

FROM THE EDITOR

I hope to be seeing many of you at ISA's 1990 convention in Washington D.C. May 8,9,10. **Carol Cansdale** and her crew have been hard at work putting together this meeting, and judging from her Convention News below, we're in for another great convention this year!

This is the last newsletter I shall be editing, as along with **Nancy Law**, **Susan Knapp**, and **Susan Staples**, I will be completing my term as an executive council member at the May convention. Thanks much to all of you who have taken the time to contribute to this newsletter and to the ISA+21 organization in various ways over the last two years. I am proud to be associated with such a wonderful group of women and sincerely glad that I took the opportunity to be more involved with ISA through the EC. If you haven't yet had an opportunity to serve as an ISA EC or committee member, I highly recommend that you take the opportunity to do so as it arises during this next year. Remember, ISA is only as good as you make it!

Judging from my experience in working with those EC members who are continuing their terms during the upcoming year, and from the quality of this year's EC candidates, I am confident that we will have an excellent group working for us during the 1990-91 term. For now, reproduced below are the addresses of all the executive council members for the 1989-90 term. Please address any concerns, comments and questions you might have on ISA issues during the next three months to the appropriate person listed below:

Carol Cansdale
1990 Convention
1520 61st Street West
Minneapolis MN 55419
612-866-9814

Susan Knapp
Family
1636 East Cindy Street
Chandler AZ 85225-5798
602-899-4494

Sue Nielsen
Corresponding Secretary
P.O. Box 2035
El Granada CA 94018
415-728-3111

Laura Hahn
Finance NEW INFO:
1738 State Route 303
Apartment 145
Streetsboro OH 44241
216-626-1261

Nancy Law
Constitution
2701 Landing View Lane
Charlotte NC 28226
704-362-2701

Pam Noeldner
Historian/Statistics
Route 2 Box 367
Denver NC 28037
704-483-6281

Vicki Karnes
Membership
P.O. Box 612294
Dallas TX 75261
817-430-4104

Sandra Lloyd
Newsletter
908-2233 Allison Road
Vancouver B.C.
Canada V6T 1T7
604-228-9723

Susan Staples
Education/Scholarship
1209 Calico #2420
Arlington TX 76011
817-275-1330

CONVENTION NEWS - COME TO WASHINGTON D.C.!

by **Carol Cansdale**



As home to one of the world's major powers, Washington D.C. offers its own special brand of excitement. Here, a visitor can linger in the halls and chambers where great statesmen formulated the democratic process; listen to Senate debates; hear the Supreme Court in session; visit the National Archives, where the U.S. Declaration of

Independence, Constitution and Bill of Rights are enshrined; find inspiration in the magnificent monuments to the U.S.A.'s greatest presidents and explore the White House; learn how the FBI works to thwart crime; watch dollar bills churn out at the Bureau of Engraving and Printing; and tour the Pentagon, America's military

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Please return when finished.

headquarters.

Surrounding the city's grand arts buildings and edifices of gleaming marble are spacious boulevards and tranquil tree-lined streets, grassy malls and parks and circular plazas with fountains. Millions of flowers create a dazzling riot of color in spring and summer and every April the famous Japanese cherry blossoms burst into bloom.

But enough about the city! Your convention committee has three full days of fun and activity planned. Here are the particulars:

HOTEL ACCOMMODATIONS: The Crystal City Marriott, located near Washington's National Airport. Conveniently located directly over the Metro subway system, it is also located directly over the Underground, a shopping area where you'll find numerous restaurants and eating facilities, a movie theater, beauty salon, barber, bank and post office. The hotel has its own health club with workout room, exercise equipment and lap swimming pool that opens up to the outdoors when the weather is nice! The Marriott offers complimentary shuttle service to and from nearby Washington's National Airport. Detail on transportation to and from Dulles and Baltimore is given below.

The Marriott is giving us a convention rate of \$144 plus 9.5% tax per room, each room having two double beds. This is a flat rate - any reasonable number of people may share a room at no extra charge. If you desire, roll-away beds are available at \$10 each. Children stay free of charge.

60 rooms have been reserved for our group, so be sure to send your reservation form in early. The form is included in this mailing and should be sent directly to the hotel, since they will be handling all room reservations. The deadline for your hotel reservation is APRIL 16. After that date, rooms may still be reserved, however the Marriott cannot guarantee that they will be available...so get your reservation card in on time! Keep in mind that April-May is the busiest time of the year for Washington D.C. and hotels are typically operation at a high occupancy rate then.

CONVENTION COST: Despite my enthusiastic efforts to raise some financial assistance from Northwest Airlines, we are again having an unsponsored convention. Unfortunately this looks like the shape of years to come. I have made every effort to minimize costs. The pre-registration fee is \$55, and this covers the welcome cocktail party, continental breakfast on Wednesday, luncheon, dinner at Embassy on Wednesday evening, and bus rides. Registration can also be done upon arrival at the hotel for \$65. The registration fee applies to any ISA member and guests who take part in the meals or tours.

There is a pre-registration form included in this mailing. When completed, send the form with \$55 in U.S. funds to Lisa Revou, 220 West 40th Street, Minneapolis MN 55409.

Upon receipt of your pre-registration, we'll send you a Convention packet of information regarding arrival and an acknowledgement. We urge all of you to register by mail before arriving. This will help us to get an accurate count for meals and allow us to have your nametag and registration package ready...and will save you \$10! Cancellations with a full refund will be taken up to 72 hours before the convention.

TRANSPORTATION TO WASHINGTON D.C.: Washington is served by three major airports, so chances are your airline flies into one of the three or connects to one that does.

The closest airport to the Crystal City Marriott is Washington National (DCA). If at all possible, try to arrive at this airport. National is served primarily by U.S. domestic and commuter carriers and is literally a "stone's throw" across the Potomac from the city. The Crystal City Marriott offers complimentary shuttle service from National. Upon arrival proceed to the baggage claim area and use the convenient hotel phone.

The city is also served by Washington Dulles International (IAD) and by Baltimore/Washington International Airport (BWI). IAD is served by American, Continental, Delta, NWA, Pan Am, TWA, UAL, USAir, Aeroflot, Air France, All Nippon Airways, Bahamasair, British Airways, Lufthansa, and Saudi Arabian. It is located 26 statute miles west of downtown. Transportation to Crystal City Marriott: you'll need to take the Washington Flyer bus which leaves every hour and costs \$12. It will take you to the National Airport and from there you can take the Marriott shuttle. The phone number for the Washington Flyer bus is 202-685-1400. The bus ride takes 45 minutes. Your other option is a taxi which will cost about \$40.

BWI is located 28 statute miles NE of the city (the furthest from the Marriott). It is served by American, America West, Continental, Delta, Eastern, NWA, TWA, UAL, USAir, Air Jamaica, BWIA, and Mexicana. Transportation from BWI to the Crystal City Marriott is more complicated. You can take the Airport Connection (same company as the

Washington Flyer bus) to the downtown station, and the Marriott is just upstairs. The bus costs \$12 and the Metro is about 80 cents per person. Taxis are also available but will be very expensive. Rental cars are another option but a word of caution: parking is at a premium in the city and traffic is absolutely terrible! Parking at the Marriott is \$7 day as well. The Metro, located under the hotel, offers almost unlimited access to everywhere in the city at a modest cost. More about the Metro later.

In an effort to cut down on your travel costs, I've included the jumpseat policies from four airlines. You'll find them later on in this newsletter.

SPECIAL ACTIVITIES: During the business meeting on Wednesday, ISA member and KLM pilot **Imme Visscher** will be giving a talk about her experience as a crew member on KLM flight 867, the 747-400 flight last December during which all four of the airplane's engines failed due to volcanic ash ingestion. We'll look forward to meeting Imme and hearing her story - and thanks to KLM for making it possible for Imme to be with us!

One of the committee members, **Karen Schaefer**, has received an invitation from the Saudi Arabian Embassy to host our dinner on Wednesday evening! The Saudis are interested in learning about our unique group and in showing us a bit of their culture and heritage. They are very enthusiastic about hosting us at their Embassy and will be spending about \$5000 on putting on a very impressive evening for our group. We will be sitting in the traditional Arabian style for the dinner (on the floor on beautiful detailed Arabic carpets) and though we may eat in the traditional Arabian style if we wish, American-style cutlery will be made available. We need not follow any particular Arabic etiquette at dinner. Style of dress is flexible - the embassy requests only that we not dress extremely casually such as in shorts, tank tops etc. Embassy staff will be showing us a twenty-minute movie about their country and will be providing entertainment in the form of traditional Arabic dancers. A bus will take us from the Marriott to the Saudi Arabian Embassy, which is across the street from the Pentagon and Watergate, at around 1800 on Wednesday.

OTHER DETAILS: Family committee chair **Susan Knapp** requests that those ISA Moms who are interested in participating a baby-sitting time share program at the convention contact her at 602-899-4494.

