

**ISA + 21**

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

15A

FIRST CLASS MAIL  
U.S. POSTAGE PAID  
VALLEJO, CA  
PERMIT NUMBER 145

JANUARY 1991

January '91



ISA 1990 - 91 PLANNING CALENDAR

**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  
1/16 EC meeting

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

**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/? 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 meet-  
ing, convention bids, scholarship  
winners.

**AUGUST**

8/? EC meeting  
8/15 Convention bids due

**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.

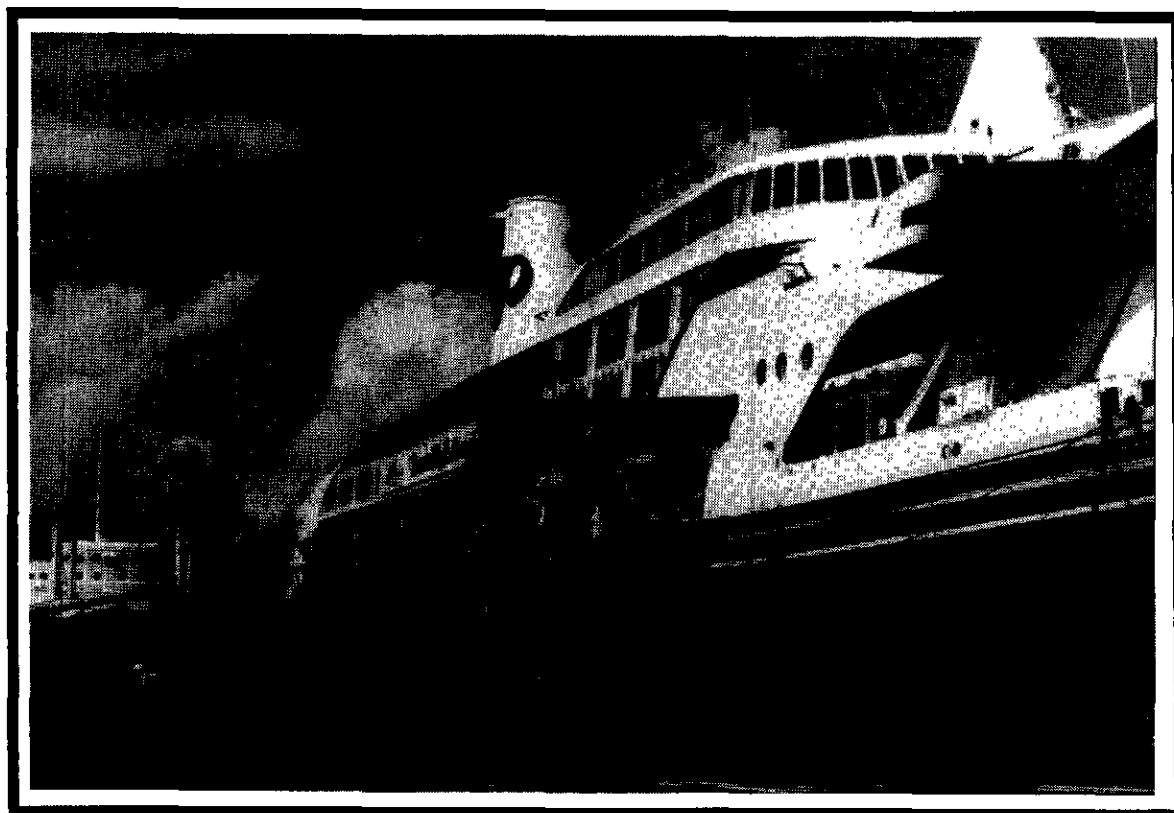
**NOVEMBER**

11/? EC meeting

JANUARY 1991

# ISA + 21

ISA CRUISES THE CARIBBEAN !!



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



# FROM THE EDITOR

I don't know about you, but I'm getting really excited about going to HELSINKI, FINLAND for the May convention. As you read on, pay special attention to Florence Sanders's report on the up-coming convention. There are dead-lines to meet, plans to make, clothes to buy .... !!! We also have a great report on the fall cruise by Carol Cansdale - I'm sorry I missed it. THERE'S MORE: seven very interesting candidates are running for the EC council - I hope you will all vote when the ballots come out.

---

## EXECUTIVE COUNCIL

**MOLLY BARR**  
Newsletter Editor  
280 Stageline Dr.  
Vallejo, CA 94591  
707-557-4979  
USAIR

**CAROL CANSDALE**  
Family  
1520 61st Street West  
Minneapolis, MN 55419  
612-866-9814  
NORTHWEST

**CAMMY CONDON**  
Constitution  
4200 Fulton Ave.  
Dayton, OH 45439  
513-299-7762  
USAIR

**LAURA HAHN COX**  
Finance  
740 Weidner RD #307  
Buffalo Grove, IL  
60089  
708-808-1943  
UNITED

**VICKI KARNES**  
Membership  
2963 Lexington Trace  
Drive  
Smyrna, GA 30080  
404-432-6918  
DELTA

**SUE NIELSEN**  
Secretary  
P.O. Box 2035  
El Granada, CA 94018  
415-728-3111  
UNITED

**PAM NOELDNER**  
Historian  
Route 2, Box 367  
Denver, NC 28037  
704-483-6281  
USAIR

**FLORENCE SANDERS**  
Convention  
8471 Bazemore Rd.  
Cordova, TN 38018  
901-755-4771  
FEDERAL EXPRESS

**MIMI TOMPKINS**  
Scholarship  
P.O. Box 31173  
Honolulu, HI 96820  
808-261-0517  
ALOHA

JANUARY 1991



START OFF THE NEW YEAR WITH YOUR ISA DUES PAID!!!



Most of the membership have sent in their dues with the renewal form from the October newsletter, but if you haven't already done so, we've made it easy for you by including yet another renewal form in this newsletter. Please fill it out and send your check for \$35 to Vicki Karnes at the address on the form.

All of you who joined after the May convention do not need to send in dues for 1991. Everyone is welcome to use the renewal form to tell us about any news in your life.  
HAPPY NEW YEAR !!!



1991 ISA MEMBERSHIP RENEWAL FORM

Enclosed: \_\_\_\_\_ \$35.00 Active Member \_\_\_\_\_ \$10.00 Inactive/Honorary Member  
(U.S. funds only)

Send to: Vicki Karnes  
2963 Lexington Trace Drive  
Smyrna, GA 30080

Name change ... New address ... New phone ... New husband ... New baby ... New airline ...  
Recent upgrade ... Circle any of these that apply.

