Women Take Flight

SUNDAY, NOVEMBER 4, 2012 10 AM– 4PM

RE-ENACTORS
ASTRONAUT

PILOTS
ENGINEERS

BALLOONISTS
SKYDIVERS

NEW ENGLAND Air Museum
PETIT family FOUNDATION

The Petit Family Foundation honors the memories of Jennifer Hawke-Petit, Hayley Elizabeth Petit and Michaela Rose Petit by continuing the kindness, idealism and activism that defined their lives. The Foundation’s funds are given to foster the education of young people, especially women in the sciences; to improve the lives of those affected by chronic illnesses; and to support efforts to protect and help those affected by violence.

FIND US ON THE WEB:

http://PetitFamilyFoundation.org
PROGRAM

10:00 A.M. Meet special guests at their stations throughout the Museum
Stations will be open 10:00-12:00 & 1:00-4:00
See the touch screen program, Women In Aviation – (Kiosks in Exhibit Halls)
Discover how airplanes fly through hands on build-and-fly activities and at
the Flight Sim Spot.

10:30 A.M. Hear from Harriet Quimby, the first female licensed pilot in the United
States, and learn about her famous solo crossing of the English Channel in
1912. Meet Connie Tobias, impersonator of Harriet Quimby, commercial and
test pilot.
Civil Aviation Hangar

11:30 A.M. Meet Amelia Earhart on the verge of her historic Around-the-World Flight.
Amelia to be played by Linda Myers of “Historical Entertainments”.
Civil Aviation Hangar

12:30 P.M. See Bessie Coleman and discover the perseverance that was required to
become the 1st licensed black pilot.
Bessie to be played by Tammy Richardson of “Historical Firsts”.
Civil Aviation Hangar

1:30 P.M. Meet Amelia Earhart on the verge of her historic Around-the-World Flight.
Amelia to be played by Linda Myers of “Historical Entertainments”.
Civil Aviation Hangar

2:00 P.M. Panel Discussion - Women Flying in the Military– Elisa Raney (Sea Night
Helicopter Pilot), Susan McSpadden (C-5 Pilot), Linda Maloney (Naval
Fighter Pilot), Catherine Carabine (Helicopter pilot with the US Coast
Guard).
Moderator– Trish Beckman (US Navy Ret’d)
Conference Center

3:00 P.M. Panel Discussion – Women of WWII– Veronica Bradley (US Marines), Mary
Feik (Civil Air Patrol), Bee Haydu (Woman Air Force Service Pilot)
Conference Center

5:00 P.M. Museum Closing
PARTICIPANTS

Bee Haydu *(Woman Air Force Service Pilot of WWII)*

Catherine Carabine *(Helicopter Pilot with US Coast Guard)*

Connie Tobias *(as Harriet Quimby Reenactor and Airline Captain)*

Elisa Raney *(Naval Helicopter Pilot RET)*

Heidi Udwary *(Corporate rotary and fixed wing pilot)*

Katherine Knapp Carney *(Engineer on Pratt & Whitney Pure Power Engine)*

Kathy Wadsworth *(Aeronaut)*

Linda Maloney *(Naval Fighter Pilot RET)*

Lucy Young *(Naval Pilot RET / Airline Captain)*

Margot Cheel *(Pilot and aerial photographer)*

Marilyn Pearson *(FAA Aviation Safety Inspector and Pilot)*

Mary Feik *(Mechanic/Engineer, Test Pilot From WWII & member of the Civil Air Patrol)*

Nina Anderson *(Corporate Pilot RET & Author)*

Patricia L. Beckman, *(US Navy RET Commander/Flight Officer & Boeing Flight Test Navigator)*

Patricia Harmon *(Pratt & Whitney Engineer)*

Patricia Lohan Margarido *(Chief Flight Respiratory Therapist and Paramedic for LIFE STAR)*

Rachael Manzer *(Astronaut in training for Teacher in Space Program)*

Susan McSpadden *(C5 Cargo Pilot for Air Force Reserve at Westover Air Base, Chicopee, MA)*

