

ISA + 21 NOTABLE NOTAMS

VOLUME 3 NO. 1
MARCH 1988

WELCOME ISA MEMBERS, TO ROME, ITALY



INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

A Special Thanks.....

With this newsletter, I would like to bid you all "goodbye" and to say a few words about those special friends who have worked diligently with me the past two years.

....To **Susan Arthurs**, thank you for balancing our books and keeping everyone abreast of our financial sate.

....To **Denise Blankinship**, for your southern hospitality and for putting into perspective our 'first' in the airline industry.

....To **Lori Griffith**, thank you for keeping the seniority list up-to-date, for the wonderful membership contest and all its associated work, and for the "Who's Who" in our newsletter.

....To **Ginger Mitchell**, thank you for organizing our Memphis and upcoming Rome conventions, and also for the many hours spent on correspondence with various individual and businesses.

....To **Suzanne Skeeters**, for your kindness in helping and sharing all you have with the Executive Council, and for the terrific help in the newsletters.

....To **Megann Streeter**, thank you for your work concerning the Constitution and By-Laws — the ballots are still arriving;

....To **Susan Horstman**, thank you for opening your home to me, my two sons, my one sister and her husband, and their 3 girls.

....To **Sharon Finch**, for your hard work in getting the ISA scholarship "off the ground" and for all the planning done in service projects, thank you.

And to those of you who would like to have more fun, to do work, and to meet new friends, I now invite you to get involved and become a real part of I.S.A.

Dorothy "CARAT" Vallee

EXECUTIVE COUNCIL

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If in doubt about who to send your correspondence to, just send it to our main address: P.O. Box 38644, Denver, CO 80238

**ISA HOLDS NEXT
CONVENTION IN
ROME, ITALY
MAY 10, 11, 12, 1988 -
BE THERE TO SHARE IT
WITH US...**



Special 'THANKS' to our 1988 Convention Hostess
Captain Fiorenza de Bernardi

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

ROME, THE ETERNAL CITY

By Ginger Mitchell

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Our convention date is drawing near. Are you prepared for your trip to Rome, Italy? I've compiled some information that might be helpful in the planning of your trip. You should have all received the actual information for your transportation and reservation questions in the convention flyer. If you haven't, please let me know NOW!!

PASSPORT REGULATIONS

A visa is not required for a US citizen holding a valid passport unless they expect to stay in Italy more than 90 days and/or to study or seek employment. Non-US members need to check with the Italian Tourist Office in your country.

REGISTRATION BY TOURISTS

The formality of registering with the police within 3 days of a tourist's arrival in Italy is attended to by the management of the hotel. If staying with friends or in a private home, the visitor has to register in person at the nearest police station within a 3-day period. In Rome there is a special police information office to assist tourists. (Interpreters are available.)

CUSTOMS REGULATIONS

Luggage is examined on entering and leaving Italy. Free entry is allowed for personal effects: clothing (new and used), books, camping and household equipment, 1 pair of skis, 2 tennis racquets, portable typewriter, record player with 10 records, tape recorder or dictaphone, baby carriage, 2 still cameras with 10 rolls of film, 1 movie camera with 10 rolls of film, binoculars, personal jewelry, portable radio set (subject to a small license fee), 400 cigarettes and a quantity of cigars or pipe tobacco not exceeding 500 grams (1.1 lb.).

All items mentioned above may be imported duty-free only on condition that they are for personal use and are not to be sold, given away or traded. A maximum of two bottles of wine and one bottle of hard liquor per person may be brought in duty-free. The bottles must be opened. A maximum of 4.4 lbs. of coffee, 6.6 lbs. of sugar and 2.2 lbs. of cocoa are allowed duty-free.

Overseas tourists arriving in Italy after visiting other countries are allowed to carry with them souvenirs purchased in other countries up to a total value of \$500 and only a verbal declaration is required. Purchases may include up to a half liter of perfume.

LEAVING THE COUNTRY

Each US tourist may bring back to the US duty-free \$400 worth of goods purchased abroad. (Those of you who will be returning to other than the US should check with your respective customs office for your countries regulations). There are no restrictions on gifts purchased in Italy except for antiques and works of art. Parcels containing gifts may be sent from abroad to the US duty-free, providing the total value of such parcels received by one person on one day does not exceed \$50. Each package should be marked "Gift Enclosed".

CURRENCY

Italy has no restrictions on the amount of foreign currency imported. However, everyone entering Italy should declare the amount he is carrying. This procedure establishes for the Italian Customs Office of Exit that the currency came from abroad and that, therefore, the same amount of less may be re-exported. Import and export of Italian currency may not exceed 400,000 lire in note denominations of 50,000 lire or less (per person including children).

Tourists reaching Italy without Italian currency can obtain lire through any bank or exchange office (Ufficio di Cambio) at air and sea ports. A limited amount of lire can be obtained from conductors on international trains and at certain stations in the interior of the country.

The monetary unit is the **ITALIAN LIRA** (plural **LIRE**). Notes are issued for 1,000, 2,000, 5,000, 10,000, 20,000, 50,000, and 100,000 lire. Coins are 10, 20, 50, 100, 200 and 500 lire. Foreign notes, travelers checks and letters of credit are purchased by Italian banks at the current rate of exchange (less a small commission).

The following exchange table is based on the current rate: 1300 lire = \$1.00:

LIRE	100	500	1,000	5,000	10,000
US Dollars	0.08	.38	.77	3.85	7.70

NOTE: At press time, the currency situation of the lira vs the US dollar is floating. The rate of exchange given here will not necessarily correspond to the current rate of exchange.

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

Rome
continued

ELECTRICAL APPLIANCES

The electrical current in Italy is AC and the cycle is 50. The voltage may vary, but in most of the cities and towns it is either 115 or 220. A tourist carrying electrical appliances to Italy should have a transformer (can be purchased in an electrical appliance shop in Italy). Check the local voltage with the hotel before using electrical appliances. Plugs have prongs that are round, not flat, therefore an adapter plug is needed.

RESTAURANTS

Italian cuisine is famous all over the world. There are many restaurants of international renown throughout Italy as well as an infinite number of "trattorie" and "rosticcerie" where excellent meals are offered at very moderate prices. Many "pizzerie" see a variety of other fin addition to the popular pizza and they are usually open later than the other eating establishments.

The main meals are served between noon and 3 pm and between 8 and 11pm, but they may also be available at other hours.

Most Italian restaurants and hotel dining rooms offer both fixed-price meals and a la carte menus. Fixed price meals usually include two courses, dessert, taxes and service charges.

A service charge of approximately 15% is added to all restaurant bills. It is customary, however, to leave a small tip for good service as follows: Waiter-5% to 10% of check.

