

ISA + 21

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

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ISA 1990 - 91 PLANNING CALENDAR

SEPTEMBER

9/10 Newsletter articles due

OCTOBER

10/1 Newsletter mailing

Newsletter to include: EC openings & forms, preliminary convention info, membership renewal, winter ski-together info. Scholarship application & info.

NOVEMBER

11/15 EC meeting in Dayton, OH

DECEMBER

12/1 EC nominations close

12/10 Newsletter articles due

JANUARY

1/1 Newsletter mailing

1/15,16,17 Mid-winter ski-together
& EC meeting, Granby, CO

Newsletter to include: EC nominees & pictures, in-depth convention info., request for agenda items, scholarship applications & info.

FEBRUARY

2/1 EC ballots mailing

2/25 Newsletter articles due

MARCH

3/15 Newsletter mailing

3/31 Scholarship applications due

APRIL

4/1 EC Ballots close

4/7 EC Meeting

4/15 Scholarship committee meets

MAY

5/7-9 International Meeting

JUNE

6/10 Newsletter articles due

JULY

7/1 Newsletter mailing

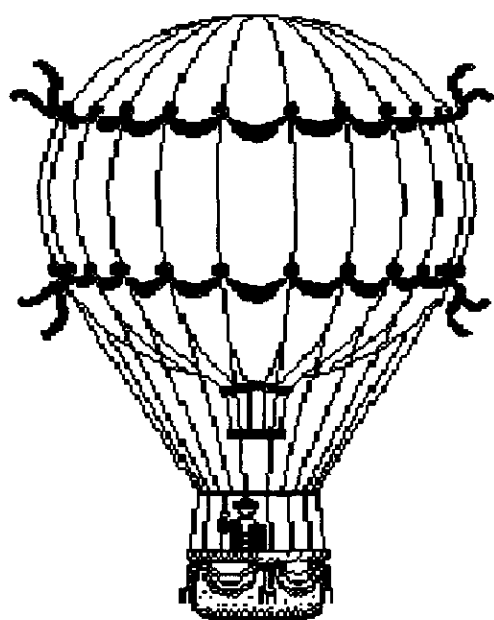
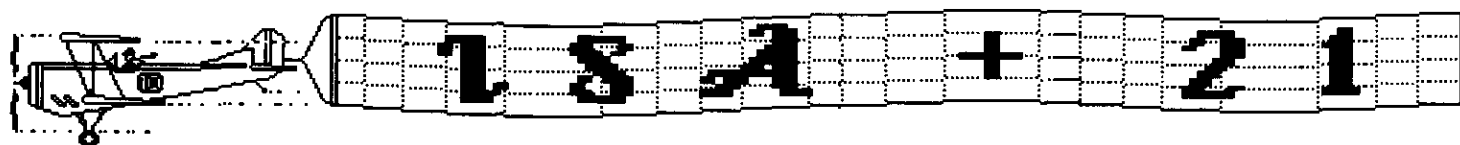
Newsletter to include: Annual meeting, convention bids, scholarship winners.

AUGUST

8/7 EC meeting

8/15 Convention bids due

OCTOBER 1990



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FROM THE EDITOR

In August the Executive Council met at Sue Nielson's house in the San Francisco Area. We had a very productive meeting and managed to enjoy an excellent barbecue as well. I'm waiting with anticipation to hear all about the ISA Fall Get-together ... the Caribbean Cruise. Unfortunately it is taking place too late to appear in this issue of the newsletter. I hope everyone is having a GREAT time! I understand that there will be a good turn out for this event. Other great things coming up for the next year are under way and showing promise. READ ON! We have news of the upcoming Ski-together plus exciting plans for the 1991 and 1992 conventions. Also it's time for membership renewals and we are looking for lots of applicants for the Executive Council. An exciting year stretches before ISA members. I hope to see or hear from you all in the near future.

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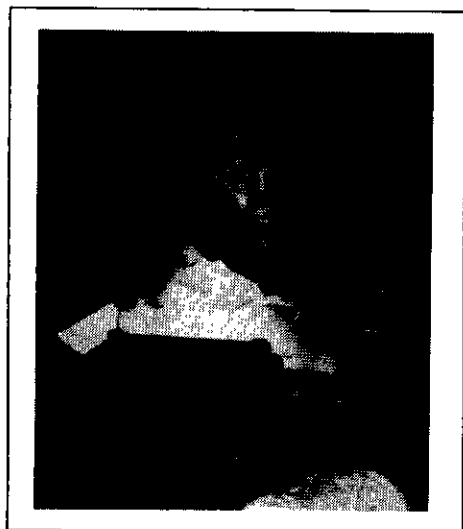
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ALOHA



CONVENTION Florence Sanders

(edited and written from material supplied by Florence)

FINLAND is "alive and well," all sytems GO! That's right everyone. Mark your calendars and set your sights on Helsinki, Finland for the 1991 convention, May 7, 8, 9.

Our Finnair ISA members, Camilla and Jutta, are confident that Finnair and some magazines will sponsor the convention. Camilla believes that Finnair will come through with some type of pass on Finnair from JFK to Helsinki. Finnair also has service from Toronto to Helsinki. They are also working on hotels and prices.

We encourage those wishing to attend, to plan and spend seven days. We know members like to hit the high points and depart the holding pattern ASAP, but when you are going this far, with so much to do and see, it's a shame to short-change yourself.

Almost every country in Europe has service to Helsinki. Members might choose to pass ride to Europe then connect. Florence is working on positive space passes with Finnair and will publish details in the next newsletter. Another possibility is SAS Scanfare for Interliners: \$175 RT New York/Chicago and Scandinavia or \$225 RT Los Angeles/Seattle and Scandinavia. Call SAS Reservations within three days of departure 1-800-221-2350. In any case, more detailed information will be forth-coming as the convention draws nearer.

Plan for nice temps in early May: 55 to 70 degrees. The nights should be in the 40's with the possibility of rain ... so be prepared.

Throw the diet book out the window and let's enjoy the distinctive cuisine of Finland including wild game, fresh fish, breads, cheeses, and a variety of herring. Inexpensive meals are served at cafes or snack bars. Is there a pilot alive who wouldn't want to sample an "ARCTIC CLOUDBERRY"? Hopefully they will be available for us to try along with strawberries, blueberries, lingonberries, and more!

If you are like Florence, and do your house in basic "WORLD", you'll have to pick up some special souvenirs. Finland has gained a world reputation with glass and ceramics. Finnish design skills are responsible for some out-standing manufactured goods: including lamps, textiles, and wood carvings.

Make sure your passport is current. Entry into Finland for U.S. and Canadian citizens requires a valid passport. Visas or vaccinations are not necessary. All other countries should check for travel restrictions.

The Scandinavian Tourist Boards will send you an excellent information package with good maps and vacation ideas. Call: (212) 949-2333 or write:

Scandinavian Tourist Boards
655 Third Avenue
New York, NY 10017

Well, we hope that we have whetted your appetite for a Scandinavian adventure in 1991! Hope to see you there.

FAMILY by Carol Cansdale



Hi everyone! I am expanding the Nanny Network and need your assistance. If you live in any of the following cities, I would like to have phone numbers and/or addresses of nanny agencies in your area. A list copied from the yellow pages would be helpful, or if you're feeling destructive because your kids are driving you nuts, just tear the page out of the phone book and mail it to me! The cities I need information on are: Seattle, San Francisco, Los Angeles, Dallas, Memphis, Atlanta, Salt Lake City, Detroit, New York, Chicago, Charlotte, Pittsburgh, Miami, Honolulu, and Cleveland. I am trying to target the cities where many of us are domiciled, so if you have suggestions for other cities, just send me the phone numbers.

For those of you who are flying while awaiting the arrival of the 'stork', I have an idea for a maternity uniform shirt you might like to try. A friend of mine at work was complaining about how uncomfortable she was in the present uniform. So, I made this shirt. It turned out so cute, I was tempted to wear it myself! (But not that tempted!) I couldn't get a picture developed in time, but I've drawn a sketch of the shirt. If you are handy with a sewing machine, it's very easy to make. First, purchase a long or short sleeve maternity blouse. It must be a maternity blouse or you will not have enough fullness in the front. Leave the collar as it is (if you wear a tie) or rip it out and insert an ascot tie. I made the tie long and thin so it could be tied in a small bow. Purchase a length of stretchy elastic band long enough to go

around your hips and allow for seams. If the shirt has a shirt-tail, cut it off so the bottom edge is straight. Sew the elastic band to the bottom edge, gathering it to fit. Make a button hole in the band and sew on a button. Add epaulets and **wah-la!** You'll be a Mommy-on-the-Move! I'll have a photo for you in the next issue.



