

ISA OFFICER CANDIDATES - STATEMENTS

4
In an attempt to better acquaint our members with the candidates running for ISA office, we have asked each candidate to provide some background information on themselves, as well as a statement discussing their qualifications and goals for the upcoming term.

The following information has been reprinted verbatim. Where no information was supplied, we have so stated. Information enclosed in brackets [] was provided from ISA records.

PRESIDENTIAL CANDIDATES: (in alphabetical order)

Abigail F. Davis, Northwest Orient, B-727 F/O, hired 3-12-79, first woman at NWA, has also flown as B-727 S/O. Before NWA, Abby was a G-II and Learjet co-pilot for the IBM Corporation. Prior to that, DH-125 and Citation co-pilot for the Stauffer Chemical Company. Future Plans: 727 captain. Northwest is purchasing (20) 757s for delivery in 1985 & 86, and F/O on that airplane is also a strong possibility.

"Having served as Vice President for the past two years, I feel particularly attuned to the problems and strengths of ISA. I believe the next few years will provide challenges for us, both as individuals and as a group, and continuity in leadership will be important in successfully handling our problems and further promoting the image of ISA as a solid group of professionals, informed and aware of industry problems and certain of our integrity. I do feel that one goal for the next several years should be to re-think and perhaps more clearly define the long-range goals and potentials of our organization."

Danielle Decure, Air France, B-767 F/O, hired Sept. 1976, first woman with Air France, has also flown Falcon 20 Capt., F/O on the Fokker 27, C-130, SE 210, Airbus 300. Before Air France, Danielle was flying the Falcon 20 for Dassault during 7 years and earlier flight instructor for private pilots. Future Plans: Captain with Air France.

"It is necessary now that every airline hire women pilots. Between '84 and '86 we have to make a letter (long one) or a little book telling the history of the first airline pilots in each country and make a list of everybody and we have to send this letter or book to every company all over the world to say that we exist. We have to send this letter to the newspapers also. If we can do that in 2 years, it is not too bad!!"

Lennie Sorenson (no statement submitted), [New Continental Airlines, B-727 F/O, hired 2-28-77, second woman with CAL, has also flown S/O DC-10.]

(over, please)

Emily Warner, Frontier Airlines, B-737 F/O, hired 1-29-73, first woman with FAL, has also flown S/O 737, F/O DHC-6, F/O Convair 580, Capt. DHC-6. Before Frontier, Emily was Chief Pilot for Clinton Aviation Co. in Denver. Emily's future career plans include "maybe captain 737 school in March."

"Well, I love the group and what we woman are doing. My goals for the next two years would be to try and make ISA become closer and attract new members. We have a great group and I would try to be a good President."

VICE-PRESIDENT

MegAnn Streeter (no statement submitted), [Evergreen International, Falcon 20 Captain, hired 11-15-81, has also flown B-727 F/O, L-188 F/O, DC-6 & DC-7 as Capt. F/O and F/E. MegAnn first started flying in Salt Lake City -- her father ran an FBO. She spent 6 years flying DC6/7s forest fire fighting -- all positions. Flew twin engine aircraft on charter work and cancelled check runs. Also flew MU-2s doing air ambulance work. Currently on third year with Evergreen Int'l -- 1 year as F/O on Electra, 6 months on B-727 as F/O, currently Falcon 20 captain, and scheduled for B-727 captain school in March.]

Maria T. Ziadie, Air Jamaica, A300 S/O, hired 3-5-79, first woman hired by Air Jamaica, has also flown S/O on the B-727. Before Air Jamaica, Maria was a flight/ground instructor/charter pilot on single-engine Cessnas and before that worked as a flight attendant for Air Jamaica. (Started Flight Training in 1975. Did this on my days off until I obtained leave in 1976, then did my Commercial-Multiengine-Instrument course in MIA.) Future Plans: Anticipate no further promotions or expansions for at least the next year or so. If there are any I expect to upgrade to F/O B-727 or S/O Supervisor. Presently working on the FAA FE Certificate and trying to finish my 4 year degree program at Embry-Riddle. I have 2 years left to go! Also, thinking seriously of working for a US Air Carrier in the future and anticipate a job change soon.