The following major credit cards are honored in Italy:
American Express—Diners Club—Carte Blanche—Master Charge—Bank Americard—Visa.

CLIMATE

The moderating influence of the sea and the protection of the Alpine barrier from the cold north winds bless Italy with a temperate climate. Nevertheless, the weather varies considerably according to how far one is from the sea or the mountains. The May monthly average for Italy is in the high 60s (fahrenheit) with Northern Italy (Florence, Venice, Milan) a few degrees cooler than Southern Italy (Rome, Sicily, Naples).

PACKING AND CLOTHING

Italians dress with care and style. Indeed, they are very fashion conscious. Fortunately, except for very special occasions, the dress code tends to be informal. In summer, men rarely wear jackets and ties, and women wear stockings even more rarely. However, more than a minimum is suggested for visiting churches. Women are no longer required to cover their heads and wear long sleeves, but in some churches, St. Peter's among them, some sort of sleeve is required. Needless to say, tank tops and short shorts on either sex

are inappropriate attire for churches. Comfortable walking shoes are a must for men and women. Rome's cobblestones are murder on the feet.

One suitcase and an overnight bag should be sufficient. Traveling light helps you save money on cabs and tips. When taking one-day or two-day side trips in Italy, pack what you need in your overnight case and check the rest at the hotel or station.

DON'T FORGET TO PACK YOUR UNIFORM!! Hats are NOT required, as to the bulkiness of their packing, and semi-formal dress will be worn at the cocktail party - so pack accordingly.

WARNING!

If you are planning to move, don't automatically think your ISA mail will follow you. Since we passed the 200 member mark we have been able to take advantage of the cheaper bulk mail rate, and the US Post Office does not forward any 3rd class mail.

New Address? New House? New Husband? New Baby? New Up-grade? Use the form below to keep us advised. Fill in, cut off, and send!

NAME _____

HUSBAND _____ CHILDREN _____

ADDRESS _____ PHONE _____

AIRLINE _____

DATE OF HIRE _____ POSITION _____

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INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

ISA'S WHO'S WHO

We received 5 perfect scores from our last Who's Who Puzzle. Congratulations to: Judy Buttgenbach, Jean Harper, Karen Kahn, Suzanne Skeeters and Carat Vallee. You obviously know your members well! Prizes will be awarded at the convention to those who have entered the most, and to those with perfect scores, so continue to play.

Our apology to all those who racked their brains to unravel the Word Search section, it was inadvertently separated in the newsletter layout which rendered it unusable.

The Answers were: 1. Brockenbrough, 2. Tiburzi, 3. Lawrie, 4. Rinehart, 5. Arthurs, 6. Blankinship, 7. Horton and 8. DeBernardi

ISA'S WHO'S WHO #3

To play, read the clues about 8 of our members and then write her last name in the spaces provided. Some are easy, some are hard. Step 2 is to find the name and circle it in the Name Search Section. If you don't know the member by the clues, you may be able to find it by playing Name Search. Membership Rosters and the Master Seniority Lists will come in handy. Send your results to Lori Griffith and prizes will be awarded to those with the best scores.

1. This ISA member started out as a TWA Flight Attendant and ended up a Peoples 747 Captain = _____

2. This Charter Member was hired with Hughes Airwest in 1977 and enjoys touring the airshows with her T-34 aerobatic routine = _____

3. This Eden Prarie, Northwest FO, was originally a pilot for the Doobie Brothers = _____

4. This 1984 Captains Club inductee spent 6 years as an aerial Forest Fire Fighter and is currently nursing a broken foot from a mountain climbing accident = _____

5. This Maryland, USAir FO, was the countries 3rd Naval Air Intelligence Officer in history = _____

6. This Aloha FO, runs her own Flying Club, Flight School and Charter Operation in Honolulu = _____

7. This 1983 Captain Club inductee started flying Gliders in 1969 and was an active competitor in Sailplane racing = _____

8. This Minneapolis, Northwest FO, was not only taught to fly by her Republic Airlines father, but went on to fly for his "Alma Mater" in 1983 = _____

M	E	R	R	I	T	T	S	B	O	L	C	E
A	L	O	I	K	T	T	E	L	Y	A	W	T
B	L	A	P	S	E	C	K	M	R	O	D	P
D	E	F	P	R	K	I	L	P	R	E	N	M
S	T	R	E	E	T	E	R	B	N	S	A	A
N	U	B	L	I	C	K	O	T	O	B	L	N
E	L	I	M	S	B	Y	P	Y	S	E	T	E
M	A	N	E	P	S	N	I	K	P	M	O	T
Q	U	I	Y	N	C	E	L	R	A	P	D	O
O	T	V	E	W	B	A	N	A	K	I	M	S
S	K	I	R	T	E	B	M	L	A	B	T	A
W	E	L	A	D	S	N	A	C	P	E	M	P

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

NEW ISA MEMBERS

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299526
Indian Airlines

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Piedmont

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0293 776621
British Airways

Renita Herrmann
37 Abbey Street
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Phone Not Given
Flying Tigers

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713-444-1629
Piedmont

Sandra Simmons
6624 Glenhurst
Dallas, TX 75240
214-661-3009
Braniff/Alaska

Linda Watts
699 Tomlinson Lane
Yardley, PA 19067
215-321-9079
Peoples/Continental

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Eastern
209-431-2503

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Park Ridge, IL 60068
312-825-4275
American

Paula Grubben
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Schaumburg, IL 60193
312-980-6322
United

Margaret Lehn
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Greensfarms, CT 06436
203-259-6251
American

Catherine Shanahan
1275 Fourth Street
Santa Rosa, CA 95404
Phone Not Given
Flying Tigers

Nancy Stripp
5103 W. Harbison Rd,
Pittsburgh, PA 15205
412-787-1838
Pan Am

Rejoined Members After Many Years -
We're glad to have you back!!

Mary Francis Ashura
2452 Meade Street
Denver, CO 80211
303-477-0550
Evergreen International

Jill Butterworth
3589 Chappi Way
Jax, FL 32217
904-262-4703
USAir

Stefanie Crampton
50 Debra Crescent
Barrie, Ontario
L4N 3T1 Canada
705-722-8739
Canadian Air International

Susan Knapp
155-23
Singingwood St
Orange, CA 92669
714-633-7775
America West

MASTER SENIORITY LIST

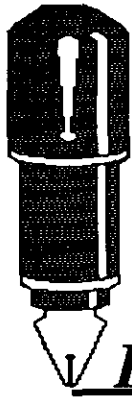
By Lori Griffith

Inserted somewhere in this issue you'll find the January, 1988, printing of the master seniority list. As always, find your name, look it over and check for accuracy in spelling, airline and date of hire.