Worn over maternity
slacks

Stretchy elastic
band

CONGRATULATIONS to **Jane McCaffery**, F/O 737 for USAir. She is engaged to Joe Delisle, F/O for USAir! **Karen Duttkin**, DC-10 S/O United, and James Flynn were married August 9, 1990. They honeymooned in Alaska ... FISHING. Karen met Jim by teaching him to fly in 1987. After he got his private, they began dating. He continued to get his commercial, instrument, and SES ratings (with other instructors - the smart thing to do!). Jim now flies for pleasure and proposed to Karen in a float plane over Puget Sound in Seattle at sunset. It doesn't get much better than that! **Ellen Smith**, with United, and Kenneth Thompson were married July 23, 1990!

Keep your cards and letters coming. This summer has been really slow for family news on ISA members, so keep me in mind if you hear anything. Write to me at: 1520 61st Street West, Minneapolis, MN 55419. See you all on the cruise!



CORRESPONDENCE

by Sue Nielsen



First off, the keeper of the Captain's Club apologizes for an omission in the last newsletter. Captain Connie Bowlin, Delta Airlines, should have been included in the list of 1990 new Captain Club members. Captain Bowlin first signed for the command of a Delta DC-9 on January 31, 1990. Congratulations and my apologies.

Speaking of Connie, she is very active with the Warbird Division of the EAA convention in Oshkosh, Wisconsin. It has occurred to her that since the EAA convention goes and ISA+21 members have common interests, that some sort of organized get-together, either formally ISA planned and produced or a less formal purely social gathering, would be well received by ISA membership. Because of her obligations to the EAA, she has declined in organizing the event for ISA, but she has offered to "get the ball rolling" by exploring our options

when she attends the EAA board meetings to be held in early November.

What we need from the membership is a show of interest in the event. Any ideas of what you would like to do, see or whatever would be a start. And ultimately, someone out there who thinks this is a wonderful idea, needs to step forward and volunteer some time and organizational skills to make it happen. If you have any ideas or would like to get into the act, please let us know by contacting Connie Bowlin or Sue Nielsen. This one will be up to you.

We have received a brochure from the International Aviation Womens Association. To quote, "The IAWA brings together women of achievement in the aviation industry and promotes their advancement internationally through the establishment of a worldwide network of aviation professional contacts. IAWA is an international organization for women who are senior aviation defense attorneys and executives and managers in the aviation insurance industry, the aviation and aerospace manufacturing industry, airlines and related governmental agencies". More information is available by writing Sharon M. Holahan, President, IAWA, Associated Aviation Underwriters, 51 John F. Kennedy Parkway, Short Hills, New Jersey, 07078.

Anyone considering attending the IFALPA conference in Singapore, April of 1991 can still fill in the appropriate form found elsewhere in this issue of the newsletter. So far we have received responses from two volunteers. Captain Yasmin Rahman from Bangladesh and Ann Bennet from Australia have both expressed an interest. They have been informed of the financial assistance that ISA can offer and we are awaiting their responses.

News has found its way to me that while Debra Opperman Knepper, ISA's Denver P.O. Box mail retriever is in new hire school at United Airlines, Jean Harper is designated mail-person. Thank you to both of them for their efforts and best of luck to Debra with the new job.

ISA has heard from Dr. Carol Thornton, Illinois State University. On March 16, 1991, a conference to encourage young women 6th to 12th grades to consider a math or science related career will be held. We have been invited to send a representative and have also been advised that donations will be accepted. The information will be passed on to Mimi Tompkins and anyone wishing to attend as the ISA representative should contact her. Private donations can be sent to ISU Foundation, Rambo House, Illinois State University, Normal, IL, 61761, with

checks made out to the ISU Foundation, Expanding Your Horizons.

Finally, ISA has received an interesting request from a journalist. Some of you may already be familiar with Pat Murphy. He is responsible for a newspaper article printed after the 1980 Denver, CO convention. The article was well received by the ISA membership and is still available in the scapbooks maintained by Nora O'Neill. His request follows, in his words.

"A friend of women in aviation and of ISA, whose first flying lesson in 1944 was conducted by a woman instructor and who received his commercial and instrument ratings from women, wants to talk to ISA members in connection with a film documentary. He has attended an ISA meeting and wrote a long feature on ISA and its members. His interest is in personal perspectives of the airline industry and whether and how it accepts women on the flight deck, as well as anecdotes illustrative of women in aviation generally. Anonymity will be honored. He is Pat Murphy, former publisher of the Arizona Republic and Phoenix Gazette newspapers who also had 20 years reporting and editing with The Miami Herald. He'd like mailed offers of help sent to Doubletree Productions, 5738 East Horseshoe Road, Paradise Valley, Arizona, 85253, or telephoned to (602)948-7677 or FAXed to (602)483-1226."

Many of you are hesitant to speak with members of the press because of creative sensationalism. Corresponding with Mr. Murphy has left me with a favorable impression of him. And I believe that, although I have not asked her permission, if you are interested and would like further information about him first, Jean Harper would be willing to give you her opinions on his sincerity. She is better acquainted with him than I. It does seem a good opportunity for women in aviation to receive a professional and human portrayal for a change.

HISTORIAN by Pam Noeldner



It has been a sleepy summer for the historical committee, so I have nothing new to report. I would like to ask anyone who has great cruise pictures to send them to **Norah O'Neill** for the scrapbook. Thanks a bunch!



NEWSLETTER by Molly Barr



I want to thank all of you who contributed to the July newsletter. I loved all of the articles and information that I received. In fact there was so much material that I finally found it necessary to hold some back in reserve for the next issue. Keep up the good work! We want to hear from you.

Karen Kahn (with Susan Staples) is doing such a great job with the **Uni-FORUM** column that this issue of the newsletter is packed full of order forms for juicy uniform items. I wish that space permitted printing each form separately (with an empty page on the back), but unfortunately that is not the case. I've arranged them all together in the back so that you can tear them out and make copies with minimum mutilation.

If anyone has not received a copy of the July newsletter, you may contact **Vicki Karnes** (address and phone #'s are listed in the front of this issue).

SCHOLARSHIP **by Mimi Tompkins**



The new scholarship application has been printed and is ready to mail out. We have received more requests for financial aid than ever. It seems the 99's are spreading the word about our scholarships.

The deadline for the 1991 applicants is February 15th. Remember: the applicants must already have a commercial license with an instrument rating by February 15th. The money is to be used for advanced training.

Please have interested applicants write directly to: **Mimi Tompkins, ISA+21, P.O. 29298, Honolulu, HI 96820.**

Requests through the Denver P.O. box take about 2-4 weeks longer to process.

We need scholarship donations! Last year we only had enough money in the treasury for a \$1,000 and a \$500 scholarship. The more money we get, the more money we can award. Your donations will be tax deductible. Please write on your check that the money is for the scholarship fund. We are looking into a trust fund to be used to generate interest for scholarships. To do this, we need your generous donations. The money makes a big difference in the lives and careers of our winners!

Our ISA scholarship recipient this year is **Betsy Stanga** of Honolulu, Hawaii. She began flying two years ago at age 30, a divorced, single, working mother with two young children. Within ten months Betsy had completed all of her ratings through Commercial/Instrument (single & multi-engine), and finished her FE writtens one month later.

After working on the ramp for Aloha IslandAir (washing airplanes!) she was finally offered a first officer position on the DHC-6-300 "Twin Otter". Ten months later, in August 1990, she was hired by United Airlines and has a September 24th class date.

Now, remarried to a pilot who has started his own struggling helicopter flight school and service



The ISA scholarship winner - Betsy Stanga

center in Honolulu, she plans on commuting to her island home from a mainland U.S. domicile (not yet assigned), following completion of the United training program.

AN ISA MEMBER MAKES THE DIFFERENCE!

Just how far will \$500.00 go when you have to travel 9,150 miles, from Bombay to Memphis, to take your multi-engine training? This is the question that ISA's 1989 'Fiorenza de

Bernardi' Merit Award winner asked herself as she faced the journey this spring. With no multi-engine training available in India, Priya Naniwadekar was in a bind. Her 25th birthday, the cutoff for application with Air India, was fast approaching.

One of our ISA members, who wishes to remain unnamed, made an offer. She would see that the cost would be covered for 1) the multi-engine rating, in excess of the \$500

award, and 2) Priya's travel expenses while in the States, if Priya could get her own ticket to the U.S.