Interpreters are available through the hotel. Also, babysitters are available and will be arranged through the hotel operator. The babysitter will then contact the hotel guest.

Check-in time at the hotel is 1600 and check-out time is 1300. Those wishing to stay and tour the city after checking out can store their luggage in the bellman's closet.

A SHORT HISTORY: In 1800, the U.S. Congress moved from its temporary home in Philadelphia to its new permanent seat of government on the Potomac in Washington D.C. The Continental Congress had decided as early as 1783 that a federal city should be established as a permanent locale for their meetings. Even then, however, the question of slavery created a gap between the North and South. The northern states insisted that the new capital be in the North, while southerners championed a national seat of government in their area. Discussion about a location for the capital continued until 1790, when Alexander Hamilton and Thomas Jefferson resolved the question with a compromise. In exchange for the South's agreement to pay our national Revolutionary War debts, the capital would be located in the South. Further, it would be named Washington after the first U.S. president, who was a resident of Virginia.

By Act of Congress, George Washington was given full authority to choose a site not exceeding ten square miles on the Potomac River. Virginia and Maryland agreed to cede land for the capital. It was to be known as the Federal District, and to include Georgetown in Maryland and Alexandria in Virginia. Work was started shortly thereafter on the city design and buildings.

Because the White House's cornerstone was laid in 1792, it holds the distinction of being the oldest public building in Washington. George Washington never lived there, however, and in fact is the only American president never to have resided there. John Adams, the second U.S. president, became the first tenant on November 1, 1800 - before the house was fully completed.

On August 14, 1814 the British fleet sailed into Chesapeake Bay and marched on the capital. Much of the city was destroyed. In the years following, the city was rebuilt and continued to thrive. In 1829, the Smithsonian Institution was created and in 1842 the Treasury Building. Then, the Civil War turned Washington into an armed camp. It was the principal supply depot of the North and also an important medical center. The Civil War ended when Lee surrendered to Grant on April 8, 1865 and the city celebrated for two full days and nights. Less than a week later, on April 14, President Abraham Lincoln was shot at Ford's theater was John Wilkes Booth, and the city went into mourning.

The late 1800s brought a period of expansion for Washington during which many museums were built.

WASHINGTON D.C. TODAY: In 1976 the National Air and Space Museum opened doors to its new quarters to house everything from the Spirit of St. Louis to the latest space capsule. Also in time for the nation's 200th birthday party that year, the first leg of the capital's much-needed subway system, METRO, was completed. The 45 acres between the Washington monument and the Lincoln Memorial were transformed into Constitution Gardens and in 1982 the park became the site of the Vietnam Veterans Memorial.

So...it's no wonder that Washington D.C. attracts 19 million tourists each year. History and heritage, art and politics, cuisine and culture combine to make this a vital and beautiful city - a fitting capital for a great nation. Plan now to arrive a few days early, or leave a few days later. With just three days for our meeting, one can't begin to touch on the flavour of the city.

WASHINGTON D.C. WEATHER: Washington weather can be pretty cold in winter with lots of snow. It can also be unexpectedly warm. Springtime, especially in April when the Japanese cherry trees are in bloom, is the most popular season for visitors. So...May should be even better!

Average temperature for May will range from 74 degrees F (24 C) to 55 degrees F (12.5 C). The median temperature is 65 degrees F (18 C). Experience has shown, however, that Washington weather can be unpredictable, so plan accordingly.

CONVENTION CHECKLIST

1. Be sure that your hotel reservation (envelope enclosed) is sent to the Crystal City Marriott by APRIL 16. If you wish to stay extra nights please specify so on your hotel registration.

2. Send your ISA convention registration (in the center of this newsletter) to:

LISA REVOU
220 West 40th Street
Minneapolis MN 55409.

Include your check or money order, in U.S. funds made out to ISA+21, in the amount of \$55.

3. Be sure to bring your uniform. Hats are optional. Per ISA tradition, we will all be wearing our uniforms to the business meeting on Wednesday morning and for the luncheon and amazing ISA Group Photo afterward. Don't forget your epaulettes and shoes, like I did last year!

AGENDA

Tuesday, May 8	All day 1900-2100	Arrival and Registration Welcome and Cocktail Party
Wednesday, May 9	0830-0900 0900-1200 1200-1330 1400-1500 1830-2200	Continental Breakfast Annual General Business Meeting Luncheon Bus to Capitol for Group Photo Dinner at Saudi Arabian Embassy (bus will pick us up around 1800)
Thursday, May 10	0900-1200	Assorted Group Tours

JUMPSEAT ON OTHER AIRLINES: Northwest Airlines opens the cockpit jumpseat on all domestic flights to all 121 and 135 carrier pilots on a priority basis. Pilots from any approved, certificated carrier may request the "XCM" on any domestic flight. Once an agent begins to check in passengers for a flight, they may also book any "XCM" seat on that flight. The seats cannot, however, be reserved ahead of time by pilots of other carriers. The request must be made only of the agent working the flight the pilot wishes to travel on. If the seat is available, the pilot must present a valid airline ID and OPS form #F/O 1640 for verification and confirmation on that flight. These forms are available at the check-in area and many pilots at NWA carry an extra one with them. If the seat is

available, the pilot will be booked "XCM" (space available) with final approval coming from the captain of the flight. The "XCM" will then proceed to the aircraft for the final approval from the captain with the understanding that he/she may be bumped by a higher priority "XCM" at any time. The following rules are observed for "XCMs":

Priority Order:

1. Safety pilots/Check Airmen
2. Secret Service Agents
3. FAA
4. NTSB
5. NWA mechanics travelling to aircraft
6. DH crewmembers
7. Pilots on company business
8. NWA pilots
9. Air Traffic Controllers
10. 121 Walk up
11. 135 Walk up

Travel will be space available and priority within category will be by the company date of hire on a stop-by-stop basis. XCM baggage is limited to two carry-on pieces and should be stowed either in the cockpit or in the coach cabin if space is available after passengers have been accommodated. A flight will not be delayed to accommodate XCM baggage. XCM must occupy a cockpit jumpseat. The XCM just be well-groomed and adhere to the dress code for first class travel. Use of alcoholic beverages is not permitted 12 hours before or during travel.

US Air cockpits are open to all airline pilots with valid ID and is totally at the Captain's discretion. To obtain the jumpseat on a particular flight, either find your way to the ops area for US Air at that airport or show your ID to the gate agent at your gate of departure. They should have jumpseat forms there for you to fill out and then proceed to the aircraft to talk to the Captain. Carry-on luggage should be stowed in the coach cabin, and persons should adhere to the dress code for non-revenue travel. You may or may not be allowed to sit in the cabin, depending on the load and the Captain's mood, but will not be allowed to sit in first class.

United Airlines makes the jumpseat available to Airborne, Air Wisconsin, Alaska, Aloha, America West, Aspen, Emery Worldwide, Fed Ex, Henson, Markair, Metro Air Dallas, Midway, NWA, NPA, Pan Am, Pan Am Express, Presidential, Southwest, Suburban, Trump, TWA, UAL Express, UPS, US Air, West Air and World pilots. You must have an observer ticket, airline ID badge and U.S. Pilot certificate. "OMC" tickets are obtained from FOSR/SOR in operations area. Local security regulations may prohibit non-uniformed personnel to this area. Travel valid only in 50 U.S. states. "OMC" ticket must be validated by the gate agent and surrendered to the flight attendant. The "OMC" is expected to present him-herself to the Captain at least 20 minutes prior to departure. Priority within category will be by company date of hire on a stop by stop basis. Carry-on luggage will be limited to two pieces and be stowed in the cockpit or in the cabin if space is available after the passengers are accommodated. Baggage not meeting this requirement must be checked in advance. "OMCs" are expected to adhere to the grooming standards for First Class travel and Hawaiian attire is not acceptable.

Federal Express offers their jumpseat to 41 other airlines, most of which are U.S. 121 and 135 carriers. To book a jumpseat on a Federal Express flight call 901-797-4300. The reservations agent can book you 14 days in advance. She will ask for your social security number, what carrier you work for and also advise you of the show time for the flight. If you don't intend to use the jumpseat you have booked, you **MUST** call in and cancel no later than 6 hours before the flight. If you forget or show late, you may have your jumpseat privileges suspended!! You can be bumped for company business (but not within 48 hours of your flight), FAA check rides, or company medical emergency. There is also a dress code -no high heels, no jogging suits and it's not wise to wear dresses. Also no shorts or tank tops. **Florence Sanders** advises to remember the pilots and **BRING COOKIES!** (She must have been a Girl Scout). Some flight crews will also ask to see your pilot certificates.

The convention committee is looking forward to seeing all of you in WASHINGTON D.C.!!!