Notice the low number of women reported as hired in 1987. Most airlines publish a seniority list each January 1st and I'd appreciate a xerox of the 87 hires, or do a little research of your own, jot down the names and send them to me so your airline will be properly represented. Thanks for your continued help and support.

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INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS



DEAR AMELIA,

Dear Amelia is a column we'll be featuring in the ISA newsletters to provide a forum for questions, problems, comments and insights about our everyday lives as airline pilots. The concept was brought to us by Karen Kahn and we want to thank her for her continued interest in our organization and her concern for the education of its members.

We don't want to reveal Amelia's identity, but you can feel confident that she is part of a team of senior, experienced pilots who can often give facts and insights to questions you were always afraid to ask. Amelia will never give advice, but will provide you with facts that may help you to make a more educated decision about your areas of concern. Letters can be serious, funny, or factual - in any case, you can be sure they will be informative and entertaining. Send your letters to Dear Amelia, P.O. Box 38644 Denver, CO 80238.

DEAR AMELIA,

If there is anything I've noticed as a flight crewmember, it's the importance of crew rapport and a good working relationship within the cockpit. It's unfortunate that some captains seem to provoke contempt and hatred in us and turn a 4 day trip into a living HELL.

*Signed,
Won't Let Them Get The Best Of Me*

Dear Won't,

Your attitude is great. This reminds me of the familiar story about the captain who couldn't seem to get along with his crew. After several confrontations with his engineer, he told him under no uncertain circumstances to keep his opinions to himself. Upon landing at the wrong airport, the embarrassed captain asked his second officer to radio ahead and report they would be a little late, to which the engineer replied, "No problem sir, I made the call on final!"

DEAR AMELIA,

Being a pilot on probation, I've had an incident that I am worried about and am wondering if I should report it to my Flight Operation President or keep my trap shut!

While on a trip with a particular captain, a flight attendant was allowed to fly a portion of MY leg at the captain's invitation. During that time an altitude was busted and the controller made specific mention of the violation. The captain has fabricated a story to cover up for the real cause of the mishap; however, I have already made known that I will not support the story if confronted by our superiors or the FAA. Since a letter will probably be sent to our Flight Operations Department about the violation by the FAA, should I step forward and volunteer the information or wait and be confronted with it later? Can I get in trouble for leaving the controls and could they press the issue and fire me over such an event?

*Signed,
Worried*

Dear Worried,

Lets look at the facts of this matter. First, all F.A.R's list the captain as the sole person responsible for a specific flight. Since it was he, and not you, who invited and allowed an unauthorized person to fly at the controls, in my opinion, you can not be in violation for getting out of your seat at the captains order.

Furthermore, unless you are a pilot who has had several prior incidents, I don't believe that it would become an issue one would be fired over.

Now for your questions regarding whether or not you should go to the Head. There is always a chance that the report will not go any further than the Air Traffic Controllers Supervisor, especially if there was not another aircraft involved and if your mistake did not cause the controller a systems error.

Since it is a popular belief not to volunteer more information than you have to, you may choose to apply that rule here as well. Going straight to the top could be interpreted as "breaking the proper chain of command" but if and when you are confronted, the truth is on your side. **The fact is, YOU did nothing wrong.**

DEAR AMELIA,

Here's a familiar scenario. You've been flying all day and you finally get a turn around of more than 15 minutes! The entire flight crew takes advantage of the extra time and takes a break to head for the terminal, get some ice cream and make a phone call. Meanwhile, back at the airplane, agents, cleaners, fuelers and caterers

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

Amelia
continued

have come onboard, your possessions are unattended and things often disappear.

I don't want to make any accusations or point any fingers but want everyone to be aware of the personnel that come aboard in between flights. Several incidents of stolen money, wallets, purses, etc., have occurred because we left our things unattended or simply because we weren't paying attention. Don't be a victim of such a simple crime.

*Signed,
Already Picked Over*

Dear Picked,

A good point and an excellent observation. It's a shame we can't trust the people in our industry. Don't forget unattended stairwells and jetways.

ISA LIBRARY NEEDS YOUR AIRCRAFT MANUALS AND VIDEOS

So you are going to up-grade on an airplane you've never flown before? Maybe it's your initial captain up-grade and you want to do a little studying before ground school begins.

It occurred to us that all those notes, gauges, manuals and video tapes could be put to good use. Whether it's a system you're having trouble with, a simulator you can't fly, a better score you'd like to get on your written or oral exam, or if you'd simply like to learn more about the airplane you are flying, there is a fountain of information out there in your possession that we can all benefit from.

We'd like to start off by housing information on the most used aircraft in our industry. B-727, B-737, DC-9, BAC-111, etc. Although configurations are usually different, the nuts and bolts are always the same. Most likely you don't want to just donate your old manuals and notes (although they would be welcome!) we will be wanting to copy your material. Especially videos!

The system would work just like a library in that you would have to "check-out" the material like you would a book and there will be a limited time which you can keep it. This information will always be a free privilege to ISA members only, and you would only pay as much as it would cost to have the material sent to you.

If you think you have some valuable material that others could use, contact Lori Griffith to arrange for copying and transfer. We are also looking for someone to head this project. They would be connected to the Educational Committee and directly oversee the ISA Library in their possession.

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14 Alpine Drive
Randolph, NJ 07869

January 11, 1988
(201) 895-4360

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS
PO Box 38644
Denver, CO 80238

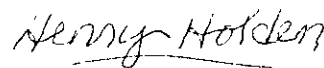
I am a writer presently researching the history of American women in aviation for my book, Leading Ladies of the air - The Story of American Women in Aviation. Part of the focus will be on the successes of the women who blazed the trail 50 years ago, and highlights the 99s, air races, Harriet Quimby, Bessie Coleman, Amelia Earhart, Jackie Cochran, Helen Richey, the WASPs, etc. The other focus will be on today's women in aviation. It will cover the Whirly-Girls, military aviation, the space program and the major section, women in commercial aviation, (airlines). In the book I will be exploring the attitudes, obstacles, etc., that had to be overcome as well as the successes today's women in aviation are responsible for.

I would like to correspond with women flying for commuter and scheduled airlines in the United States. Biographies and photos would be extremely helpful.

I sincerely appreciate any help you can provide.

Thank you,

Sincerely,



Henry M. Holden

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

SKI-TOGETHER IN PARK CITY

For those of you that THOUGHT about going to Park City, Utah, and doing some skiing in January and DIDN'T...you definitely missed out.

For the most part, the weather was beautiful and the skiing fast... For the days it snowed, well, the shops of Park City got to know us all very well.

