, the company does not follow its own policies and consistently violates the contract with a "fly it and grieve it" mentality. Until this is addressed and stopped, pilots (and flight attendants) will continue to be harassed and pressured to continue to fly after they've notified the company that they are too fatigued to continue.

I think there should be open attitude about fatigue without feeling pressure to perform. The industry seems so cut-throat these days that people do not want to show any signs of weakness.

Less extra work such as certain duties that can be done by maintenance. Less paperwork.

Lessen punitive action if a pilot were to call in fatigued.

Any other comments on the subject of pilot fatigue?

We need to solve this problem before the government solves it for us.

It needs to be changed ASAP before another tragedy occurs!

I used to think that once enough blood was shed as a direct result of pilot fatigue that the government would be forced to address the issue and correct it. I have since lost any hope of that happening. If it was ever going to happen then the Colgan accident would have been the catalyst. Instead, they had the public debates, made the flying public believe something was being done, and then swept it under the carpet. I sincerely hope I am wrong and look forward to the day when it is finally law.

Sometimes it's hard to separate family and financial and other non-related matters from work environment.

7TH AWE - AVIATION AND WOMEN IN EUROPE CONFERENCE “DON'T FEAR TO LEAP TO ACHIEVE YOUR DREAMS”

By Michelle Bassanesi, photos by Devyn Everett



The Aviation and Women in Europe Conference this year, on its itinerant path showcasing European involvement in aviation, was held in The Netherlands, home to aviation pioneer and aircraft manufacturer Anthony Fokker (1890-1939) and KLM (1919). Two days of events included presentations on space, commercial, military, general and corporate aviation, along with numerous networking and mentoring activities. Eight countries were represented: Australia, Germany, Italy, Russia, South Africa, Switzerland, the Netherlands, and the United States.

On Friday, delegates had the opportunity to try their hand at shaking cocktails at the House of Bols, after walking through the very interesting museum using all five senses, especially the sense of smell. Lucas Bols BV is the oldest Dutch company still active, and the oldest distillery brand in the world. After a typical Dutch picnic at Museum Park, it was time to take the Blue Boat Cruise to enjoy the sights and sounds of Amsterdam from the canals. We experienced the magic watching the sun set and the night lights turn on with oncoming darkness.

Special thanks to our hostess Heidi Smale of Swan Heights, the world's first high-end training program for private and corporate flight attendants. We were all treated to high quality standard hospitality, catering and professionalism. It was catering at its finest!

Graphic Artist Leentje Linders exhibited some of her paintings during the conference. Specialized in the ancient art of designing and printing of etchings, by bringing this art to perfection, she connects the present with the past. Mrs. Linders is well known in The Netherlands and abroad for her inspired and dynamic etchings of sports and for her work incorporating various aspects of aviation.

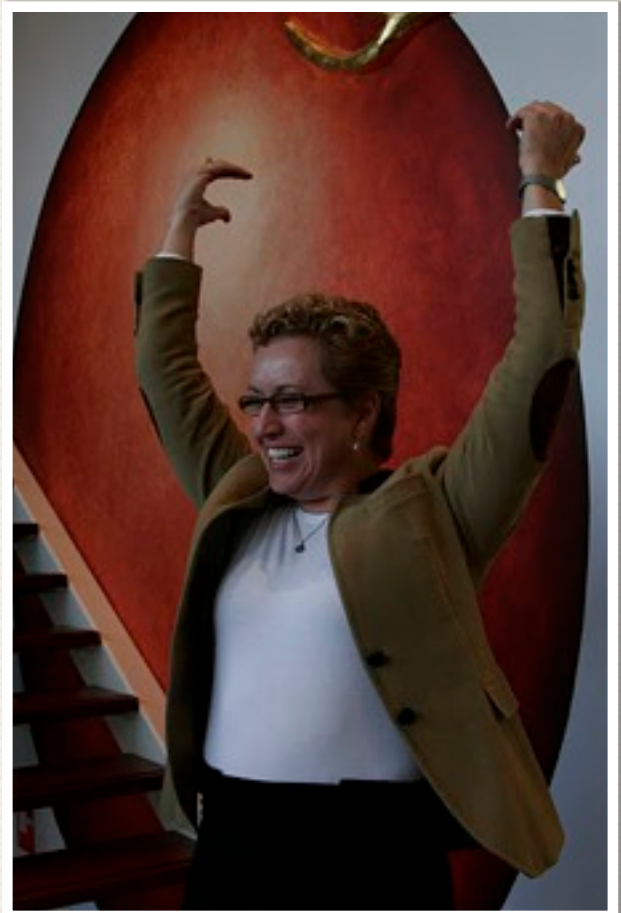
All those present enjoyed the conference and the informal setting and appreciated the many opportunities for growth available during the weekend. The amazing lineup of speakers on Saturday, September 24th, took us through time, from the vintage aircraft to commercial space travel, and everything in between.

JAAP MESDAG, an aviation enthusiast and part of this year's organizing committee, showed us the 'Early Birds' museum collection, and relayed the dreams of the founders and volunteers to keep aviation history alive. On Sunday, we actually got to visit the collection and hear some of their stories from those who actually lived them!