CALL FOR AGENDA ITEMS

If there are any issues that you would like discussed at the annual general business meeting in Washington on May 9/90, please advise one of the following people **prior to April 4/90** (the date of the next executive council meeting in Phoenix): **Susan Knapp, Sandra Lloyd or Sue Nielsen**. See the first page of the newsletter for the addresses and phone numbers of these people. We must know ahead of time what the proposed business discussions will entail so that we can plan an effective and productive meeting for all ISA members. Please drop one of us a line or call with your suggested agenda items.

LUNCH WITH "MIRACLE LANDING" STAR

Mimi Tompkins, F/O on the Aloha B737 Flight 243 that experienced serious structural failure, acted as a technical director on the CBS TV movie "Miracle Landing", which portrayed the flight and aired February 11th on CBS.

Mimi reports that she was very pleased with the show and that the actress who played her, **Connie Seleca**, is a wonderful sincere person who worked hard at learning about the B737 and at acting as a woman airline pilot. Connie was very concerned with women airline pilots' impression of her portrayal, and had a lot of influence in making her character reflect a positive image of women pilots.

To honor Ms. Seleca, ISA will be having a luncheon with her in Los Angeles on April 3/90. We will be presenting Ms. Seleca with a token of ISA's appreciation for a job well done.

Details are not yet available but if you happen to have April 3d free and are interested in attending the luncheon with Ms. Seleca, please contact Mimi Tompkins at 808-261-0517.

ISA has also invited Ms. Seleca to attend our convention in Washington in May, and we will be showing a video of "Miracle Landing" at the convention.

If any of you saw "Miracle Landing" and would like to write to share your impressions of it with Ms. Seleca, you may write to her at the following address:

Ms. Connie Seleca
c/o Miracle Landing Production
CBS Entertainment Productions
7800 Beverley Boulevard
Suite 307
Los Angeles CA 90036

Mimi also reports that the executive producer of this show, **Norman S. Powell**, was also very professional and as a pilot himself, was much concerned with the technical correctness of the movie. If you have any comments about the production for Mr. Powell please write to him as well:

Norman S. Powell
Vice-President, CBS
Entertainment Productions
7800 Beverley Boulevard
Suite 307
Los Angeles CA 90036

DON'T FORGET TO VOTE!!

By now, you all should have received in the mail a ballot concerning ISA constitution amendments and ISA executive council elections for the upcoming term. Comments about the constitutional vote are contained on the constitution committee report which follows.

Susan Knapp, Nancy Law, Sandra Lloyd and Susan Staples are completing their terms as EC members, and seven candidates are running for the four open positions on the council: **Angela Allen, Molly Barr, Cammy Condon, Susan Maule, Florence Sanders, Marla Rich, and Mimi Tompkins**.

If you haven't yet voted, please refer to the enclosure that came in the mail with your ballot

regarding candidates' profiles, and take the time to vote NOW! The deadline for voting on this issue is April 1/90.

WHISTLER SKI-TOGETHER REPORT

by **Sandra Lloyd**

Thirteen ISA members and eight guests attended another successful ISA ski-together organized by **Kathy Zokol** at Whistler, B.C. from January 23-25, 1990. See pictures (next page)! Much thanks to Kathy for her hard work in organizing this get-together for a second time.

Six airlines were represented: Northwest, UAL, USAir, Fed Ex, Delta, and Canadian. "Best Skier" Award for the get-together went to **Keith ("Nancy Greene") Johnson** (Fed Ex), but on the intellectual side, the wild evening games of Pictionary were clearly dominated by the razor-sharp mind of **Sue Nielsen** (United). **Karen Schaefer** (Northwest) won the "Femme Fatale" Award while **Kathy Zokol** (Canadian) took the "Best Chef" Award for the three day event. Members and guests who attended were:

Dean Anderson
Molly Barr
Carol Cansdale
Susan Crawford
Peter Dolf
Peter Dolliver
Jim Finch
Sharon Finch
Jan Giesar Dolf
Cyd Fougner
Deena Gollner
Keith Johnson
Sandra Lloyd
Ginger Mitchell

ISA+21 SKI-TOGETHER
WHISTLER, CANADA
JANUARY 23-25, 1990

back row left to right:
 Jan, Peter Dolf, Ginger, Sue C., Molly
 center row:
 Rob, Jim, Carol
 front row:
 Dave, Kathy, Sharon, Sandra, Dean, Karen



Jan and Peter



Molly, Ginger, Sue N.



Sharon and Jim

Peter Dolliver and Cyd



Rob, Keith, Deena



Brian and Mike

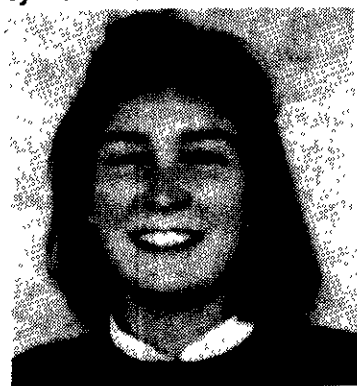
Sue Nielsen
 Dave Powell
 Rob Randall
 Karen Schaefer
 Kathy Zokol
 Brian
 Mike

Rumour has it that next year's
 ski-together could be held
 somewhere in Colorado
 ...Sharon?!!??

All you ISA skiers - Please bring
 your suggestions and ideas for
 next year's ski trip to May's
 annual meeting in Washington, or
 write to one of the executive
 council members so that they
 can take your ideas (or better
 yet, your offer of hosting the
 event) to that meeting.

COMMITTEE REPORTS

HISTORIAN/STATISTICIAN
 by Pam Noeldner



Thank you for all the generous
 responses to the "Women Airline
 Pilot Firsts" project that Lori
 Griffith and I are putting
 together. Remember to look for
 the list of firsts at the May
 convention. For those of you
 who will not be at the convention
 and who want a copy of the
 firsts, just let me know and I will
 mail you a copy. Unfortunately,
 we are suffering from a huge
 lack of data from the following
 specific airlines, many of them
 non-U.S.:

Finnair
 KLM
 Quantas
 Indian Airlines
 Lufthansa
 Olympic

Australian
 Nigerian
 Bangladesh
 Swiss Air
 LOT Airlines
 Air Canada
 Ansett
 British Airways
 Alaska
 America West
 Southern Air Transport
 USAir
 Federal Express
 Delta
 Eastern
 UPS
 Aspen
 Airborne

I also need the following specific
 information for the following
 airlines:

People's Express: First Second
 Officer for the airline.
 Republic: First First Officer for
 the airline.

Each airline will have its own
 category with the following
 information in it:

First woman hired
 First Captain (date, aircraft)
 First First Officer (date, aircraft)
 First Second Officer (date,
 aircraft)
 First Flight Engineer (date,
 aircraft)
 First All-Female Crew.

After this information, we follow
 by listing the first Captain, First
 officer and Second officer by
 particular aircraft type.

CONGRATULATIONS to Captain
Saudamini Deshmukh and First
 Officer **Nivedita Bhasin** who
 piloted the first all-female flight
 on a jet in India and all of Asia!

Saudamini and Nivedita fly the
 Boeing 737 for Indian Airlines,
 and this record-setting first made
 news all over India and Asia.
 (Ed.note: how about sending us
 a picture of your crew to share
 with fellow ISA members?)

CORRESPONDENCE by Sue Nielsen



ISA members in the Sacramento,
 CA area: look for a Sacramento
 Bee newspaper article concerning
 women in aviation. The piece
 was to run in the Sunday, March
 11, 1990 edition and ISA
 members, military and civilian
 women pilots have been
 interviewed. Mr. Don Stanley is
 writing the story and was referred
 to ISA by FAPA.

ISA has received a request for
 contacts from Mr. Garry
McManis of New Mexico. He
 introduces himself as an ex-pilot,
 veteran, airline enthusiast and
 BORED heart patient. His
 request is for letters, pictures,
 postcards or anything else you
 would like to send. He would
 especially like to hear from our
 captains. If any of you would
 care to correspond, please write:
 Mr. Garry McManis, 320 North
 3d Street, Belen NM 87002.

Ms. **Johanna Gregory** has
 contacted ISA concerning an
 International Peace Tea which
 was held February 14/90 in
 Washington D.C. Unfortunately,
 the notice was received after the
 event. Ms. Gregory is the
 Administrative Director of the
 Global Peace Bank/World Peace
 Air Transportation, which
 proposes peaceful alternatives for
 global survival. We hope that
 her tea went well.

The 45th annual IFALPA
 Conference will be held April 5-
 10, 1990 in Washington DC.
 (That city will see more than its
 share of airline pilots this year!).

Attending as ISA observer on behalf of ISA+21 will be **Pam Stephens**. The conference will be held at the Capitol Hilton Hotel and is being sponsored this year by the U.S. Airline Pilots Association (ALPA). Subjects discussed will be broken into three committees. Committee A/B will cover Industrial, Security, Legal, Human Performance. Committee C includes Aircraft Design and Operation, Airport and Ground Environment, Helicopters, Accident Analysis. Committee D includes Rules of the Air, Air Traffic Control and Communications, Meteorology, Dangerous Goods, Regional and Implementation. Committee E covers Membership: applications, expulsions, problems; Constitution and Bylaws, Administration and Finance. Schedules do not allow for one observer to attend all committee meetings, so Pam will have her choice of subjects.