NAME \_\_\_\_\_ AIRLINE \_\_\_\_\_ POSITION \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_ HUSBAND \_\_\_\_\_ CHILDREN \_\_\_\_\_

OTHER NEWS \_\_\_\_\_

PAID TWICE IN 1990, OR PAID IN ADVANCE:

D. Finch  
S. Horstman

S. Karamalis  
E. Krauth

N. Parnell  
P. Price

L. Richardson

---

**COMMITTEE REPORTS**


---

**FAMILY**  
 by Carol Cansdale


I'm busy working on nanny information for the Nanny Network, but only had two responses following my last newsletter report. I still need phone book information on nannies from the following cities: Seattle, San Francisco, Los Angeles, Dallas, Memphis, Atlanta, Salt Lake City, Detroit, New York, Chicago, Miami, Honolulu, and Cleveland. If you have access to any of the phone books in the cities listed, would you mind tearing out the page in the phone book with information on nannies and sending it to me? In addition, I will be contacting some of you individually, so I hope you will help me out. Who knows... you may be the next one in a 'family' way!!!! And a big thank you to Laura Argir and Laurie Griffith for sending me information on Pittsburgh and Charlotte.

**NEW BABIES:**

Meanwhile... a future ISA member was born to Terri

and Ray Donner. Their baby girl, Amelia Jo Donner, arrived on October 8, 1990 in Louisville, Kentucky. She weighed 8 lbs., 10 1/2 oz., 20 inches, and was born at 5:45 pm. Amelia Jo joins brothers Nick and Chase. The Donners are building a new house and expect to be in it by November 15th. Their New address is 12601 Kirkham Road, Louisville, Kentucky 40299.

Carol Lasher-Baum and husband Wells Baum had a baby boy on August 24 at 3:09 pm. He weighted in at 8 lbs., 3 oz. and his name is William Wells Baum. Carol flies for USAir and says she misses flying the 737-300, but loves being a mom. William is already sleeping 7 hours a night!

Marcia Handrick, Delta, delivered baby Zachary on June 17, 1990. He joins the Handrick family's 5 year old twin boys. As if three children weren't enough for this ISA "super mom" to deal with, the handricks just purchased an 80 - child day care center in Waldorf, MD!

Johnie Olson gave birth to John R. Boyd IV, her second son, on August 28, 1990.

Judy and Steve Battenbach welcomed their second son, Alex, into the family on April 18, 1990.

Cyndhi Hughes Berwyn gave birth to her first child,

Karl Alexander Nicholas Berwyn, on June 5, 1990.

Barbara Cook Price gave birth to son, William Robert, on November 7, 1990.

Jeanne Dietrich's new baby, Nicole, was born early in 1990. She joins older brother, Alexander, now almost four.

**BABIES ON THE WAY:**

Sue Cederquist and Dick Yamamoto are expecting their first child, a son, in February, 1991.

Judy and Scott Cameron were expecting their second child in October, 1990. Let us hear the story on your new arrival, Judy!

Word has it that Debbie Lawrie and John Hawley are expecting their first child in early '91.

**WEDDING BELLS:**

Deborah McGraw and Randy McEndree have been married.

Elizabeth Logan and Doug Qua were married October 6, 1990.

Jane McCaffery has married fellow USAir pilot, Joe DeLisle.

Laurie Moran has married fellow America West pilot, Jay Wilde.

# ENGAGEMENTS AND OTHER PLANS:

Carole Danis and Scott Litten will be wed March 30, 1991.

Vicki Karnes is hoping for "divine intervention" to lead her to her partner-to-be. She can frequently be seen wearing miniature angel pins on her clothes. The angel will probably need to use a megaphone to get her attention. Is there hope? She claims she never learned to flirt. "Is it really necessary?" she asks.

## ANIMAL LOVERS TAKE NOTE:

Fiorenza de Bernardi reports a growing family. She now has 7 cats in the house.

**Happy holidays** to all of you and please keep me posted on your weddings, engagements, babies, etc. My address is: Carol Cansdale, 1520 61st Street West, Minneapolis, MN 55419.

## MEMBERSHIP by Vicki Karnes



Since the last newsletter, we have 22 new ISA members to introduce to you. This brings the total membership to 393 in 18 countries, representing 50 airlines!

A special welcome to new members **Silvana Arguedas (B-737 F/O, Aerolineas Argentinas)** and **Sonja Weatherill (BAe-146 F/O, Air UK)** who are with airlines not previously represented at ISA.

## OUR NEWEST MEMBERS:

Julie Apfel  
2275 Glen Ridge Dr.  
Highland Village, TX 75067  
DELTA

Silvana Arguedas  
Arcos 1325 9 A  
1426 Buenos Aires  
Argentina  
AEROLINEAS ARGENTINAS

Cheryl Bearse  
P.O. Box 282081  
San Francisco, CA 94128  
UNITED

Parvin Belknap  
Box 764 Raccoon Lake RR1  
Rockville, IN 47872  
USAir

Jennifer Duce  
1131 Stuart Mill Rd.  
Oakton, VA 22124  
UNITED

Kathy Hurst Gatto  
600-13 Windridge Lane  
Florence, KY 41042  
UNITED

Gail Glaze  
Rt. 1, Box 174  
Morgantown, IN 46160  
UNITED

Sheri Graybill  
P.O. Box 2318  
Sausalito, CA 94966  
FEDERAL EXPRESS

Melinda Hotinger  
1101 Meeting House Rd.  
Hopkins, SC 29061-9658  
DELTA

Eva-Britt Karlsson  
Tradgardsvagen #24  
S-19440 Upplands Vasby  
Sweden  
LINJEFLYG

Diane Marroquin  
3229 Hidden Lane  
El Monte, CA 91733  
UNITED

Muriel O'Beirne  
4630 Baycrest Dr.  
Tampa, FL 33615  
FEDERAL EXPRESS

Julie Poisson  
4006 Providence Ct.  
Wilmington, NC 28412  
AMERICAN

Diane Proffitt  
128 Dow Avenue  
Mineola, NY 11501  
TWA

Kathryn Rauth  
13780 Hanover Way  
Apple Valley, MN 55124  
UNITED

Gail Redden  
7980 Hampton Blvd. Apt. 321  
North Lauderdale, FL 33068  
AMERICAN

Kimberly Stevens  
715 N. Meadowlark Lane  
Chandler, AZ 85226  
UNITED

Theresa Tebo  
P.O. Box 752346  
Memphis, TN 38175-2346  
NORTHWEST

Nancy Thomas  
P.O. Box 250402  
San Francisco, CA 94125  
ALOHA

Sonja Weatherill  
23 Boyd Close  
Bishop's Stortford  
Herts CM23 5EG  
England  
Air UK

Holly Wong  
3708A Savoy Lane  
W. Palm Beach, FL 33417  
AMERICAN

## RENEWING MEMBERS:

Carole Danis  
6204 Summertree Lane  
Charlotte, NC 28226  
USAir

Kathy Zokol  
3560 40th St.  
Delta, B.C.  
Canada V4K 3N2  
CANADIAN

## CONVENTION by Florence Sanders

1991 CONVENTION - HELSINKI, FINLAND: MAY 7, 8, 9:

The Ramada Presidentti Hotel was selected for our 1991 convention site. There are 40 rooms being reserved until April 15, 1991 at the AIRLINE DISCOUNT RATE, (which is half price! - the lowest rate available). Book early to be guaranteed this rate! If you do not pre-register and show up on May 7, you will be at the mercy of the hotel for a room and rate. You will be totally on your own to secure a room after APRIL 14, 1991, because that is when the guaranteed rate for ISA vanishes!