Teresa VandenDolder *(USAF Pilot RET & Commercial Pilot)*

Veronica Bradley *(WWII mechanic with US Marines)*
1. Anderson
2. Bradley
3. Beckman
4. Haydu
5. Knapp Carney & Women’s Council
6. Mary Feik
7. Harmon
8. Raney
9. Maloney
10. Margarido
11. McSpadden
12. Udwary
13. Cheel
14. Tobias
15. VandenDolder
16. Young
17. Wadsworth
18. Ninety-Nines
19. Women in Aviation International
20. CT Girls Collaborative Project
21. Carabine
22. Manzer
23. Reenactment of Amelia Earhart
24. Reenactment of Bessie Coleman & Harriet Quimby
25. Pearson
**Margot Cheel**

I am a Private Pilot and Aerial Photographer as well as the current Eastern New England Chapter Chairman for the Ninety-Nines – International Women Pilots Organization.

I consider myself a pioneer because very few women are both an artist and a pilot, combining photography and flying as a profession and business. My book, “Sea and Sand from the Sky”, a 96 page hardcover color photo book, illustrates the thrill of flight, the beauty and fragility of the earth below, as well as following and uncovering one’s dreams. My book is for sale at *Women Take Flight* with proceeds going to the Museum.

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**Veronica Bradley**

“Ronnie” was among the first women to join the U.S. Marine Corps during World War II in 1943, then became the Poster Girl in 1944. There were no training camps yet for women, so her basic training was in 1943 at Hunter College in the Bronx. The women were not given uniforms until they arrived in Indiana to learn about aircraft repair, and then they were given men’s fatigues. After training Ronnie was assigned to Santa Barbara at the Marine Air Base where her primary job assignment was in aircraft parts and repair. The women at this base were filling in for jobs that the men would usually do, so that the men could serve overseas.

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**Elisa Raney**

During my 25 years as a Naval Officer, I flew the H-46 Seaknight and H-60B/R/S helicopters, the C-12 Super King Air, launched and recovered aircraft on the flight deck of an aircraft carrier, studied Astronautical Engineering at the Naval Postgraduate School, and spent the last 10 years of my career in the Navy’s aviation acquisition career field as an Aerospace Engineering Duty Officer.

I went through Navy flight school about 15 years after the first class with women. However, the Navy/military has expanded the opportunities for women greatly since I received my wings. While not pioneers, my peer group has certainly helped widen the path for women.

The career opportunities for women in the military, Department of Defense and aerospace industry are wide open. I would highly encourage all interested young ladies to pursue their dreams in the aerospace and aviation industry.
Bee Haydu

I was one of the 1074 WASPs (Women Air Force Service Pilots) trained at Avenger Field, Sweetwater, TX from 1942 – 1944. We were the first women to be trained and fly military aircraft in many capacities.

I do not consider myself a pioneer but others do. There were many accomplished women pilots who came before the WASPs.

My recommendation to young women today is whatever you desire to do, you should give it a try -- even if it is in a non-traditional way. There will be pitfalls, but struggle through them. If you persevere, it will be worthwhile.

President Obama signing proclamation awarding WASPs the Congressional Gold Medal

Patricia L. Beckman

Commander Trish Beckman, USN (retired), currently flies for Boeing Commercial Airplanes Group, Seattle, Washington. She holds FAA licenses as an Aircraft Dispatcher and a Flight Navigator. She flies as a System Operator (similar to flight engineer) for production test flights and as a Flight Navigator for ferry flights.

Trish spent over 28 years on active duty in the US Navy (8 years enlisted and 20 years as an officer). As a Naval Flight Officer (NFO, or Navigator), she flew in 67 types of aircraft. Her primary aircraft qualifications were in the EC-130Q, F/A-18D, E-6A, S-3A/B, and F-15E (Navigator or Weapon Systems Officer).

Besides being a graduate of the US Naval Test Pilot School, Trish also instructed there. She has a BS in Aerospace Engineering from North Carolina State University, an MS in Aeronautical Engineering from the Naval Postgraduate School, and a Masters in Business Administration from Webster University.

