

ISA + 21

INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS
P.O. BOX 38644, DENVER, COLORADO 80238

January '89

ISA + 21 NEWSLETTER

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JANUARY 1, 1989

FROM THE EDITOR

This past year has been a great year for ISA+21. ISA's membership is diversifying and has expanded considerably from 1987. Many more women pilots were hired by airlines in 1988 and several airlines around the world took their first step in hiring female flight deck crew members. Several of our members attained Captain status this past year. ISA awarded its first scholarship and merit awards in 1988. Our annual convention in Rome, Italy was an outstanding success. Other equally successful ISA trips were organized to Park City, Utah for a ski get-together; to the NORAD facility; and to Washington, D.C. to tour the FAA facilities. ISA members were honoured at the 1988 99s convention, hosting a panel session there, and ISA was once again represented at the IFALPA convention in 1988 - the list goes on!

The Executive Council of ISA+21 would like to extend warm wishes to all ISA+21 members and their families for a safe and happy new year. Most of all - let's continue the trend and have fun with ISA in 1989!

1988-89 ISA EXECUTIVE COUNCIL

Susan Arthurs - finance
1711 Vermont Drive, Elk Grove Village IL 60007
312-351-5909

Denise Blankinship - statistician and historian
154 Happy Valley Circle, Newnan GA 30263
404-253-3325

Lori Griffith - membership
221 Riverview Terrace, Lake Wylie SC 29710
803-831-7753

Susan Knapp - family
1636 E Cindy Street, Chandler AZ 85225
602-899-4494

Nancy Law - 1989 convention
2701 Landing View Lane, Charlotte NC 28226
704-362-2701

Sandra Lloyd - newsletter editor
908-2233 Allison Rd, Vancouver, B.C. Canada V6T 1T7
604-228-9723

Ginger Mitchell - corresponding secretary
3332 La Mesa #5, San Carlos CA 94070
415-595-3491

Susan Staples - scholarship, education and research
1209 Calico #2420 Arlington TX 76011
817-633-3312

Megann Streeter - constitution
2328 Prestwick Drive, Germantown TN 38138
901-755-1801

Please send any comments or contributions to the executive council member responsible for the area addressed.

WHISTLER, CANADA SKI TRIP: LAST-MINUTE NEWS

The Ski Trip is officially from Tuesday, January 24, 1989 through to Thursday, January 26, 1989, but organizer Kathy Zokol reports that the ski cabin is available to us Monday through Thursday night, in case any of you wish to spend extra time at the mountain. Please let Kathy know when you'll be arriving and departing so she can help organize your transport and accommodation needs, be it car pool, train, plane, automobile.... Also, if anyone wishes to spend time in Vancouver on the weekends either before or after the ski trip, Kathy has extra room in her house for you to stay. Contact Kathy at 604-266-6778 as soon as possible if you're planning on participating in this great ski-

together so she can finalize the plans.

Susan Knapp, Family Committee Chairman, reports that there are many childcare alternatives to leave ISA Moms free to ski during the ski-together. Two daycare/babysitting services are available, and reservations are recommended. Dandelion Daycare is licenced and certified 604-932-1119, and TLC Infant Care can be reached at 604-932-5311. Babysitting lists are available through the Whistler Chamber of Commerce 604-932-5528 or the Whistler Resort office 604-932-3928. If you're interested in children's ski school/kids camp, full-day rates are available (\$26 CDN) or half-day (\$20). Tiny tots can participate in the "Wee Wizards" program, but they must be toilet-trained.

See you on the mountain!

1989 CONVENTION UPDATE

Your convention committee is hard at work outlining all the details for our 12th annual convention in Maui, Hawaii. Below you'll find a tentative schedule of events and other specific convention information that should help you in the planning of your own vacation.

On March 1st, a pre-convention registration package will be sent to each of you with finalized details and directions. In the meantime, we need to hear from those of you who intend to attend. A postcard is attached that we must receive for planning purposes, so look over the information below, answer the necessary questions on the postcard and send it in for tabulation.

Tuesday May 9, 1989

Arrive Maui, Hawaii
Registration commencing at 1:00 pm
Complimentary Happy Hour 5:00-7:00
Aloha Party 7:30-9:30

Wednesday May 10, 1989

Complimentary breakfast 7:00-8:30
ISA business meeting 9:00-1:00
Luncheon 1:15-2:15
Pictures 2:30
Afternoon free for island activities of your choice
Complimentary Happy Hour 5:00-7:00
Hawaiian Luau 7:00 to the wee hours

Thursday May 11, 1989

Complimentary breakfast 7:00-8:30
Island activities of your choice

HOTEL ACCOMMODATIONS

We have booked a substantial number of hotel rooms at the luxurious Embassy Suites Hotel on the Kaanapali Shores. All rooms are suites accompanied by the finest amenities including balconies that provide breathtaking views of either the ocean or the mountains. You'll be pampered with the plush interiors and impressed by the complimentary cook to order breakfasts and the complimentary, all-you-can-drink Happy Hour from 5-7 daily. All of this is included in your room rate of only \$145 per night (a rate which was discounted from \$200 per night for all our ISA members and their guests).

For \$145, you can choose from a suite with one king-sized bed, or a suite with 2 double beds and a queen-sized sleeper sofa. The hotel will allow from 1-4 people in either room for the \$145 and 6 in a room for an additional \$20 per person. If you are planning to stay more than three days, the \$145 room rate will be honoured during the entire week!

When your pre-convention package arrives you will need to act immediately to reserve your room by forwarding one night's lodging fee of \$145 as your deposit. In the meantime, you should be thinking about who you would like to room with. Nancy Law, convention chairman, will attempt to take care of your individual room-mate requests - but more about that later. For now, there are specific questions for you to answer on the postcard to indicate what type of room you will be interested in. Be sure to complete this so that the appropriate amount and type of rooms can be reserved for you.

CONVENTION COST

As mentioned in previous convention reports, this is the first year that we will not be enjoying the sponsorship of an individual company or airline to help defray the costs incurred by a convention of this magnitude. Hawaii is an expensive place to visit and we have attempted to plan activities and events in keeping with the atmosphere that will be affordable as well as enjoyable.

A convention fee will be charged to each individual who attends the convention to cover your costs for: the Aloha party, the luncheon, the Hawaiian luau, and entertainment. The amount is subject to change depending on the number of people who attend, but it will be in the neighbourhood of \$80-90 per person. This fee need not be paid until you arrive in Hawaii.