The Scholarship Committee would like to invite other ISA members to make contributions to a special, one-time, fund set up to cover these expenses. You can make a difference, too! Send your tax-deductible contribution made out to the ISA Scholarship Fund to Laura Hahn. (Note her address in the front of the newsletter.)

WOMEN AIRLINE PILOT'S EXHIBIT

by Lori Griffith

The women airline pilot's exhibit will be a hi-tech display featuring a 10 - 12 minute video covering the history of women airline pilots followed by a montage of our ISA women in uniform in their aircraft positions and ending with live filming in the simulator of an all female B727 crew doing what we do best. A female flight officer's uniform will also be displayed on a mannequin as well as a visual graph illustrating the progression of women airline pilot hiring.

Being a "hi-tech" presentation, we would need "hi-dollars" to purchase equipment, studio editing, graphics specialists as well as simulator time, and Florence Sanders has gotten Federal Express to sponsor all of it! The date for the exhibit opening is set for the International Women's Air and Space Museum's 5th anniversary on March 11, 1990 and they are rolling out the red carpet for the unveiling. Television and press coverage will be present, so you won't miss the event.

PICTURES! PICTURES! PICTURES!

Thanks to all of you who have already sent in their pictures for the women airline pilots exhibit, but we need more pictures of our ISA women in uniform in their aircraft positions. (Pictures will be returned if you indicate such on your photo.) Here is your chance to be immortalized. **DEADLINE** is December 1, 1990! Send your uniformed snap shots to:

Florence Sanders
8471 Bazemore Road
Cordova, TN 38018
901-755-4771



WINGS! WINGS! WINGS!

A graphics expert will be reproducing each airline's wings for the exhibit, and we need your help. We especially want to include the international carriers, as this is an international museum, so take your wings, put them in the xerox machine, (color xerox would be best so we can see if they are gold or silver.) DEADLINE is December 1, 1990. Send a xeroxed copy of your wings to:

Pam Noeldner
Rt 2, Box 367
Denver, NC 28037
704-483-6281

SPECIAL THANKS to Associate member **Susie Darcy** who is providing the female mannequin that we needed for the exhibit, and to **Dana Fulks** who is providing free shipping for the dummy from Seattle to Dayton, (compliments of her company, Airborne Express), and to **Nancy Novaes** who has offered her seamstress expertise to tailor the uniform to the dummy for the exhibit.

ISA LIBRARY

A new donation for the ISA library has been contributed by **Lisa Volinn**. Our thanks for her generosity for a wonderful (3) series video systems review of the A-300.

Also coming to the library is a special 737-300/400 video that will be popular among all you 737 pilots who have been requesting it. It is being provided to us by **Connie Tobias**. Thank you!

Check out video system review tapes or manuals as you would at the library by contacting Lori Griffith at: 221 Riverview Terrace, Lake Wylie, SC 29710, or call her at: 803-831-7753.

WOMEN AIRLINE PILOT'S EXHIBIT TO BE UNVEILED ON MARCH 11, 1991

Mark your calendars now, and plan to attend the gala opening of our women airline pilot's exhibit on March 11, 1991!

When: March 11, 1991

Where: The International Women's Air and Space Museum
26 North Main
Centerville, Ohio
513-433-6766

Time: 5:00 pm (TV coverage of the unveiling at 5:15 pm)
Gala reception follows from 5:15 - 7:00 pm

RSVP: Transportation can be provided from the Dayton airport if you RSVP to Cammy Condon: 513-299-7762

COME SKI !!!

WINTER SKI-TOGETHER

Don't Forget the ISA ski-together this coming January. It is going to be at the Ouray Ranch and Anglers Club in Granby, Colorado 90 miles from Denver. The lodge sleeps 20, and additional room can be found if necessary. The lodge is 50 years old, restored, and also serves meals. There is cross country skiing on the property and three ski areas close by - Winter Park (30 min), Silver Creek (10 min); and Vail, Copper, Keystone, and Steamboat Springs are all about 1 hour away.

WHEN: January 15, 16, 17, 1990

WHERE: Ouray Ranch lodge, Granby Colorado

COST: \$20.00 per person, per night plus lift tickets, food, transportation...

TRANSPORTATION: From Stapleton Airport in Denver to Ouray Ranch:

1. Rental Car
2. The Train (AM TRACK)
3. VANEX door-to-door Airport Shuttle Service - possibly your best bet. It operates twice a day to Granby and will bring guests right to Ouray Ranch. Their summer schedule indicates morning and afternoon departures - we suggest you call them directly for the correct times.

- * One way fare is \$27.00 and round trip is \$48.00.
- * Meet the van downstairs/baggage claim area, inside door #6, at the ground transportation booth.
- * Travel time to the resort is 2 - 3 hours.
- * Reservations are required 24 hours in advance.
- * On demand service is available for groups of 5 or more with 24 hours notice.
- * Cancellations made less than 48 hours are non-refundable.
- * Please confirm all reservations between 8AM - 5PM, 24 hours prior to traveling.
- * **FOR RESERVATIONS AND INFORMATION CALL:**
1-800-521-5401

Please make reservations for the lodge with **Emily Warner**, P.O. Box 947, Granby Colorado, or call at 303-887-2063. She is requesting a deposit for the first night (\$20.00 per person). FIRST-COME-FIRST-SERVE, so get your reservations in early. Also feel free to call her if you have any other questions or concerns.
HOPE TO SEE YOU ALL THERE!



WANTED !!!!

(mostly alive)

**EXECUTIVE COUNCIL OFFICERS**

Yes, it's that time again. Five of the current ISA+21 Executive Council officer terms are completed in May of 1991. Four of us will not be running for a second term. That means that it's time for those of you that seek more glamour and glory in your life, to stand up and be counted.

We all learn from experience. One of the things that I learned last year was that some of our members were interested in the Executive Council, but were not sure what they would really be letting themselves in for. So, in an effort to inspire a more informed applicant, here's a synopsis of how it works and what your getting into.

First, the election process. Applications are included in this issue of the newsletter. All we want is a little background to let the membership know more about you. (No information on your spouse's/significant other's financial involvement with any failing Savings & Loan, please.) The deadline is December 1, 1990 for the application. This will allow us time to include your candidate profile in the January newsletter. Ballots are mailed out on February 1, 1991 and the election closes April 1, 1991. On May 8, 1991, the newly elected officers will be introduced to the membership at the Annual Meeting.

Your two year term and duties will begin at that time. Following the annual business meeting you will attend your first Executive Council meeting. This is the meeting at which all will select the committees they will serve and duties they would like to perform. If you cannot be present, your wishes will be taken into account. There will be four incumbent officers and, as with all things aviation oriented, seniority has its privileges. Should any of them choose to change committee, that option is available. This process is more informal than it sounds.

The committees currently served by the outgoing officers are Family, Membership, Historian, Correspondence & PR, and Finance (Although the Finance committee chair, Laura Hahn has expressed an interest in running for a second term. So there is the possibility that, should she be re-elected, that position would not be open. And, boy would she be senior!) One thing to keep in mind, the applicant is running for Executive Council Officer in general, not a specific council position. Because you express an interest in one certain committee, does not guarantee that you will get the opportunity to serve in that capacity.

Your term will run for two years, May 1991 through May 1993. During that time you will be asked to attend four Executive Council meetings each year for a total of eight, the Annual Convention, two of them, (actually three if you are able to attend the first one at which you are introduced to the membership). And of course you are asked to perform the duties of your individual office and committee.

Hopefully this information will help each member decide if this is for them or not. It does require some of your time. It also helps to have a personal computer, especially for the Newsletter editor and the Correspondence & PR committee chair. For myself it has been a great experience. Being on the council has provided me the opportunity to meet many more people than I would have otherwise done. It has also spurred me into more involvement and participation with ISA. In May not only will my term be over, I will also be personally ready to step down. But the friendships made and lessons learned will continue, and that is more than ample reward.

I S A + 21

APPLICATION TO RUN FOR EXECUTIVE COUNCIL POSITION

TERM: MAY 1991 - MAY 1993

(Please Print)

NAME: _____ DATE: _____

AIRLINE: _____ POSITION: _____

ADDRESS: _____

PHONE: _____

YEARS AS AN ISA MEMBER: _____ YEARS AT YOUR CURRENT AIRLINE _____

PREVIOUS COMPANIES WORKED FOR (Aviation Oriented) _____

WHY WOULD YOU LIKE TO BE AN EXECUTIVE COUNCIL MEMBER? (i.e. goals,
ideas, changes) _____

COMMITTEE YOU MIGHT BE INTERESTED IN?: _____

This information will be used to compile a short biography for our members to elect five (5) new Executive Council members. Please include with this signed form a clear photograph. By signing this application, you are declaring your willingness and eligibility to work on the Executive Council of ISA+21 from May 1991-May 1993. Elections will be by postal ballot and the results will be announced in Helsinki, Finland at the 14th Annual ISA+21 Meeting on May 8, 1991.