There were several members who met at the Aston-Genesis Resort on January 15-18. The Executive Council also took this opportunity to meet and discuss the upcoming Rome convention on the morning of the 16th. As always, these meetings are always open to anyone wishing to join us.

As to the Ski-Together, those of us there will have to agree it was a success. Thanks to Pam Stephens, our Ski-Together Coordinator.

If you're interested in putting together an ISA weekend, party, or other such event, please let the Convention Chairman know.

ISA LOOKING FOR IFALPA REPRESENTATIVE

ISA has received their invitation to the IFALPA XXXXIII Annual Conference to attend in the status of observer. This conference will be held in Acapulco, Mexico, from 19 to 24 May, 1988.

As we have recently voted to send an ISA representative to this annual conference, we need to find one of our members who is willing to be our representative. Captain Denise Blankinship represented us last year, but due to our meeting in Rome on May 10-12 and subsequent travels in Italy, will not be able to attend. If you are at all interested in representing ISA in this very important organization, please contact Denise Blankinship for further information. Of course, ISA will be paying for the registration fee and lodging. And a written report would be appreciated by whomever does go for our newsletter. Once again, please contact Denise Blankinship for more information.

PIREPS FROM OUR MEMBERS...

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Interesting article in SAVVY magazine December, 1987 about an FBI agent - states: "I've found that it makes it a little tougher, being a female, to try and meet guys," "You meet guys and tell them where you work and they do a double take.... They're afraid of you, for some reason." "The man has to be a pretty secure individual to have a girlfriend that's a" "She's probably got a more interesting job, she's earning as much or more money than he is, and she gets to travel..."

As Karen Kahn asked, "Sound familiar?"

Anyone else read or hear something to share - PLEASE write to ISA...Attention PIREPS.

SPEAKERS/ INFORMATION BANK

ISA +21 is still receiving many letters from aspiring young pilots wanting information and advice from our organization. The S/I Bank is putting together a presentation to send to these future airline pilots. We will include an introductory letter, a list of aviation colleges and universities in the US and abroad, a copy of "So You Want To Be An Airline Pilot", a brochure from FAPA (Future Aviation Professionals of America), brochures from several colleges (i.e., Embry-Riddle, Parks College), and the name of one of our members who is in the writers local area as a person to person contact.

Thanks so much for those of you who sent in the prepaid postcard from the last newsletter. Over 80% of you have agreed to participate in the S/I Bank. Again, this would be nothing more than contacting a young woman who is interested in talking to a "real" airline pilot; someone who has gone through the extensive, expensive training process of being one of the few women airline pilots in the world. The young lady will also be receiving your name and therefore, may contact you first. I would hope as a representative of ISA, you would put forth your best effort to guide her to the best of your ability. How many of us would have PAID to meet someone like this back when we were all starting out...?

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

S/I Bank
continued

Do you know of a college or university that offers an aviation program? If so, we need to know. We are compiling right now, a list of those schools to send out to these women. Thanks to Sandra LLoyd who collected a list of all the schools in Canada. How about Australia and England? India? Mexico? Once again, thanks for all your help. Keep up the good work!! Send all info to Ginger Mitchell.

NORAD TRIP ISA MEMBERS

The trip to the NORAD facility is scheduled for September 29 and 30, 1988. Pick-up via Greyhound Bus at Denver airport in the AM so we will be at the complex at 11:30 a.m.. The tour ends approximately 2:30 p.m. We will then be bussed to the Raintree Inn. Our Air Force Academy tour will begin early on the 30th, and we will be back in Denver by 2:45 p.m. I will keep you posted as time passes.

Your response to this tour has been wonderful...in fact, it has been so good that some of the guests listed here will not be allowed to attend. NORAD limits its tours to 40 people and the bus capacity is limited also.

I have listed, in order of date received, all who would like to attend. ISA members first, followed by guests.

The hotel runs \$35/night and the bus for two days of transportation is \$26 per person. Please mail check for \$26 to Carat Vallee if you are one of the first 40 listed. Send before June 1, 1988.

Also send me your Social Security number if there is an * before your name.

If I haven't heard from all 40 by June 5, 1988; I will be contacting the remaining alternates.

1. Karen Kahn
2. Linda Morely-Wells
3. Pati Marsh
- * 4. Pam Stephens
5. Suzanne L. Skeeters
6. Ginger Mitchell
- * 7. Margaret Brewer
8. Gail Tworek
- * 9. Susan Arthurs
10. Marena Bennett
11. Lori Griffith

- * 12. Sylvia Otypka
- * 13. MegAnn Streeter
14. Carol Lasher
15. Denise Blankinship
- * 16. Nancy Law
17. Sue Cederquist Yamamoto
18. Barbara Moore Gardner
19. Susan A. Staples
20. Duana M. Robinson
21. Mary Bardon
22. Sue Nielsen
23. Teresa Walker Hines
24. Penelope Campbell Price
25. Denna Gollner
26. Regina Grisafi
27. Susan Knapp
28. Molly Bar
29. Gail Johns (Gaileen)
30. Ann Singer
31. Sherry Moore Harriman
32. Jean E. Harper
33. John S. Clark
- * 34. Walter C. Wells
- * 35. Bob Stephens
36. David A. Irvin
- * 37. Steve Silva
38. Paul Grieshaber
39. Greg Griffith
- * 40. Mark Shanahan

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ALTERNATES

41. David Eugene Gardner
42. Donald A. Robinson,
43. William C. Bardon
44. Kim Kjaersgaard-Nielsen
45. Benjamin Mark Hines
46. James H. Price, Jr.
47. Bruce Knapp
48. Paul Tucker
49. Bradley T. Harriman
50. Victor K. Harper

MINUTES

Minutes of Executive Council Business Meeting held January 16, 1988, in Park City, Utah. Present were Ginger Mitchell, Carat Vallee, Suzanne Skeeters, Sharon Finch, Denise Blankinship, and guest Susan Knapp.

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

Minutes continued

Carat: The NORAD trip is now full. We have 50 names for a 40 passenger bus. It was decided that the slots available would be filled with ISA members first, then if room, their guests. There will be an alternate list in case some picked could not make it. The approximate cost will be about \$100 per person (to include motel, transportation, and food).

Education and Research: A cover letter was shown that is being sent out to all those interested in our Career Scholarship as well as the application. We have sent out quite a few applications, but so far no one has applied. The deadline was March 1, 1988.

PR: Bob Shulman, who wrote an article on Emily Warner on her 10th anniversary with Frontier, will be writing another on her 15th anniversary. We will be sending him some info on ISA. Susan Knapp has written an article on ISA to be sent to Airline Pilot with appropriate pictures. She will also be handling advance PR for our Rome meeting.