Trish is a Past President of Women Military Aviators, Inc (WMA), is a founding board member of Women in Aviation, International (WAI). She regularly presents workshops for the Sally Ride Science Festivals which encourage girls to pursue careers in math and science. Trish was in the first group of women selected by the Navy to be Naval Flight Officers. She was the first woman to qualify as a crewmember in the F-15E (1992), and was the first American woman to qualify as a crewmember in the F/A-18D (1990). Trish has over 4400 flight hours in 71 aircraft types.
Every female who is working in a male dominated field is a pioneer in her own way. Amazing women have paved the way in a more adverse environment, which now affords me the opportunity to do the job I do today. However, the ultimate goal is to increase the number of female engineers in the field. Each day I prove my capability or impact a potential future female engineer, it is another small step forward.

Engineering is an exciting field that affords me the opportunity to pursue an exciting career with limitless options. My goal is for young females at this event to learn about opportunities in engineering. Also, that pursuing education and this career path will afford them an exciting career that will fulfill them both personally and professionally.

Since joining the Engineering organization at Pratt & Whitney Mechanical Systems I have taken on leadership roles for multiple teams, including Integrated Product Team leader for a major systems rig with a $2 million budget on an advanced engine program (PurePower) and IPT leader for the gearbox team, a significant bearing technology program, with a budget of $10 million. I am currently the Model Manager on the 30K program managing a $30+ million budget. Our team is responsible for the design and delivery of the bearing compartment, fan drive gear system, gearbox and lubrication system hardware to the A320 and Irkt engine program.

I work on LIFE STAR as a flight respiratory therapist and paramedic. We provide air medical transport for critically ill patients throughout Connecticut and the region. We transport over 1100 patients per year and are the highest level of pre-hospital care in the state. LIFE STAR flies two helicopters, a BK117 and an EC145. Operation control is provided by Air Methods Corporation.

I do not consider myself a pioneer, but I think my grandmother would consider me one!

At LIFE STAR everything we do is done with safety as our core value. We ensure that each team member is fit for duty and that all equipment is in working order. We monitor the weather closely to ensure that we only accept a flight if the weather permits. When the weather prohibits flying by visual flight rules we offer to transport the patient with our crew in a ground ambulance. We are committed to safe, high level, critical care transport.
After overhauling her first automobile engine for her father when she was 13, Mary Feik turned to aircraft engines and military aircraft at the age of 18 and taught aircraft maintenance to crew chiefs and mechanics for the U.S. Army Air Corps in 1942. During WWII, Feik became an expert on many military aircraft and is credited with becoming the first woman engineer in research and development in the Air Technical Service Command’s Engineering Division at Wright Field in Dayton, Ohio.

She flew more than 6,000 hours as pilot in fighter, attack, bomber, cargo and training aircraft. She qualified as a B-29 Flight Engineer and was an engineering analyst in test aircraft for flight and maintenance requirements.

She participated in engineering “mock-up” evaluations for new aircraft proposed for production at the various aircraft manufacturing plants to determine flight and maintenance training requirements.

She authored pilot training and maintenance manuals for many of the military aircraft. She further wrote aviation-related reports in engineering and the physical sciences for distribution throughout the Armed Forces.

She retired from the National Air and Space Museum’s (NASM) Paul E. Garber Restoration Facility as a Restoration Specialist. She restores and teaches the restoration of antique and classic aircraft and has participated in the construction of reproduction WWI aircraft. At the Garber Facility she was a member of the restoration teams that restored NASM’s 1910 Wiseman-Cook aircraft; the WWI Spad XIII fighter; and the 1930 Northrop “Alpha” mail plane.

Her aviation-related memberships include: Civil Air Patrol (Aerospace Education); the EAA - Experimental Aircraft Association; the 99’s; Women in Aviation International; the Aircraft Owner’s and Pilot’s Association; PAMA – Professional Aviation Maintenance Association; AWAM – Association for Women in Aviation Maintenance; IWASM – Women’s Air and Space Museum; and the aircraft type clubs: International Comanche Society and the Short Wing Piper Club.

I am a former military pilot, airline pilot and fractional share pilot, currently serving as a Captain on executive aircraft (helicopter and jet) for a large corporate flight department. I always knew I wanted to fly and discovered through hard work and determination, that dreams could become a reality. Today, I am actively involved in sharing this dream with others through a variety of organizations and mentoring programs.

Women are still under-represented within the aviation field. In this regard, we are all still pioneers. I was frequently the only woman in my military aviation unit or flight department. Although it has gotten much easier in the past few decades, we still have room to grow.