SIGNATURE: _____ DATE: _____

Please mail to ISA+21, c/o Sue Nielsen, P.O. Box 2035, El Granada, CA, 94018, USA. This must be received by December 1 to be included in the January Newsletter.

REPORT FROM STOCKHOLM, SWEDEN

New member, Monica Jones-Wismar, has sent us some information on her airline, Linjeflyg. Monica flies as Captain on the Fokker 28 for the Swedish domestic affiliate of SAS. There are currently 11 women flying for the carrier which employs 365 pilots. Linjeflyg serves about 30 destinations with the F28, Saab 340, and B737-500 aircraft. Monica was excited to begin her summer vacation when we last heard from her. Her plans were not to include a beautiful European resort; rather, she was preparing for a holiday of fishing in Alaska! Hope the fish were hungry, Monica. Thanks for the news from Sweden.



Kapten Monica Jones-Wismar och andre pilot Jessica Ghazala redo för taake off.

THIS IS LINJEFLYG

Linjeflyg is Sweden's biggest domestic airline. It are based at Arlanda airport just outside of Stockholm. The route net includes about 30 destinations. They fly to Gallivare in the north and to Kristianstad in the south. This year they will fly 5.1 million passengers, a number that increases by 7% every year.

Linjeflyg is owned equally by SAS and AB Aerotransport. AB Aerotransport is the parent company of SAS.

The aircraft fleet consists of 17 Fokker F28-4000, carrying 85 passengers, and 3 Fokker F28-1000, carrying 70 passengers. They also fly the SAAB 340 aircraft on some routes - a twin engine turboprop seating 34 passengers. The latest addition to Linjeflyg's fleet is the Boeing 737-500, carrying 131 passengers.

Since January 1986, all Linjeflyg flights are smoke-free. Linjeflyg became the first airline in Europe to fly smoke-free to all destinations. As the first airline company in the world, Linjeflyg is now developing a nation wide ground transportation system for passengers. Through this system you can reach about 2500 destinations in Sweden.

INFORMATION BANK

Members interested in counseling prospective airline pilots, please send me a postcard with your current phone number, and let me know how you would like to help. I need help with pilots inquiring about "good" flight schools in certain areas, for example: the Bay Area, Denver, Houston, etc. If you feel you could give good advice about flight schools and/or job opportunities in your area, please let me know.

Also, I need people who want to talk about the merits of their particular company - pay, bases, equipment, advancement, etc.

Please let me know if you are interested. Write to: Mimi Tompkins, ISA+21 Information Bank, P.O. Box 29298, Honolulu, HI 96820. Thank you.

LETTERS TO THE EDITOR

Dear ISA Members,

After hearing Pati Marsh's report on the IFALPA meeting she attended, I am firmly convinced that ISA should send a representative to each conference. I feel it is a worth while expense and every effort should be made to support whom ever is fortunate enough to represent ISA. It is a wonderful learning experience and an opportunity to stay informed about important issues concerning all of us.

Duana Robinson

Dear ISA Members,

I've been unable to attend many of the ISA activities over the years of my membership. Among other things, ISA is a forum for us to communicate, and I would like to share some thoughts with you.

First, I want to thank so many people for opening the cockpit doors so wide for us. There are many men and women who yield so much experience, knowledge, personality, and humor. I am only one of thousands of airline pilots who have worked hard and sacrificed a lot to get this job.

I have a growing concern about some things that are making it more difficult to enjoy the cockpit environment we've worked so hard to obtain. I know that, like an handful of pioneering individuals who struggled to open doors, there are an handful of individuals causing a reverse effect.

My concern is regarding the number of female pilots who are throwing out sexual harassment charges for things that are neither a violation of one's body, or a compromise of safety. I know that sexual harassment exists and, under no circumstances, should it be ignored. My question comes from degree and interpretation.

There are ignorant, unkind, unthoughtful, sexist, chauvinists out there. There are also bright, talented, experienced, caring, skilled, humorous men. There are female pilots who are bitchy, pouty, demanding, and spoiled; and there are females who are bright, talented, experienced, caring, skilled, and humorous.

Now, most airlines won't pair up the brightest specimens with the elite, so we all must co-mingle. It appears to me that there is an inordinate number that think there should not be any chauvinistic, macho men in the cockpit. Well, no one promised us everyone would like us or agree with our philosophy. When it becomes a safety issue, a professional goes through professional channels to gain a resolve - they do not resort to confrontation or lawsuits to go after an individual's job. Another question is: is the chauvinist's attitude any more of a safety hazard than the female who is listening for degrading terminology or references instead of doing her job?

You think Captains haven't been rude to co-pilots and engineers who don't wear bras? Think again. Those who choose to build complications in the cockpit can come from both sides. What's going to be the form of complaint when one female pilot flies with another, and there is a personality conflict?

We are supposed to be professionals. We came here to fly airplanes safely, and well. I suggest that is where we direct our efforts. If we happen to enjoy the people we work with, that's great! If not, we can still do what we came to do ... fly.

Marena Bennett

✱ **CONGRATULATIONS AND CONTRAILS**

New Airlines:

Debbie Opperman Knepper ... from Aspen to United
Linda Watts-Gibbs ... from Continental to United

✱ **CAPTAIN UPGRADES**

No information received this quarter. New four-strippers let us know who you are!

✱ **OTHER UPGRADES**

Bonnie Hinck, Pan Am, to A300 S/O
Connie Tobias, USAir, to B727 CAPT
Ruth Sherry, United, to DC-8 F/O

✱ **MEMBERS IN THE SPOTLIGHT**

New member Catherine McLelland reports that she and her husband, William, were the first married couple hired by United for the same class.

Lucy Young, USAir B737 F/O, is now flying her own Blue Angel! Lucy has become half-owner of a beautiful, blue 1962 Mooney M20C. She is often using the plane to commute from her Atlanta home to USAir's Charlotte base. We've heard that Lucy was thrilled with her first tandem parachute jump with ISA member and national champion, Cheryl Stearns. As a C-9 Aircraft Commander in the Naval Reserve, Lucy took military leave from USAir in September to fly in support of Naval operations in the Mediterranean.

Denna Gollner, United 727 F/O, flew as a U.S. Air Force reserve C-141 Commander in the Middle East in August. Is it true Denna, that the Arabs would not deal with you as a Female Flight crew member?

✱ **UPCOMING CONFERENCES OF INTEREST**

"Cockpit Management for the 1990's" - December 4-5, 1990 in Dallas, TX.
Contact Aviation Research & Education Foundation, (703) 689-4367.

"Sixth Biennial Int'l Symposium on Aviation Psychology" - April 28 - May 2, 1991 in Columbus, Ohio. Contact Ohio State University, (614) 292-4560

✱ **1992 CONVENTION**

During the Washington DC convention, opinion was voiced that the convention locations should be chosen earlier to allow for adequate planning. At the Executive Council meeting in August, Vancouver B.C. was unanimously committed to for the 1992 convention site.

AIRLINE PILOT HUSBANDS?

WE'VE COUNTED 59 ISA MEMBERS MARRIED TO AIRLINE PILOTS! From this year's membership renewal forms, the following list of members whose husbands are airline pilots was compiled. Any additions can be sent to: **Vicki Karnes at the address on the front cover.**

Yasmin Rahman - Ishfaq, with Biman Bangladesh
 Theresa Mally - David Morphew, with Air Wisconsin
 Jean Harper - Victor, with United
 Gail Grieshaber - Paul, with USAir
 Sharon Menear - Woody, with USAir
 Barbara Shalit Kazmierczak - Daniel, with Delta
 Jennifer Nicholson - Todd Molgat, with American
 Susan Cunningham - Alan Herum, with American
 Nivedita Bhasin - Rohit, with Air India
 Connie Bowlin - Ed, with Delta
 Veronica Garcimagodoy - Eduardo, with Midway
 Lori Griffith - Gregg, with UPS
 Gail Goodat - Floyd, with Erickson Air Crane
 Marcia Handrick - Patrick, with American
 Karen Kahn - John Clark, with Wings West
 Susan Knapp - Bruce, with Delta
 Sharon Krask - Eric, with Delta
 Sue Nielsen - Kim, with United
 Valerie Walker Patton - Hersch, with Delta
 Suzanne Skeeters Novotny - Greg, with Northwest
 Rita Reo - William Nason, with Midway
 Terry Rinehart - Bob, with United
 Maggie Rose - Charles, with Southwest
 Kimberly See - David, with American
 Rosella Bjornson - Bill Pratt, with Canadian Airlines
 Wendy Hood - Tim, with Northwest
 Laura Argir - Mark, with Northwest
 Karen Griffin - Charles, with Alaska