Statistician: Beverley Bass and Denise have come up with a form to be sent out to all members to validate any claims to a "first". This will verify all claims so ISA will be able to print and announce the correct names and dates. All are encouraged to fill out even if they themselves are not firsts.

Newsletter: Carat will be handling the newsletter again. All articles must be to her by February 3. The bulk mailing will be on March 7. There has to be at least a month for her to compile, send to Memphis, proofread, send to printer, and mail. Also, bulk mailing tends to be slow and all members need to know well in advance about the convention. Any pictures that you might want published please send to her. The roster will be mailed separately.

Elections: We have 4 EC members leaving as of May, 1988. Elections will be held, results to be announced May, 1988. A form will be sent out to all members announcing the vacancy. This must be filled out and sent to Carat so she may include a short biography of all those running in the next newsletter. Those EC members leaving include Sharon Finch, Susan Horstman, Suzanne Skeeters, and Carat Vallee. Denise, Ginger, Lori, Susie, and MegAnn have agreed to spend one more year with the EC.

Ballots: Since no date was put on the ballots, we will accept them to the newsletter deadline, so Carat may print the results in the newsletter. (All ballots should be saved and brought to Rome in case there is need for verification).

Convention: The Rome convention has been set up in the Quirinale, located on Via Nazionale in Rome. Fiorenza De Bernardi seems to have the entire convention under control. Suggestion was made that someone run over to Rome to check on how things are going, but Ginger said that with a few more phone calls, everything should be pretty much confirmed. She has sent a tentative schedule.

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EXECUTIVE COUNCIL CANDIDATES

Susan Kay Knapp - America West B-737 F/O. Has been with ISA for two years and America West four and one-half years. "With a journalism background, I have assisted Ginger Mitchell attempting to gain publicity for ISA writing articles for flying publications as well as public relations with all forms of Media." Susan is also a Ninety Nine Member and is a leader in organizing gatherings of AWA female pilots.

Nancy Law - is a B-737 Captain for Piedmont (on Reserve flight status with plenty of free time to devote to council). Has a BA in Liberal Arts from University of Tennessee. College organizations Presidents Executive Council, Chancellors Service Organizational Committee, Chairman of VOLCORPS, Chairman of Flight Attendants Safety Committee, and served on Flight Attendants Union Committee.

Sandra Lloyd - is a B-737 F/O for Canadian Airlines. She has a BA in Business Administration and completed one year of law school. She is the Secretary of the Abbotsford Flying Club, Secretary of a Tennants Association, Vice President of the Association of the Students Majority in Industrial Relations at her university. She also belongs to the Canadian Airline Pilot Association, the KITFI-LANO Community Center and student member of the Canadian Bar Association.

Angela Masson - American Airlines Captain. Original ISA member and with AA 12+ years. In the past, Angela has been Vice President Santa Monica Bay Chp. 99's, Vice President and President University of Southern California Graduate Student Body. Angela also belongs to APA of 99's. She has been in several air races and holds a BFA, Ma and PhD.

Pam Noeldner - F/O for Piedmont Airlines. She was a Flight Instructor at University of Minnesota and Flight Instructor for Charter Aviation Hawthorne. She has been Secretary/Treasurer for the Honor Society at the University of Minnesota.

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

EC Candidates
continued

Susan Staples - American Airlines F/O. ISA member for one year and with American for two. Susan has had her own business - Mayer Aviation - and has held several other distinctive positions. For 10 years, she has been a Women's Achievement Award judge at NIFA, worked on 99's membership at the local chapter, Chamber of Commerce, and on Christmas Programming. Susan belongs to several other associations: UAA, AOPA, NIFA, 99's, S.I.U. Alumni, etc., to name a few.

EXECUTIVE COUNCIL BALLOT

1. Vote for any four (4)
2. Sign your name on back of envelope
3. Return by April 21, 1988

SUSAN KAY KNAPP

NANCY LAW

SANDRA LLOYD

ANGELA MASSON

PAM NOELDNER

SUSAN STAPLES

EDUCATION RESEARCH COMMITTEE

By Sharon Finch

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Your donations to the Scholarship fund are greatly appreciated. Thank you. We could also use some donation of time. If you want to do some (real) work on this year's scholarship, call or write to Sharon Finch.

FAMILY COMMITTEE

By Carat Vallee

You are invited to Lynn Ripplemeyer's wedding reception - Saturday night and Sunday afternoon on the 26th of March, 1988 near San Diego. Call her, 619-744-1848 for more info. Good luck Lynn, and HAVE FUN everyone!

Recently, we have had several people working on "maternity" policies. I have written or spoken to several gals in the last two years regarding this subject. Now we would like to see your results on this subject.

Please send a copy of your airline's current Maternity Policy (or your facts) to I.S.A. I'll be waiting to hear from many of you including Kathleen Wentworth, and Maria Ziadie Haddad. Thank you for your timely response.

Congrats to:

Jeanne Dietrich - a new home, a new rank (Captain of course) and a new Baby!

Rita Reo - newly married

Lisa Brockenbrough - recently married, now Lisa Soli

Penny Campbell - recently married, now Penny Price

Patricia Penikas - a new baby

Sherry Moore - married 10/22/87, now Mrs. Brad Harriman

KEEP US POSTED WITH YOUR NEWS...

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

A LAYOVER LETTER

Garry Lee McManis is writing again; asking for black and white photos or color, and a brief description of your airline career. He is an ex pilot, veteran, heart patient, and an avid aviation buff compiling his own pilot project.

Won't you respond to him? It might just make your day!!

Write to:

Garry L. McManis
320 North 3rd Street
Belen, New Mexico 87002

FINANCIAL COMMITTEE

By Susie Arthurs

Briefly, ISA's finances are as follows:

Checking account balance: \$7650.56

Savings/scholarship fund: \$1294.66

We have had 165 ladies join or renew their memberships with ISA for 1988 which accounts for the checking account being so high.

There are 62 other members who have not yet renewed. We have had several super donations to the scholarship fund. Also, our largest expenditures since the last report have been the printing of the newsletter (\$596.00), printing of brochures (\$298.59) and postage (\$205.29 - we now have enough members to use bulk mail rates).

THE UNWRITTEN LAWS OF FLIGHT

- o A controller will never answer your call until you've looked down to check the frequency.
- o During climbout, a controller will never give you higher until you've pulled back at least one throttle.