Any ISA member wishing to attend next year's IFALPA meeting as the ISA observer, contact us and let us know.

FINANCE by **Laura Hahn**



The steady trickle of membership renewals continues. I receive a few each day. To date, we have 247 members paid-up for 1990. This means that we still have 102 members yet to renew. Please ladies - we need **YOU!!!** Remember that part of your dues goes toward our scholarship fund.

Our current checking account balance is \$6718.14. The savings/scholarship balance is \$1590.83, but \$500 of that is for 1989 scholarship awards. This

leaves us with only \$1090.83 to date for 1990 scholarships! Since opening the interest-bearing checking account, we have earned \$57.14 in interest v. service charges of \$45.08 giving us an earning of \$12.38.

I have recently moved, so if you have yet to send 1990 dues or are unsure if you've already paid, please contact me at my new address shown at the front of the newsletter. I'm still in the Cleveland area, just out in the country! Look forward to hearing from you - Blue Skies!

MEMBERSHIP by **Vicki Karnes**



I am happy to report that I survived the 6 week B767/757 F/O transition training with good spirits. The ISA renewal process is the #1 priority for me now. Many thanks to all of you who have paid your dues. Amazingly, there were 100 members who had not paid their dues as of February 15/90. If you were in this category, I sent each of you a postcard as a personal reminder. There's always time to renew, but the 1990 membership roster must go to print and it will only include those members whose 1990 dues are paid. For this reason, you may see a drop in our membership when the roster goes to print. (Ed. note: this is the last newsletter that unpaid members will receive this year until they pay their dues). I will be temporarily working out of Boston as of May 1st. There

will be no change in my mailing address, but my phone number will change. After May 1st, when calling my Dallas number you will be referred to the Boston number.

WELCOME to our new members!

We are pleased to introduce to you 17 new ISA members. This brings our total membership to 374 in 16 countries. As I read the description of the aviation background of the new members, I am always curious to know more. Will I be able to match up the names with the new faces at the conference? I have serious doubts about that! Since last May, 52 new members have joined.

Linda Pauwels and **Vicky Wingett** come to ISA having already earned their Captain's stripes. Linda checked out as a B707 Captain at age 25 with her former employer, Southern Air Transport, which qualified her as the youngest woman airline Captain anywhere.

New members: I hope that you will all have the opportunity to come to Washington D.C. this May 8-10th. Let us get to know you! Tell us about your solo at age 12 on the family farm. We'd love to hear about your international flying experiences and stories from the corporate flight department. And all the experiences which make you **YOU!**

List of new members:

Syd Blake
4320 Cassana Way #1815
Oceanside CA 92056
United

Karen Duttkin
4219 South 216th Street
Kent WA 98032
United

Joanna Eynon
17663 Sunmeadow Drive
Dallas TX 75252
American

Marla Galloway
24 Eagle View Lane
Ft. Thomas KY 41075
Airborne Express

Stephanie Gordon
2524 S. El Paradiso #33
Mesa AZ 85202
America West

Barbara Hogan
3056 Tylersville Road
Hamilton OH 45011
Eastern (inactive)

Wynne Johnson
21-20 33d Street Apt 2
Astoria NY 11105
United

Nancy Lebetski
12001 S. 88th Avenue
Palos Park IL 60464
American

Lorraine Little
P.O. Box 9636
Louisville KY 40209
UPS

Jennifer Maguire
1361 Texas Drive
Xenia OH 45385
Airborne Express

Laurie Moran
1338 W. Rockwell
Chandler AZ 85224
America West

Kathy Osborne
202 Holliswood Road
Louisville KY 40222
UPS

Linda Pauwels
2625 Collins Avenue #805
Miami Beach FL 33140
American *CC*

Tracy Reitenauer
1075 Foster City Blvd. #A
Foster City CA 94404
United

Patricia Socha
314 Scaleybark Road
Charlotte NC 28209
USAir

Ellen Smith
2456 Donner Way
Sacramento CA 95818
United

Vicky Wingett
8528 Mountain Willow Drive
El Paso TX 79904
Southwest

SCHOLARSHIP by **Susan Staples**

Ladies: Thank-you for your responses in volunteering for this year's scholarship!

The next 6 week period will be very busy for us all. I will be calling on you to help soon.

I would also like to take this time to thank all of you who have made additional donations. Every dollar is greatly appreciated!

As you know, interviews will soon be conducted, then the selection of our scholarship winner will be made. It was brought to my attention that our original date for our selection meeting, April 15, coincides with Easter. So, the new date for our scholarship committee meeting will be **APRIL 27**.

Since this is my last term as scholarship chairman, I would like to say "thank-you" for all your support and help. It has been a pleasure to serve ISA on such a challenging committee! I look forward to passing the baton to the new chair and will be available to her to smoothly transition materials and details. Hope to see you all at Convention with an exciting new scholarship winner!

CONSTITUTION by **Nancy Law**

The October newsletter contained a discussion of some constitutional amendments to be voted on by our membership. You should have since received a package containing ballots for those constitutional amendments as well as for new executive council members. If you have not yet received your ballot package, please contact me or

Sue Nielsen.

As some members have had questions concerning these amendments, here is a recap of what changes are being considered:

AMENDMENT #1: "Delete section 8.b.iii..." This section of the constitution and bylaws defines Associate Members. The executive council was petitioned both by letter and in person at the August executive council meeting to consider discontinuing this classification of membership. A vote FOR this amendment would result in the deletion of the Associate Membership classification. The Honorary Membership category would remain in effect.

Discussion: ISA+21 was originally founded as a social and idea-exchanging forum for those women who are professional airline pilots for major airlines. There are a number of other organizations available for professional women pilots who are not currently working in these positions. ISA assists aspiring women pilots through our Information Bank, the scholarship programs, and individual personal contact. There are many that may want to continue to encourage and help these women, but also want an ISA+21 to be limited to those women with common concerns in the airline industry.

As more women are hired by the airlines, our membership has grown proportionally. We now number over 300. Diluting the full membership roster with a number of associate members could make the organization more difficult to run than it already is. Since all administrative posts for our organization are voluntarily manned by various members rather than by professional, full-time administrative staff, size definitely must be considered an issue.

Some members have expressed the sentiment that they would enjoy being able to freely visit

ISA 1990-91 PLANNING CALENDAR

MARCH	APRIL	MAY
3/15 Newsletter mailing	4/1 EC Ballots close	5/8-10 International Meeting (Washington D.C.)
3/31 Scholarship apps due	4/4 EC Meeting (Phoenix, AZ)	
	4/27 Scholarship Committee meets	

JUNE	JULY	AUGUST
6/10 Newsletter articles due	7/1 Newsletter mailing	8/15 Convention bids due
		8/? EC Meeting
Newsletter to include: Convention Bids Annual Mtg. Minutes		

SEPTEMBER	OCTOBER	NOVEMBER
9/10 Newsletter articles due	10/1 Newsletter mailing	11/16 Executive Council Mtg. Charlotte, N.C.

Newsletter to include: EC Openings & Forms
Preliminary Convention Info
Membership Renewal
Winter Ski-Together Info

DECEMBER	JANUARY(1991)	FEBRUARY
12/1 EC Nominations close	1/1 Newsletter mailing	2/1 EC Ballots mailing
12/10 Newsletter articles due	1/15 Scholarship bids close	
	1/22-25 Mid-Winter Ski-Together & EC Meeting(1/23) Whistler, B.C.	

Newsletter to include: EC Nominees & Pictures
In-Depth Convention Info
Request for Agenda Items

CAPTAINS CAPTAINS CAPTAINS CAPTAINS CAPTAINS CAPTAINS

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.

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ISA+21 ORDER FORM

NAME _____ DATE _____

ADDRESS _____

CITY/STATE/COUNTRY _____ ZIP _____

Please send me POSTPAID the following ISA logo items:

	size	quantity	price	total
a. Ladies French Cut T-Shirt (sky blue with navy ISA logo...small & med only) They run very small.	_____	_____	@ \$6.00 = \$	_____
b. Mens Golf Shirt (white with HALP logo...small) These also run small.	small _____	_____	@ \$7.00 = \$	_____
c. ISA decals (blue on white, 3 per package)	_____	_____	@ \$2.50 = \$	_____
d. 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

with friends at the annual meetings without being beseeched with requests to hand-carry an application to their company, or questions on how best to interview, etc. They feel that these topics are best handled through the Information Bank rather than at the social events where there is such a limited amount of time.

On the other hand, many of us flew with a commuter before being lucky enough to land a job with a major carrier. All of us were "aspiring" pilots at one point in our career. There's no doubt that those of us fortunate enough to "have made it" have something to share with those still "trying to make it". There are also a large number of women pilots in flying careers other than with the major airlines who will make significant contributions to the field of aviation.