Ruth Zimmerman - Denny, with Evergreen
 Sue Ellison - Bill Harrelson, with American
 Kelly Bass - Robert Jordon, with America West
 Sandra Saliba Simmons - Nellis Dye, with UPS
 Diane Rangel Gilliland - Mikel, with Aloha
 Debra Opperman Knepper - James, with Continental
 Lisa Krag - John Johnson, with Continental
 Maria Ziadie-Haddad - Brian, with Air Jamaica
 Leslie Dittmer-Boyle - Tom, with Braniff
 Binka Bone - John, with Delta
 Debra McCaw - Mark, with United
 Valerie Thal-Slocum - James, with Federal Express
 Karen Masterson - Ancil Croskell, with Mesa
 Joy Klopfer - Bernd, with TWA
 Pam Noeldner - Bob Benson, with USAir
 Sandra Szigeti - Oscar, with Federal Express
 Grace Stanko McHargue - Fred, with American Trans Air
 Barb Moore Gardner - Dave, with United
 Linda Morley-Wells - Walt, with USAir
 Susan Fager O'Conner - Michael, with Federal Express
 Jeanne Dietrich - Patrick King, with USAir
 Jackie Gillespie - James Tyler Lee, with USAir
 Libby Cannon - Gary, with Trump
 Carol Webb Dishart - Dan, with USAir
 Deborah Flawrie - John Hawley, with Australian Airlines
 Lisa Soli - Bryan, with Northwest
 Ruth Sherry - Jim, with Northwest
 Christine Figueroa - Frank, with United



**United DC-10 First Officer, Linda Morley-Wells, caught in the
 "F/O's Dilemma ... Push or Pull?"**

D.C. CONVENTION CRITIQUE RESULTS

by Florence Sanders

(53 members participated)

1. **Crystal City Marriott:** of the 53 members, 43 stayed at the hotel. 18 rated it excellent, 3 - great, and 22 - good.

When asked if they would like to continue in 4 - 5 star hotels 74% said YES.

2. **The convention:** 48 responded to this question and they all agreed that the convention chairman had done an excellent job! They were surprised at the great attendance.
3. **Past conventions:** the most favored convention in the past was Rome with Maui coming in as a close second.
4. **Changes:** when asked what they would change, the following was listed:
 - That the next year's convention location be announced at the convention to give members more time to plan.
 - A guest speaker at the luncheon on the subject of female pilot related problems.
 - More time to visit each other.
 - Better control of the photo session.
 - More organized cocktail party - earlier or later so that people could plan a nice dinner out.
5. **Next year's convention:** the winner was Jamaica, with Seattle, Vancouver, and Finland in tie for second place.
6. **What about a DUDE RANCH?** 40 members said yes, 13 said no..... Karen Koenig said "I'm afraid of horses. I would ride a goat or something equally as small with fewer teeth or less kicking distance." (we assume that Karen voted NO)

NEWS FROM SAUDI ARABIA

by Vicki Karnes

The convention dinner at the Saudi Arabian Embassy in Washington, D.C. peaked my interest in the Saudi culture. I wrote to Patsy Knox, Governor of the new Arabian section of the 99's, asking her if Saudia might be hiring women pilots in the near future. Patsy, who has been working for Aramco in Dhahran for the past 8 years, was not optimistic that Saudia would be hiring women pilots soon. However, she promised to send my letter on to Prince Sultan Salman Abdelazize Al-Saud for comment! Prince Sultan, a Saudi Air Force pilot, flew as one of the mission specialists, along with Dr. Shannon Lucid, on space shuttle Discovery in 1985.



Uni-FORUM

Since our last column we've made progress on several fronts...

1. HATS...we now have an order form from Midway Cap Company in Chicago (reprinted here). Since hanging the hat in the cockpit is a problem (if you use the standard cap clamps you'll bend the brim out of shape), I've suggested they do as I do and sew into the back of the head band, a 1 1/2" loop (I used black hem/bias tape) which normally lies flat, up inside the hat, but which can be pulled out and looped around a handy rivet or other pointed object. (I use the rivets just above the sun visor rail on the MD-80 that allows the hat to hang in the aft most window near the O2 mask.

Also, scrambled eggs are removable. When my hat gets grubby, I buy a new F/O hat and transfer the band, buttons, and sew on the eggs. For \$20 + shipping you have a new hat.

2. ASCOT-style shirts...Couturiere of San Clemente made me a very nice shirt which duplicated the sample I sent them. The fabric is very nice and my compliments to Yolanda for her good work. An order form is included here and I suggest you send them a sample to work from, or at least a sample shirt that fits you so they can be sure of the size. A discount is available for a dozen or more shirts and you can pool with another pilot and order 6 of one size and 6 of another.

Most exciting is the news from Susan Staples who is actively working with a group of seamstresses in Missouri who are looking for work and want to go into the business of making women pilot uniforms: including jackets, pants, shirts, and epaulets. Hopefully, they'll soon have a P.O. Box and a catalog of items available. I'm sure they are open to suggestions and would be interested to know what we would like to be able to purchase.

Once again, please send us your comments and suggestions to help improve our work-wear.

Karen Kahn / MD80 CA-DEN / Continental

LADIES!!!

Yes it's true! I found a woman who would love to make women's pilot blouses! She is in the process of putting her business together and trying out a few for me as samples. Here is a brief outline as to what she wants to do:

- * Blouses should not exceed \$18.00
- * All blouses will be custom made
- * Most blouses will be made and shipped out the same week! However she would like a 3-4 week window for back orders.
- * We are working at getting MC/VISA & America Express - she will also except personal checks.
- * A sample blouse will be make available for each "flight office" requested per airline so you can inspect her work.
- * A guarantee of "if you do not like your fit - we will make sure you do." RE-SEW for free.
- * Also a "one-step" order form. Once the initial order form with your measurements and comments is put into the computer - re-orders will be simple! A custom fit every time! Unless there is a major weight loss or gain.

I have also requested she get into the epaulets, tie, and uniform end of this business. She, and some of her ladies, would like that very much! An interesting note...in a conversation with a "big time" maker, I told him we LADIES are interested in quality, fit, and a reasonable price. He laughed, and said we couldn't have it all! This woman's response was - "No problem!"

Expect a late fall or early winter start up!

by Susan Staples

WOMEN MILITARY AVIATORS

Several people have voiced an interest in the Women Military Aviators Organization. Ann Nelson has contributed the following introduction to the organization. On the other side of the page you will find a membership application.



You are invited to join the Women Military Aviators (WMA), Inc. We are an organization formed to promote and preserve the historical, educational and literary role of women aviators in the service of their country during times of war and peace. It took many years of dedicated effort by several women aviators to form WMA.

Toward the end of World War II, the Women AirForce Service Pilots (WASP) were denied military status and subsequently in disbanded in December 1944. In an effort to maintain the structure of the group, several WASPs asked to publish a newsletter. The U.S. Army approved their request as a "medium for the exchange of re-employment opportunities." The Order of Fifinella was formed and remained active holding small reunions and group gatherings until 1950. During the 1964 Ninety-Nines (Women International Pilots) Convention, WASP Marty Wyall met with over 80 other WASPs. This was the beginning of the reactivation of the Order of Fifinella. Over the next several years they worked to make contact with other WASPs, focusing much of their energies on obtaining military status from Congress. In November 1977, the WASPs were granted honorable discharges and officially recognized as World War II veterans.

Meanwhile, women reentered military aviation. In January 1973, the Navy led the way opening pilot training to women. Later that same year the Army followed suit, then the Coast Guard, and in 1976, the Air Force. In 1977, women were admitted to Air Force navigator training.

To preserve their history, the Order of Fifinella became the Women AirForce Service Pilots, WWII, Inc., a closed organization. They then sought to create a separate organization which would include present-day women military aviators. In 1978, the Women Military Pilots Association (WMPA) was formed with a combined membership of WASP and new-era women military aviators. In 1988, the membership voted overwhelmingly to rename the organization Women Military Aviators, Inc. (WMA), to more accurately reflect the makeup of this unique group of professional aviators.