Flying is an exciting, exhilarating line of work! It can also be challenging and expensive! I would like to encourage those in attendance to think “outside the box” for ways to stay motivated and to make their flying dreams become a reality.
I have analyzed, organized the manufacture, and investigated problems in gas turbine engine hardware over the past 34 years. The engines I have worked on power airplanes such as the F-15, F-16, C-130, F-22 and F-135 Military Aircraft and the A330 Commercial Aircraft. I am a founding member of the Women in Aviation International Connecticut Chapter and am currently President and Outreach Chair of the Chapter.

I started work as the 3rd woman engineer at Pratt & Whitney Government Products Division in West Palm Beach. I was the first woman Structures Engineer to monitor component vibration testing at Pratt & Whitney. I founded the 1st Society of Women Engineers Student Section at the University of Tennessee in Knoxville and was the first woman student to teach Freshman Statics and Dynamics Engineering Laboratories as an Undergraduate student. After graduating, I founded the Society of Women Engineers South Florida Sub Section. I was the first woman Logistics Engineer to serve as a Pratt & Whitney Field Representative. While in California working for the California Air National Guard at Fresno, I was the first women Field Representative to fly in the backseat of an F-16 D model aircraft.

A Career in Engineering in Aviation is fun and rewarding. Working with a team of people to solve problems and seeing the results of your work fly overhead cannot be beat.
Since 1974 when she saw her first Aerostat, a cluster of gas-filled mylar balloons with a spherical gondola that was to take yet another aeronaut on his attempt to cross the Atlantic, Katherine has been totally involved. From designing and building, to flying and setting records as well as taking countless folks aloft for their very first balloon flight, ballooning has been a passion, a lifestyle, and, at times, a livelihood. It has taken her from her backyard to many parts of North America and Europe - even behind the Iron Curtain, over the jungles of the Lost World to the peaks of the Venezuelan Andes and more. Katherine says, “I was lucky enough to be chosen by ballooning - I certainly never planned it!”

Katherine did get to be a pioneer in what might be called, modern day ballooning, an era which was coming about in the late 1950s and early 1960s. There were very few women flying balloons some 30 years ago when she started. Hardly anyone was making their own balloons and then setting records in them. No one she knew of had flown balloons in South America, especially over those remote areas, before she went there in the 1980s. There has always been a new, intriguing challenge, and she is happy that she could take part over all this time.

Katherine is sure that her message is similar to that of many women in aviation either historically or currently. There are many places, spaces and experiences to enjoy in this profession. Now, thanks to the women who have paved the way over these 100 years, it's all more accessible than ever if one has the desire and determination to take advantage of the exciting and rewarding opportunities from out and out work, to adventure, to helping others.
Marilyn Pearson

I’ve flown since I was a teen in gliders. I always had a passion for flying. I’ve been fortunate to fly many different types of aircraft and to have many wonderful mentors, both male and female. I’ve worked in General Aviation as a Certified Flight Instructor in Gliders and Single and Multiengine airplanes, Tailwheel airplanes, and Rotorcraft Gyroplanes. Some of my more memorable experiences were both exciting and frightening while working as a cargo pilot at night. I’ve flown business jets internationally and used all my experience to gain a position at the Federal Aviation Administration as a Safety Inspector for the past 15+ years.

I hadn’t considered myself a pioneer until others referred to me as such. I don’t see myself as a pioneer in aviation, as there were so many talented women who have paved the way before me. But, every generation of women see their predecessors as pioneers, so from that standpoint, I guess I am a pioneer. If I have helped to make someone’s career path easier, I am proud to have made a difference. I am the first woman in the FAA to hold a Rotorcraft-Gyroplane rating and be a national resource.

Aviation and aerospace careers are incredibly challenging and fulfilling opportunities for women. I would encourage any young woman to take an introductory flight and experience the excitement of flying. I’ve never looked back with any regrets and always looked down thinking that I have the best office anywhere!