HARRY VAN HULTEN, Experimental Test Pilot Mission Control and founder of the company Space Experience Curacao (SXC) explained how they wish to make space accessible for tourism, scientific research and for launching micro-, and nano-satellites by executing commercial suborbital spaceflights. SXC is now called Space Expedition Curacao and has recently launched its ticket sales campaign.

FRENCHÉZ PIETERSZ, Lecturer of Aviation Studies at Amsterdam University of Applied Sciences. As both educator and inspirer, he is not afraid to share his knowledge with his students and help them create a better tomorrow.

KAREN ROSIER, Flight Attendant at KLM Royal Dutch Airlines, shared her story with us. She is now inspired to return to fly and her dream is to become a flight instructor!



Karen Rosier

FRANK M H VERSTEEGH, an Airshow pilot, has flown more than 1350 aerobatic displays in 38 countries. He is an airshow evaluator, and trains airline pilots to recover from upset situations. Frank is a perfectionist with passion and devotion, a man who does not take no for an answer. A man with a story to tell and a good sense of humor. He loves to cook, has saved lives, caught thieves and written a book for children. Frank is a specialist in risk management. Despite protocols, standards manuals and rules, accidents and incidents happen. The question is WHY? Safety systems used in aviation can be a guideline for others. Frank pointed out that there is a human factor in 75% of all accidents.

Captain DOMINIQUE SCHREINEMACHERS, a Cougar pilot for the Dutch Air Force started with the selections for the military pilot training when she was 16 years and 9 months old. She went to the USA in 2004 to become a helicopter pilot, went through Combat training and was sent twice to Afghanistan. Now, a 29-year-old captain, she has been training for new missions on ship operations and more national security in Holland with search and rescue operations. This time with the marines for operations against pirates in the Gulf of Aden or narcotics control in the west.



Jill Long

Lt. Col. JILL A. LONG, commands the 2d Air Support Operations Squadron, Rose Barracks, Vilseck, Germany and leads 65 combat airmen in their primary mission of providing tactical close air support to the 2d Stryker Cavalry Regiment, 172d Heavy Infantry Brigade Combat Team and other Army and NATO ground forces. Jill showed us how she "Lives Life on the Ragged Edge ... and Follows Her Dreams!" How one woman translated her dream of flight into a successful military career and airshow performer.

SIMONETTA DI PIPPO, first woman director within ESA (European Space Agency) and the first one leading a Human Spaceflight directorate within worldwide space agencies, shared many funny stories, being "Director of the Universe" or "Director of Human Kind" just to name a few! Simonetta also shared that the International Astronomical Union named asteroid 21887 "Dipippo" in recognition of her outstanding contribution to space exploration. She is presently the President of Women in Aerospace-Europe, the European organization she recently founded, dedicated to expanding women's opportunities for leadership and increasing their visibility in the aerospace community.

From our sponsored student, Maphuthi Ndala, from South Africa: "I would like to thank you for the opportunity to attend the conference. I was a bit lost, confused and had lots of "fear to leap to achieve my dream." I knew my dream and my passion were flying and to play an important role in the aviation industry. I was at a point in my life where I wanted to just give up and force myself to try and do something else. Thanks to you, and all the great speakers we had at the conference, now I will not fear to achieve my dreams. I will make a plan for my life, set a new direction for myself and take things one step at the time. I will continue to focus on my studies and my career. Giving up is not an option anymore."

How much of what we experience today in air travel and space travel is a result of those who came before us? Those who believed, who dared, who dreamed? We must remember and be grateful, be inspired and overcome our fears to take that next leap towards achieving our dream. Where will your dreams take you? Keep an eye out for more information about future events at www.aweu.org.



November Question of the Month

Do you have a favorite aviation App and if so,
what device do you normally use it on?

www.surveymonkey.com/s/6CLWY66

(Please complete by October 31)

I Do This Because I Must For Nothing Less Is Acceptable By Lakshmi Vempati



Photo Courtesy of Lakshmi Vempati

*If I could breathe more, I would
If I could eat more, I would
If I could fly more, hell I definitely would!*

I gazed skyward, apprehensive yet unable to snatch my eyes away. The massive shape with lights in the night sky looked ominous; the sound loud and scary. Alone, on the terrace of my two-story home, I watched. On the one hand I wanted to dash downstairs and hide behind my mother's sari, on the other hand I watched fascinated at this massive shape, zooming by in the night sky with lights illuminated, resplendent. I was 10 years old and that was the first memory I had of viewing an airplane in the sky.

"You have to be the prime minister's son or really rich to fly airplanes," was what I heard throughout my childhood. "Flying is not for the common man." The only pilot we knew of was then Prime Minister Indira Gandhi's son. I returned daily to watch the airplane, as it made its way to land at the nearby airport, and slowly the fear was replaced by amazement of this man-made creation that flew and soared like the birds.

I devoured any books I could lay my hands on flying at the local British library. Television was just gaining popularity in India and I glued myself to all BBC programs. It was one afternoon while watching a program about airplane crashes on takeoff, that my fate was decided. While the details of the exact program are vague in my mind, that was the precise turning moment in my life. When I silently acknowledged to myself that I wanted to be an Aeronautical Engineer.