Should the membership vote to delete this category, special non-airline aviators may still be part of ISA through the Honorary Membership status. The question for us to decide is whether we want to maintain ISA+21 as an organization primarily for women airline pilots, or whether we want the organization's membership to reflect a wider cross-section of aviation women professionals. (Ed.note: please refer to "Letters to the Editor", following the committee reports, to read the member's letter that we received in response to the balloting of this issue).

AMENDMENT #2: "Append to definition..." Section 8.b.iv deals with the definition of Honorary Membership. The proposed wording will clarify the intent in the original constitution concerning how ISA monies are to be spent with regard to Honorary members. (ie your dues money will not be used to subsidize the cost of the newsletter, etc. to an Honorary member. The newsletter will be available to all Honorary members at a subscription rate equal to the cost of production

and mailing).

AMENDMENT #3: "Alter section 7..." Presently it takes a 2/3 vote of the entire active membership to effect a change in the constitution. This worked great when our numbers were smaller. However, the lifestyle and geographical diversity along with the size of our present membership make a 2/3 response on any issue very difficult to attain. In order to maintain the flexibility needed to administer a group of our size, this amendment proposes changing the wording to consider the votes only of those members responding on an issue. (It would still take a 2/3 positive vote of all members who respond to make a change in the constitution).

AMENDMENT #4: "On behalf of..." This amendment is actually in conjunction with the first amendment considered. Should the first amendment pass, this recommendation provides for the continuation of our current Associate members. Current Associate members would continue their ISA membership as Honorary members.

LETTERS TO THE EDITOR

"Dear Editor:

The membership amendments recently submitted for a vote are ill-advised. The attitude they express is one that drives a wedge into what could be a dynamic, cohesive group. It excludes from membership those women in scheduled Part 121 and 135 regional and commuter airlines in need of an organization that recognizes the unique concerns and hurdles with which we all have contended in attaining our aviation goals. These amendments promote a hierarchy and pecking-order among women in the industry. It is ethnocentrism and snobbery to consider the fact that one's employer owning an aircraft of 90,000 places a woman pilot in a

group removed from other women scheduled airline pilots. Haven't women encountered discrimination enough in aviation through the years without perpetuating it ourselves the first chance we get? There was a time when many pilots with major airlines looked down, literally, on regional and commuter pilots. Thankfully, most airline pilots today realize that the skill level required is equal. Many major airline pilots have themselves travelled that route.

Consider the spectre of full membership for scheduled regional and commuter pilots: we would be associating with women who in most instances do their own flight dispatching, fuel and weather planning, weight and balance computations. Women who fly 90 to 100 hours per month with the responsibility of an aircraft and passengers or cargo, operating at altitudes wherein weather is frequently an impacting factor, often without autopilots or flight directors. Every approach to Category I minimums on raw data. All airline pilots can identify with these women.

Just as these amendments are ill-advised, so was the category of "Associate Member" before and "Honorary Member" (come to the convention but stay in your room) now proposed. If this indeed is to be an organization of women airline pilots, addressing interest and concerns of this special group, then membership must be open to all women scheduled airline pilots. If her airline's schedule is listed in the Official Airline Guide, or her airline is a recognized cargo carrier, and an ATP is and type rating is required, that must be the only criteria.

Lori Killough
Captain, AMR Nashville Eagle
(Former Braniff 727 F/O)"

(Ed's note: please see the executive council Constitution report on previous page for further discussion of this issue)

CONGRATULATIONS AND CONTRAILS

by Vicki Karnes and Susan Knapp

NEW AIRLINES:

Linda Sartnurak, from San Juan Airlines to TWA
Gloria LaRoche, from Connie Kalitta to United
Lynn O'Donnell, from Eastern to Pan Am
Linda Pauwels, from Southern Air Transport to American

CAPTAIN UPGRADES:

Nivedita Bhasin, Indian Airlines, to B737 Captain. At age 26, this makes her the youngest female Captain - anywhere - of a passenger airliner!
Cindy Berkeley, United's first female Captain, B737-200
Connie Tobias, USAir, to B737-300/400 Captain
Connie Bowlin, Delta, to DC9 Captain
Ann Singer, American, to MD-88 Captain
Sandy Anderson, Northwest, to B727 Captain
Sandra Case Gitter, USAir, to B737-300/400 Captain
Theresa Mally, Midway, to DC-9 Captain

1990 Captain's Club Awards will be presented at the Washington D.C. Convention. If you are a new Captain and haven't told us, don't be overlooked. Call Vicki Karnes or Sue Nielsen with the details.

OTHER UPGRADES:

Lucy Young, USAir, upgraded to DC9 A/C Commander with the Naval Reserve
Susie Darcy, Boeing, type rating on the B747-400
Becky Howell, Chaparral, to Jetstream Captain. Becky also received her B737 type rating
Lisa Krag, Rocky Mountain, to BE1900 Captain
Judy Cameron, Air Canada, to L1011 F/O
Gail Johns, Continental, to MD-

80 F/O
Carol Timmons, Pan Am, to A300 F/O
Cyndi Hughes Berwyn, Federal Express, to B727 F/O
Carol Lasher, USAir, to B737-300 F/O
Linda Morley-Wells, United, to DC10 F/O
Margaret Lehn, American, to B727 F/O
Camilla Sommar, Finnair, to MD-80 F/O
Maria Rich, USAir, to B737-300/400 F/O
Dianna Aising, United, to B737-200 F/O
Jill Erickson-Newby, United, B767/757 F/O
Libby Cannon, Trump, to B727 F/O
Pamela Mitchell Stevens, Northwest, to B747 F/O
Dale Finch, Pan Am, to A310 F/O
Mari Halme, Finnair, to MD80 F/O
Denise VanGrunsvan, Northwest, to B727 F/O
Barbara Baerg, Air Canada, to B727 F/O.

WEDDING BELLS:

Diane Rangel, wed on November 25/89 to **Mikel Gilliland**...Aloha's **Pamela Whitman** has married **Gregory Mattson**...**Lisa Krag** and **John Johnson** were married June 1989...**Karen Masterson** has married **Ancil Croskell III**, reception was held at the Boulder gliderport!... **Susan Fager** and Fed Ex pilot **Michael O'Connor** have also been married.

ENGAGEMENTS AND OTHER PLANS:

Cyd Fougner and **Peter Dolliver** got engaged on February 14 and planning a June 30 wedding. Congratulations to Cyd and Peter!

Dale Finch and another Pan Am pilot plan to kayak around Cape Horn later this year.

NEW BABIES:

Leslie Dittmer-Boyle gave birth to a little boy last June, 1989
Jeanne Dietrich's second child, **Nicole**, was born in December, 1989
Suzanne Skeeters Novotny gave birth to a son, **Kevin McGregor Novotny**, on December 24/89. What a Christmas present!
Nancy Edith Waylett gave birth to a son, **Andrew Waylett Berra**, January 3, 1990.

AND ON THE WAY...

Judy Buttgenbach's second child is due April 18th...**Cynthia Berkeley** is expecting her first...**Marcia Handrick** has a June 12th delivery date. Will she have another set of twins?? Stay tuned.

MEMBERS IN THE SPOTLIGHT:

Imme Vlisscher, KLM, was F/O on the B747 which lost all four engines due to volcanic ash near Anchorage in December, 1989...**Captain Saudamini Deshmukh** and F/O **Nivedita Bhasin** flew as the first all-female crew in Asia on an Indian Airlines B737 flight last fall...**Captain Cindy Berkeley** and F/O **Mary Frances Ashura** operated UAL's first all-female flight in January, 1990.

HOW MANY POINTS ON THE STRESS TEST CAN YOU COUNT?

Connie Grant writes that after going out on strike at Eastern, the process of looking for a new job began. Her second son, **Jeffrey**, was born October 24/89 as **Wiley**, her older son, approached his third birthday. She was hired with USAir on December 11/89 and assigned to BWI as B737-200 F/O. Meanwhile, husband **Wiley** also found a new job in Muncie, Indiana as Captain on a Falcon 20 with "Garfield" cartoonist **Jim Davis**. The family moved to Muncie for Christmas and a

(hopefully lesser) "New" Year.

NEWS FROM ITALY:

Florenza de Bernardi writes that Alitalia hired its first woman pilot, **Antonelle Celetti**, last August. Spurred on by the presence of women airline pilots from all over the world at the 1988 convention in Rome, Alitalia took the big step forward. The news continues: four other women are currently in training! Please keep writing, **Florenza**, and tell us what is happening in La Bella Roma!

LOST ISA MEMBERS???

Since we started using first class mail, we now get undeliverable mail returned to us and have discovered that ISA doesn't have the proper addresses for the following ISA members:

Donna Moore Brown, NWA
Patrice Clarke, UPS
Sue Halpern, UAL
Diane Mayher, UAL

If any of you know where these women are, please contact **Vicki Karnes** or have the person contact her so ISA can get in touch with them again.