TRANSPORTATION

You'll be on your own to get from the Mainland to Hawaii, so start checking with your individual airline pass bureaus for the best discounts. There are also deals to be had with Super Saver fares which would offer you the luxury of travelling positive space! Once you've arrived in Hawaii, you'll have some transportation options depending on what airport you plan to fly into.

If you fly to Honolulu, you can get one of the special rates that are being negotiated now on Hawaiian Airlines from Honolulu to the Kapalua airport. From that point, the Embassy suites will provide hotel transportation from the Kapalua airport to the hotel.

If you fly to the main airport in Maui, you can either take a cab to the hotel for \$40 or if you'd like to have "wheels" while you're on the island, rent one of the special reserved cars for ISA members and their guests for \$14.25 a day! (Be sure to complete the section on the postcard if you think you'll be interested in having a car reserved for you during your stay).

ISLAND ACTIVITIES

We have learned from the convention critique sheets that you have submitted over the last few years that you would enjoy less-structured activities and a wider variety of options. You'd like to choose the events which interest you most, including being able to spend more time with new and old friends.

With that in mind, we have arranged for our own special Activities Coordinator to be assigned to our convention. You will have access to any island activity and registration for these can be done once you arrive and decide your individual itineraries. Some of the activities available include: Molokini picnic/snorkel cruise, Hawaiian historic cruise, Hawaiian sunset sail, sunset champagne/dinner sail, scuba diving adventures, deep-sea fishing expeditions, and volcano helicopter flights.

TAKE THE TIME NOW to answer the Intent to Attend postcard and forward them to your convention chairman, Nancy Law. She would like to receive them as soon as possible, hopefully by February 1st, so that specific details can be arranged to accommodate each and every one of you.

ISA'S NORAD TRIP A SUCCESS!

ISA+21 members, HALP members, and guests met in Denver, Colorado on September 29 to tour the NORAD facility (NORAD meaning something like North American Advanced Radar Detection). It is located inside Cheyenne Mountain, just outside of Denver. It was a very informative tour led by two Canadian Air Force officers, showing the group a little bit of the facility and the all-important Command Post. Here, after the huge viewing screens were declassified, we were able to watch the space shuttle in its orbit. The American General in command and his staff were more than happy to answer our many questions. Our tour ended about 2 pm and most of us piled back onto the bus to head to Colorado Springs for the tour of the Air Force Academy the next day.

Many thanks to Carat Vallee who organized the entire ISA trip and to Jean Harper and Carat who made wonderful sack lunches for everyone. These little 2-day trips are just the place to get to know other ISA members. It's so hard sometimes to get to talk to everyone at the large meeting in May. It may take a lot of organizing and effort, but for those that went the NORAD trip was a trip of a lifetime (it takes two years or get reservations for a NORAD tour). If you are interested in getting together in your area, give a call to the Executive Council and you'll be on your way!

NORAD PICTURE: opposite page

Seated:

Carat and Jonathan Vallee;
Bruce, Eric and Susan Knapp; Kati Reagor, Jean and Annie Harper,
Karen Kahn, Denna Gollner, Sue Nielsen.

First Standing Row:

Ann Singer, Pati Marsh, Terrie Hines, Lori Griffith, Duana Robinson, Sylvia Otypka, Gina Grisafi, Walt Wells, Mary Bardon, Ginger Mitchell.

Second Standing Row:

Paul Tucker, Vince Reagor, Mark Hines, Gregg Griffith, Don Robinson, Denise Blankinship, Susie Arthurs, Mark Shanahan, Bill Bardon.