Making the decision was easy enough, but attaining it has been a long struggle. There were precisely 5-6 universities that offered an undergraduate degree in Aeronautical Engineering in India at that time. The competition was severe and the cost of education beyond my current means. After a failed first attempt, I decided to pursue an engineering degree at a low cost local university and follow on with a master's degree in aerospace in the United State which had innumerable choices and was the land of the free.

Four years later, I packed my bags with first semester fees from loans, \$900 for expenses and took the flight to the US. This was the first time I was leaving home on my own. Interestingly enough it was midnight of August 15th. Talk about freedom at midnight! A Master's degree and ten years later, I had a job and most importantly a license to fly! There was no turning back. The struggle has been long, but with a little patience, perseverance, dedication and commitment anything and everything was possible.

It's not easy being a foreign national in the aerospace industry. But living in a country which promotes general aviation, attaining my private pilot license was a matter of money, time and interest. Ultimately it was my interest and involvement in flying that paved the way to my current career in aviation. There are few people who can happily mix business with pleasure. I love that my passion of flying helps and gives me a practical and first hand view of aviation. I currently work in the aviation industry and love every moment of it. The journey has been long and arduous. And totally worth it!

There is always strong resistance to change. Either people are not ready for it or the economy is not. Next Generation Air Transportation System (NextGen) is here whether we like it or not. It promises a safer and more efficient system. More importantly it promises a full modernization of the national airspace system incorporating satellite-based navigation improving access, safety, efficiency and environment. It comes with a price that the user and provider must share. For without equipage, it has no meaning. With equipage it opens innumerable opportunities. Consider this: with Automated Dependent Surveillance-Broadcast (ADS-B) equipage, pilots are able to fly to remote areas without radar coverage safely (such as the Gulf of Mexico where helicopter operations have benefited immensely from ADS-B ground coverage).

Today when we fly we have access to advanced technology at our fingertips: Traffic Alert and Collision Avoidance System (TCAS), XM Satellite Weather, Electronic Flight Bag, Flight Management Systems, ADS-B, and much more. As everything else, change takes time. So too will NextGen. But it is the right direction for us. In my own small ways I would like to influence this change and usher in the next generation of flight!

Tooting your own horn for a Flying Achievement is highly encouraged in Aviatrx Aerogram. Tell us about your solo, new rating/certificate, upgrade, competition result, or special honor!!!

First Solo Statistics

In what decade did you make your first solo? 82 respondents.

1950s		1.2%	1
1960s	■	3.7%	3
1970s	■	11.0%	9
1980s	■	8.5%	7
1990s	■	15.9%	13
2000s	■	42.7%	35
2010s	■	17.1%	14

How old were you when you made your first solo? 81 respondents.

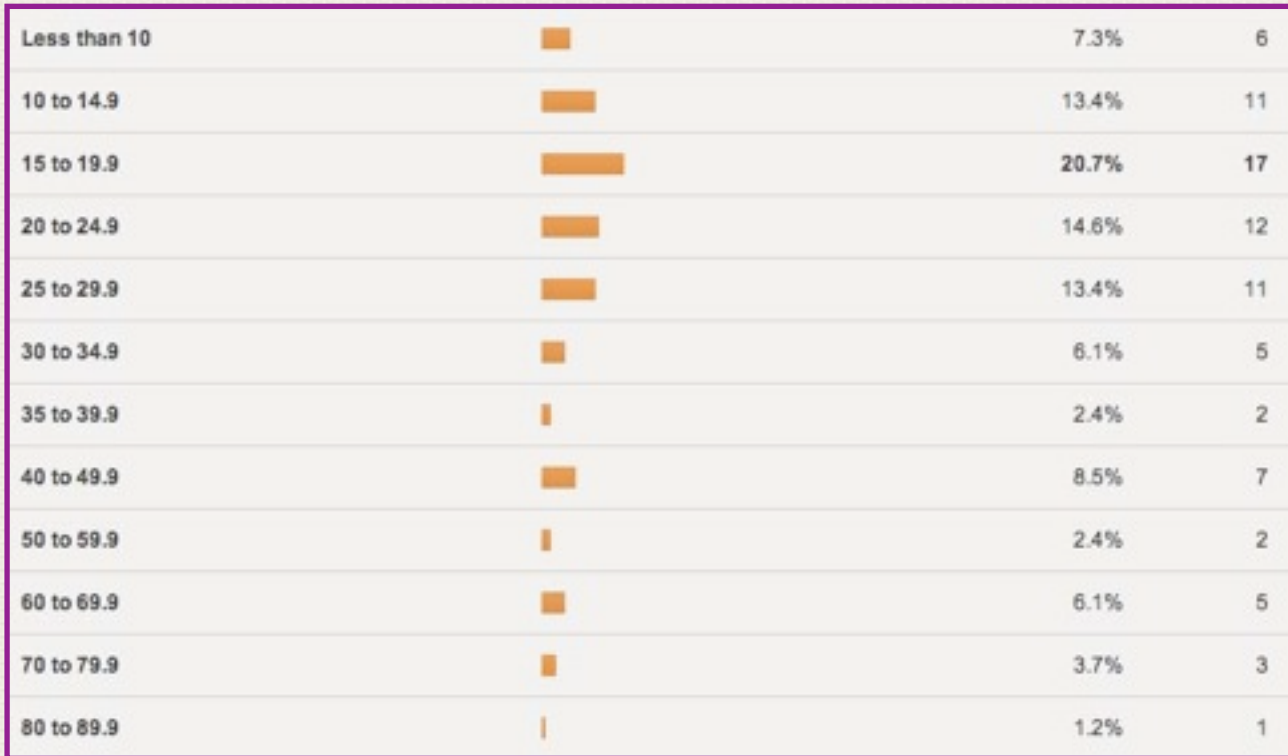
Teens	■	18.5%	15
Twenties	■	19.8%	16
Thirties	■	22.2%	18
Forties	■	21.0%	17
Fifties	■	16.0%	13
Sixties		1.2%	1
Seventies or older		1.2%	1