"I feel that the reasons/basis for my being nominated are:
1) My active membership in the Jamaican Airline Pilots' Association (JALPA). Since 1979 I have successfully held the position of the IFALPA Director, which is an executive one also in our union. I am also the Assistant Editor/Production Manager of our Magazine "Contrails."

The duties of the IFALPA Director include: * Educating JALPA on IFALPA's work, etc. * Promoting the IFALPA Loss of License Insurance Plan to our pilots, * Ensuring that our Annual Dues are paid, * Maintaining the IFALPA Manuals and files up-to-date, * Attending/participating in the various Study Groups/Committees and the Annual Conference.

2) My participation/contribution in the ISA 1982 Annual Conference, Montego-Bay, Jamaica. This event required good planning, organisation, and coordination, for which I am mainly responsible.

Based on my experience and abilities in such related matters, and encouragement from my nominators, I feel qualified for the position and confident that I will do a good job as Vice-President if elected in May.

If I am successful, I look forward to 1) supporting the President and Secretary in carrying out ISA's work, 2) acting on their behalf if/when required to, and 3) representing and promoting ISA.

SECRETARY-TREASURER

Pati Marsh, USAir, DC-9-30 F/O, hired 7-22-81, tenth woman hired by USAir, has also flown F/O BAC 1-11, S/O B-727. Before USAir, Pati was a corporate pilot for Gannett Co. (DA-20, G-1159, BE-200), Charter, Night Mail, Night Freight, Flight Instructor. Future Plans: As far as my airline job goes, I hope I'll be fortunate enough to continue to be "just a line pilot" -- and climb reasonably steadily up the old seniority list. That -- is a lot to ask for these days!"

"Long before I got my airline job I knew about ISA+21 and admired the members. Now that I am working for a major, the professional image of women in the cockpit they presented eased doubts in the male minds of their fellow crewmembers and relieved public skepticism. Many of us have benefited from their pioneering. My enthusiasm and pride in being a part of ISA is my qualification.

During the 1984-86 there are a number of issues which I feel ISA+21 has a responsibility to address. Among them, obviously, is the assault on our industry by the "New Continental Airlines", the potential it has to seriously effect every airline job and whether or not we, as an organization, wish to have a voice in the matter. Naturally, this brings us to the question of ISA+21's status as a social organization. In my opinion (one that would surely surface should I become an officer), our industry desperately requires our political responsibility. While it's nice to get together once a year to chat and tour the town, I feel we owe quite a bit more to the future of our occupation.

Please, don't vote for me if you disagree. I'd like to do more than arrange cocktail parties and send thank-you's to hotel managers. There are so many really important things we need to talk about. I hope you'll seriously consider them."

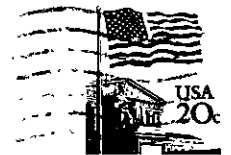
Patricia A. Toher (Pat), Continental Airlines, B-727 S/O (prior to the bankruptcy filing on 9-24-83), hired 10-24-77, 5th woman hired by Continental, has also flown S/O on the DC-10. Before Continental, Pat was manager flight operations/training - Beechcraft West (Van Nuys, Calif.), as well as flying captain position on a Cessna Citation CE-500 for occasional charters. Future Plans: (Obtaining a decent flying job!) [Pat is currently on strike]. I hope to resume my flying career.

"Having had several years of experience leading a social organization I learned to appreciate the time and work involved with the office of Secretary-Treasurer, and hope to contribute some progressive ideas as our organization grows.

Additionally, I would like to participate in a concentrated effort to increase our membership, as well as solicit ideas from all members concerning new projects/activities, newsletter contents. How about the possibility of some regional "get-togethers" the latter part of each year?

I would like to have the opportunity to continue the fine work and support of ISA that has been demonstrated by our current officers.

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