SPEAKER'S INFORMATION BANK

Mimi Tompkins is now in charge of ISA's Speakers/Information Bank, the airline pilot career information arm of ISA+21. If you know anyone who desires information on a career as an airline pilot, or who would like to speak with a volunteer ISA member in their area about their flying career, please refer them directly to:

Mimi Tompkins
ISA+21
Happy Bottom Riding Club
P.O. Box 29298
Honolulu HI 96820.

The Speaker's Information Bank provides the following services to people who inquire about a career as an airline pilot. First, an information packet including an ISA brochure, a copy of FAPA's booklet "So You Want to be an Airline Pilot" (originally developed by our own **Jean Harper**), and a list of colleges and universities providing aviation programs is sent to the interested person. Mimi includes her phone number with this packet. If the person wants more information, Mimi offers to match her up with one of our volunteer members who lives in her area and/or who works for an airline in which the person is particularly interested, to discuss career issues directly with the person. Additionally, ISA will provide speakers from our membership to groups who wish to hear about careers as airline pilots. Available for these presentations is a video on women in aviation careers.

If you haven't done so already and are interested in participating in this ISA program, please contact Mimi at the address above or call 808-261-0517. Mimi is especially interested in hearing from members who are interested in giving presentations to groups, particularly those with a prepared presentation. However, all participation is very welcome!

If Mimi does call on you, please do take the time to return her call even if you can't fulfill her request, so that she can plan accordingly.

MISCELLANEOUS TIDBITS

Chandelle Winerles has sent us their check for the 1990 scholarship fund. Through their fund-raising program (donating a percentage of money received on wine purchases from ISA members), ISA+21 received \$83 toward our scholarships.

We would like to thank **Chandelle** and the following participants:

Luana Davis, **Sydney Hale**, **Terre Hines**, **Vernice Kuglin**, **Karen Masterson**, **Sue Nielsen**, **Sylvia Otypka**, **Kathleen Royer**, **Jlan Slocum**, and **Valerie Thal**.

ISA member **Lucy Young**, a USAir B737 F/O and military reserve pilot on the C-9, attended the 4th biennial Women Military Aviators (WMA) Convention in Washington DC last September 2d and 3d. Lucy participated in a panel discussion of "career options" - reserve duty and the airline industry - with Pan Am F/E and Army heli pilot **Carol Timmons** and **Barbara Greenwood**, American DC10 F/E and USAF KC-135 pilot. Lucy writes "WMA is well-organized and receives a lot of support from the air force. The other services need more members!" Please refer to the second and third last pages of this newsletter for an interesting article on Women in Naval Aviation that Lucy sent in.

Many of you may have seen the article on "Women with Navy Wings" in the January 1990 issue of Flying magazine. For those of you who didn't, Flying writer **Amy Laboda** profiled a number of U.S. women naval aviators including a Grumman C-2 commander with more than 260 carrier landings, a naval flight officer on S-3 Vikings, an instructor pilot on Rockwell T-2 Buckeye jets, a Kaman H-2 Seasprite helicopter pilot, an A-4 Skyhawk instructor pilot, and a T-38 Sabreliner pilot. Ms. Laboda reported that of 12,477 of the Navy's pilots, only 225 are women, none of whom have yet reached the rank of Captain (apparently this takes 15-20 years, and women simply haven't been officers in naval aviation that long). The magazine article is interesting reading and accompanied by some excellent photos of women naval aviators and their airplanes.

From the Ninety-Nine News December 89/January 1990 issue comes the following article about ISA member **Sandra Simmons**. Thanks to **Lori Griffith** for sending it in:

99 was crewmember on first-ever Cat IIIa manual approach

From Flight Line (October 1989 issue), published for the pilots of Alaska Airlines by the flight operations department, we excerpt this piece titled "HGS-1000 Update":

"On October 9, 1989, Captain Paul Zaborowski, First Officer Sandy Simmons and Second Officer Brian Clementson made aviation history on flight 93 by accomplishing the first manual Category IIIa approach and landing in a Part 121 operation, on SEA runway 16R with a visibility of RVR 800.

Alaska Airlines has been looking forward to this day for over three years ..."

From Aviation Week & Space Technology (Oct. 30, 1989 issue), comes this piece titled "Head-Up Display Advance":

"An Alaska Airlines Boeing 727-200, equipped with the HGS 1000 Flight Dynamics head-up guidance system, made its first Category IIIa landing in revenue scheduled service ... The crew made visual contact at the 50 foot decision height above runway 16R. Alaska's 19 727-200s have been equipped with the HGS 1000 system."

Sandy Simmons writes to elaborate:

"I am the B-727 First Officer (copilot) on this flight ... First let me explain what the HGS and Category IIIa are. HGS and HUD are synonymous. HGS means Heads Up Guidance System; HUD means Heads Up Display. This equipment allows us to land at the lowest minimums outside of autothrottle (completely automated approaches to zero visibility used in some places in Europe.) This is a hand flown, not autopilot, approach. Alaska is certified to 50 feet decision height and RVR (runway visual range) of 700 feet. This is Category IIIa minimums. Actually, the FAA has certified this equipment to 600 feet RVR but initially we can only go down to 700 feet ...

The HGS equipment consists of an overhead projector built into the cockpit ceiling over the Captain's head. This projects images and symbology onto a clear

glass panel which looks like a sun visor. The images and symbols represent airspeed, heading, aircraft position and all other data used in instrument approaches. It's displayed in green symbols. As you look through this viewer — your eyes never look inside the cockpit — you are locking in on the guidance cue. This guidance cue reveals the runway as it comes into view in low foggy conditions. You know if you have the guidance cue and aircraft symbol superimposed that the runway is also superimposed. Therefore, at decision height it (the runway) will be right where you are looking. The old way was to look down at your instruments and at decision height look out to see if the runway is there. Now, we are already looking exactly where the runway is.

As First Officer, I cross check the Captain's instruments, set her/his airspeed bug to the proper speeds for various flap settings, make all call outs including approaching minimums and minimums. If for some reason the Captain doesn't say "landing" or "going around" at minimums I take the aircraft and execute the missed approach. There is no time for indecisiveness at a 50 foot decision height above the ground.

I do not have the HGS projector and clear visor with the images that the Captain has. Instead I have another group of backup instruments that tells me whether the Captain is on guidance cue or not.

We did see the runway right at decision height of 50 feet above the ground and the visibility was 800 feet forward. When you're flying through the air as fast as the B-727 things happen pretty quickly. In order to be Category IIIa qualified, the aircraft has to have certain equipment. The runway has to be certified as a Category III runway and all the crew must be Category III trained.

I'm a member of the of the Dallas chapter. I have somewhere around 14,000 flight hours including my Flight Engineer time. I joined the 99s in January 1971, and have always been in the Dallas chapter. Have CE-500, B-727, B-737 and DC-9 type ratings. I was the first woman in the world to get a CE-500 (Cessna Citation) type rating, and the first woman pilot for Braniff in March 1974.

Sue Nielsen writes "By now, you are aware that Mt. Redoubt in Alaska has been spewing volcanic ash since December of last year. Many of us have been affected by its activity. Alaska Airlines has been forced to cancel many of its flights and other carriers have suffered cancellations, diversions and general inconvenience.

But one of ISA's own has dealt with Mt. Redoubt as more than an inconvenience. Ms. Imme Visscher was one of the First Officers working KLM Flight 867, Amsterdam to Tokyo, on December 15/89. North of Anchorage, the B747-400 encountered a volcanic ash cloud which flamed out all four engines. Two engines were restarted by 13,000 feet and a successful landing was carried out at Anchorage International Airport.

Congratulations are in order for Imme, for the successful outcome of a difficult situation. Congratulations, also, for being the first woman 747-400 crew member. And we wish her no more "test-piloting" for the rest of her career!"

As mentioned earlier in the newsletter, we are fortunate that Imme will be speaking to us at our May convention about this incident.

Sue sent along the following article about the ash incident as well as a clip from a recent UAL newsletter about United Airlines first female Captain, Cindy Berkeley:

Volcanic Ash Cloud Shuts Down All Four Engines Of Boeing 747-400, Causes \$80 Million in Damage

SAN FRANCISCO

The volcanic ash cloud that shut down all four engines on a KLM Boeing 747-400 Combi in Alaska caused an estimated \$80-million worth of damage to the new wide-body transport, airline officials said.

The flight crew was able to restart the engines and land safely with 234 passengers and 14 crewmembers Dec. 15 after the aircraft flew through the ash plume from erupting Mt. Redoubt while on approach to Anchorage International Airport. A Boeing team is performing initial repairs—including replacement of all four General Electric CF6-80C2 engines—and the aircraft will be ferried later this month to Amsterdam for a major overhaul. A 747-400 is valued at \$116-136 million.