What type of aircraft did you first solo? 82 respondents.

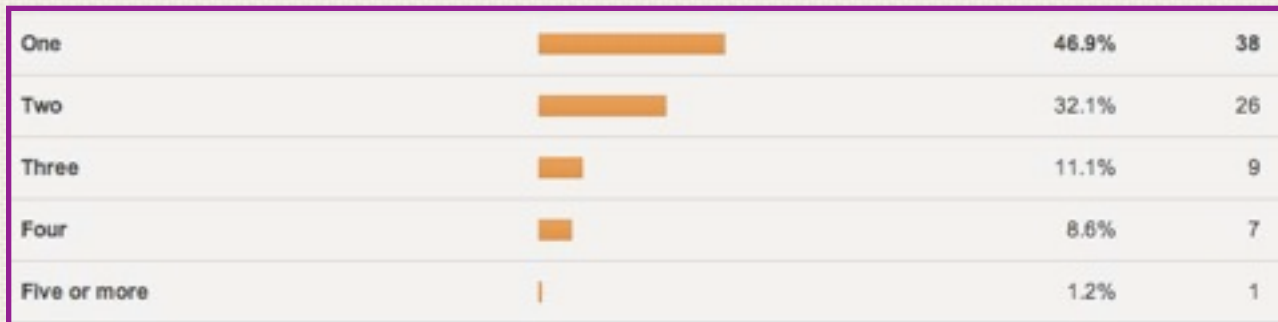
Single engine airplane, tricycle gear	■	89.0%	73
Single engine airplane, tailwheel	■	8.5%	7
Single engine airplane, seaplane		0.0%	0
Glider		1.2%	1
Balloon		0.0%	0
Helicopter		1.2%	1

First Solo Statistics

How many hours did you have when you soloed? 82 respondents.



How many instructors had you received dual from when you soloed? 81 respondents.



First Solo Statistics

We will continue to collect this data and share more results in future issues of *Aviatrix Aerogram*. Please take the survey if you haven't already done so:

www.surveymonkey.com/s/CCD5P7M

AVIATRIX AEROGRAM FEEDBACK!

Beverley Bass (Argyle, Texas): Well done. Have just returned from four days in Gander. Indescribable and certainly the most emotional four days of my life.

Wendy Paver (Flower Mound, Texas): Thanks so much for all you do in promoting women who fly. I enjoy getting the ezine!

Anonymous: The ezine has a lot of interesting material and photos, but it is too long. I just don't have the time to read through so much. How about trying for a shorter issue as an experiment? It is harder to be brief, but this would be considerate to your busy readers.

Carolyn Van Newkirk (York, Pennsylvania): WOW! What an issue! Congratulations!

Jenny Dodman (Manchester, United Kingdom): The **Aerogram** looks great.

Monique Weil (Oakland, California): Wow! What a treasure chest of stories from all kinds of women pilots you have gathered - unbelievable! You have hit on a creative medium to facilitate interactions with pilots about important issues in their struggles to become pilots, achieve advanced ratings, airline and other jobs etc. The ezine, **Aviatrix Aerogram**, is great, lots of beautiful photos etc.

Thanks so much for including me. Over the past 46 years, flying has brought unending joy to my life. I was not young when I started and it was not always easy, but always well worth the effort. I worked through the usual progression of ratings, including CFI, CFII, MEI, ATP as well as glider ratings at the same time. For ten years, I also flew search missions and was a Captain and Check Pilot for CAP. In the first few years, decades even, it was rare to see another woman at the airfield. Pilots would talk to my students at cross-country stops, assuming the student was the instructor, which the student did not deny. To see all these stories of accomplished women in all fields of aviation is terrific, like a time warp.

Gradually over the past ten years, I have spent less time in power flying as I discovered the unending possibilities and beauty of soaring flight and have been a CFGI for my gliding club in the bay area for over ten years.

Michelle Graceffa (Atascadero, California): As always I'm still enjoying reading the **Aerogram** every month, thanks again for all your hard work, you are definitely an inspiration!

Feedback Welcome!

You can submit your feedback on the October 2011 issue of
Aviatrix Aerogram by survey:

www.surveymonkey.com/s/L562NYZ

Advice to an Anonymous Prospective Career Changer

By Laura Smith

Laura Smith: I received an inquiry from a woman pilot who is looking for some career advice. Below in italics is her statement, and then there are some additional questions that were asked of Anonymous to further clarify her situation.