- o Whenever it's really bumpy and you need an other altitude, there will always be someone in a fork-tailed bug smasher asking center for a ground speed readout.
- o Radios never fail in good weather.
- o Engines never fail at high altitudes, low gross weights, or cool temperatures.
- o It is not natural for airplanes to fly through night air.
- o Prolonged layovers can cause brain damage.
- o Long runways with full ILSs facing into the wind and away from thunderstorms become noise sensitive at night.
- o It is against the laws of God and nature to get direct Memphis at any time.
- o It is always bumpier near an airport.
- o The autopilot will never fail during the other guys leg.
- o Your stay at a layover point and some interesting event (e.g., sporting event or concert) can never occur at the same time.

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CAPTAIN'S CLUB

Have you upgraded to the left seat with your airline in the last year? We need to know. We would like to honor you with membership into the very elite *CAPTAIN'S CLUB* within ISA+21. If you are an ISA member and would like to be in the Captain's Club, please fill out the form below and mail in. (And them make sure you're at our meeting in May, 1988, to receive your congratulations!)

NAME: _____

AIRLINE _____

DATE OF UPGRADE _____

A/C TYPE: _____

CONSTITUTION
& BY-LAWS BALLOT

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Results

I. TYPOGRAPHICAL ERRORS SECTION:

Vote for each proposed change

1. 30 Accept Proposed Change; 1 Make No Change
2. 29 Accept Proposed Change; 2 Make No Change
3. 31 Accept Proposed Change; Make No Change
4. 30 Accept Proposed Change; 1 Make No Change

II. CHANGES TO TEXT:

Vote for one item on each of the 29 proposals unless otherwise directed

1. 3 Current/No Change; 28 Proposal
2. 6 Current/No Change; 23 Proposal 1; 2 Proposal 2
3. 25 Accept New Proposal; 8 Make No Change
4. 28 Accept New Proposal; 3 Make No Change
5. 29 Accept Additional Address; 1 Make No Change
6. 4 Current/No Change; 10 Proposal 1; 27 Proposal 2
(can vote for Proposal 1 or Proposal 2 or both Proposal 1 and 2)
7. 5 Current/No Change; 28 Proposal
8. 23 Make No Change; 13 Proposal
9. 1 Make No Change; 33 Proposal
(This vote should match item 1 on Changes of Text to bring the two sections into conformity)
10. 17 Current/No Change; 15 Proposal
11. 11 Make No Change; 21 Proposal

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS

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Ballot
continued

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|-----|-----------------------------|--|-----------------------------|-------------------------------------|
| 12. | <input type="checkbox"/> 26 | Make No Change; | <input type="checkbox"/> 6 | Proposal |
| 13. | <input type="checkbox"/> 2 | Make No Change; | <input type="checkbox"/> 30 | Proposal |
| | | (YES to the Proposal brings the C&B into line with the vote last year to honor the founding members) | | |
| 14. | <input type="checkbox"/> 16 | Make No Change; | <input type="checkbox"/> 2 | Proposal |
| 15. | <input type="checkbox"/> 30 | Make No Change; | <input type="checkbox"/> 2 | Proposal |
| 16. | <input type="checkbox"/> 7 | Make No Change; | <input type="checkbox"/> 24 | Proposal |
| 17. | <input type="checkbox"/> 10 | Current/No Change; | <input type="checkbox"/> 22 | Proposal |
| 18. | <input type="checkbox"/> 6 | Current/No Change; | <input type="checkbox"/> 30 | Proposal |
| 19. | <input type="checkbox"/> 3 | No Change; | <input type="checkbox"/> 29 | Accept Complete Change To Section 9 |
| | | (A complete rewrite of Section 9 of the C&B of the Executive Council was required to meet the Articles of Incorporation that the members voted approval on. Now the Accept Complete Change to section 9 is needed to bring the C&B into conformity.) | | |
| 20. | <input type="checkbox"/> 4 | Current/No Change; | <input type="checkbox"/> 28 | Proposal |
| 21. | <input type="checkbox"/> 2 | Current/No Change; | <input type="checkbox"/> 31 | Proposal |
| 22. | <input type="checkbox"/> 0 | Current/No Change; | <input type="checkbox"/> 32 | Proposal |
| 23. | <input type="checkbox"/> 1 | Current/No Change; | <input type="checkbox"/> 31 | Proposal |
| 24. | <input type="checkbox"/> 2 | Current/No Change; | <input type="checkbox"/> 30 | Proposal |
| 25. | <input type="checkbox"/> 2 | Current/No Change; | <input type="checkbox"/> 30 | Proposal |
| 26. | <input type="checkbox"/> 2 | Current/No Change; | <input type="checkbox"/> 30 | Proposal |
| 27. | <input type="checkbox"/> 1 | Make No Change; | <input type="checkbox"/> 31 | Proposal |
| | | (Acceptance of Proposal needed to meet Articles of Incorporation and to bring the C&B into conformity) | | |
| 28. | <input type="checkbox"/> 4 | Make No Change; | <input type="checkbox"/> 28 | Proposal |
| 29. | <input type="checkbox"/> 4 | Make No Change; | <input type="checkbox"/> 28 | Proposal |

BALLOT RESULTS

Do you approve of designating 10% of
ISA annual membership dues toward
the ISA INTERNATIONAL
CAREER SCHOLARSHIP?

YES - 31 NO - 3

.....

BALLOT RESULTS

**Re: IFALPA Should ISA be
represented with observer status at all
invited IFALPA functions?**

YES - 31 NO - 3

December 18, 1987

Dear ISA Members,


Sharon Finch, Chairwoman of the Education and Research Committee, has been kind enough to send me her collection of airlines' maternity policies. She is quite busy these days with the Scholarship Committee, so I have offered to continue her work of compiling a list of maternity policies from all the airlines represented by ISA.

Sharon also mentioned that some of you have expressed interest in learning whether any medical justification exists to prevent us from continuing to fly throughout our first few months of pregnancy. I have, therefore, written to the American College of Obstetrics and Gynecology, as well as to a well-known doctor with a syndicated radio show who researches unusual medical problems for people. The four subjects I specified in the letters relating to pregnancy were: erratic sleep patterns, time zone changes, sustained exposure to high altitudes, and numerous altitude cycles. If any of you have other interests or concerns pertaining to pregnancy and our work, please let me know, and I'll try to research them for you.

Finally, here is a list of the airlines from which I do have maternity policies. If you work for a company not mentioned, I would sure appreciate receiving a copy of your policy, or even knowing if none yet exists!

Air Canada	Indian Airlines
Aspen Airways	Lufthansa
Bangladesh Airlines	Northwest Airlines
Canadian Pacific Air	Quantas
Connie Kalilta	Southwest Airlines
Delta Airlines	US Air
Eastern Airlines	

I will keep you updated as I (hopefully!) receive information on the pregnancy issue.