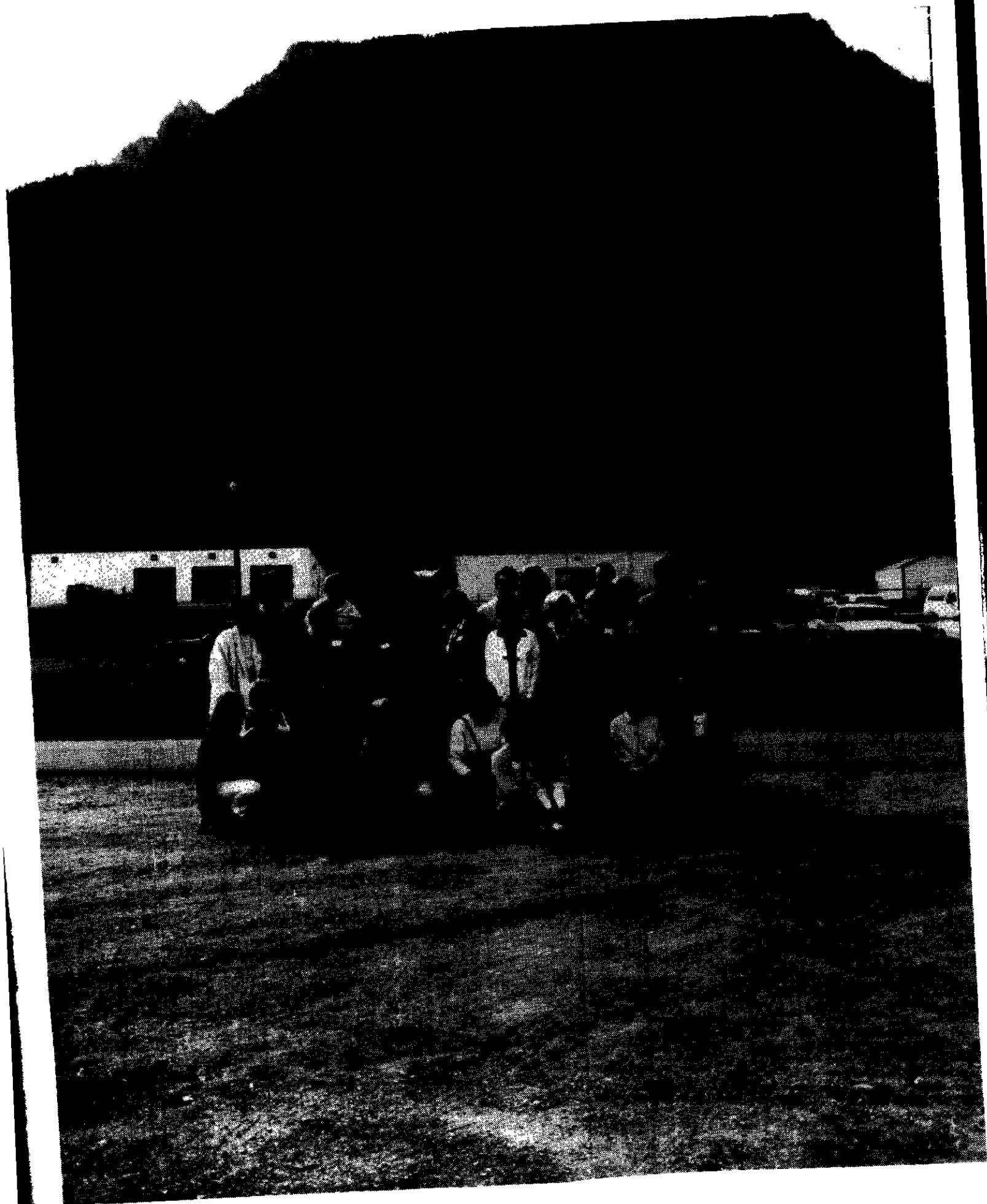
UPDATE ON THE SPEAKERS INFORMATION BANK

by Ginger Mitchell

Several new members have raised the question, "Just what is the ISA+21 S/I Bank and what can I do to help?". Well, here are your long-awaited answers.

The S/I bank was started by member Bonnie Tiburzi, back in the early days of ISA, to help those young women who aspired to the job of an airline pilot. She would match up one of these ladies with one of our ISA members. They in turn would get together and discuss anything that would help the young lady with her career decisions. As the group got bigger, Bonnie turned over this very worthwhile project to the Executive Council, and they have taken Bonnie's original idea and expanded and developed it.

Over the past ISA year, the S/I Bank has received over 70 requests for just information alone about becoming an airline pilot. Along with some of those requests are questions about our scholarship. Their names, of course, are passed on to the Education and Research Committee, the "trustees" of the scholarship. In response to a young lady writing to ISA, the S/I Bank will send her a packet containing an explanatory letter about ISA, an ISA brochure, a list of aviation colleges and universities, a FAPA brochure (Future Aviation Professionals of America), and a booklet originally written by Jean Harper (ISA member) and now distributed by FAPA, So You Want to Be an Airline Pilot. Also included is an invitation to write back and ask to meet directly with one of our members. And that's where you, the ISA member, comes into the picture. Of the 70 letters received, approximately 10 writers have been interested enough to write back and ask to meet an actual airline pilot. They have been matched up by locale to one of our members who has volunteered to be included in our S/I bank. It is a very beneficial program to these young ladies, and it gives a certain gratification to those members involved, knowing that they may have helped carve a career.



Would you be interested in helping out? So far, 73% of you have said "YES!". Thanks to you all. It really isn't anything that would take up too much of your time. I will try not to use anyone more than once every two years, and what's one luncheon out of two years? If you haven't signed up, or are unsure whether you are part of the 73%, drop me a line. There just might be a young "you" out there dying to talk to a "real" airline pilot.

ISA BALLOTING RESULTS

The recent ISA ballots have been received and counted. There was a very good return, almost 65%, better than any other ballot issue that ISA has had in the past few years. Thanks to everyone that took the time to respond to these important motions and ballots. Just a reminder to some of you out there - an individual can't change the wording on the ballot or motion, and THEN vote on it - it doesn't work that way and it invalidates your vote. Okay, here are the results:

BALLOT #1 Should ISA join the University Aviation Association as a corporate member for \$35 per year?

YES 112 NO 19 ABSTAIN 8

MOTION #1 If men meet the same ISA requirements that our members do, should they be considered as associate non-voting members?

YES 101 NO 35 ABSTAIN 3

MOTION #2 Should we reconsider the requirements of needing two (2) recommendations for membership?

YES 66 NO 70 ABSTAIN 3

As you can see, Ballot #1 and Motion #1 passed and Motion #2 did not. There was some confusion about the wording of that second motion as pointed out by several of you. ISA at this time does not have this requirement of 2 recommendations for membership. Some of you thought we had already had that and didn't want to get rid of it. It turns out to be a moot point anyway, as this issue will be discussed at length at the annual ISA meeting in Maui. In the meantime, if you want your voice

to be heard on this issue, please write a Letter to the Editor (deadline March 10 - be clear as to whether you want it in the newsletter or not) and send to Sandra Lloyd.

On a related subject, if there are any issues you want to discuss at the May meeting in Hawaii, now is the time to get them on the Business Agenda. Be it old business, new business, or none-of-your business, it is important to all of us. Please send agenda items to your secretary, Ginger Mitchell.

CONGRATULATIONS AND CONTRAILS

by Susan Knapp and Lori Griffith

MARRIAGES: Congratulations to

1. Susan Cunningham Herum
2. Mary Bush Shipko
3. Patricia Bockhoff Gattman
4. Tracy Prior Welch
5. Gail Tworek Greishaber
6. Laurie Smith Greier
7. Valerie Thal Slocum
8. Laureen Cooper Sacco

NEW ARRIVALS: Congratulations to

1. Judy Cameron and latest addition, Christopher
2. Gail Greishaber and new son Max
3. Maria Haddad is expecting her first on February 21, 1989! By law, Maria must stop flying immediately.
4. Susan Knapp - family committee chairman - will be delivering her second child while the rest of us are basking in the sun in Maui! She's due May 9th.

NEW UPGRADES: Congratulations to

1. Margaret Brewer, new F28 Captain, Piedmont
2. Sharon Menear, from BAC111 Captain to DC9 Captain, USAir
3. Nancy Parnell, from B727 S/O to B727 F/O, Pan Am
4. Terrie Hines, new F28 Captain, Piedmont
5. Amy Correll, from F28 Captain to B737 Captain, Piedmont
6. Lori Griffith, from F28 Captain to B737 Captain, Piedmont
7. Karen Griffin, from B737 Captain to MD83 Captain, Alaska
8. Terry Foote, new Captain at Piedmont

9. Nancy Novaes, new Captain at Continental
10. Anitra Ruth, new Braniff Captain
11. Felicity Bush, new Ansett Captain

MISCELLANEOUS:

Cyd Fougner writes to us from her new home which has a panoramic view of South Puget Sound. Michele Jett just returned from climbing Mount Kilimanjaro in Tanzania! She made it to 4,700 meters but got altitude sickness and had to descend. Karen Griffin celebrated her last anniversary by sharing the cockpit with her husband, Chuck.