The Situation

Anonymous: I am 32 years old and a current member of WAI. I have 170 hours and a Private Pilot certificate and have a few hours of aerobatics training under my belt. My flight instructors think I've got a lot of potential and they loved having me at the school. The problem is my training got derailed due to financial issues and I'm worried that I won't be able to finish my training. I haven't been at my regular flight school for almost a year but I try to fly aerobatics once a week to keep my hand in it. Still, it's very frustrating as I really wanted to be a CFI. I'm not getting any younger and I can see myself turning into the female version of some grumpy old man I met years ago, who really wanted to be a pilot when he was younger and had to settle for a desk job. I can't get another loan and already ran out of co-signers so right now I think it would take an act of God to get me through flight school. Or at least that's how it seems right now. I'm going to apply for a WAI scholarship and see how that pans out. Do you have any suggestions on what else I can do? The head flight instructor said I'd need another \$35,000 to finish the program. I started a business to try to raise the money for myself, as well. Any suggestions you have would be greatly appreciated.

What do you plan to do as a pilot? is CFI the end goal or your next step?

Become a CFI. Next step.

Do you want to fly professionally full-time or do it part-time while continuing your current career path? Full-time.

Did it really take you 170 hours to get private? If yes, why?

The FAA examiner felt that I was being too thorough, that I was a perfectionist and over trained.

You mentioned the private set you back \$40,000. Have you paid for all of that or do you still have an outstanding loan, maxed out credit cards, etc.? In other words, how much debt are you carrying now from the flight training you have already done?

No credit cards were used for training. I now owe \$40,000.

Another \$35,000 to finish? Finish what exactly (what certificates and ratings did the school say you would have at that point)?

The Chief Flight Instructor said that I need that for my Instrument, Multi, Commercial and CFI. He said this was an over estimation.

Have you gone to other schools looking for competitive rates?

I have compared the rates of my flight school to that of flying clubs and found them to be pretty similar.

Are you willing to move to another part of the country to train for faster and/or cheaper?

I'm unable to move due to financial and job constraints.

How much flexibility do you anticipate in terms of relocating for your piloting career goals?

None.

Only one scholarship?

Have not received scholarship money.

Only one organization?

Yes.

Career Changer

Anonymous, I will share some of my thoughts about your situation, given the limited information that you have shared.

I consider you to be a prospective “Career Changer,” and there are plenty of professional pilots out there who successfully moved from another field into aviation. You, of course, are PIC (Pilot in Command) of your career and of your life, and you alone must bear the consequences of your decision. I will say right of the bat that there is a significant amount of risk (even in the best of times) and there are no guarantees that you will succeed. You will need to make a heavy investment—of money, time, and dedication to learning—and it is very possible that you will not make the expected payback.

I do applaud your decision to seek out more information from people in the industry. This can significantly assist you in this complex and difficult decision.

The Goals

So let’s start off with your goals. You’ve said that CFI would be your next step (your entry into professional flying), but you haven’t stated what your long-term goal is. While you don’t need to make any sort of absolute decision at this point in time, it would still be helpful if you at least narrowed it down to a few possibilities that seem especially appealing to you. Since you have mentioned that you have no flexibility in relocating in the future (this is something that will likely slow your advancement and narrow your options), then perhaps a good strategy for you at this point would be to research what professional piloting jobs exist in your local area, and also to find out if there are pilots who live in your area but work far away, and how they make it happen. Take the time to network. Most pilots like talking about themselves, so take advantage of that. Ask questions like:

- 🎯 What do you like about your job?
- 🎯 What do you dislike about your job?
- 🎯 What are the minimum qualifications for your job?
- 🎯 What type of schedule do you work?
- 🎯 How did you build experience?
- 🎯 How long did it take you to get to this point in your career?
- 🎯 How much do you make?
- 🎯 What benefits do you receive?

Gathering this type of information may help to enlighten you to the realities—good and bad—of the industry. One of the crucial things you want to try to find out as early as possible is whether the position you are working towards will meet your expectations and values.

Scholarships

You have clearly mentioned your dire financial situation, and this is another reason that you need to come up with a long-term goal. Your chances of winning a scholarship are pretty slim right now. Just about every scholarship out there requires the applicant to write an essay. That essay is where you need to convince the judges of your worthiness of the scholarship, and therefore a compelling,

passion-driven goal with a realistic strategy to obtain it needs to be conveyed. It doesn't mean that you can't change your goal or take advantage of an unexpected opportunity—it means that you do need to be able to convey that you have a plan. Would you want to be taken on a flight as a paying passenger by a pilot who didn't make the appropriate preparations for the flight? Of course not! So you (the pilot) need to convince the scholarship investors (paying passengers) that you have the ability to succeed.

WAI has a fine scholarship program, and if you are applying this year, your application should be well under way by now—it is a lot of work to put a competitive package together. I would highly encourage you to find someone—preferably in your local area so you can meet in person—to serve as a reviewer/coach/mentor/critic for your scholarship applications. An ideal person is someone who is a past winner or someone who has served as a scholarship judge.