I took a trip to Helsinki at the end of September to finalize the hotel, and here are the facts pertaining to that:



- 495 rooms, 1000 beds -- 40 rooms reserved for ISA at the Convention rate
- all rooms have nice, small bathrooms with showers and tubs
- color TV and radio in every room, receives CNN
- hair dryer, trouser press, and minibar in every room
- air conditioning (do not think we will need that in May)
- 3 saunas and indoor swimming pool (free from 6:00 am - 10:00 am)
- free breakfast every morning: cold cereals, gruel, scrambled eggs, ham, vienna sausages, salami, fish, and assorted cheeses, fruits, yogurt, and beverages - all you can eat.
- room service, and laundry service
- it is a five star hotel and accepts all major credit cards: American Express, Visa, MasterCard, Dinners Card, Eurocard, Access, and J.C.B.

At present the Scanfare is the best airfare from the states, check with your pass bureau for details and restrictions. We are still working on obtaining a special airfare with Finnair, we'll keep you posted. I flew SAS from EWR-STK-EWR on the Scanfare total price of \$191.00 (over 90% off), then went 25% STK-HEL for \$55.00. No problems! There is a flight every half hour from/to HEL/STK. I figure I spend enough time in airports and airplanes, so I went HEL-STK by Viking Cruise Line overnight ferry for \$94.78. I strongly recommend this adventure to everyone having to pass through STK to get to HEL. Unfortunately I can not provide routing information for International ISA members, due to the fact I have no clue of your pass agreements or jumpseat privileges, please check with your pass bureau.

I arrived at 11:30 am and Camilla Sommar and Jutta Piensalmi, our Finnair hostesses, graciously met me and transported me to the hotel, which is only 15 to 25 minutes away, depending on traffic. Convention members should plan to take the bus from the airport to the Ramada. Bus #614 cost about \$5.00 US (please get some Finn Marks and use local currency) and takes you directly to the hotel.

There will be a lot of things to see and do around the hotel since it is in the center of town and the main shopping district. I suggest everyone purchase an "Helsinki Card." It provides free transportation - bus and rail in town, free admission to museums, cost varies with type of pass purchased. The pass can be purchased in the lobby of the hotel (check to see if it is available at the airport) and ranges from \$5.00 to \$25.00 US. Unfortunately tourist season doesn't begin till June, so we will be a month early for most touristy events.

## CORRESPONDANCE by Sue Nielsen



This committee has to admit that not much is going on. With the holidays approaching, energies must be diverted elsewhere. Probably to perusing all those mail order catalogues that we all live for.

ISA has received some unusual contacts from US Government agencies. Notification of four "Career Opportunities" was mailed to us by the U.S. Small Business Administration. One position was for a Typist (that excludes me!), another for a Supervisory Computer Specialist, and the other two called for Export Development Specialists. All jobs were located in Washington D.C. and all notices were sent with less than two weeks left until the deadline for application. So, if any of our U.S. east coast members who may be furloughed, would like notification of future "Career Opportunities", please let me know now and I will contact you the next time something comes in. Our newsletter cannot offer

the timeliness required for these jobs.

Another mailing was received from the U.S. Department of Labor, Women's Bureau. As it was written in Governmentese, I am still not 100% sure what they wanted. But I do know it was concerned with reorganizing and rewording the Dictionary of Occupational Titles to reflect the "expected changes in the labor market."

Gosh...like women flying airplanes? Well, I suppose I shouldn't be cynical but it sure makes me want to pay more taxes. By the time the notice was received it was too late for comment.

Once again this year Chandellette Wineries has sent out their mail order catalogue. For each order made by an ISA member, they will donate a portion toward our scholarship fund. They have two new labels to offer this year and I can personally vouch for the wine. It's good!

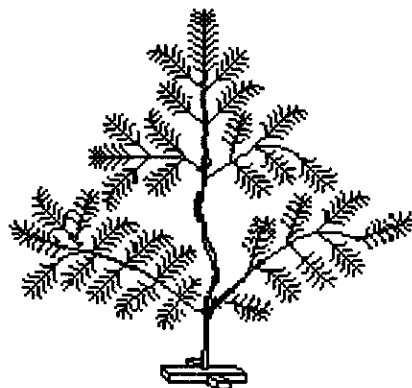
"INET for women" the International Network for Women in Enterprise and Trade sent us information about themselves. They say "the central goal is to help you compete more successfully through better information and management techniques." It is a non-profit organization with dues of \$39.00 U.S. annually. For more info write P.O. Box 6178, McLean, Virginia, 22106, USA.

An author, Dale R. Moore, has written a book concerning "the truth", as he puts it, "about the DC-10

aircraft and Corporate life in America." "THE RUGGED TRUTH" is available from Pied Piper International, P.O. Box 250076, Little Rock, Arkansas, 72225, for \$15.95 plus 10% shipping and handling. Other books made available through the Oxford University Press, Dept. MG, 200 Madison Avenue, New York, NY, 10016 are "UNDERSTANDING THE GENDER GAP", "WOMEN IN THE WORLD ECONOMY", and "PERSISTENT INEQUALITIES."

ISA received a call from Mr. Ron Schachter, a "Radio Reporter" for the Christian Science Monitor Network. Mr Schachter lives near Boston, Massachusetts and is hoping for contacts from women airline pilots, either in the area or passing through. If you would be interested in being on a radio talk show and representing the piloting profession, contact him at either, 10 Park Rd., Belmont, MA, 02178 or (617) 489-0807.

That's about all from this committee. I hope that everyone rang in a good New Year.



# FINANCIAL

by Laura Hahn Cox



Beginning with the report on scholarship funds, we currently have on hand:

scholarship donations:	370
10% dues (to date)	<u>\$511</u>
TOTAL	\$880

Mimi has also received donations of approximately \$1000+ as a result of a speech she recently gave in Canada. She will be forwarding this for deposit soon.

Estimated scholarship funds from renewals will be +\$1340. Therefore, estimated scholarship funds for 1991 will be approximately \$3220. The Executive Council is in the process of opening a trust fund in order to eventually have a self-sustaining scholarship. Some of these funds may go toward that cause. We have also received \$75 in donations for the 91 IFALPA meeting in addition to that which ISA normally provides.

## Estimated 91 income from dues:

Member dues	\$13405.00
carry over from 1990	1800.00
less 10% dues for schol.	<u>&lt;1340.00&gt;</u>
TOTAL	\$13865.00

## Estimated 1991 expenses:

newsletter	4000.00
printing/xerox	2800.00
postage	1200.00
phone	600.00
supplies	1000.00
convention	1000.00
exhibit project	300.00
IFALPA	<u>500.00</u>
TOTAL	\$11400.00

Income, less expenses for 1991 = \$2465.00

Discussed at the last EC meeting in November was the possibility of increasing the percentage of dues earmarked for the scholarship from 10% to 15%. Also, some funds may be used in the trust fund for the scholarship as well as increasing funds available for special projects.