Connie Tobias

In my thirty-four year aviation career, I have flown more than sixty different kinds of aircraft, from a 1902 Wright Glider to heavy jets to helicopters. As a US Airways pilot with more than 21,000 hours, more than 1,000 trans-Atlantic crossings, and 10 years as a captain, I have also been a flight instructor, an aviation examiner, a pilot for charter, corporate, freight, fire patrol, commuter, regional, and major airlines and an adjunct professor of aviation. In 2003, I volunteered as a civilian pilot to fly troops to and from the Middle East during the Iraq war. In 2008, I completed the fixed-wing course at National Test Pilot School and presented a paper to the Society of Experimental Test Pilots and Test Engineers at their Safety Conference.

I am a Major Airline Pilot, Test Pilot for early pioneer aeroplanes and flying machines, Engineer, Historical Re-enactor, Aviation Educator, and Motivational Speaker.

I am the first and, so far, the only woman to successfully fly controlled sustained flight in the 1903 Wright Flyer exact replica. I have flown an original 1909 Wing-Warping Bleriot for a video … in Harriet Quimby’s purple satin flying costume of the day.

My advice to young women is to find something of value that you love to do, pursue it with passion, determination, dedication, discipline, and honor. Your reward will not only be a good life but also a chance to positively touch the future.
**Teresa A. VandenDolder**

Lt. Col. Terry VandenDolder graduated from the University of Connecticut, Storrs in 1981. While at U-Conn., Terry began taking flying lessons. As a senior in the ROTC program, Terry was accepted to Air Force Flight School. In 1982 she attended AF pilot training at Laughlin AFB, Del Rio, TX. Her first assignment (1983-87) was as a C-141 “Starlifter” Aircraft Commander / Instructor Pilot flying cargo, transport & aeromedical evacuation missions world wide while based at Travis AFB, CA. From 1987-1989 Terry flew the C21A (Lear 35-A) as an Evaluator / Instructor Pilot at Andrews AFB, Maryland, transporting White House, Congressional and Department of Defense dignitaries throughout the U.S.

She left AF Active Duty in 1989, but stayed in the Air Force Reserve. She served as a C-141 Aircraft Commander / Instructor Pilot at Andrews AFB, Maryland for 16 years. In 2004 she was assigned to the Office of The Secretary of the Air Force, Legislative Liaison at the Pentagon, where she acts as a liaison between top Air Force Leaders and Members of Congress. In 2008 she returned from a 2 year overseas deployment where she served as a political analyst, coordinating DoD and DoS programs in West Africa with embassy personnel.

In 1990 Terry was hired by American Airlines (AA). Initially she flew the Boeing 727 as Flight Engineer and later the MD-80 as Co-pilot. In 2004 she transitioned to the B-757 and B-767, flying international routes throughout the Caribbean, South and Central America from American’s Washington, D.C base. Today she flies the B-777 out of JF Kennedy Airport, NY, to the Far East, Europe and South America.

From 1990 through ’91 Terry was called back to Air Force active duty for the Gulf War in Desert Shield & Desert Storm. During Desert Storm, she flew cargo, troop and air-evac C-141 missions from bases in Europe throughout the Middle East. The contributions military women made during war effort was undeniable, so in 1991 the time was ripe to change laws prohibiting women from flying combat aircraft. Terry was one of a handful of women who worked with Congress to repeal the laws which prohibited women from flying tactical aircraft.

It is Terry’s belief that with passion, focus and perseverance each person can accomplish whatever their heart truly desires. “Don’t give up the pursuit of your dreams, no matter how out-of-reach they may seem at first. Don’t believe you can’t do something because you’re a woman or because you may not have means immediately available. A person once told me, ‘With Faith, you can move mountains.’ I have come to believe this.”

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**Nina Anderson**

I have been a professional pilot for 40 years. I was one of the first women to be hired to fly commercial aircraft and have written a book about my story and the stories of other first women airline and corporate pilots, *Flying Above the Glass Ceiling*. I am retired from professional flying but continue to fly for Angel Flight (arranges free air transportation for charitable and medical needs) and for fun. I am a member of the 99s (International Women Pilots Organization) and the Women in Corporate Aviation organizations.