You should be exhaustively researching all scholarships for which you might be eligible and can help you to reach your goal. Even the little ones are worth applying for. There are some organizations—such as ISA+21—that award scholarships to non-members. There are other organizations—such as WAI and the 99s Amelia Earhart Memorial Scholarship (AEMS)—where membership is required. If you do decide to pursue a piloting career, you really should join the 99s now so that you will be eligible to apply for 2013. While the 99s AEMS could use some improvements, it has deep pockets (the principal of the fund is in the ballpark of four million dollars). With the declining and aging membership of the organization, it bodes well for younger women pilots.

The Financial Investment

I do think it is necessary to comment on your excessive expenditure to earn your Private. For the money invested and the number of hours accumulated, you at very least should have your Private and your Instrument. It is a bit shocking, too, to hear that you weren't even able to pay half of it off while you trained and that you have put yourself so deeply in debt.

Here's the hard reality: If you really, really want to become a professional pilot, you are going to need to figure out a strategy to finance the bulk of your training. You can't plan on getting scholarships to make it happen. Most career pilots have made sacrifices and/or put in a lot of hard work to get to their goals. It can be a matter of working overtime or an extra job, cutting living expenses, and cutting out luxuries. Speaking of luxuries, why are you currently spending money on aerobatic flying? I know it is fun, but you need to be working towards your goals. Here's one of the things I'll encourage you to do: go through the regulations and figure out the minimum requirements for the certificates and ratings you will need, all the way to ATP. Also research the hiring requirements for the jobs you are interested in. You are going to find that there are different types of flight time that you are going to need—cross-country, night, instrument, multi-engine, etc. You need to maximize your efficiency of your time in the air, *even now*. Right now, cross-country time might be a better investment than aerobatics (do make sure you get the spin training endorsement you will need for your CFI).

You might want to consider focusing first on the Instrument Rating, researching various training providers to find the best fit for your needs. You'll want to consider type of aircraft used, configurations (glass cockpit or standard six-pack), flight training devices/simulators, software for your computer, etc. Obviously cost is a big factor, but so is quality. Make sure when you are costing a program out that you are given a quote that is reflective of what is in your logbook versus ALL of the requirements you still need to meet to get the rating.

Once you earn your Instrument Rating, you might want to consider training concurrently for your Commercial and your CFI. Unless you have a practically guaranteed opportunity for multi-engine time, I would hold off on the multi-engine rating until after you get your CFI. There seem to be better chances for scholarships for the multi-engine rating, as well as CFII and MEI, versus the earlier certificates/ratings as some scholarship programs prefer to invest in individuals who have a more established track record in aviation.

The Quest for Perfectionism Can Impede Your Progress

One of the responses you made that concerns me is your push for perfectionism. It is an unattainable standard, and I think this is an issue that is more prevalent with women versus men. I'm by no means suggesting that you shouldn't hold yourself (and your instructors!) to high standards. I am suggesting that you change your focus to realistically meeting or exceeding the established standards, and being able to do so through effective training and experience building.

If you become a professional pilot, you will likely face training situations where you have to "drink from the fire hose." You will need to digest a lot of new information and be able to perform new skills in a short, intense timeframe. In most cases, you will not be given extra time, rather if you can't meet the standards you will be washed out. And there are pilots out there who have been unable to recover from that type of setback. So that is why now is a good time to develop effective study habits and with the additional ratings and certificates you seek, that you endeavor to do so in a more timely and cost efficient manner than you did with your Private.

"One factor that doesn't allow us to be powerful at work is perfectionism, because trying to be perfect stifles our creativity and our growth.... Living this way doesn't allow us to view making mistakes as a part of our growth process. And when we do make mistakes, which we are bound to, we may become defensive and retard our own advancement." (*Our Power As Women* by Helen Lerner-Robbins)

Networking and Mentoring

One of the most significant investments of effort you should make—because it really does pay off like nothing else—is to engage in the aviation community to build an extensive network. You will want to create a wide range of relationships with peers, mentors, instructors, employers, prospective clients, and more. In this day and age, you can benefit both from an extensive network in your local area as well as through limitless online relationships.

If you haven't put in a lot of thought to this or aren't very experienced in this realm, a book you might want to read is *Connecting With Success: How to Build a Mentoring Network to Fast-Forward Your Career* by Kathleen Barton. What I especially like about this book is that it doesn't suggest a one-size-fits-all approach to your career relationships. Here are a few interesting quotes from the book:

"Networking gives you access to valuable knowledge and allows you to learn from others. When you have a good network, you know who can help you do what. You know where to go for the crucial information you need in order to do your job more quickly."

"In its simplest form, mentoring is people helping people. More specifically, mentoring is a helping relationship in which a more experienced person invests time and energy to assist the professional growth and development of another person. It is a helping relationship, and it is developmental in

nature.”

“Networking links people with information. It involves gathering and disseminating information, being a resource for others, and calling on people for help. Networking, then, is not just about receiving; it is also about giving. Both parties benefit from a networking interaction. Networking is underscored by the power of cooperation.”