Membership renewals are going very well with over 1/3 of you renewing already! a reminder to non U.S. members: funds must be in the form of a foreign draft or money order in U.S. dollars on a U.S. bank. I cannot deposit otherwise.

Current checkbook balance is \$6971.00. Savings (scholarship 90/91 funds) is at \$4304.00. The checking account is an interest bearing account which helps to offset any bank fees. We even made a small income last year.

As to my latest address, please see the front of the newsletter. You may notice my name has changed as well. I got married (much to the relief of my father) to a wonderful guy. Wishing you all the best in 1991!

## CONSTITUTION

by Cammy Condon

The constitution should be printed by the time this newsletter reaches you. It will be mailed the early part of next year. I know you all are waiting in anxious anticipation of its arrival.

There was a misunderstanding in the last newsletter I would like to address, and hopefully clear a few things up. The last newsletter stated that the 1992 convention would be held in Vancouver, BC. It should have read: the convention in 1992 is tentatively selected to be held in Vancouver, BC. Due to the large ISA membership and the small size of the EC committee, it is getting harder to plan the convention in only one year. Most larger groups plan their convention as much as 5 years in advance. Sandra Lloyd has volunteered to host the convention in '92, which is something else the convention chairman needs - local help at the convention site.

The two sections of the constitution that come into play here, are Section 10b: Items of business at the meeting, XI: nominations for the location of the following years's meeting (first and alternate choices); and section 14c: A first choice meeting site should be confirmed by September 1st of the year proceeding the next annual meeting, and relevant information to the members by November 1st. Details of the meeting should be finalized and made available to the Executive Officers by January 31, and the members by March 1st. The EC was hoping to arrive at a site for '92, and then at the next year's convention, open the floor for nominations for the convention for '93. That way the ground work can be in place for future planning for you, the member, as well as the convention chairman.

The other misunderstanding I would like to address is the choice of the '91 convention. Finland was chosen for a number of reasons. 1) About every 3 years the group tries to pick an international site which is also why Vancouver could be chosen for '92. 2) Finnair has expressed a desire for several years to have the convention in Finland. 3) The Finnish women have offered to help the convention chairman with the details in Finland. 4) The convention chairman was willing to do the leg work to pull things together. All convention proposals are greatly appreciated. We meant to

offend no one, and were just trying to get a longer range plan for the biggest event of ISA's year. I hope this clears up a few things, and that I'll see lots of you in Finland in May.

### NEWSLETTER by Molly Barr



Once again, I've enjoyed seeing your articles materialize on my computer. I love reading about what's going on with all of you. In the October newsletter we learned about LINJEFLYG airlines from our member, **Monica Jones-Wismar**; this month I'm pleased to enter an article about BANGLADESH from **Yasmin Rahman**. I, for one, crave news of women in the rest of the world and would like to encourage anyone who has interesting stories to tell to write to me ... AND SEND PICTURES! Keep up the good work - I look forward to hearing from you. I'm tired of junk mail and bills!

There have been several people who have not received their newsletters the last couple of times. I apologize. If your membership is paid, YOU SHOULD BE GETTING A NEWSLETTER. **Vicki Karnes**, our membership chairperson, is the person to contact.

Make sure that you are on her mailing list! If necessary, she can send you back issues (if she has any left). Her address and phone number are in the front of this newsletter. **HAPPY HOLIDAYS!!!**

### HISTORIAN by Pam Noeldner



We have received some interesting 'firsts' through the membership renewal forms this year. These are a few of the notable 'firsts':

#### FIRST SISTERS FLYING FOR THE SAME AIRLINE:

Debbie Birchill Covlin (737 F/O) and Deanna Birchill Meyer (727 F/O) are flying for United Airlines.

#### FIRST FLYING GRANDMOTHER:

Gail Goodat was hired by Western (Delta) on 8/4/86. She is actively participating in raising her two year old grandchild.

# FIRST MARRIED AIRLINE CAPTAINS:

Jacqueline and Tomas Gerber were married in 1981, and at that time were already captains for Ozark (TWA).

I also received information that KLM has its first woman captain: Cocky Giessel was promoted to 737-200 captain on April 1989.

I would like to thank everyone for sending me 'firsts' information. It has all been entered into our computer data base. Happy flying, and keep sending in the 'firsts'!

## STRANGE, BUT TRUE??

(Alias: The I Can't Believe It Column)

The following article was contributed by Karen Kahn from "Professional Pilot" magazine, September 1990:

### Women Pilots

Aeroflot does not accept women as applicants although officials at the Ministry of Civil Aviation said women were accepted until the late 1960s when current policy was implemented. Officials in Moscow and Leningrad agreed heartily with the policy and one official at the Academy added, "It is my personal opinion that women are the custodians of the home. It is a crime to subject them to

the stresses of the cockpit. The airline cockpit is a man's job and if women want to fly, they can do it in our newly-formed amateur flying clubs. We do not want them to forget the home." When asked if he anticipated women protesting the policy and demanding change he said, "We know they will demand it but that is their problem and we will convince them not to do this."



## MANY TALENTS HAVE WE!

Can you match the talent with the ISA member's name? Answers follow (inverted). No peeking!

- |                                  |                                           |
|----------------------------------|-------------------------------------------|
| 1. Ellen Thompson, United        | _____ Architect                           |
| 2. Diane Rangel Gilliland, Aloha | _____ Champion Sky Diver                  |
| 3. Janeen Adrion, Airborne       | _____ Hot Air Balloonist                  |
| 4. Yasmin Rahman, Bangladesh     | _____ Sings Like a Bird                   |
| 5. Heidi Porch, Northwest        | _____ P3 Captain in a Royal Navy          |
| 6. Cheryl Stearns, USAir         | _____ Japanese Interpreter                |
| 7. Rebecca Howell, Metro         | _____ PhD in Human Factors Eng./ Aviation |
| 8. Anita Ruth, Braniff           | _____ Psychology                          |
| 9. Barbara Hogan, Pan Am Exp.    | _____ Water Survival Expert               |
| 10. Lori Griffith, USAir         | _____ Shines Like a Sunflower             |
| 11. Charlotte Engels, KLM        | _____ Age Twelve Solo                     |
| 12. Claudia Jones, Southwest     | _____ Mathematician                       |
|                                  | _____ Pharmacist                          |

\* Answers from top to bottom: 7 - 9 - 8 - 12 - 11 - 2 - 3 - 5 - 10 - 6 - 1 - 4

## ISA Executive Council Elections

1991-93 Term

Five of the nine Executive Council seats are up for re-election this year. The Council members who will have completed their two year term at the May 1991 convention are, CAROL CANSDALE (Family), LAURA HAHN (Finance), VICKI KARNES (Membership), SUE NIELSEN (Correspondence) and PAM NOELDNER (Historian & current Council Spokesperson).