The 747-400, delivered just three months earlier, encountered the ash cloud at an altitude of 25,000-26,000 ft. about 70 naut. mi. north of Anchorage. All four engines failed, and the crew—with no visibility and about half of the cockpit instrumentation inoperable—put the aircraft into a gliding pattern and attempted to restart the engines. After eight attempts, two engines were restarted at 13,000 ft., and after three more tries, the other two were restarted.

The aircraft, Flight 867 from Amster-

dam to Tokyo, had been cleared for landing by traffic controllers when it passed through the cloud, KLM officials said. The volcano, located about 110 mi. southwest of Anchorage, had begun to erupt about 90 min. earlier. The ash cloud could not be detected by radar and looked like an ordinary cloud, they said.

The flight was commanded by Capt. Karel vander Elst and had two first officers—Imme Visscher and Walter Vuurboon. Visscher is the first female flight crewmember on any 747-400, KLM said.

The \$80-million damage, which airline officials described as a "rough estimate," included major body and wing damage from the sandblasting effect of the volcanic ash. In addition to the engines, further severe damage was done to the windshield, instrumentation, air-conditioning ducts and the lighting system. The hazards of volcanic ash to aircraft were outlined in special advisories from the large airframe and engine companies after the much larger 1980 Mt. St. Helens eruption in Washington (AW&ST June 9, 1980, pp. 25, 41).

A similar incident occurred near Bandung, Indonesia, in June, 1982, when all four engines on a British Airways 747 failed after the aircraft passed through an ash cloud from Galunggung volcano at

37,000 ft. All engines were restarted by the time the aircraft reached 12,500 ft.

The Mt. Redoubt eruption, which sent an ash plume up to 40,000 ft., disrupted Alaska air traffic for several days, but no other aircraft were damaged as badly as the KLM transport. On Dec. 15, movements at Anchorage International dropped to 429 from a daily average of more than 500. The following day, movements dropped to 72, and on Dec. 17—the worst day—the total was 62. While Mt. Redoubt was active, airspace was closed from the surface to 60,000 ft. in a 20-mi. radius around the airport.

Alaska Airlines was forced to cancel about 150 flights. Other U. S. carriers affected included MarkAir, Delta, United, Northwest and Hawaiian. The ash cloud forced a 200-mi. detour on the busy Anchorage-Fairbanks route.

The international long-distance carriers were particularly hard hit. For these airlines, Anchorage is primarily a technical stop for refueling or crew changes. Many of them were diverted to Seattle, Vancouver or Honolulu, and some were given permission by the Soviet Union to operate extra flights over the Siberian route. The international carriers were slow to return to normal operations because of the difficulty of positioning crews. □

AVIATION WEEK & SPACE TECHNOLOGY/January 1, 1990 93

Captain Cindy Berkeley United's First Female Captain

Cindy Berkeley made United history earlier this month as she moved from the right to the left seat and became Captain Cindy Berkeley, United's first female Captain. The B737-200 pilot completed her IOE on November 3rd, and flew her first leg as a line Captain on November 8th.

Berkeley joined United as a flight officer in April 1978 at age 24, and comes from an "aviation" family.

"My father, Bud Henze, was a United Captain and was really instrumental in my career choice. At first, he was encouraging my brother to become a pilot, but I guess some of the encouragement rubbed off on me.

"I started flying in college as a hobby and liked it so much that I decided that this was the career for me. I started taking aviation-related courses and received a Bachelor's

degree in Aviation and Art at the University of Illinois."

Berkeley also possesses an Airframe and Powerplant (A & P) mechanic license, which along with her flight ratings, were earned while in college.

Besides Berkeley's father, who retired from United in 1985, her husband is involved in aviation as a manager at the ATC facility in Aurora.

"My stepmother is also in the airline industry. She is in her 31st year as a United flight attendant," she said.

"Now that I've reached this goal, I think I'll try to build up a little seniority. I haven't set any goal like flying the B747 over the Pacific where I would be away from home for days at a time. I want a good balance between my work and home life."

Berkeley is domiciled in Chicago.



Captain Cindy Berkeley at the controls of Flight 431 from O'Hare to Madison on her first day as a line Captain

For the first time in United Airline's history, an all-female crew completed a UAL flight: on January 2/90, from O'Hare to Memphis. ISA members **Captain Cindy Berkeley** and **F/O Mary Frances Ashura** operated the 737 while ISA member **Susan Crawford** rode along in the jumpseat as observer! Thanks to Sue C. for submitting the photo below. Pictured, left to right, are Susan, Mary Frances, the flight's gate agent, Cindy Berkeley, and the three flight attendants who worked the historic flight.



Vicki Karnes saw this ad in ALPA magazine and wrote to the advertiser to question them as to whether someone's daughter would be welcome at their flight school! The advertiser wrote a very nice letter back to Vicki thanking her for her comments. They stated that daughters are very welcome in their school and that the ad will be changed in the next issue to read "or daughter". Yay, Vicki! (And thanks to the flight school for their positive response to her query).

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Thanks to **Sue Nielsen** again, here's a couple of tidbits from the American Owners and Pilots Association Fact Card: In 1988, there were 96,968 ATPs in the U.S., 1745 of whom were women (1.8%). Of all types of pilot licence holders (694,016) 42,299 (6.1%) were women. Of all women licence holders, 4.1% held ATPs. Interestingly, of all male licence holders, 14% were ATPs. The ten busiest airports in the U.S.: O'Hare, Atlanta International, Dallas/Ft. Worth, LAX, Santa Ana, Denver Stapleton, SFO, Van Nuys, Phoenix Sky Harbour, and Boston Logan.

From the Pacific Flyer publication: food for thought...

Know Your Rights

EDITOR:

The story in your October issue about the CFI who was busted at Santa Monica is another classic example of what is in store for people who don't know their rights. That CFI could have avoided so much trouble if he had just been aware of a few facts.

Any peace officer has the authority to ask to see your pilot's certificate and medical. The key word is SEE. DO NOT EVER hand your tickets to anyone unless they have been officially suspended or revoked. The same applies to aircraft documents. If they want to search your aircraft they need two things: probable cause and either your permission or a warrant. If they want to see your driver's license and you haven't been anywhere near a car, you don't have to show it to them. Most importantly, NEVER ADMIT TO ANYTHING! If anyone tries to cite you for an alleged violation, and they didn't personally see you commit it, then you have the right to face your accuser.

Lastly, air traffic controllers are not peace officers and they are not FAA inspectors. They have no authority to see your certificates, ask for your certificate number, or even ask for your last name. If you are ever asked to call a tower after you land, by all means do. Whatever the problem was that prompted the request can normally be resolved with just a friendly, informal chat.

No, I'm not a lawyer. I'm a CFI, charter pilot, and aircraft owner who figures it's cheaper to know my rights now rather than hire an attorney to explain them to me after it's too late.

Eric Wroolie
Bermuda Dunes, Calif.

There are those, lawyers mostly, who suggest you shouldn't even call the tower. Why admit anything? They have tape recorders, you know.

Thanks to Florence Sanders for sharing the next article, which appeared in Memphis' St. Francis Hospital newspaper:

Traveling for two

Mothers-to-be can fly and travel safely without risk to themselves or their fetuses well into the third trimester, according to a report in the *Journal of the American Medical Association*.

"If precautions are taken and some general guidelines are followed, pregnant women can travel even to remote destinations without putting themselves or their future children at risk," say authors Michele Barry, M.D., and Frank Bia, M.D., of Yale University's travel clinic.

The physicians report that commercial air travel is usually safe through the 36th week of gestation—when domestic airlines typically restrict air travel for pregnant women. (Most foreign airlines will not take pregnant women after their 35th week.)

The authors' advice for pregnant fliers: Request an aisle seat in the non-smoking section, and wear seat belts low around the pelvis. To reduce the risk of blood clots, which develop more frequently during pregnancy, expectant

mothers should also spend 15 minutes of every hour walking about.

The Yale physicians warn that many health insurance carriers do not cover delivery in a foreign country, or even hospitalization for premature labor. Consequently, they urge pregnant women who intend to travel abroad to check with their insurers for possible physician and hospitalization restrictions.

In addition, pregnant women should heed these travel tips:

- Do not vacation at altitudes above 7,000 feet. Some studies show a progressive decrease in birth weight with increasing altitude. And do not scuba dive at depths greater than 60 feet.

- Whenever possible, avoid immunizations, especially during the first trimester.