Kathleen Wentworth writes that she is now a UAL committee chairperson and is specifically working on the Committee on Women Pilots' Concerns. Stefanie Crampton is also a committee chairperson - aeromedical - with the Canadian ALPA. Kathleen Hesse has a new seaplane rating and is in the process of becoming an FAA designated examiner and will be giving B727 Flight Engineer checkrides. Via the grapevine, we learn that Beverley Bass is already on line as an American Airlines B727 Pilot Line Check Airman. Congratulations to all of you!

Air Transport World magazine recently reported that three women pilots were hired by South African Airways - the first for the airline.

Lynn Rippelmeyer sent us a lovely wedding picture. Until May, she's on a leave and being a full-time Mom, wife, and "chief chaos coordinator" - sounds like she's enjoying herself, but she says she's missing her flying, too.

Vicki Karnes travelled to India for three weeks in October to experience the discipline of life at a Siddha Yoga Center. She was thrilled to meet Saudamini Deshmukh and Nivedita Bhasin (Indian Airlines) in Bombay, as well as members of the 99s. Vicki was most touched by their hospitality.

FISHING, anyone? Carol Cansdale reports that she has seven spots left on the 3rd annual "Girls Just Wanna Have Fun" fishing trip, June 25-27, 1989. The group will meet at Sea-Tac

airport in Seattle and drive to Vancouver, B.C. for the flight to the fishing village. Cost is \$250 including round-trip airfare to Ucluelet, B.C., two nights' lodging, and two days' fishing on 22-person boats with experienced skippers and deckhands. Meals not included. First-come, first-served - for reservations call Carol at 612-866-9814 or send \$75 deposit to 1520 West 61st St., Minneapolis MN 55419. Note: this is an all-female fishing trip.

And from our "cover-girls" - Bonnie Tiburzi was a guest on ABC's "Home" and featured in October's Family Circle magazine. Lori Probst-Jones was in the August issue of McCall's as well as in the Baltimore airport scene in last season's hit movie "Broadcast News". Pam Stephens won \$6,700 on "Wheel of Fortune" which aired October 13. "Ohhhh Vanna!" You all looked simply MARVELOUS!

BEST WISHES: to Joan Legat (Lori Griffith's mother) who recently had major surgery, and to Lisa Soli's mother, who has also been under the weather...Get Well soon! Gail Johns was recently involved in an accident...and Carole Danis is on a medical leave of absence. We all hope Gail and Carole will be back to the skies soon!

IFALPA REPRESENTATIVE REPORT

by Margaret Brewer

The 43d annual conference of the International Federation of Airline Pilots Association (IFALPA) was held May 19-24, 1988 in sunny Acapulco, Mexico. As a representative of ISA+21, I attended two days of that conference, which included discussions and proposal reviews as well as social activities each day and evening. Even the President of Mexico gave us a personal welcome to Mexico!

In the conference, several committees would meet concurrently in morning and afternoon sessions. Many of these committees would open their doors to observers. IFALPA groups the more than 30 subcommittees into 5 broad areas: 1) security, industrial, new large aircraft; 2) human performance, legal; 3) aircraft

design and operation, airport and ground environment, helicopters and accident analysis; 4) ATC, meteorology, dangerous goods; 5) membership, constitution and by-laws, finance. Of particular interest to me were the areas of new large aircraft, security and human performance. Of the committees open to observers, these were the committees I attended.

To tell the truth, I had expected the committees to be like seminars, with speakers and presentations followed by discussion. Unfortunately, it was not at all like this in the sessions I observed. Instead, discussions referred to specific material by specific page and paragraph number, referencing a thick notebook that was supposed to be provided to all members and observers. It was most unfortunate that this notebook was available only to a handful of members in any given committee. Ironically, the reference materials had been "lost by the airlines"! I do hope this is not the situation for the next ISA member at an IFALPA conference.

The social events gave everyone a chance to get acquainted. Several pilots from Holland welcomed me to their group.

Also, I had been looking forward to meeting Denise Blankinship's friends who had represented South Africa at IFALPA's Vancouver meeting, but sad to say, South Africa was not represented at Acapulco. I did meet some folks from Aviation Week, including a woman who writes for the Dallas bureau. She and I compared on-the-road stories. Sometimes I forget we pilots are by no means the only ones to live out of our suitcases.

The Acapulco Plaza Hotel took great care in the decorating, flowers and food in creating the pilot's dream come true: plenty of delicious food and tropical drinks. However, because most of the delegates had wives/escorts/family with them, and additionally because we were in a Latin city, I would have felt more comfortable had I not been alone. I would encourage future ISA representatives to keep this in mind.

All in all, the IFALPA conference

was an interesting opportunity to realize that we pilots from all over the world do share common interests and concerns.

FINANCE COMMITTEE REPORT

by Susie Arthurs

Our current balance is \$3842 and I have \$875 in dues to deposit with more renewals and new members trickling in every day. As of the beginning of December we have 263 members, 110 of them not yet renewed for 1989.

The scholarship fund balance is currently \$1055. Ten percent of the 1989 dues (approximately \$700) will be transferred shortly after the first of the year. We have had many donations to the scholarship fund and Jean Harper's "little bit withheld from each paycheck" added up to an extremely generous contribution. Thanks to all who donated. Would-be donors - don't forget - it's tax deductible!

Since we don't have sponsors for the 1989 convention in Maui, ISA will be paying for as much as possible to keep the convention fee charged to members and guests at a minimum. This and the newsletters will be our big expenses for the next six months.

Happy Holidays and New Year.

EDUCATION AND RESEARCH COMMITTEE REPORT

by Susan Staples

SCHOLARSHIP:

This past summer was mainly spent reviewing all of Sharon Finch's hard work that she did over the time period she set up this project. My hat is off to her, as she kept very detailed descriptions of her work. She has also been available to me to answer all my frantic questions - thanks, Sharon!

So far, approximately 30 applications have been sent to ladies interested in the scholarship this year. We have changed the deadline for receiving the applications to February 15, 1989. This will give ISA members a bit more needed time to distribute scholarship applications and

applicants more time to get them in.

A few refinements have been made to try to enhance this project. These changes came about through suggestions from the membership and basic evaluation by the committee. Anyone please feel free to make comments!

February 15 through March 15 will be the committee's busy time, as we need to evaluate each lady's historical data as well as conduct personal interviews. Since we will have at least three times as many applicants this year it will be important for all you wonderful volunteers to stay in close touch during this time. After March 15, each interviewed girl will have her portfolio complete with the interviewer's letter evaluation ready for the April selection board. In May, the board will announce a new winner for each award!