Sincerely,

Sarah J. Pearl
3226 Fuhrman Avenue E. #103
Seattle, WA 98102

BUG-SMASHERS TO BOEINGS
THE MAKING OF A WOMAN AIRLINE PILOT

by

Karen M. Kahn

Mentor: Dr. William C. Orr

Presented to Columbia Pacific University
in partial fulfillment of the requirements
for the degree of

B.S. in Aviation Science

Submitted: November 1986

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Chapter 1: Welcome To Another World

I was overwhelmed by the magnitude of it all. From the travel privileges to insurance coverage, to bonding, fingerprinting, company manuals, uniforms, bidding, per diem, unions, regulations and so much more.

The flip side -- the cold, hard reality of being an airline pilot -- would entail 3 weeks of systems ground school, 1 week of cockpit procedures trainer (CPT), the FAA oral, 5 simulator sessions (4 hours each), 25 hours observation (ACM) time, 2 airplane rides, the final checkride with the FAA examiner and then, finally, the company line check.

"Find a place to live, close by," said our company orientation instructor, "you've got no time for driving. The next two months are the most important in your career. Read, study, review and then study some more."

I remember staggering out of class (the books and manuals alone weighed 10-15 pounds) at the end of that first day in a daze. What have I gotten myself into? I just like to fly airplanes. Can I really survive the next two months? All those guys with so much more experience. I can't let on how little I

know...but I do know a lot...nine years worth. The Company must think I can do it; they hired me, didn't they? Now to measure up...me and 15 other guys. The thoughts rushed through my mind.

That evening, as I checked out a high school friend's offer of a place to stay, I quickly realized it failed that first, most basic test -- the drive was over 30 minutes each way. The eviction notice on the door and too many people wandering in and out provided the graceful exit I needed. This was no way to start my airline career. I headed for the airport budget motel. Perhaps I could negotiate my first airline employee discount?

Years before I had read Robert J. Serling's She'll Never Get Off the Ground. Crushed by the slap at women pilots, I put the thought of an airline career out of my mind and kept doing what I loved best: flying.

As a youngster, I had always been enthralled with airplanes. I'd learned all about the different types of airliners and took special delight in any family trip that included flying. I finally took that first step in November 1968 when I presented myself at the local airport, took \$5 from my wallet and announced that I wanted to take an introductory flying lesson. The chief pilot let me handle the controls on that very first flight and I've had a tough time letting go ever since.

Taking lessons whenever I could afford them, I finished my Private Pilot's license in June of the following year with the minimum flight time allowed. It would have happened sooner, but scraping the money together to cover my new-found love proved to be very time-consuming. In 1968 each lesson cost \$25.50 per flight hour, \$15.50 for the airplane rental and \$10.00 for the instructor. I would need a minimum of 15 hours of dual instruction, 15 hours of solo practice and another 5 hours of dual flight preparation for the Private Pilot checkride. Add to that the cost of ground school (the book learning part of the process), and the total cost came to many hours of working at a dull, low-paying job as a membership secretary for the American Society of Architectural Hardware Consultants in Mill Valley, California.

Every weekend, I'd drive out to the airport for another lesson, having saved a few more dollars and spent my week looking forward to my "personal escape." A much better plan would have been to save up the money required and take all my lessons in a shorter span of time. Impatience being one of my virtues, I decided to do it piece by piece and finally received my Private Pilot's license in June of 1969, seven months after I started.

After what was to be the first of many FAA checkrides (there have been 12 to date, not counting annual proficiency checks or

PCs as they're called in airline lingo), I immediately began to accumulate as many flight hours as possible to qualify for the advanced licenses and ratings I knew I would need. I was hooked on aviation and I remember breathing a sigh of relief...no more wondering what I should do for a living, now I just needed to figure out how to stay in and earn my living in aviation. What else could you ask of life, but to do for a living what you liked to do anyway? Wasn't it everyone's dream to have their vocation and avocation be one and the same?

Building flight time has it's equivalent in every profession. Unfortunately, aviation has no good structured way of accumulating experience other than to beg, borrow and cajole each needed hour through many long days of hanging around the airport, trying to be in the right place at the right time. I certainly put in my fair share of time, offering to fly anywhere at any time. Need a co-pilot, a go-fer, someone to ferry a plane from here to there? It has to be the common thread that binds together most every general aviation pilot who finds himself addicted to flying and can't get enough of it, ever.

At the age of 19, I was off and running in the world of aviation. My enthusiasm was dampened only by my parents' displeasure over my new interest in aviation. Monthly letters from home would always include the obligatory newspaper clipping

detailing the latest light airplane crash. I threatened to retaliate by sending them every automobile crash article, but relented when I realized it would be a waste of valuable time. Suffice it to say, they didn't like my participation in aviation until many years later when I became a success at it.

In order to fly for hire, a new concept in a world where I'd paid for all my flight time, you needed to have a Commercial License. The mandatory flight time for this license was 200 hours, with at least 50 hours of cross-country experience. From June 1969 to March 1971, I flew circles around Northern California, trying to accumulate the necessary experience. Completing the requirements for my Commercial in April of 1971, I went right to work on my Instrument Rating, the most valued "ticket" for serious pilots.

With the ability to fly in the clouds, on instruments, the coastal low stratus clouds that so often covered Gross Field, my home base airport in northern Marin County, would add to my flight experience rather than detract from it. The instrument training was right up my alley as I'd always done well when it came to details, and that's what this course was all about --everything right side up and on target.

My Instrument Rating checkride remains firmly fixed in my

memory. Near the end of the flight, just as I was about to execute a crucial climbing maneuver, called a "missed approach," my seat slid all the way back on its rails, leaving me to exclaim loudly, "Oh, s--t!" A bit shaken, but so much the wiser, I quickly released the controls, repositioned and locked my seat and got back to the business of flying. Having survived the first of many potential "widow-makers," I took home my new IFR (Instrument Flight Rules) ticket in June 1971.

By now I'd reached the point where it was time to start accumulating experience in larger aircraft and so the next logical step was to obtain a Multi-Engine Rating. As flight courses go, it was short and steep...in price, that is. At over \$100 per hour, the 10-hour course quickly depleted my savings. But there I was, in December of 1971, the proud owner of a Commercial Pilot's Certificate Number 1936334 for Airplanes Single and Multi-Engine Land and Instruments. How nice to have the license to be able to log pilot-in-command time in multi-engine airplanes. How unfortunate not to be able to afford to rent one! Money, the on-going curse of pilots everywhere. You needed experience to get the good flying jobs, but you couldn't afford to pay for the hours that would give you the experience to qualify for the position.