Ballots will be mailed to the membership on February 1, 1991. You will be asked to vote for the council candidates of your choice and return those ballots postmarked no later than April 1, 1991.

Following is a summary of what the applicants had to say on their applications in the form of an introduction. As you read each candidate's comments, I am sure you will be impressed with all of their qualities. We wish them all luck and thank them in advance for volunteering their time.

## ANGELA ALLEN



Angela is a DC-10 First Officer for Federal Express and has been with them for 7 years. Her previous flying experience was with Atlantic Southeast Airlines (ASA). She is also a professional musician, having played flute and piccolo with the Atlanta Symphony Orchestra. She has been an

ISA member for 6 1/2 years.

Angela writes, "I would like to expand the career counselling information bank and scholarship opportunities, as well as increase our membership. By encouraging more young women to pursue an airline career and also, by seeking out those women at our airlines who are not members and encouraging them to join us, we can guarantee growth in ISA's membership. With a larger membership, we will have more influence in the aviation industry on issues which affect us as women pilots."

The committees Angela expresses interest in are Scholarship and Membership.



## LAURA HAHN COX



Laura is currently a B-727 S/O for United Airlines. She has been with United for 1 and 1/2 years. Her prior experience was with Continental, People Express and Flight Line in Jackson, Mississippi. She has been an ISA member for 4 years and if her name or face are familiar, she has also been on the ISA Executive Council for the last two years as the Finance chair.

She writes, "I would like to continue as an EC member because I enjoy being part of a dynamic organization that truly helps other young women realize their aviation goals. Our organization is growing rapidly and I believe I

can help to further develop our potential. As our membership grows, our ability to fund our scholarship and display projects increases tremendously. I would like to work with the Executive Council another term in order to develop this potential."

The committee that interests her the most is Finance.

VICKI KARNES



Vicki is working as a B-767/757 F/O for Delta Airlines and has been with Delta for 4 years. Her flying background is the U.S. Coast Guard, flying search-and-rescue and law enforcement missions out of Miami, Florida. From 1981-86 she flew Falcon 20 in this service. She has been an ISA member for 3 years, 2 of those years as an Executive Council member chairing the Membership committee.

In Vicki's words, "Welcoming new members into ISA is an enjoyable experience for me. I like to encourage everyone, especially new members, to come to

activities and make new friends."

"Having developed the computer files to assist with record keeping, mailing labels, correspondence and the roster in my first two years as membership coordinator, I feel much more free to spend time getting to know each and every one of you! SEE YOU IN HELSINKI!"

The committee Vicki expresses interest in is Membership.

LISA KUEHL



Lisa is a B-727 First Officer with United Airlines. Before flying for United for the last two years, Lisa worked for Simmons Airlines/American Eagle, Elliott Beechcraft and various flight instructing and charter operations. She has been an ISA member for 2 1/2 years.

Lisa says, "By serving on the Executive Council, I

hope to learn more about ISA, the needs of our members, and to meet and work with all of you. I look forward to contributing my time, ideas and background in advertising and graphic design to help promote our unique organization."

Her field of interest is in Correspondence & P.R..

MARIA RICH



Maria is a DC-9 First Officer for USAir. She has been with USAir for 3 and 1/2 years - and has also been an ISA member for that period of time. She lives in St Louis, MO. Her previous employers include: Tenneco, Inc.; Comair; Plastics, Inc.; and Aero Taxi. She also comes to us from Purdue University.

Maria writes: "ISA is a wonderful organization through which we are able to meet and form friendships with women who share a common interest and profession. The current and past councils have done many things, but there is always more to be done. While our membership has grown steadily, there are still women

pilots who have not heard of ISA. I would welcome the opportunity to contribute my time to the continued excellence of our organization."

Maria is interested in working on any of the following committees: family, membership, historian, or scholarship.

#### CHARLENE SAMMIS-SINGLETON



Charlene is a DC-10 F/O for American Airlines. She has been with American for 5 years and her previous flying experience includes DHL Airways, Inc., DHL Air Cargo, Island Airlines, Inc., and Fly Hawaii Ltd.. She has been a member of ISA for 7 years.

These are Charlene's words. "I've been an ISA member for about 7 years. Don't you think it's about time I contribute something to the organization? I do." She adds, "My goals are; 1) To work with the other executive council members and help ISA continue with it's already successful programs such as the scholarship fund.

2) To see that ISA continues to become the prime authority and source of information on women in aviation. 3) To continue a varied calendar of social events since fun and camaraderie create an atmosphere for networking and exchange of information and ideas, which can help us all."

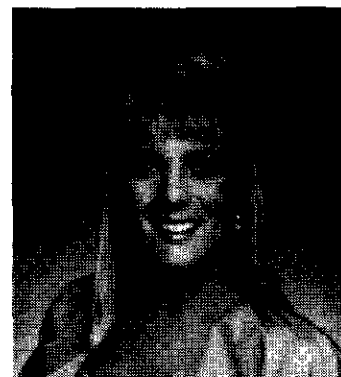
But wait, there's more. Charlene continues, "I must mention that I do not own a PC just yet. But I do possess the following; 1) A portable ten digit manual computer coupled with a, 2) Biodegradable master computer with unlimited storage, sometimes capable of several functions simultaneously, linked with, 3) an audio visual package interfaced with voice capabilities. More often than not the voice unit finds itself plugged up by one of the bipedal parts that are used in making the above computer mobile."

"Translation, 1) 10 fingers I can count on. 2) A brain, and 3) ears and eyes, and a mouth with foot in it."

Charlene's preferences, in order are Scholarship, Historian, Constitution, Family and Membership.



#### LISA SOLI



Lisa is a First Officer for Northwest Airlines. She has been with them for 5 years. Her previous experience includes Atlantic Southeast Airlines, Goldflite Ltd., and various instructing jobs. Lisa has been an ISA member for 5 years.

Lisa writes, "I would like to become more involved in ISA. I am presently on maternity leave and will have a lot of free time to contribute to ISA."

Her stated committee interests are Family, Scholarship and Membership.

# VOTE!

**ISA'S FALL SOCIAL GET-TOGETHER  
SEPTEMBER 27-30, 1990**

Twenty-four members and their guests attended this year's Fall Social Get-Together, a cruise on the Premier Cruise Lines "Majestic." If you didn't go, you missed the best travel bargain of the year! The cruise left from Port Canaveral on Thursday, September 27, and cruised for three nights and four days to the Abacos Islands in the Bahamas. We were treated to gourmet food, exquisite service, and fun in the sun!

Premier is the official cruise line of Walt Disney World, so it is an ideal cruise for families as well. Each cruise has three or more Disney characters sailing with the ship and the crew is dedicated to seeing that everyone has a wonderful time.