Looking back on my own career, I was fortunate to find mentors who provided helpful guidance on training, applying for scholarships, developing goals, job leads, and overall support. I also feel that I benefited tremendously from relationships with my peers. In the book *Power Mentoring: How Successful Mentors and Protégés Get the Most Out of Their Relationships* by Ellen Ensher and Susan Murphy, the following statement is made:

“There are a number of important benefits and challenges to peer and step-ahead mentoring relationships. One of the greatest benefits is that both step-ahead and peer mentors can effectively empathize with their protégés because they have recently encountered or are currently encountering the same sorts of career challenges and issues. Also, because of the equalization of status, these mentoring relationships have the potential to evolve into long-lasting friendships characterized by a high degree of trust and intimacy. However, these types of relationships can be challenging, since the mentor and protégé peers sometimes find themselves competing with one another on subsequent career moves.”

Your peer group may change from time to time. Right now, peers might be other pilots working on the Instrument rating. By connecting with such peers, you might get helpful feedback on the flight schools and instructors in the area, before you commit more money to training. You may be able to find study buddies, flying buddies, and/or training buddies. Having an effective support system will help you stay on track towards your goals.

Timing and Regrets

The aviation industry is very cyclical in nature, and some people end up with much better timing than others. At 32, you are probably too old for military flying, but other than that, you’ve got plenty of years left. Of the civilian jobs, airline pilots must retire at age 65; there is no age limit on other piloting jobs. Right now, the industry is very stagnate, partly due to the poor economy, but also because the mandatory retirement age for airline pilots—which is a significant driver for the whole industry—was raised from age 60 to age 65. In December 2012 we will again have attrition from the top as airline pilots reach that new retirement age of 65.

I really sympathize for the pilots who have been trying to enter the field or who have been trying to advance during this five-year timeframe. They have had it tough.

Not only do you need to make the overall decision as to whether or not you will pursue professional piloting, you also need to decide on a strategy on how to get there. Due to current industry conditions, I would say a steady approach (versus an accelerated one) through your training might be advisable. I would definitely caution against going overboard on debt, especially since the typical career progression can involve significant time at poorly compensated wages.

As far as whether or not you will regret it if you don’t pursue this dream, only you can make that determination. I do know plenty of Career Changers—including myself—who feel it was well worth

the investment and the effort.

As long-winded as this may seem, this just barely begins to scratch the surface. Hopefully you now have a few new ideas on how to best gather information and resources to enable you to make your best PIC decision for your career. Good luck!

Are you a professional pilot? Are you currently working to become a professional pilot? Or did you seek out a piloting career and were not successful? If you would like to share your commentary on this article, please take the survey at:

www.surveymonkey.com/s/FT9W6TK



ISA+21 Scholarships

The International Society of Women Airline Pilots (ISA+21) is pleased to announce that scholarship applications are now being accepted for qualified women interested in advanced flight training (type ratings, ATP, Multi-engine, etc.). Type ratings are completed by the companies who have made the donations. Recently, donors have included Fed Ex and Higher Power Aviation. Our scholarships are reserved for women who are working to become Airline Pilots. **Deadline for application submission is December 10.**

Our Society, abbreviated "ISA," is an association of women airline pilots who have achieved their career goals. We meet once a year to share our experiences and celebrate our scholarship winners.

Please check our website at www.iswap.org for more information or for an application. You can contact scholarshipawards@iswap.org with any questions about Scholarships or chairwoman@iswap.org with any questions about our organization.

GOTTA MAKE ROSIE PROUD

By Tracy Zedeck



It started off as a 4" x 4" beautiful sheet of shiny, flat, aluminum. Within minutes, I transformed it into a creation closely resembling Swiss cheese. I had never used a drill gun before nor any other power tool for that matter. My handiwork was scratched and all of the holes were wretchedly elongated. So, I had a choice – submit my work to a museum to see if my future was as an artist, or scrap "the scrap" and start again. After what felt like a million holes, I finally began to drill straight.

Well, an airplane's skin cannot be left with a bunch of holes so my next step was to learn how to rivet the sheets of metal together. The rivet gun has more power than a drill: I made a common rookie mistake. I discovered what is meant by "smiley faces" (a half circle indentation on the rivet head formed by the new riveter's lack of control) on the rivet heads. With no smile on my face, I went to my classmates and instructor for help. After more guidance and practice I developed control and technique; I finally got the hang of it! My teacher joked that I should display my practice sheets at home from worst to best. Well, I actually did. I look at my completed project now, and though it is not perfect, I feel like I would have made Rosie proud.

My Airframe oral and practical was two months ago. My first practical project of 20 was to.... rivet. Nervous having my first project as my most difficult task, I spent about an hour doing the best job I could on four tiny rivets. When I showed the examiner my work, a smile came to his face and back upon mine. I knew I had met practical test standards and my examiner agreed. I passed!

PLEASURE OF THE NIGHT

By Sandy McDonough



It was a dark night with the moon so bright I could read an approach plate through my left side window. It was one of my many trips from KSLK (Saranac Lake, New York) to KBDR (Bridgeport, Connecticut) after visiting family. This time it was just prior to midnight on 31 October in the spectacular night sky.

I reported in to Albany, NY approach, having been handed off by Boston Center. Keeping the pleasure of the night in mind, I began with a wonderful, deep throated cackle as only a real witch can do....

"(Horridly spooky cackle), Albany. Navajo November 88 Mike Gulf with you at seven thousand."

Without missing a split second, the female controller came back, "Broom 88 Mike Gulf, cleared direct present position Bridgeport."

The air erupted with male voices trying to cackle.

And so went one of those incredibly important nuggets of aviation.