By November 1989, the WMA membership numbered over 600, including WASP. Air Force, Army, Navy, National Guard, Reserve and Allied Forces pilots and navigators. Additionally, Associate Members from a variety of backgrounds further enhance the growth of the organization through their involvement in research and historical documentation, and their personal support of the advancement of women in military aviation. In September 1989, over 113 members met in Washington, D.C. for the fourth biennial convention. Enlightening seminars discussed such topics as leadership, combat exclusion, networking, Defense Advisory Committee on Women in the Services (DACOWITS), family issues, and alternate career choices. The keynote speaker was Dr. Eve Gordon, an inspirational lady who worked with British Intelligence and the Underground in World War II. The memorial service at the future site of the Women in Military Service Memorial at Arlington National Cemetery remembered those women aviators who died while serving their country. It was the first service of its kind on the future site. The 1991 convention will be in the Sacramento / San Francisco area.

So please join our dynamic and growing organization! The fee is only \$15 a year. You'll receive a bimonthly newsletter and an annual roster, and you'll be able to enjoy an illuminating and fun biennial convention. Above all, you'll join a network of exciting and energetic women military aviators. The dedication and professionalism of the Women Military Aviators membership is largely responsible for the success of this dynamic group of women who have flown and continue to fly in service to their country.

Kelly Hamilton-Barlow

KELLY HAMILTON-BARLOW, Lt Col, USAF
President, Women Military Aviators, Inc.



WOMEN MILITARY AVIATORS, INC.
Membership Application

Regular Member - Women who have successfully completed military pilot or navigator training programs, including Women AirForce Service Pilot training.

Associate Member - Individuals who actively promote the advancement of women military aviators and the documentation of their historic achievements.

Non-member Support - Organizations which support and/or represent women military aviators in their efforts to continue to open career opportunities to military women through the education of the public sector on the history of women in military aviation.

.....
NAME: _____

 Last First Middle (Maiden) Nickname

MAILING

ADDRESS: _____

 Street City State Zip

ASSIGNED UNIT, DUTY STATION/EMPLOYER: _____

PERMANENT ADDRESS: _____

PHONE:

Home: _____ **Work** (Commercial/Autovon): _____

DUTY STATUS: Active Duty Guard Reserves WASP Retired Separated / Civilian

BRANCH of SERVICE: Air Force Army Navy Other _____ **RANK/TITLE:** _____

PRIMARY AIRCRAFT / CREW POSITION: _____

OTHER AIRCRAFT FLOWN: _____ **TOTAL HOURS** (Military/Civilian): _____

NAVIGATOR, PILOT, WASP TRAINING CLASS: _____ **DATE AWARDED WINGS:** _____

COMMISSIONING SOURCE: _____ **DATE:** _____

EDUCATION (include universities and degrees granted): _____

DUTY HISTORY / CIVILIAN PROFESSION (include duty stations, job titles, dates, etc.): _____

MARRIED? Yes No **SPOUSE'S NAME:** _____ **MILITARY?** Yes No **AVIATOR?** Yes No

CHILDREN? Yes No (if Yes, how many? _____) **YOUR DATE OF BIRTH:** _____

Comments/Association With Women in Military Aviation (continue on reverse if necessary): _____

Membership dues are \$15 annually (due 1 Oct), payable to "WMA, Inc." Entitlements: six newsletters annually, annual roster, and convention eligibility. Please mail completed application and check to

WMA Membership
P.O. Box 396
Randolph AFB TX 78148-0396

WMA Use
recd _____
pkt _____
copy _____
rost _____
nltr _____

The Woman Wanted Wings

A TALK WITH ISA MEMBER CAPTAIN GLORIA LaROCHE

Wanda R. Wolfe

"TODAY I HAVE DECIDED I want to be a pilot (sic). I have not told anyone but God yet." So reads the diary entry made at the tender age of 8 by Gloria LaRoche (pronounced la rosh, with a long o). More than 30 years later, in November, 1989, United Airlines offered her a job as a pilot instructor in its Training Department. The years between have taken Gloria through years of struggle to be accepted as a woman pilot. We talked with her at her home in Belleville, MI.

BULLETIN: Were either of your parents pilots?

LaROCHE: No, but my dad was in the Air Force, an instructor in aircraft systems. I used to sit in his C-130 simulator and gaze at its myriad dials. Even the smell of his technical manuals was pleasing, and though they were incomprehensible then, I knew that was the field I wanted to be in. I remember peering longingly through the chain link fence of the Air Base ramp at the men striding out to their beautiful machines, wishing mightily it could be me.

BULLETIN: How did your father feel about this desire of yours?

LaROCHE: Well, this was the '50s, you have to understand, and back then it was proper for my brother to be the one helping Dad fix the car while I was relegated to doing the dishes. But my Mom listened. She was the kind of mother who kept us busy with numerous activities, such as ballet and tap, swimming, piano, scouting, and so forth — so adding flying lessons for her daughter was just one more on the list. When I was 12, she let me join the Civil Air Patrol, and at 14, she found an instructor pilot who owned a 1946 Taylorcraft. She immediately made him a friend of the family, and found me a babysitting job for gas and oil money. So there I was, a starry-eyed kid trying to keep the wings level and the pointy-end forward, studying every book I could get on the subject — even laboriously copying pertinent sections in a tiny looseleaf notebook I always carried with me.

BULLETIN: Did you really understand then what you were facing?

LaROCHE: No. I could only see the glories of being a pilot — never the heartaches and pitfalls of being a woman in one of the last bastions of chauvinism. But even had I

known, I couldn't have stopped. It was something I had to do, like breathing or eating.

BULLETIN: Did your Dad come to be supportive of you once you actually began taking lessons?

LaROCHE: No. He never really believed my interest was more than a passing childhood fancy. Plus, he was an alcoholic, and was too wound up in his own problems to be supportive of my efforts. If you add to that the unsettled home life due to yearly moves, you can see it wasn't an easy childhood. The morning I turned 18, I woke to find my suitcase

I turned 18 and found my suitcase packed and on the front porch.

case packed and on the front porch, put there by my father. I'd had a full scholarship to a local college, and could have gone if I lived at home, but out I went. It's been only lately that I've been able to understand him better. He'd been abandoned at age 4 to an orphanage, and that was probably the root of his problems.

BULLETIN: So you were thrown out into the world unprepared. What did you do?

LaROCHE: Well, I wasn't totally unprepared. My mother had insisted that I teach myself to type with an old portable we had. I could do about 35 words a minute, which was enough to get me a GS-2 job with NASA. (We were living in Huntsville, AL, at the time.) I roomed with a girlfriend from high school and in several months I'd managed to save \$500. So I paid \$350 of it for a 1956 Buick, packed everything I owned into the back seat, and headed for Nashville. I got there late at night with no place to stay, no friends, and no job. I found a room for the night, and began the long fight for survival on my own.

This was the hippie era. I lived on macaroni and cheese while working at a local college as a secretary. My circle of friends at that time included an ex-helicopter pilot who had come to Nashville seeking his fortune. You may have heard of him — Kris Kristofferson.

BULLETIN: Another person probably eligible for Mensa. He's one of my favorite songwriters. Were you able to do any flying at all during this time?

LaROCHE: No. There was no money for it. But I scrounged up a few bucks for skydiving. That helped scratch a little of the itch. But about that time, my father left the family, and I had to help support my mother and brother. I was holding down three jobs, and was utterly exhausted. But the family survived, and I did, too.

Then one day it was too windy to jump, and a friend named Jack gave me a ride in a Cessna 172. The friend became my fiancé, and he started giving me lessons on his corporate plane. Finally at 21 I got my private pilot's license, and two years later, I got my commercial license.

BULLETIN: So things were looking up!

LaROCHE: In a big way. I had a diamond on my finger, a better job — though still as a secretary, and a cozy little apartment I'd repainted and decorated. I'd been pulled out of my hippie environment by Jack, who'd exposed me to the moneyed side of life, and I liked it!

BULLETIN: So — did you marry him?

LaROCHE: Almost. In 1969, I packed up my new VW bug and headed out to Dallas to do so, but everything fell apart when I got there. So I traded in my diamond for an instrument rating, which allowed me to fly in the clouds, and started work on my instructor's certificate while working as a secretary at a local aircraft sales company. When I got my license, I quit my job and started teaching full time. The pay was lousy, and I nearly starved, but then I found another school which paid a little better, and then another which paid better yet, and slowly I worked my way up ... until it all fell in again.

BULLETIN: What happened this time?

LaROCHE: The school I was working for went bankrupt, and the purchaser of the Piper dealership had no plans to include a school, so there I was. But I had taught his daughter to fly, and helped him lose some bad habits he'd acquired from another school, so he offered to buy a plane and let me work it. I had this mental image of sitting on a hot Love Field ramp on a milk stool next to a raggedy plane with a sign in the window: "Flying Lessons — Cheap!" But he bought a brand new, air-conditioned Cherokee 140, fully equipped for instrument flying, and provided a tiny office for me to work from.