After leaving Port Canaveral on Thursday afternoon we sailed all night towards the Abacos in the Bahamas and arrived shortly after dawn. There was more than enough activities to keep everyone busy. In addition to a full casino on board, there's several bars and night clubs, a beauty salon, gift shop, fine dining, and massage studio. The next two days were spent enjoying all the beach and water sport activities offered by the cruise line on their private beach. In addition to snorkeling, ISA members enjoyed para-sailing, sailboarding, SWIMMING WITH THE DOLPHINS, and just plain laying in one of the numerous hammocks. Watch out for loose coconuts!

The cruise was highlighted by the Captain's dinner on Saturday night, followed by their famous Midnight Buffet. Needless to say, most of us went home weighing more than when we arrived! You're going to hit yourself for not going when I tell you that all this was only \$199 per person for the entire four days.

A big "thank you" in is order to **Nancy Law** for arranging the great group price and setting up the cruise with Interline Cruise Connections. I'm sure you'll agree with me that it was one of our most enjoyable functions.

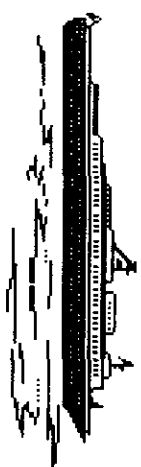
by Carol Cansdale



Norah O'Neill - swimming with the dolphins



# 18A Fall Cruise



Jan and Pete Dolf with "Chip n' Dale"



Nancy Law with her husband Jay Gerdes



Carolyn Pillaar, Virginia Kurziel, Connie Hink



Top row L to R: Katie Reagor, Norah O'Neill, Denise Blankenship, Deb McCaw, Susan Cedarquist, Florence Sanders, Kimberly See. Middle row L to R: Virginia Cooper, Maria Rich, Sharon Finch, Virginia Kurdziel, Nancy Strigby, Karen Schaefer, Carol Cansdale, Mary Bardon. Bottom row L to R: Bernie Kuglin, Carolyn Pilaar, Connie Nethesen, Sylvia Otypka, Connie Hiuk, Jan dolf, Ann Mitchell, Nancy Law, Marcy Deckelbaum.



Carol Cansdale, Ann Mitchell, Karen Schaefer

## CONGRATULATIONS AND CONTRAILS

**CAPTAIN UPGRADES:**

Rosella Bjornson, Canadian, to B737 CAPT  
Nancy E. Waylett, USAir, to B737-300/400  
CAPT

Elizabeth Logan, Skywest, to Metroliner  
CAPT

Leslie Ditmer-Boyle, USAir, to B737 CAPT  
MegAnn Streeter, Federal Express, to B727  
CAPT

**OTHER UPGRADES:**

Yasmin Rahman, Biman-Bangladesh: In September of this year Yasmin became a Route Check Captain. We believe that she is the first woman route check captain in Asia. Yasmin has certainly been a trail blazer in her part of the world and also holds the following 'firsts': first woman airline pilot in Bangladesh, first women P.P.L. and C.P.L. in Bangladesh, and the first jet captain in South East Asia.

Camilla Sommar, Finnair, to MD80 F/O  
Marena Bennett, United, to B767 F/O  
Barbara Swyers, Air Canada, to DC-9 F/O  
Caryl Harris, USAir, to B737-300/400 F/O  
Pamela Barker, United, to B737-300 F/O  
Marcy Deckelbaum, United, to B767 F/O  
Pamela Mitchell Stephens, Northwest, to  
B747-400 F/O

Toni Combs, Continental, to B727 F/O  
Mary Burnett, American, to B767I F/O  
Johnie Olson, American, to B767 F/O  
Lisa Kuehl, United, to B727 F/O (correc-  
tion)

Ineke Doan, UPS, to B727 F/O  
Betsy Landon, United, to B737-300 F/O  
Grace Stanko McHargue, United, to B727 F/O  
Suzanne Skeeters Novotny, Northwest, re-  
cently upgraded to DC-10 F/O. Her  
husband, Greg, also upgrading at the  
same time, was her simulator part-  
ner! Now, that's got to be a first!

Kathy Grant, Continental, to DC-10 F/O  
Marilyn Orloff, United, to B737-300 F/O  
Carat Vallee, Northwest, to B747-400 F/O  
Prudence Hostetter, American, to DC-10 F/O  
Nancy Charles, Delta, to B727 F/O  
Elaine Meronyk, TWA, to DC-9 and MD-80 F/O  
Jennifer Palmer, American, to MD-80 F/O  
Carolyn Pasqualino, United, to B767/757  
F/O

Maria Rich, USAir, to DC-9 F/O

**IN TRANSITION:**

Anitra Ruth is working as a hot air bal-  
loonist following Braniff's bankruptcy.

Binka Bone, awaiting recall at Eastern  
Airlines, is working part-time at ALPA  
National Office.

Lori Killough, formerly with Braniff, has  
taken a job with the FAA's office of Cer-  
tification Management in Minneapolis.

Emily Warner, formerly Captain at Frontier  
and UPS, has joined the ranks of the  
"kinder, gentler FAA." Emily is working  
as an Air Carrier inspector out of Denver,  
giving route and ramp checks, as well as  
rating rides.

SPEAKING OF THE FAA, Jean Harper (B737  
F/O, United) writes that she was recently  
ramp checked by a very pleasant FAA lady  
from Kansas City...

Mary Rose Diefenderfer, a former ISA mem-  
ber who originally flew with Texas Int'l  
before it merged with Continental. Mary  
Rose misses flying and says hello to all  
of her ISA friends.

**MEMBERS IN THE SPOTLIGHT**

USAir BAe-146 Captain, Jill Leenerts (for-  
merly Jill Butterworth), competed in the  
U.S. National Aerobatic competition in  
Denison, TX last year, winning the inter-  
mediate category in her Pitts S-1S. Are  
there any other ISA members competing in  
aerobatics on the West Coast? If so,  
please contact Jill at 714-589-2729.

**OTHER NEWS FROM MEMBERS' RENEWAL FORMS:**

Linda Pauwels, American B727 F/O, has  
taken on the position of "Supervisor Fly-  
ing Technical" and Flight Engineer Check  
Airman in Miami.

Diane Bourdon, President of the First  
Canadian Chapter of the 99s, urges that 99  
chapters start "Professional Women Pilot  
Commitees." She reports that Dragon Air  
has hired its first woman airline pilot,  
and the Nationair's DC-8 Captain, Nicole  
Sauve, was Canada's first airline captain.

Karen Griffin reports: "Life is wonder-  
full!!"

MANY THANK TO JEAN HARPER FOR TENDING ISA'S CENTRAL POST OFFICE BOX IN DENVER. WHEN DEBRA OPPERMAN KNEPPER BEGAN COMMUTING TO HER NEW JOB WITH UNITED IN CHICAGO, JEAN VOLUNTEERED TO TAKE OVER TEMPORARILY. THE JOB OF ROUTING THE INCOMING MAIL FROM THE P.O. BOX TO THE ISA OFFICERS HAS NOW BEEN TAKEN OVER BY SYLVIA OTYPKA. THANK YOU SYLVIA!