I have received many notes and phone calls from members wishing to help on this committee. Below is the list of you as of now - if your name is not listed below, please get in touch with me as soon as you can. Please complete the enclosed questionnaire even if you have already signed up. This will expedite choosing who is going to be doing what, and will ensure I have your correct address and phone number.

As a way of standardizing our evaluation format, I need each committee member to submit two evaluation suggestions on the questionnaire form:

- 1) write one question that you feel each candidate should be asked during the personal interview,
- 2) suggest one quality upon which you feel each candidate should be evaluated (based on the portfolio review).

For those of you who will be conducting the personal interviews: Make sure that your questionnaire is sent to me well before February 15, 1989. You will then be assigned 1 or 2 ladies (your choice). It would be nice if you could team up with another ISA member! You will be receiving an interviewing packet in the mail. Just fill it out and mail it back to me after the interview is completed.

REMEMBER - YOU CAN STILL BECOME A MEMBER OF THIS COMMITTEE AT ANY TIME!

I have also written a letter to a TWA Captain who owns and operates a very successful ground school for ATP and FE writtens. He may be interested in donating. I will let you all know the outcome.

Thanks to all who made donations to the scholarship fund! It is never too late to donate and there is no deadline. Some of the members have made a savings fund from their monthly pay and have mailed that in. Again, thanks! We will be publishing the list of donors in the next newsletter.

As you all know, it is always a bit confusing to change committee heads and almost impossible not to have something fall through the cracks. Please let me know if there is ANYTHING that you would like to see done or that I am not doing.

Scholarship Committee Volunteers:

Lynn Rippelmeyer
Catherine Shanahan
Sharon Finch
Mary Bardon
Angela Allen
Susan Knapp
Marena Bennett

EDUCATION AND RESEARCH:

The young ladies who requested ISA mentors through the FAA Mentor Program have been matched with ISA members. Those of you who signed up for this program will be receiving the name of your assigned "protegee" soon, if you haven't already. Hopefully, we will be hearing from you participating members with progress reports on this project.

Copies of the video tape "Women in Aviation" are being mailed by Southern Illinois University to those of you who signed up to receive one - hope you all enjoy them! There are a few tapes left for any of you who may find it useful for speaking engagements, and a copy of the tape has been donated to the ISA library for the use of those who don't have a personal tape. Contact me, Susan Staples, if you could use your own copy of the video. Please note my new address on the first page of the newsletter.

FOR YOUR INFORMATION

As you know, the Historical/Statistical Committee has been setting up a data base program to establish the many "firsts" in our industry. Response to the survey was good and the results are being compiled for posterity. We thought you might enjoy reading some of the more noteworthy items.

1. Rosella Bjornson (Pacific Western - now Canadian Airlines) was the first female pilot hired by an airline in Canada on April 16, 1973 by Transair.
2. Barbara Wiley (Northwest) was the first female Captain in the U.S. in January 1979 on a Convair 580 with North Central.
3. Cheryl Peters (Piedmont) was the first female jet Captain in the U.S., May 7, 1982 on a B737 with Piedmont.
4. Bonnie Tiburzi (American) was the first female in the U.S. to earn a Flight Engineer ticket.
5. Lynn Rippelmeyer (Continental) was the first female ever to fly the B747, on July 7, 1980. She and Beverley Burns upgraded together as Captains on the B747 at People Express and arranged to fly their first Captain's trips on the same day, July 3, 1982, so they could share the honour!
6. Fiorenza de Bernardi (Cadabo) was the first female in Italy to be licenced as a glacier pilot.
7. Debbie Lawrie (Ansett) was the first female pilot hired in Australia on November 5, 1979.
8. Norah O'Neill (Flying Tigers) was the first female to fly across the Atlantic, the Pacific, Asia, South China Seas, Australia, Europe, the Middle East, South America, and Iceland in 1980-81.
9. Denise Blankinship (Piedmont) and her father, Clyde Blankinship (Eastern) became the first father/daughter team and then the first father/daughter Captain team when Denise upgraded on June 1, 1982.
10. Maria Ziade Haddad (Air Jamaica) and her husband, Brian, are the first and only husband/wife team at Air Jamaica.
11. Hawaiian Airlines had the first all-female crew on a U.S. scheduled airline on March 6, 1979: Captain Sherry Emminger, F/O Karen Squires, and F/A Trudy Asada.
12. Piedmont Airlines had the first all-female jet crew on a U.S. scheduled airline on July 10, 1982: Captain Cheryl Peters, F/O Becky Rose, F/As Dolly Wenat and Cindy Perry.
13. Sandra Simmons (Alaska) was the first female to receive a Cessna Citation type rating, April 30, 1973.
14. Karen Kahn (Continental) was the first female to receive a JetStar (L-1329) type rating, August 1, 1985.

Any additions or corrections for this project can be made to Chairman Denise Blankinship, address on first page of the newsletter. Please be sure to include exact dates and details. We are interested in all sorts of "first" information for this project. Were you the first to fly at an airport on opening day? Did you fly any inaugural flights at your company? Let us know, whatever it is!

EXECUTIVE COUNCIL CANDIDATES

In the last newsletter, we enclosed application forms for members who wished to run for ISA+21 Executive Council positions for the term from May 1989 to May 1991. Five of nine Executive Council positions are open this year and five members have indicated their willingness to run for the positions. Below are summaries of their applications. Ballots for this election will be sent to members separately in the mail.

PAM NOELDNER

Pam is a first officer with Piedmont living in Vadnais Heights MN and has been an ISA member for 2 1/2 years. Prior to working for Piedmont she worked for Hawthorne Aviation, the University of MN flight facilities, and Air Virginia. Pam's preferred goals for ISA include growth in membership and a higher profile for the organization in the aviation community. She writes "I think ISA is the perfect organization to inspire young women to pursue an airline career. I wish I had heard of ISA when I started flying, because I don't even recall thinking I could be an airline pilot when I started flying".

SUE NIELSEN

A flight engineer with United in SFO and an ISA member for 2 1/2 years, Sue has worked for a number of California aviation firms including Wings West Airlines in San Luis Obispo. A private pilot at the age of 20, she was hired by United as a flight attendant, becoming inspired to be an airline pilot by United's first women pilots who were hired after she had two years in as a flight attendant. Sue is flexible as to which aspects of ISA she would like to work on as an Executive member but would enjoy the opportunity to represent the membership in any way she can.