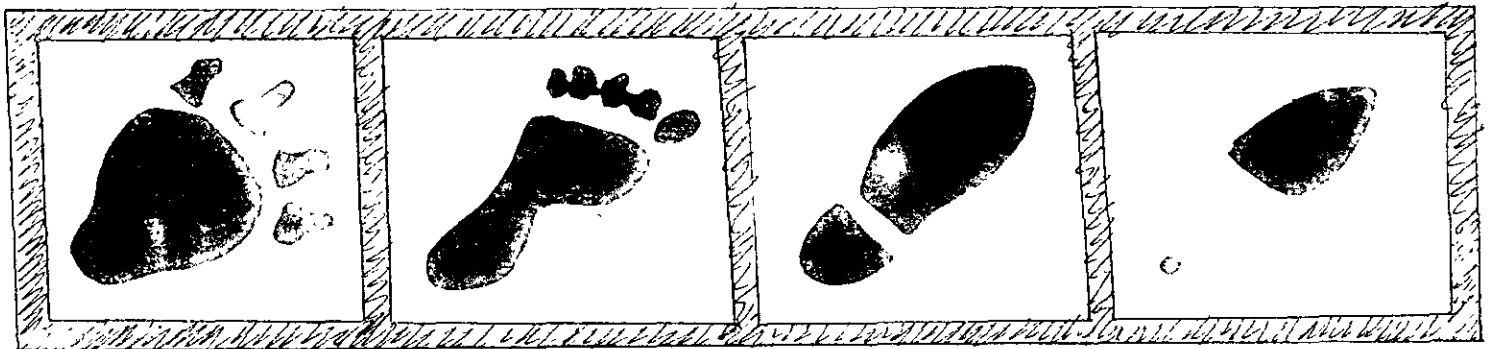
- Take special care to avoid traveler's diarrhea by drinking only boiled water or bottled carbonated beverages, and avoiding ice cubes and produce washed in tap water.



- Avoid any water purified with iodine, which can harm the fetus.

- If you are expecting a multiple birth or have a history of pregnancy-related high blood pressure or bleeding, delay travel until after delivery.

- Ignore minor discomfort, and buckle up on road trips. Automobile accidents are the major cause of death for travelers.



THE EVOLUTION OF AUTHORITY

ORIGINAL AUTHOR UNKNOWN

Women Military Aviators

Women in Naval Aviation:

By JO2 Milinda D. Jensen

I think that the combat mission exclusion is really what's in the minds of women aviators. It excludes us from flying many of the combatant planes and that hinders our ability to perform our mission," said Lieutenant Colonel Kelly Hamilton-Barlow, USAF, President, Women Military Aviators, Inc. (WMA).

The combat exclusion statute was one of the major topics discussed during the fourth biennial WMA Convention held in Washington, D.C., over the Labor Day weekend. "The law excludes us [women] from having a true role in the defense of our country, which is what we all agreed to do when we enlisted. Women have always volunteered to serve their country. Our purpose for being here is to let the American people know that we understand the risks and we would like the opportunities to progress professionally in our careers," added Lt. Col. Hamilton-Barlow. Citing the Defense Advisory Committee on Women in the Services (DACOWITS) as one of their strongest supporters, convention members believe that it's just a matter of time before the law is changed.

"It is my personal conviction that Navy women, especially those in aviation and surface communities, will fight in our next war.... The combat exclusion law will have to go away," emphasized Commander Rosemary Mariner, USN, X.O. of VAQ-34, NAS Point Mugu, Calif. (Cdr. Mariner was the guest military speaker on the combat issue.)

"In reality women have always suffered in war: a dead woman is no more and no less a tragedy than a dead man. That is cold, hard reality. You [women aviators] have to be intellectually honest with yourself and realize that until you share equally in the dangers and the risks, you're not pulling your fair share," Cdr. Mariner added.

Sharing experiences and common

problems was another focus of the convention, as the women took part in some informal "networking."

"I don't think it's good to isolate ourselves in the military because we're all officers, but there are issues and laws that are pertinent only to women, and those issues can be helped through networking," commented Navy Commander Jane O'Dea, Action Officer, Command, Control and Communications Systems Directorate, Joint Chiefs of Staff.

"I never had the chance for the comraderie, or for a mentor to go to for advice, mainly because there just weren't any other women senior role models in the ranks," Cdr. O'Dea added.

The interaction between past and present aviators rekindled the knowledge that women have been taking to the skies since Madame Elizabeth Thible – the first woman aviator in written history – as a passenger, ascended in a Montgolfier balloon over Lyons, France, in 1784. But most Americans are more familiar with the contributions women made during WW II.

"I learned to fly in my hometown of Sweetwater, Texas," reminisced Madge Moore, a WW II Women Airforce Service Pilot (WASP).

One of the first things her flight instructor did was to tell her to take her hands and feet off the controls. "The plane was flying by itself, so I knew that there wasn't anything to worry about," she said.

"There was a man in our town who had bought himself a plane. He needed to pay for that plane so he started selling 10 hours of flight time for 50 dollars. That was how I learned to fly," Moore added.

"On November 1, 1943, I reported for active service. I instructed in instrument engineering flights and also chauffeured nonrated officers in the basic trainer, a Vultee BT-13 *Valiant* (Navy SNV)," the WW II aviator remembered.

The WASP program was started in



Photographed in 1974 at NAS Corpus Christi, Texas, from left to right: Ensigns Rosemary Conatser Mariner and Jane Skiles O'Dea and Ltjgs. Barbara Allen Rainey and Judith Neuffer Bruner.

1942. Its purpose was to train women pilots to take over noncombat flying in order to free men for combat assignments. During the 27 months of operation, women aviators flew 77 types of aircraft, traveling over a distance of 9,224,000 miles. The planes ranged from the fastest fighters to the heaviest bombers.

In December 1944 the program was ended and the WASPs were disbanded. The WASPs had never been commissioned into military service, however, and it wasn't until November 1977, after much lobbying, that they were granted honorable

1989 Convention

15 Years



discharges and officially recognized as WW II veterans.

The convention made everyone involved keenly aware of the changes that have occurred in the history of women Navy fliers since WW II.

"Much has changed in 17 years," commented Cdr. Mariner. "For example, when I first came into the Navy, if you became pregnant you had to get out. When we first started flight training in 1973, we were told that women could not fly jets, could not carrier qualify or go aboard ships. Today, Navy women do all these things routinely," she added.

The program was established in 1972 when Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr., announced that aviation training would open to women. The first eight students began flight training in 1973. Since that time women aviators have

accomplished milestones to challenge future female pilots and aircrews:

1974: The first woman Naval Aviator received her wings. In February, then-Lieutenant Barbara Allen Rainey earned her wings as the first woman designated a Naval Aviator. LCdr. Rainey died in an aircraft mishap on July 13, 1982.

1978: The first Navy woman qualified as a flight instructor. Then-Lieutenant Jane O'Dea was the first female flier to become a Navy flight instructor. Since then, Commander O'Dea has logged almost 3,000 military flight hours. She is the Navy's senior ranking woman aviator.

1978: NAS Moffett Field's VP-50 in California became the first patrol squadron to have women report for duty.

1979: The first woman Navy pilot became carrier qualified. Lieutenant Donna Lynn Spruill carrier qualified in a fixed-wing aircraft on June 20.

1989: The first woman was selected as director of operations at the Naval Aviation Depot, North Island, Calif. Cdr. Sharon Gurke currently serves in this position at the largest of six depots in the country.

There are numerous other contributions by women in the field of aviation, which brought about many changes.

"I've seen changes in the attitudes of men. They've grown up with us. They know that we've put up with much of what they put up with. In today's Navy the junior men are used to having women in leadership roles. It's all just a matter of time," said Cdr. O'Dea.

Cdr. O'Dea, as well as other active duty women aviators, have seen and been part of changes, but they all agree that more changes are needed.

"In the next four to five years, enough qualified men will not be available for recruiting. The corporations will be competing for their services. The military will have to go to the other 50 percent of the population [women]," said Cdr. Mariner.

"I think that we can all do the same

job, but I'll be the first to admit that men and women are different in many ways. With the current laws, women will never be fully integrated into the system. So, you have to learn to deal with reality and make a contribution as best you can," Cdr. O'Dea added. "Do a good job and establish a degree of credibility first. Then people will listen to what you have to say, and when you have the chance you can bring up issues that are important to you."

Other issues that were discussed included child care and family issues, with guest speaker Barbara Pope, Deputy Assistant Secretary for Family Support, Education and Safety, Office of the Secretary of Defense. Career options and leadership were also topics of discussion at the meeting.

This year's convention was the first time that all services were represented. Women Naval Aviators expect more involvement from their service in the future. "The word just needs to get around, and once other Navy aviators learn about the support that WMA provides, they'll want to be a part of it," said Lieutenant Commander Patricia Beckman, VS Department Head, NATC Paxtuxent River, Md.

Lt. Col. Hamilton-Barlow summed up, "Contacting people to attend was a bit of a problem. We had to find those aviators out in the field pretty much by word of mouth. The conference is held every two years; hopefully, in 1991, more women fliers will have heard about our association. We also hope to have international involvement at our next convention."

The conventioners are especially looking forward to participation from Canadian women aviators in 1991. Canada recently opened all of its combatant aircraft to women pilots.

With other countries pulling down restricted flight barriers to women and U.S. Navy women now entering the space program, the future looks bright for female aviators, who continue to soar to new heights ■

For more information on Women Military Aviators, Inc., write to: WMA, Inc., P.O. Box 374, Lawrence, MA 01844-0374