# IFALPA

by Sue Nielsen

Following is a letter from Pati Marsh concerning the IFALPA Conference.

20 Oct., 90

Dear Sue,

I am extremely interested in attending the IFALPA conference and am willing to finance the trip myself. It is my understanding through speaking with officers at IFALPA, that ISA may send more than one observer - in fact - there was great interest in having a few more of us attend. Perhaps, to encourage more members to attend, the newsletter could point out the fact that the trip is tax deductible. I realize it would be prohibitively expensive for ISA to finance multiple members, but it's such an important event that I feel we should encourage our members to go. I truly feel it's in our own best interest.

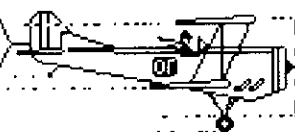
Sincerely,

Pati Marsh (signed)

The next IFALPA conference will be held in April, 1991, in Singapore. ISA will be financially assisting one member to attend as our observer. But as Pati points out in her letter, we are not limited to just one observer. If attending interests you and you would like to exercise some of your tax deduction benefits, please attend. We will be notified of the details, including an enrollment packet, sometime in December or January, too late for this issue of the ISA newsletter. The information will be printed in the March 15, 1991 newsletter, but that is short notice for those who may want to make a vacation of it. For those of you who would like more timely information, please drop me a line and let me know. I will be more than happy to provide you with copies of the information packet. Write me, Sue Nielsen, at the address in the front of the newsletter indicating your interest for detailed information.



# BANGLADESH



**Yasmin Rahman** took the time out of her busy schedule as a Route Check Captain for Bangladesh Biman Airlines to write to us about her career and to send us a very interesting article about herself and women in Bangladesh.....

Bangladesh came into existence in 1971, and so did our airline - Bangladesh Biman. Earlier we were part of Eastern Pakistan. At that time our fleet consisted of a couple of F-27s given to us as a gift from India. Later, a couple more aircraft were given to Bangladesh Biman by Pakistan. In those days I was a student in the Engineering University studying architecture. In 1975 I joined the Bangladesh Flying Club as the country's first woman pilot trainee - thus starting a series of 'firsts' in the history of aviation for this country. I received my bachelor's degree in architecture in 1976 and married my next door neighbor, Ishwaqur, a F-27 Captain at Biman. My parents insisted that I complete my education. They couldn't afford both university expenses and flying expenses so, since I desperately wanted to fly, I had to find my own means. I went to work as an architect and paid for my flying lessons. I got a lot of moral support from my parents and, after my marriage, from my husband. In 1978 I received my C.P.L. and I.R., but was not allowed to join the airline. Without exactly saying it, they didn't want any women in the cockpit. The people running the airline in those days belonged to the old school of thought. I continued to work as a part time architect and honorary instructor while I kept applying at Bangladesh Biman Airlines. I appealed to almost everyone. Finally I managed to meet the President of the country. He was convinced that I had all of the qualifications required ... and more, to join the airline. I joined Biman in 1980.



**Yasmin Rahman**

I am sure all of you had to go through what I went through - working hard and performing above average to get an average grade from the male instructors. I had to continuously prove, that I was as good as any male pilot, if not better.

The nice part is that I had fantastic colleagues in the airline who made me feel comfortable and were very helpful. After becoming a captain, I found that many of my passengers were wary of flying with a woman. It has taken a long time for the people to put their confidence in me. It is now almost three years since I became a Captain, and it feels great when I hear that I have some passenger "fans" who prefer flying with me.

This reminds me of an incident in 1988. We had devastating floods. The whole country was under water - even parts of the runway were submerged. No airliners could land anywhere. One morning we; the F-28 pilots, the Civil Aviation Authorities, the Managing Director, and other officials; inspected the runway to evaluate if it were possible to fly the F-28's from it. In my judgement, it was impossible - but 7,000 feet of the taxiway was still above water, and I thought we could use it for takeoff and landing. Most of the guys thought I was crazy. Finally, I convinced the authorities. I took off from the taxiway and thus started the 'airbridge' between Bangladesh and the rest of the world. Although the guys weren't too keen on it, they had no choice but to follow, since I had already taken off and landed. I was congratulated by all, and it was in all of the newspapers.

Now I don't have to prove anything to anyone but myself. The whole nation has accepted me as a pilot and I even fly the President and First Lady frequently. But, unfortunately, now that the doors have been opened, there aren't any women yet in this airline other than myself. This country, this airline, and I have come a long way since 1971. Today there are no prejudices or restrictions imposed on women in the airline or any where else in the country.

**By Yasmin Rahman**  
**Bangladesh Biman Airlines**

### **BANGLADESHI WOMEN** **by Armeen Habib**

Yasmin Rahman is looking forward to seeing more and more women join the country's national airline, Bangladesh Biman, as pilots in years to come.

This is a favorite subject for Yasmin to talk about. After all, in 1980, she became the first Bangladeshi woman pilot to be hired by the national airline. Today, a F-28 Captain, she flies to three regional destinations - Katmandu, Rangoon, and Calcutta - plus the extensive internal network. She also runs a home of her own, and looks after her husband, Captain **Ishwaqur Rahman**, the chief pilot in charge of planning and scheduling, and their two children. Yasmin Rahman thus combines her traditional duties as a mother and housewife with the demands of a challenging profession.

Meanwhile, a few women have joined the local flying club to train as pilots. As for other jobs, such as air hostesses or executives and clerks in

offices, Biman just cannot cope with the large number of applications from women for the limited number of positions it advertises from time to time.

When it comes to women's increasing participation in professions which, until a few years ago, were almost totally dominated by men, Yasmin provides just one example of progress.

There are others, less dramatic perhaps, but surely quite significant in the context of the tradition-bound male-dominated society of Bangladesh. For instance, a few women journalists have started working on night shifts in leading local newspapers. This is indeed a breakthrough. Nasimun Nahar Nini, assistant editor of Daily Sangbad is the first on night shift, and she is still the only one with the responsibility of being shift-in-charge.

Women have also joined the ranks of architects, engineers, band managers,

auditors, chartered accountants, and business executives. And they have increased their proportions in the medical professions and teaching jobs. The numbers are still small. Again, with many Bangladeshi women working abroad, no reliable figures are readily available. The fact is, in this traditional male-dominated society where orthodoxy impedes women's progress, several taboos have already been broken.

Most people in Dhaka agree that the progress of women has picked up momentum in the past 20 years after the country, once a province of Pakistan, became independent Bangladesh in late 1971.

As citizens of a sovereign country, Bangladeshis had to fill key jobs once held by Pakistanis. While men got most of these new positions, women could not be completely kept out.

Women became more confident, more sure of themselves, and more assertive about their rights.

Many problems still cast their shadow over what is, generally speaking, a positive picture. In the first place, some women activists argue that the progress is essentially elitist, benefiting the english-educated upper middle class families in the capital city of Dhaka.

The argument has some substance. But there is one redeeming feature centering on the phenomenal growth of the garment industry.