Contributors

Michelle Bassanesi: Michelle's next dream is to graduate from ERAU, receive accreditation as an airport manager and fly jets around the world! Michelle's strength is her desire to learn, grow, and develop, as well as her passion to share it with others. Michelle promotes aviation, creates change, and opens opportunities through www.aweu.org.

Strike Fongeallaz: ATP. Flies the B767 pilot for a major airline. Lives in Park City, Utah and Incline Village, Nevada.

Sandy McDonough: Aviation attorney and pilot (earned her ATP 27 years ago). She's had her own charter operation with a fleet of Piper Chieftains and was chief pilot and check airman. For many years she maintained her sanity with a Bellanca Decathlon. Sandy is a charter member of the NTSB Bar Association and represents pilots, mechanics and air carriers before the NTSB. She is a former member of EAA's Legal Advisory Council and was a check pilot and flight instructor with Civil Air Patrol. She's a former airport commissioner (KBDL) and chaired the Noise Abatement Committee at KBDR for years. (Imagine the complaints received!)

Always up for a challenge, her flying career began after she retired from racing cars - she built all the shop's engines. Checkered flags live in a drawer someplace. Flying only irregularly now (it's awful to use a rental plane), she spends spare time breeding and showing champion Samoyed dogs. But aviation is a daily occurrence in her work - bless our friends in the flying community.

Jodie Peeler: In my day job, I'm an Associate Professor of Communications at Newberry College in Newberry, South Carolina. I've loved aerospace subjects all my life, and am training for my Private Pilot certificate. My goals include Instrument, Commercial, and owning a taildragger. I'm proud that my very first hour was logged in Alaska, and I hope to build as much Alaska time as I can in years to come.

Sarah Preedy: Captain for Commutair, doing business as United Express. My goal in the near future is to become a line check airman there and hopefully work for a legacy carrier someday as well. I enjoy mentoring other female pilots to achieve their goals!

Susan Siporin: Occupational Therapist specializing in Adult Behavioral Health and Dementia Care. Flying for 33 years, owns/flies a 1978 Seneca II. Ratings: Commercial, Multi-Engine, Instrument, Tailwheel endorsement, Basic Ground Instructor. Based at Oakland County International Airport - Waterford, Michigan (KPTK). Aviation Activities: Flies for Veterans Airlift Command, Dreams & Wings, Operation Good Cheer.

Laura Smith: ATP; First Officer for a major airline based in Oakland, California.

Lakshmi Vempati: Instrument rated private pilot working on her commercial certificate. She is an avid blogger/writer and travel enthusiast. She loves to fly to exotic destinations for that \$500 vegeburger. She is actively involved in modeling and simulation, post implementation performance assessment and operational analysis of advanced NextGen capabilities.

Tracy Zedeck: My experience includes towing gliders in Colorado, flying in Alaska as a glacier pilot and as an air taxi pilot, and I'm currently getting experience in a King Air for a charter and organ transport company in California. I am also in A & P School and working on my helicopter commercial add-on.

References

Connecting With Success: How to Build a Mentoring Network to Fast-Forward Your Career, by Kathleen Barton, Davies-Black Publishing, © 2001. Business / Career.

Power Mentoring: How Successful Mentors and Protégés Get the Most Out of Their Relationships, by Ellen Ensher and Susan Murphy, Jossey-Bass, © 2005. Business Management.

Our Power As Women: Wisdom and Strategies of Highly Successful Women, by Helene Lerner-Robbins, Conari Press, © 1996. Personal Growth / Women's Studies.

December Question of the Month

What is the best aviation text book or reference book you have found in your flight training?

www.surveymonkey.com/s/6CPCK93

(Please complete by November 30)

Captain N Lynn Thoma: Aw rats, I know there is photographic evidence of this, but I can't dig it up right now.... Knowing that I would be flying the scheduled service to Block Island on Halloween, and mostly flying regulars, I dressed as a Star Fleet Captain. It would be perfect as I would be flying the "shuttle" while my starship remained in orbit. I was surprised, however, by a popup charter, a pick up in Providence with a new customer. It was so sudden, that I hadn't time to change into my regular uniform. When I arrived on the busy ramp surround by biz jets with crisply uniformed crews escorting their VIPs and plenty of linemen, all eyes were on me. I did my best to keep my captainly air of dignity as I collected my passenger and his bags. I was fortunate to be greeted with smiles of amusement and my passenger didn't run the other way! All of my passengers for the day were tickled and look forward to what has become a yearly tradition.

Live long and prosper!

THAT'S ALL!



**AVIATRIX
COVER GIRL
KAY RENFROW**

Production Team!

Special thanks go out to all the volunteers who contributed to this issue. In addition to the authors, Strike Fongeallaz, Sandy McDonough, Jodie Peeler and Sarah Preedy graciously assisted in the proofreading and editing process. **Aviatrix Aerogram** looks forward to your contributions. Submissions should be emailed

to laura.smith@att.net at any time.

Photos this page, from top left clockwise: Captain Sarah Preedy, Cafe decor, Kitty and Kath at Nancy's (photo by Laura Smith), Fog-bound plane in Boonville by Madeleine Ferguson, and fun pumpkin (photo by Laura Smith).