VICKI KARNES

Vicki is a Dallas resident and a B737 F/O with Delta. A two-year ISA member, she flew for the U.S. Coast Guard in California and Florida prior to joining Delta. She has instructing, helicopter, seaplane, glider and Falcon 20 experience. Vicki earned a B.S. in Aeronautical Operations at San Jose State and an M.A. in Aviation Management at Embry-Riddle. Her particular areas of interest for the Executive Council position would include the Membership or the Education and Research Committees.



LAURA HAHN

Laura is a Continental pilot who is living in Cleveland OH and is temporarily assigned to Britt Airways as an F/O on the SA226. She has also worked for Flight Line Inc. in Jackson MS and for People Express in Newark as a B727 S/O. During her two years as an ISA member Laura has been impressed by the friendship and support ISA offers and would like to be a part of continuing this tradition as an EC member. She is especially interested in membership growth and in assisting young women pilots who aspire to joining a major airline. Laura will be returning to Continental as a B737 F/O in a few months.



CAROL CANSDALE

Carol is a two-year ISA member who has been with Northwest for 5 1/2 years and is currently an F/O. A Minneapolis resident, Carol has also flown for Cascade Airways, and for Hughes Airwest as a flight attendant. Carol would like to see ISA members in different cities meeting for lunch or other activities to get better-acquainted and would be willing to organize these type of events as an EC member. She is open to suggestions as to what committees she would specifically work on as an EC member.



1989-90 EXECUTIVE COUNCIL MEMBERS BIOGRAPHY

In the last two issues of the newsletter we have printed the biographies of three of the four Executive Council members who were elected last spring for the 1988-90 term. Last but not least, here's biography number four:

Susan Staples

"Thank-you for electing me to ISA's Executive Council. Sharon Finch is a hard act to follow, but I am going to do my best to have another successful Scholarship and continue Research and Education for our organization.

Over the next few years, I am looking forward to getting to know you and your own unique story. Please feel free to contact me anytime. And now, so you can get to know me...

I was basically a brat from day one that grew up on a small, sod, country airport. Back in those days you didn't have to be wealthy to have your land adjacent to a farmer's landing field or own a Cessna 150. So my family did. It was a great experience answering the airport Unicom, fueling and washing airplanes at age 12. The girl next door and I used to steal our parents' cars and drive on the runway when nobody was looking. But the real excitement was running away from home and sleeping in a Cessna 172's back seat when you thought Mom and Dad would just never understand!

At age 18 I soloed at the University of Illinois and continued school and flying at Southern Illinois University at Carbondale. With help from my

family, student loans and work I managed to follow the typical civilian profile of instructing, corporate and commuter flying.

Now well into my adulthood (questionable for those who know me!) I am an F/O on the DC9 Super 80 out of DFW for American Airlines, still paying for student loans and enjoying the heck out of my career and the people around me. Some probably feel I am still a brat - but that's questionable too! Thanks for letting me be here with all of you."

"PILOTS ARE THE PIVOTAL PROFESSIONALS. IF EVERYTHING GOES BAD (AT THEIR AIRLINE), THE PILOTS ARE THE ONES THAT CAN KEEP THE AIRLINE TOGETHER. THEY ARE THE GLUE..."

T. Allan McArtor, FAA
Administrator
November 2, 1988

On November 2, 1988 nine ISA+21 members met at the Federal Aviation Administration building in Washington, D.C. They were Carol Cansdale (Northwest), Lori Griffith (Piedmont), Ann Hogan (Northwest), Pati Marsh (USAir), Susan Maule (Piedmont), Ginger Mitchell (USAir), the meeting's organizer Lori Probst-Jones (Eastern), Ann Singer (American), and Carat Vallee (Northwest).

Upon an invitation issued by the FAA Administrator, T. Allan McArtor, through Lori Probst-Jones, the group of women airline pilots were met by Judy Naumann, Special Assistant to the Administrator, and Neil Planzer for a brief tour of the FAA building and separate meetings with both Mr. McArtor and his

Deputy Administrator, Barbara Barrett.

The first meeting was held with Ms. Barrett where issues were discussed pertaining to ATC controllers, women in the FAA, the "Whistle-Blower" legislation and airport security. According to Ms. Barrett, more controllers are being hired and trained. In the past, the hiring process could have taken up to ten months. This process is under revision and with the new portable, computerized testing procedures, faster results will mean better hiring practices and the best person for the job. Ms. Barrett also said that the FAA will "probably not rehire the fired controllers" as their "retraining time is comparable to new-hire training".

For those of you not familiar with the "Whistle-Blower" legislation, it is a protective measure for those aviation employees who observe unsafe practices or procedures at their place of work. The legislation would allow notification to the FAA without a fear of losing their job or severe ramifications from their employer. This bill was passed in both the House and the Senate, however was vetoed by the White House.

The question of airport security was brought up with most of the ISA members questioning Ms. Barrett on the necessity of screening crew members. This dialogue was continued at the later meeting with Mr. McArtor, but Ms. Barrett was able to tell the group that the security system would become computerized in the next 24 months with an implementation and testing period after that.

At that point in the meeting, the ISA group was joined by Bill Pollard, Associate Administrator for Air Traffic, to talk about staffing within the ATC system. For those of you who fly the Atlantic, you will be interested in the new surveillance systems being designed for the oceanic routes. The first phase will be a simulated scope that will not provide separation but will give the controller a better perspective of the activity on the route. The second phase will incorporate Automatic Dependant Surveillance via satellite with voice

communication. This will be positive control for all oceanic routes.

After pictures were taken with Ms. Barrett, ISA members adjourned to the Executive Conference room to meet with T. Allan McArtor, the FAA Administrator. Joining Mr. McArtor to be available for questions was Darlene Freeman, Deputy Director, Office of Civil Aviation Security. Questions to Mr. McArtor included those on mandatory and random drug testing, security measures, low minimum pilots flying together, and the growth of TCAs eliminating the available airspace for light airplane drivers.

The FAA supports all legislation having to do with random drug testing. Though cognizant of the problem with false positives and mix-ups, Mr. McArtor said "we must have some kind of program" to protect the public, and there is "intense pressure to solve this problem". As suggested by some to the members, perhaps the answer will have to be dual samples and dual labs.