I soon had enough students to hire another instructor, and in three years we went from those humble beginnings to being the largest school in the Dallas area. We also expanded to Ft. Worth's Meacham Field. I was the Chief Flight Instructor and also the FAA Pilot Examiner, with authority to grant pilot licenses.

BULLETIN: A long way from a little girl staring through a fence at macho pilots.

LAROCHE: It really was. Teaching was something I was good at. And I was happy doing it. But then in 1976, I walked across the field and stared up at the tail of this huge, beautiful DC-3, and I knew I had to conquer it. So my stint as a freighter pilot began. It was then that I fully came to realize all the brutal prejudice there was against women. I was flying co-pilot for the very kids I'd taught to fly. They would not tolerate a female captain. But life was never dull that first winter in the DC-3: landing it on an icy runway with my head stuck out the side window because the front ones were iced over; losing both engines simultaneously somewhere in the Bermuda Triangle — lots of exciting times.

BULLETIN: But wasn't there any romance in your life, other than planes?

LAROCHE: Actually there was. I'd fallen in love with my chief pilot, a guy named Pete. He looked like Robert Redford, and was as colorful a character as Indiana Jones. When our airline went bankrupt in '78, I halfway considered going with him to fly electronics into Mexico. It was legal departing this country, but illegal there due to the avoidance of import taxes. The adventure of it sounded thrilling, but my best friend talked me out of it. He pointed out the realities of life for a woman in a Mexican jail. And I was lucky I didn't, since Pete was eventually killed on one of those treks. In fact I heard the news on the very first flight I made as an airline captain.

BULLETIN: So you did finally make it.

LAROCHE: It took a lot of years. I worked for several other air freight companies that had the same attitude about it. When I became eligible for upgrade and they couldn't postpone it any longer, they'd pointblank tell me they weren't having a woman captain.

We were met by a squad of soldiers pointing machine guns.

And life wasn't easy either. The schedules were tough: three weeks on the road, one week home, with one small suitcase and a flight kit filled with books and soft drinks. Freight never flies on weekends, but always at night, and the few hours of daytime sleeping are never the same as a good night's rest. So by 3 a.m. the entire crew is dragging, which is when Murphy's Law will have the plane break, or the weather deteriorate.

I moved from Dallas to Reno, and then on to Atlanta, and everywhere was the same problem. I remember one three-week trip where the captain and flight engineer's entire conversation with me was limited to answering the checklist. They even ate con-

spicuously at another table! It's easy enough to laugh about it now, but it was hell living through it.

BULLETIN: Were there other women pilots at that time?

LAROCHE: Not many. In the mid-'70s there were fewer than 30 of us worldwide. Today there are at least 1,200, including some 145 women captains. I'd like to think some of my sufferings in that early period helped to ease the way for women entering the field today.

BULLETIN: Since there were so few of you, did you have any contact?

LAROCHE: Oh, yes. I'm a member of ISA, the International Society of Women Airline Pilots, and we keep in touch with each other. After all, women have always been interested in aviation. Amelia Earhart wasn't the only one of us. I have an ancestor — Baroness Raymonde de la Roche — who was the first woman anywhere to win her own pilot's license, even making bold changes in female pilot attire so her skirts wouldn't get caught in the flying wires. That was just after the turn of the century.

In talking with other women pilots about it, the problems I had were universal. I compared notes with one of my best friends, who is now a captain for a major airline. She said she used humor to deal with the incidents at her company. But I think now it's starting to be a little easier for women.

BULLETIN: It couldn't have been all bad, or you wouldn't have gone on with it.

LAROCHE: I guess I sound like another chapter of "As the Turbine Turns." It wasn't all bad, and I don't mean to imply that. It wasn't easy dealing with the masculine attitudes toward me, but flying was my love. It was like being a mouse in a cheese factory. One day we landed and took off from inside the very chain link fence I'd clung to as an eager little girl, and our departure paralleled the first cross-country flight I'd made 15 years earlier. I'd come a long way, baby, and I loved it!

And there were all the gorgeous places I was able to see. I remember peering out of the cockpit window at my first sight of the volcanoes and storybook mountains of the Northwest. And there was the summer flying salmon from Anchorage to Seattle. On a weekend break, I took an unforgettable side jaunt with a bush pilot past Pt. Barrow to an oilfield camp not even on the map. And flying over the Canadian Rockies at minimum altitude was incredible.



Gloria LaRoche, at home in the cockpit.

BULLETIN: What was the most exciting trip you ever made?

LAROCHE: Carrying a cargo door from Seattle to Kuwait. We had a navigator on that trip, as we would be over the North Atlantic without any sophisticated radio gear. (From that trip, I learned never to trust a navigator with white socks! He was as lost as we were when his calculator ran out of batteries.) And the non-scheduled landing in Cairo, with an engine out, was like a scene from a Bogart movie. We didn't have the proper authorization to be in their skies, and we were ordered to land — which we did, of course. We were met by a squad of soldiers who leveled machine guns at us as they escorted us to the commandant's office. It was in the basement of the terminal, and had the requisite ceiling fan, a paint-peeling metal desk, and even a cat dropping in from the tiny window above us at street level.

The portly commandant came in and explained that our airline had not allowed enough time for our authorization, plus they had transposed the aircraft identification. He then shoved blank pieces of paper at the captain and me, and told us to write our "confessions." Believe me, one look at those non-smiling eyes, and we started writing!

BULLETIN: Not only exciting, but scary.

LAROCHE: Those were the exciting times. But most of it was humdrum hour after hour, feeling so exhausted you asked the other crew members to help you stay awake. There was no glamor then — you felt like an over-used truck driver — "Driving My Life Away." But humdrum or not, we still had the best view you can imagine. Eight miles above the smog and haze, the stars wake up the spiritual side of even an agnostic.

BULLETIN: When did you finally make full captain?

LAROCHE: I almost did with my third airline — Transamerica. Its chief pilot, Don

Copland, acknowledged my ability, and his belief and encouragement went a long way toward undoing the shaky ego I'd developed after all the years of hostility. Even the crews there were kind to me. I would have upgraded there, but they had a massive furlough just prior to a bankruptcy, and out I went again. But six months after I went to work for the second company after that, I finally made captain. That was in March of '82. According to ISA records, I was the fourth woman airline captain in the U.S., and the second one on the Convair 580 plane.

The 580 was a converted 440 with doubled horsepower, but no hydraulic assist on the controls, so even strong men sometimes had trouble flying it. When the chief pilot shook my hand to congratulate me, he said, "I don't want any calls from you at midnight with this plane in the mud." Three days later, on final approach to Dayton, the weather deteriorated to one mile of visibility and 300 feet of overcast. A gusty crosswind had sent a B-727 in front of me to his alternate, and I remembered my chief's words. And believe you me, that plane never swerved from centerline. That night, I caught his eye in the terminal and called out to him, "It's not in the mud yet!"

BULLETIN: Now that you were a captain, did the hostility get worse?

LAROCHE: Well, actually a lot of it seemed to disappear. Maybe it just went underground, but I like to think they knew I'd paid my dues several times over. It was a welcome relief. Then in '82 they parked the 580s, and I was out of work again. I sold encyclopedias door to door for a few weeks, then sat in on a Boeing 727 class for flight engineers at a school in Atlanta, where I was then living. And soon they hired me to teach at the school. I taught full time while I was on furlough, and part time afterward.

The recall came in March of '83. I came back as copilot on the very plane I'd been teaching. I got my type rating in early '85, becoming the second woman in the U.S. to be an airline captain on a B-727.



BULLETIN: Is that the company you're still with?

LAROCHE: No. Three years ago I had an offer I couldn't refuse: to come to work for *Connie Kalitta Services*, a worldwide airfreight airline. I was to be captain on the B-727, as I had been, but would also be the director of training, check engineer, and would teach the 727 ground-school to their pilots and engineers. CKS has always been especially liberal about hiring and promoting women. Women by nature seem to be competitive, but I've always received maximum support from my female co-workers. We always have fun in the cockpit, calling our lone male "one of the gals," etc. Perhaps it's because the rest of the world seems against us that we've united so.

I was the fourth woman airline captain in the U.S.

BULLETIN: That's when you moved to Michigan?