During the summer of 1973 I saw my aviation career slowing

to a snail's pace and enrolled in a Certified Flight Instructor (CFI) course. I wanted to progress further and faster and figured the best way to gain a better understanding of aviation would be to learn the subject well enough to teach others. As I recall, the worst part of earning my CFI was the hours of study required to take the two written examinations covering principles of flight instruction and analysis of flight maneuvers. Learning to fly the airplane from the right seat was akin to writing "wrong-handed," but soon became almost second nature.

Several weeks after earning my "license to learn," as I called it, I decided that if I had to do some teaching to build my flight time, I could hopefully do it giving instrument instruction. The FAA examiner who had given me my CFI checkride recommended an experienced flight instructor at a nearby airport and I was soon enrolled in their Instrument Flight Instructor course.

Although I never intended to earn my living teaching students to fly (as I felt my patience would give out long before they completed their course of instruction), I did end up accepting a job with Sierra Academy in Oakland, California, where I was finishing up my "double I" (or Instrument Instructor) lessons.

Inasmuch as their first woman flight instructor had quit after just three days on the job, I wondered what I, with no teaching experience whatsoever, had to offer? My instructor encouraged me to accept the position and consider it a challenge, as well as a unique education.

His words were prophetic. From early morning until early evening I flew and talked and talked and flew. I was learning constantly...and trying to teach at the same time. At the close of many a full day I can remember telling my students that I had to go home (some 45 miles away) so I could get some sleep, get up early and come back the next morning! (Looking back, I wonder how I ever kept up the pace.)

My patience ran out some 800 flight hours and 10 months later. One of my students, a military pilot who'd begun as a flight instructor student and later became a co-worker, volunteered to write me a letter of recommendation. I read the 550-word letter with amazement and awe. For the first time someone was making an evaluation of my career that coincided with my own determination. Now, to put those wonderful words to work and move ahead in the world of aviation.

I remember the next few years as "time builders." Moving to the Mid-West to take a job with a weekend ground school company,

it declared bankruptcy two months after my arrival. Another instructor and I reviewed the company's mistakes and decided we could succeed where they had failed.

Accelerated Pilot Training was born in early 1975. Had I known the hard work and incredible odds against us, the company might still be a "better idea" tucked away in the back of my mind. At the time, I saw it as a way to build flight time by owning a business that required you to fly, fly, fly. The business was similar to the one I'd worked at, teaching pilots how to pass the written examinations required for their Private, Commercial and Instrument licenses. We taught classes in a different city each weekend, ranging from Tulsa, Oklahoma to Charleston, West Virginia to Spokane, Washington. My logbook showed my total flight hours and experience increasing steadily.

After moving the business to California, where we found most of the ground school business was concentrated (as are most of the nation's pilots), I began to get itchy for a chance at the big time. I was once again looking for a way to achieve my goal: pilot with a major air carrier.

As soon as I had accumulated the required 1500 hours of flight time, I went to work on my Airline Transport Pilot (ATP) Certificate. The first step was a 3-day ground school, much like

the ones we'd been teaching. It was a welcome opportunity to put some of my own "schooling wisdom" to work. All the study skills and learning habits that I'd been feeding my students suddenly took on new meaning for me. My old "close attention to detail" fetish paid off. I passed the written with my highest score ever, a 98%. Now, on to the flight training.

The checkride for this license would require me to demonstrate my ability to fly a multi-engine airplane on instruments under a variety of normal and abnormal situations. I remember paying my business partner for ATP instruction, figuring that I would listen to his words with much greater interest if I was paying dearly for them. I remember being appalled to hear him schedule my checkride with the FAA one afternoon while we were in their Van Nuys, California office, setting up several test dates for our own ground school students. Poking him in the ribs, I hissed, "That date is next week! We haven't even started my flight training...what kind of an super pilot do you think I am?"

Needless to say, it all went smoothly. During that weekend, I read the airplane manual for the light twin I'd rented for my training. The next three days we flew a couple hours each day and on the 4th flew down to the FAA's office in Van Nuys. The checkride was rather amusing. My partner sat in the back seat

and alternately patted me on the back or thumped my chair with his knee to indicate his like or dislike of the proceedings. After innumerable instrument approaches to the Bakersfield, California airport, we finally headed back to Van Nuys, with me wishing I knew the territory well enough to find the airport visually. Fortunately, some nice bureaucrat had long ago decided to locate a navigation station on the field, for which I silently thanked him.

Several months later, as our ground school business began to grow, I received a somewhat startling offer from my partner. Did I want to buy his half of the business or sell my half to him? I gathered this meant our business association was coming to a rapid close and I decided it was a good omen: take the latter option and run. It looked like the perfect opportunity to get back to my career goal. This time, however, my quest would be a little different. I had over 2,000 hours flight time and an Airline Transport Pilot Certificate in my pocket.

ISA + 21 ORDER FORM

NAME _____

ADDRESS _____

CITY/STATE _____ ZIP _____

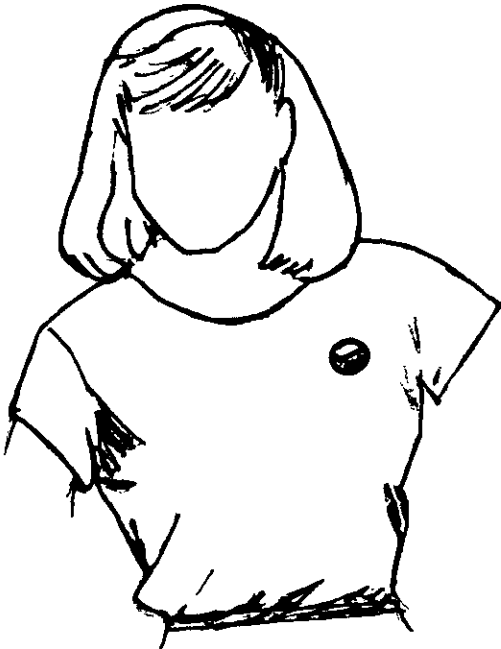
Please send me POSTPAID the following ISA logo items:

	SIZE	QUANTITY	PRICE	TOTAL
A. Ladies French Cut Tee Shirt -sky blue with navy ISA logo (small or medium)	_____	_____	@\$6.00	=\$ _____
B. Mens Golf Shirt with HALP logo -white in small only	S	_____	@\$7.00	=\$ _____
C. ISA Logo Tie-Tac in 14kt gold		_____	@\$30.00	=\$ _____
D. ISA Decals (not shown) 3 decals per package		_____	@\$2.95	=\$ _____

TOTAL AMOUNT ENCLOSED \$ _____
=====

Please make your check or money order (U.S. funds) payable to:

ISA+21
c/o Ginger Mitchell
3332 La Mesa #5
San Carlos, CA 94070
USA



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