The airport security issue was once again brought up and quite candidly, Mr. McArtor admitted that after the PSA #1771 accident, the new security measures were implemented by someone who was not really aware of how airport security really worked. However, Mr. McArtor is not willing to compromise with security. The FAA must "reassess where the threats are coming from". Upon learning that several ISA members have experienced discrimination against flight crews at checkpoints, he immediately stated "One of the rules of screening is courteousness, and if excessive and rude screening is experienced it should immediately be brought to the attention of the airline responsible for security".

Some of the light plane drivers within the ISA contingent brought up problems being experienced by all general aviation pilots nationwide, the loss of available airspace and the additional aircraft equipment requirements to fly within and around some of the larger airports. McArtor did have some good news relative to the subject. There is a

military "3-D" radar being tested in the LAX basin that will enable controllers to "see" all aircraft within the span of the scope, including altitude, with or without the Mode C transponders. If this test is favourable, the "3-D" radar may be implemented elsewhere.

The ISA members were able to supply Mr. McArtor with the information that most airlines were not complying with his advisory that airlines eliminate the possibility that low-time (less than 100 hours on type) first officers do not fly with low-time captains. This FAA advisory was issued as a result of the Continental Airlines accident in Denver, Colorado.

In his closing remarks Mr. McArtor thanked all the ISA members present for attending this informal dialogue and asked that all members please feel free to correspond with him personally as a group or individuals on all matters important to them.

The day's meetings ended with a tour of the Hijack Room and the "allmighty" Flow Control. By the way, did you know that if due to curfew or legality your flight cannot take a Flow Control delay, your airline's dispatch can call

directly to Flow Control in Washington, D.C. and get relief from these restrictions for your flight?

This invitation from the FAA to ISA+21 was a very special event that those of ISA who attended will not soon forget. It is the hope of the ISA organizers that in future opportunities, other members will be able to join in. Keep watch in future newsletters for upcoming events. For those of you who wish to write to Mr. McArtor, Ms. Barrett, or thank-you to Judy Naumann and Neil Planzer, please address to Federal Aviation Administration, 800 Independence Ave SW, Washington, D.C. 20591.

WASHINGTON, D.C. TRIP PICTURE:

opposite page

Left to Right:

Ann Hogan, Ginger Mitchell, Pati Marsh, Carat Vallee, Lori Griffith, Judy Naumann (Special Assistant to the Administrator), T. Allan McArtor (FAA Administrator), Lori Probst-Jones, William J. Wallisch (Consultant to the Administrator), Ann Singer, Susan Maule, Susan Staples, Carol Cansdale.

ISA 1988-89 PLANNING CALENDAR

DECEMBER

12/1 Exec Council
nominations close
12/10 Newsletter
articles due

News: EC Nominees and Pictures
In-Depth Convention Info
Request for Agenda Items

MARCH

3/1 Convention
Pre-Registration
mailing
3/10 Newsletter
articles due

News: Final Convention news

JUNE

6/10 Newsletter
Articles Due

News: Convention Bids
Minutes

JANUARY

1/1 Newsletter
mailing
1/15 Scholarship
bids close
1/24-26
Midwinter Ski-
together,
Whistler, CAN
and EC meeting

APRIL

4/1 Newsletter
mailing
4/1 Executive Council
Ballots
Close
4/19 Executive Council
Meeting
(tentative - Phoenix)

JULY

7/1 Newsletter
Mailing

FEBRUARY

2/1 EC ballots
mailing

MAY

5/9-11
International
Convention,
Maui, Hawaii

AUGUST

8/15 Convention
Bids Due
8/24 Executive
Council Meeting



name-this-pilot

Three members sent in their responses for our second edition of "Name-This-Pilot". The answers; were Judy Cameron, Binka Bone, Sharon Finch and Cammy Condon. Judy Buttgenbach, Jean Harper and Carat Vallee all sent in their guesses, and each one of them thought Cammy Condon was Ann Singer! (Although the copying rendered Cammy's face unrecognizable, you all chose the same gal, so you're all still in the running for first place!)

Below is edition #3. Play for fun or play to win. Use the multiple choice method to guess the identity of these ISA members and send your results to Lori Griffith at 221 Riverview Terrace, Lake Wylie, SC 29710. Even if you don't know all the members, your guess may be as good as someone else's so don't hesitate to submit your answers.

If you would like to send in a picture for "Name-This-Pilot" be sure it is non-airline related so as not to provide too many clues. (All pictures will be returned.) Good Luck!

1. a) Cheryl Stearns
b) Susie Arthurs
c) Jean Harper
d) Deena Gollner

1.





2. a) Carol Cansdale
b) Kati Reagor
c) Duana Robinson
d) Jean Harper

2.

3. a) Carat Vallee
b) Sylvia Otypka
c) Felicity Bush
d) Debbie Lawrie

3.



4.

4. a) Susan Knapp
b) Virginia Kurdziel
c) Kristen Kalstad
d) Vicki Karnes

ISA WELCOMES NEW MEMBERS

1. Ginger Allison
54 E. Lake Drive
Annapolis, MD 21403
Pan Am
2. Laura Argir
1064 Queens Drive
Coraopolis, PA 15108
USAir
3. Carolyn Fath
1226 Grant Avenue
Rockford, IL 61103
United
4. Donna Goodwin
4712 E. Costilla Avenue
Littleton, CO 80122
United
5. Connie Grant
602 Townsend Avenue
New Haven, CT 06512
Eastern
6. Laura Hutchison
7960 Montara Avenue
San Diego, CA 92126
Alaska
7. Sharon Jones
Alsenstrasse 27
1000 Berlin 39
Pan Am Express
8. Pam Krueger
8820 Clinton Drive
Nokesville, VA 22123
New York Air/Continental
9. Karen Masterson
1468 Detroit St. #2
Denver, CO 80206
USAir
10. Denise McDonald
6362 N. Powell Road
Parker, CO 80134
303-841-8211
11. Jennifer Nicholson
76 Summit Trace Road
Langhorne PA 19047
Northwest
12. Lisa Revou
220 West 40th Street
Minneapolis, MN 55409
Northwest
13. Sally Roevers
720 Gordon Terrace #17B
Chicago, IL 60613
Midway
14. Laureen Sacco
2773 Canterbury Drive
Santa Rosa, CA 95405
American
15. Kathy Sullivan
940 Gold Hill Road
Ft. Mill, SC 29715
Piedmont
16. Valerie Thal
P.O. Box 5398
St. Thomas, Virgin Islands
0083. Flying Tigers
17. Norma Jean Thompson
5820 Rock Forest Court
Centerville, VA 22020
Frontier (Continental)
18. Imme Visscher
Johannes Verhulst Straat 173
1075 GX Amsterdam
The Netherlands. KLM
19. Ruth Zimmerman
P.O. Box 648, 15 Downing Way
Suffield, CT 06078
Braniff

ASSOCIATE MEMBERS

1. Susie Darcy
P.O. Box 9597
Seattle, WA 98109
Boeing Corp.
2. Sandra Kearney
6919 Rutland Street
Philadelphia, PA 19149
3. Lisa Krag
12795 E. Kansas Pl Q208
Aurora, CO 80012
Rocky Mountain
4. Rose Loper
3109 S. Lane Street
Seattle, WA 98144
Boeing Corp.