LAROCHE: Yes, so I'd have some stability at last. I'd never had that before. I'd wanted to be a mother for a long time, and hadn't had the job security or the money to do so. The "ticking womb" was upon me, and there I was dashing around the country in the dark of night with no husband, and not really enough money to think about having a child of my own. In fact, I had trouble getting good care for my cat when I was gone. But finally I was able to think about it.

BULLETIN: The husband or the child?

LAROCHE: Well, still without the husband, I became foster mother to a five-week-old infant girl, and I'm adopting her. She's almost 2 years old now, and beautiful — an absolute charmer with people. One of her siblings would be a good candidate for Mensa, as she's in college at age 12. I've named my daughter Kathryn Alexandra, so when she grows up to be a fighter pilot, they can call her Al! No, I'm kidding. She can be anything she wants to be, even a housewife. Of course, in that case, she'd be a housewife with a degree from Harvard! She's the joy of my life, and very intelligent.

BULLETIN: How do you take care of her when you do have to be away?

LAROCHE: I'm lucky. I found a full-time nanny who lives with us, and is truly a replacement "me" when I'm away. Luckily, I don't have the brutal travel schedule I used to have, so I have much more time with her than if I had a nine to five job.

BULLETIN: Do you have any spare time at all? If so, what do you do?

LAROCHE: Spend time with Kathryn, of

course. But I'm also very interested in archeology — which I would have pursued as a career if I hadn't gone into aviation instead — also genealogy, arts and crafts, including sewing and knitting — handy with a baby. We live in a beautiful condo overlooking a lake, complete with boat dock (but no boat). And while I still love to fly, I have to admit the time I spend at home is much more precious to me now.

I'm still dating, and would like to find a father for her. Little girls need a father to give them unequivocal love. But more than a daddy for her, I'm looking for a best friend for me, for these two years with her have flown by, and soon she'll be off to college. Hard to picture my baby as a teen-ager, but she will be someday.

BULLETIN: When did you join Mensa?

LAROCHE: About five years ago, I guess. I was living in Louisville, and met some people who belonged and were really interesting, so I joined. That's a great group. I really enjoyed attending their events. I miss that group. I don't do much with Mensa here in Detroit.

BULLETIN: Well, now that you're taking the job with United, and moving to Denver, you'll like the group there. They have some very nice people.

LAROCHE: I'm really excited about it. I'll be home a lot more, and teaching a plane I love with the best airline in the world!

BULLETIN: You mentioned earlier that your father was an alcoholic, and I'm sure that caused more than a few emotional scars for you. Have you had any counseling to deal with that?

LAROCHE: In the last few years, I've gotten involved with a support group called ACOA, Adult Children of Alcoholics. I've gained a lot of insights into the harm a dysfunctional family can cause, and I feel I'm breaking the cycle with my daughter. And my brother is getting involved with ACOA now, too, so he's learning as well.

BULLETIN: Gloria, you're very beautiful. Was that an asset or a handicap in your career?

LAROCHE: Well, thank you. Perhaps a little of both. In one way it's hard for some people to accept a competent female in the cockpit, much less an attractive one. But overall, I'd have to say it's been an advantage.

BULLETIN: So life is good for you now?

LAROCHE: It's evened out after all. I have my career that I love; my child that I adore; and well, no husband — yet — but then two out of three ain't bad!

Wanda R. Wolfe
9007 Granada Lane
Knoxville, TN 37923-1432

WOMEN PILOT ASCOT-STYLE SHIRT ORDER FORM

TO: Couturiere of San Clemente
129 Calle Los Molinos
San Clemente, CA 92672
Attn: Yolanda Gonzales
714/498-6981

Enclosed find my check for \$_____ (payable to Couturiere of San Clemente) to cover the following 65%-35% poly cotton white uniform shirts:

_____ Ascot-style shirt, Short Sleeve, Size _____ @ \$22 = \$_____
_____ Ascot-style shirt, Long Sleeve, Size _____ @ \$24 = \$_____
Quantity Discount (see below) deduct _____% = \$<____>
California Residents add 6 1/4% sales tax \$_____
Shipping (no P.O. Boxes) add for UPS \$ 3.00
TOTAL: \$_____

I prefer _____ no pockets, _____ 1 pocket over left breast.
I prefer _____ tie cut straight across bottom, _____ vee-shaped

_____ I am enclosing a sample shirt (button front, short or long sleeve, as desired, to use for fitting purposes).

_____ I am enclosing cloth wings (one for each shirt) to be sewn above left breast (Continental pilots).

Ship shirts to:

NAME _____
ADDRESS _____
CITY/STATE/ZIP _____
PHONE _____

Allow 4 weeks for delivery.

Quantity Discount: 10% for 12 shirts (max. 2 different sizes) ordered at same time.

WOMEN PILOT HAT ORDER FORM

TO: Midway Cap Company
2301 West St. Paul Avenue
Chicago, IL 60647
Attn: Hershey Friedman
312/276-4300

Enclosed find my check for \$_____ (Payable to Midway Cap Co)
for the following women pilot's hat, color_____, size_____.
(Small= 6 3/4-6 7/8", Medium = 7- 7 1/8", Large = 7 1/4-7 3/8")

I am a pilot with _____ Airlines and need a

(circle one) Captain Hat F/O-S/O Hat

Women's Felt Pilot Hat - plain brim (F/O-S/Os) @ \$20.00 = \$_____

Women's Felt Pilot Hat - oak leaf brim (Captain) @ 30.00 = \$_____

Strap: (circle color: gold or silver) add 4.00 = \$_____

Buttons " " gold or silver 2/set @ 1.00 = \$_____

Illinois Residents add 8% tax = \$_____

UPS Shipping (no P.O. Boxes) = \$ 3.50

Add for RUSH or BLUE LABEL service = \$ 1.00

TOTAL ENCLOSED = \$_____

Ship to: NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

My phone # is _____ for any questions.

I need my hat no later than _____

Allow 2 weeks delivery time.

AVIATRIX -- UNIFORM SHIRT ORDER FORM

Women's Ascot-Style Shirts

TO: AVIATRIX c/o Susan Staples
1209 Calico Lane #2420
Arlington, TX 76011
817/275-1330

Enclosed find my check for \$_____ (payable to AVIATRIX) to cover the following 65%-35% poly cotton white uniform shirts:

_____ Ascot-style shirt, Short Sleeve, Size _____ @ \$18 = \$_____

_____ Ascot-style shirt, Long Sleeve, Size _____ @ \$19 = \$_____

Texas Residents add 7% sales tax \$_____

Shipping (no P.O. Boxes) add for UPS \$ 3.50

TOTAL: \$_____

I prefer _____ no pockets, _____ 1 pocket over left breast.
I prefer _____ tie cut straight across bottom, _____ vee-shaped
My epaulets are _____" x _____". To insure correct tab size,
state interior dimensions of your epaulet.

_____I am enclosing a sample shirt (button front, short or long sleeve, as desired, to use for fitting purposes).

_____I am enclosing cloth wings (one for each shirt) to be sewn above left breast (Continental pilots).

Ship shirts to:

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

PHONE _____

Allow 4 weeks for delivery.

ISA+21 ORDER FORM

NAME _____ DATE _____
ADDRESS _____
CITY/STATE/COUNTRY _____ ZIP _____

Please send me POSTPAID the following ISA logo items:

	quantity	price	total
a. ISA decals (blue on white 3 per package)	_____	@ \$2.50 =	\$ _____
b. ISA logo notecards (silver on gray, 15 cards & envelopes)	_____	@ \$3.50 =	\$ _____

TOTAL ENCLOSED = \$ _____

Please make check (in U.S. funds) payable to ISA+21 and mail to:
ISA + 21, c/o Sue Nielsen, P.O. Box 2035, El Granada, CA 94018,
USA

------(cut here)-----

CAPTAINS CLUB CAPTAINS CLUB CAPTAINS CLUB CAPTAIN CLUB

For inclusion in the ISA+21 Captains Club, please provide the
following information:

NAME _____ AIRLINE _____

DATE OF FIRST SIGNED RELEASE _____ AIRCRAFT _____
(after IOE/SAFETY TIME/OK TO SOLO or
whatever your company may call it)

Send to: Sue Nielsen, P.O. Box 2035, El Granada, CA, 94018, USA

------(cut here)-----

IFALPA VOLUNTEERS

Yes, I would live to attend the Annual IFALPA meeting in
Singapore, April, 1991. I understand that I will be chosen on
the basis of my proximity to Singapore and my ability to keep
ISA's cost to a minimum. Also, I will be more than happy to
produce an oral report for the annual meeting and a written
report for the July newsletter.

NAME AND
ADDRESS _____

Send to: Sue Nielsen, P.O. Box 2035, El Granada, CA, 94018, USA