Some six to seven hundred factories have sprung up in and around Dhaka and in the city of Chittagong, producing ready-made clothes for export.

The latest official figures show that these factories employ more than 300,000 women, over 90% of the total work force, in the garment industry. What's more, an overwhelming majority of these women are from village areas: wives and daughters of poor farmers or landless day laborers.

There is one major issue that experts have picked for serious consideration. It relates to the dismal representation of women in government services, in various ministries directorates, and related departments.

The latest available statistics show that female employees constitute only 4.7% of the total number of employees in different ministries in the secretariat, and 11.15% in the various offices under different ministries outside the secretariat.

Not surprisingly, some activists say that the government has not done enough to promote the employment of women in various ministries and departments.

In contrast, the proportion of women employees in the private service sector such as in hotels, shops, and banks jumped to 52.7% in the mid 80s, up from 10% in the mid 70s. Indications are that the proportion is on the increase.

It will be a long time before women of Bangladesh can catch up with their sisters in Southeast Asian countries like Malaysia, Thailand, and the Philippines. Much depends on education. A major step forward was the recent government decision to introduce free and compulsory education for all women up to class eight.

"In every field," President Ershad recently said, "education for women remains the key to our success: from population control to health care, from employment of women in different professions to the introduction of technology in our everyday life."

It's a promise which offers hope for this impoverished nation of South Asia still battling for a place in the sun.

#### 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

## DEAR ISA MEMBERS AND FRIENDS OF ISA MEMBERS....

Janet Newby from the FAA's Aviation Careers Division has been in contact with your ISA officers. She reports that the FAA is actively recruiting qualified women to fill Aviation Safety Inspector positions (ASI), among many others. If any of you (or any one you know) is seeking to escape the insecurity of the "airline life", or if you desire a more settled life style that still permits you to use your aviation experience and knowledge, this is an excellent opportunity. Anyone who is interested can obtain an application form (SF-171) from any FAA, Federal, or Office of Personnel Management office. Also ask for a booklet titled "Aviation Safety Inspector" which contains everything you need to know about the job. You can also call Ms. Newby at 405-680-6393 or write to her at: Aviation Careers Division, P.O. Box 25082, Oklahoma City, OK 73125. Patience is required when seeking a Federal job. The application is long and must be filled out thoroughly. The "Register" is in OKC where applications are handled and may or may not be open to receiving applications. Your application will only be accepted during an open period. To determine if the register is open, or not, try calling (405)680-4657, or Ms. Newby at her number above. Once your application is accepted, it is valid for 18 months after which it must be re-submitted during the next open period. For anyone interested, the FAA is looking forward to hearing from you.



AIR CANADA

The first time two women flew together for a major Canadian Airline. March 8, 1990 from YYZ - YUL. Left: Diane Bourdon, S/O, B727. Right: Barb Baerg, F/O, B727.

IT WAS JUST GREAT!!!



September 10, 1990

Molly Barr  
ISA Newsletter  
280 Stageline Drive  
Vallejo, California 94591

Dear ISA + 21 Membership,

I would like to thank each and every ISA member for the honor of being chosen to receive your ISA + 21 Scholarship this year.

I began flying in March of 1988 after meeting Mimi Tompkins here in Hawaii. Being a former Pan American flight attendant, I knew that aviation was my interest and more specifically that becoming a pilot was my ultimate goal. But being in the middle of a divorce and trying to raise two young children, this seemed like a very ominous pursuit. Mimi gave me the confidence and support that I needed to get started, introduced me to a wonderful CFI, and by the end of my introductory flight I was committed to aviation. Seven weeks later I was a private pilot, terrorizing the once peaceful Hawaiian skies in a Beech Skipper, and by January of 1989 I was finally a Commercial Pilot (multi- and single-engine, instrument). After taking the FE writtens I sought a new job in the aviation industry here in Hawaii, hoping to break in to a pilot position when one was available.

In March of 1989 I was fortunate to be hired by Aloha IslandAir, a Part 135 commuter, and worked nights as an airplane cleaner. This put me on the company's payroll, which gave me an advantage when they hired pilots in June of 1989. I flew as a First Officer for Aloha IslandAir on the DHC-6-300 until August 31st when I resigned to attend training at United Airlines (I have a September 24 class date).

I am now happily remarried to a helicopter pilot whom I met during flight training. Bob has just started his own helicopter charter company and flight school, so we are both in the early stages of our newly chosen careers. And, as you all can imagine, my two daughters (ages 5 and 8) have become true airport rats, and possibly future ISA members!

I have been very fortunate to receive the help and support of so many wonderful people during my flight training and career pursuit. To all of you at ISA who have helped my dream come true, I thank you. And I look forward to becoming an ISA member so that I may also help other women live their dream of becoming an airline pilot.

Sincerely,

*Betsy Stanga*

Betsy Stanga

# 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

# BEGINNINGS BEGINNINGS BEGINNINGS BEGINNINGS

## ISA'S BEGINNINGS

As ISA continues to grow, we advance further and further away from our beginning. Those of us who are relatively new might wonder just how ISA began. Below is the story, by ISA's founder **Beverly Bass**, of how ISA was started back in 1978.

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

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

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

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

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

Beverly Bass  
American Airlines"

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

"Dear Fellow Pilot,

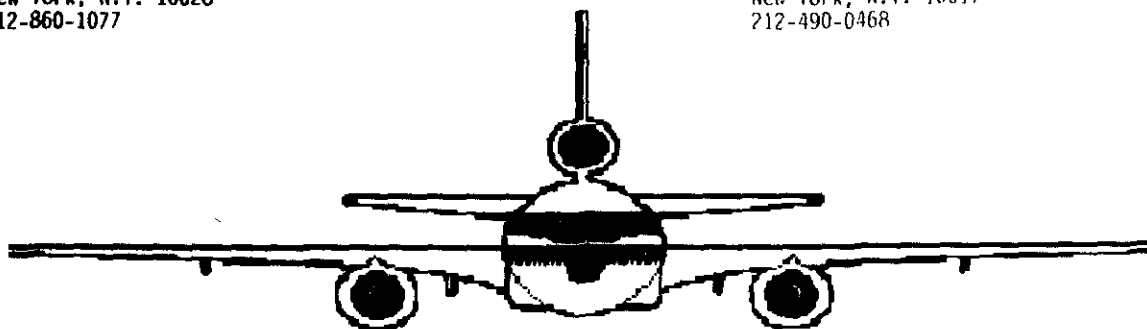
In January, the Zonta Club of Washington invited one woman pilot from each airline to participate in a program honoring Amelia Earhart. As far as we know, it was the first time that many of us had gotten together and we discussed the possibility of all of us getting together at some time in the future. We thought it would be interesting and fun to get to know each other while there are still few enough of us around for that to be possible. We've since made arrangements with the Circus, Circus Hotel in Las Vegas for May 9, 10, 11 hoping that we would all have enough time to arrange for at least one, if not all, of those three days off.

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

Hoping to see you -

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

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



International Society of Women Airline Pilots