RENEWED MEMBERS

1. Liane Conway
621 Alta Avenue
San Mateo, CA 94403
2. Laura Faller
565 Ranch Trail #221
Irving, TX 75063
3. Karen Griffin
10944 Rainier Avenue South
Seattle, WA 98178
206-772-0420
4. Kathleen Hesse
21 Cresta Verde Drive
Rolling Hills Est, CA 90274
5. Karen Koenig
3 School Street
Newburyport, MA 01950

6. Jean Price
8569 Fauntlee Crest SW
Seattle, WA 98136
7. Jill Richardson-Brown
24122 SE 45th Place
Isaquah, WA 98027
8. Barbara Swyers
6 Hartfield Road
Etobicoke, Ontario
Canada M9A 3C6

VARIOUS CHANGES

1. Nivedita Bhasin
4C-8, I-A, 2nd Staff Colony
Kalina, Santa Cruz (E)
Bombay 400029 India
2. Mary Bush-Shipko
6718 Clifton Road
Clifton, VA 22024
703-830-4676
3. Lou Anne Gibson
7818 North Holly Apt
Kansas City, MO 64118
816-436-2199
4. Nanette Jozwiak
Na-Jala Woods RR #2
St. George, Ont., Canada
NOE 1N0 519-448-3450
5. Joan Kacmar
2486 Brunswick #B2
Woodridge, IL 60517
312-963-3450
6. Victoria Kendall
Flat 23 69 Mickleham Road
Tullamarine 3043
Melbourne, Victoria Australia
7. Liz Logan
449 G. Canon Green
Goleta, CA 93117
805-685-8700
8. Sylvia Otypka
4169 E South Fraser Circle
Aurora, CO 80014
303-745-2238
9. Andrea Rice
44-119 Bayview Haven Place
Kaneohe, HI 96744
808-247-2552
10. Suzanne Skeeters
7515 Bristol Village Drive
Bloomington, MN 55438
612-829-7012
11. Cheryl Stearns
15859 South 12th Place
Phoenix, AZ 85044
602-460-1414

12. Gail Tworek Greishaber
111 Woodcrest Drive
Sewickley, PA 15143
412-741-0638
13. Nancy Waylett
620 Whittingham Drive
Silver Spring, MD 20904
301-622-3667
14. Kathleen Wentworth
1180 Millbrae Avenue
Millbrae, CA 94030
415-697-5430
15. Susan Schmid
Feldstr. M.
8363 Bichelsee, Switzerland
073/43-2628
16. Susan Staples
1209 Calico #2420
Arlington, TX 76011
817-633-3312

ISA LIBRARY

The ISA library has proven to be a tremendous help to many of our members who are upgrading to new equipment and who want to study by borrowing data from our gathered resources.

Especially popular is the "Women in Aviation" video that is appropriate for Career Day commitments and school lecture appointments.

Two of our newest associate members, Susan Darcy and Rose Loper, are pilots for the Boeing Corporation. They have offered to try to obtain the rest of the Boeing manuals that we are missing in order to complete the resource library we have started.

If you wish to borrow or lend material contact Lori Griffith, 221 Riverview Terrace, Lake Wylie SC 29710.

ISA'S BEGINNINGS

Reprinted below for the benefit of we newer members is the story, by ISA founder Beverley Bass, of how ISA was started back in 1978.

"In the fall of 1977 Stephanie Wallach, a pilot with Braniff International (presently a first officer with Alaska Airlines) and I were dining together in New York City. We spoke about how much we would enjoy meeting the other lady pilots who were currently flying with other U.S. air carriers.

In January, 1978 Stephanie and I were invited as representatives of our respective airlines to participate in a Zonta club program honouring Amelia Earhart in Washington, D.C. We used this opportunity to discuss our idea with the five other women pilots just to see if there would be a genuine interest in planning an informal get-together.

We returned home to New York and drafted a very simple letter and distributed it to the chief pilots at each airline that employed female pilots. We had fears of not hearing from anyone, but fortunately that was not the case. In a short time people started responding and it was apparent that our idea was well received.

Prior to sending out the letters we had spoken to Claudia Jones, with Continental (currently a Captain with Southwest Airlines) and she graciously offered to have the convention in Las Vegas which is where she was living at the time. Continental was the host airline and Claudia was responsible for all hotel and convention arrangements.

Stephanie and I had a dream and it was our greatest hope that we could see it come true...and so it was, in May 1978 twenty-one women pilots from ten U.S. air carriers met in Las Vegas to share their common professional interests.

Beverley Bass
American Airlines"

This is what the letter, dated February 17, 1978, inviting the 21 women to Las Vegas said:

"Dear Fellow Pilot,

In January, the Zonta Club of Washington invited one woman pilot from each airline to participate in a program honouring Amelia Earhart. As far as we know, it was the first time that many of us had gotten together and we discussed the possibility of all of us getting together at some time in the future. We thought it would be interesting and fun to get to know each other while there are still few enough of us around for that to be possible.

We've since made arrangements with the Circus, Circus Hotel in Las Vegas for May 9,10,11 hoping that we would all have enough time to arrange for at least one, if not all, of those three days off.

We'll have to give the hotel some idea of how many of us will be attending. The rooms - single or double - are \$18 per night. We realize that it's probably too early for anyone to know for certain whether she'll have those days free, but we would appreciate it if, for now, you could just let us know if you're interested in attending, and if so, we can send you more information and make some arrangements with the hotel.

Hoping to see you -

Beverley Bass - American Airlines
1601-9A 3rd Avenue
New York, N.Y. 10028
212-860-1077

Stephanie Wallach -Braniff Int'l
330 East 46th Street
New York, N.Y. 10017
212-490-0468

"