My advice is never let anyone tell you it is not possible to do something. They told me women couldn’t be hired to fly, and I proved them wrong. Persistence and confidence in yourself will help you realize your dreams.
As a United States Air Force C-5 Galaxy Pilot, I am responsible for manipulating aircraft controls to successfully transporting the airplane with its people, crew, and cargo to locations all over the world. As an Aircraft Commander, I am responsible for the safety of the airplane, the morale and welfare of the crew, and the successful completion of the mission. I consider pioneers as people who risk much of themselves to do what they were meant to do and pave the way for others to follow suit. Given this definition, I have never considered myself a pioneer, but I hope to be someday and will always be looking for opportunities to help pave the way for others to follow suit.

If you can think it, you can do it. The sky is no longer the limit. Give the one life you have the chance to become whatever it is you were meant to be. Surrender yourself to it and give it all you’ve got.

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I entered flight school in July 1987 and was designated a Naval Flight Officer (NFO) in October 1988. After flying in several support squadrons, I transferred to a combat EA-6B fleet squadron in November 1993, after the repeal of the combat exclusion law. I transitioned to the Navy’s aerospace engineering and acquisition community in 2000 and retired from the Navy in 2004. I am one of the first women in U.S. history to join a combat military flying squadron and the recipient of numerous military awards, including the distinguished air medal for combat, awarded for flights flown over Southern Iraq in support of the no-fly zone during a deployment to the Arabian Gulf.

During the first few years of my career, I participated with several other military women aviators and leaders in advocating in the repeal of the combat exclusion law (which prohibited women from flying in combat squadrons). The law was officially repealed in 1993 and I was in the first group of women naval aviators to join a combat squadron and deploy on the USS Abraham Lincoln. Also, I was the first women to eject from a Martin Baker ejection seat (1991) when my A-6 aircraft experienced a total hydraulic failure.

My book *Military Fly Moms ~ Sharing Memories, Building Legacies, Inspiring Hope*, a biographical collection about military women aviators and moms was recently published. One of my goals with the book is to encourage young girls to get involved in aviation and to realize they too can fly… whether it is in the civilian community or the military. Through the stories in my book and public speaking, I hope to inspire our young women to dream big dreams and work hard to reach their potential!

I earned my wings in Nov. 2003. From 2003 – 2010, I flew the MH65C helicopter. As a Coast Guard Aviator I completed search and rescue missions, airborne use of force, security patrols and assisted with presidential support with the Secret Service.

I was the co-pilot for the very first airborne use of force drug interdiction with the MH65C. Previously another model of aircraft was used. I also participated as one of the crews during Hurricane Katrina. Our crew (as co-pilot) saved 108 lives.

My current experience is in a staff position at the Coast Guard Academy where I work to oversee the 950+ Corps of Cadets. I am one of the instructors who teach the 3.0 credit Private Pilot Ground School Course.

In one year, I will be going back to a Coast Guard Air Station.
Women Take Flight has been coordinated in collaboration with many organizations in including:

**THE NINETY-NINES, INC.**, an international organization of over 6,000 licensed women pilots from 35 countries. The 99’s is a non-profit, charitable membership corporation holding 501(c)(3) U.S. tax status. Its International Headquarters is located in Oklahoma City, Oklahoma. Today members are professional pilots for airlines, industry and government; pilots who teach and pilots who fly for pleasure; pilots who are technicians and mechanics. But first and foremost, the 99’s are women who love to fly!

**Women in Aviation International**

Women in Aviation, International is a nonprofit 501(C)(3) organization dedicated to providing networking, education, mentoring and scholarship opportunities for women (and men) who are striving for challenging and fulfilling careers in the aviation and aerospace industries.

**CT Girls Collaborative Project**

The vision of the Connecticut Girls Collaborative Project is to close the gender gap in science, technology, engineering, and mathematics (STEM) degrees and careers. This initiative will connect girls across Connecticut with STEM businesses and organizations by engaging them in collaborations that will promote new ways of thinking, new ways of sharing resources, and new solutions. The ultimate goal is to secure gender equity in aligning with the Department of Economic and Community Development to enhance Connecticut’s competitive position in the new economy and solidify the state’s reputation as a high-tech leader in innovation and productivity.

**Pratt & Whitney Women’s Council**

Women employees supporting the recruitment, development, advancement and retention of female talent at Pratt & Whitney.

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NEW ENGLAND Air Museum
Aviate your mind.