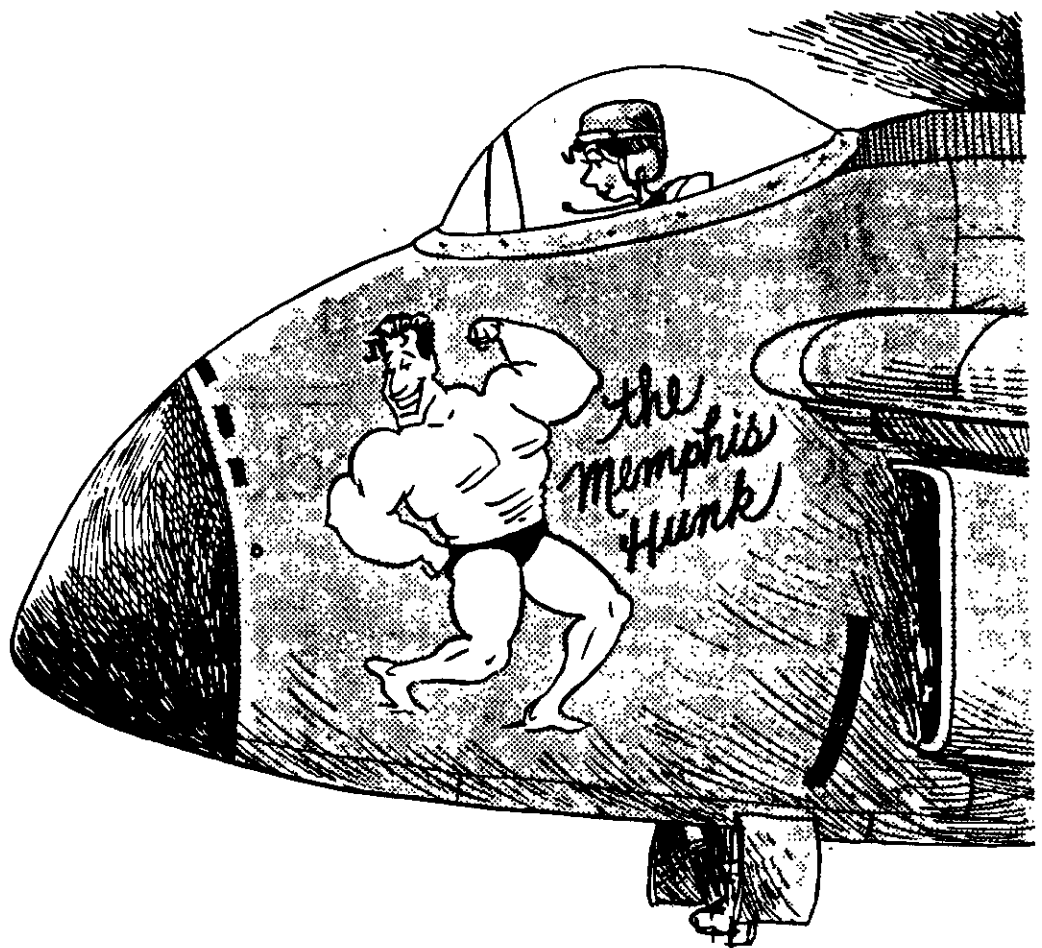
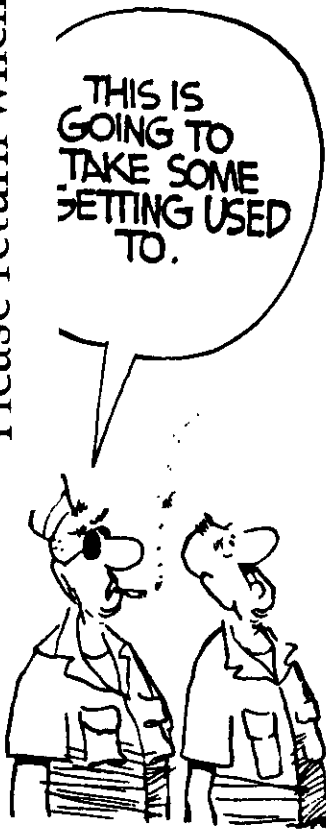




# ISA+21 NEWSLETTER

OCTOBER 1991

Property of ISA News Editor.  
Please return when finished.



# IN COMMEMORATION OF HOLLY MULLINS

from Cammy Condon:

With great sadness I must write that one of ISA's original members is no longer with us. Holly Mullins met her death on the morning of Saturday, August 31, 1991. She leaves behind a father and three sons who often attended ISA functions with her, and will be remembered well by many of us.

Holly was a devoted mother and daughter. How many of us have seen her at conventions and wondered how she managed to get everyone organized and everything together? In Helsinki, in spite of having two rambunctious boys and a babe in arms, she trooped through everything. She went to all the functions and was always on time. Even with the responsibilities of caring for and providing for her children, Holly managed to take them with her to all parts of the globe. She home-taught her boys, so she was not only their mother, but she was also their teacher and friend.

Holly was a real friend to ISA in a very quiet way. The things she did for this organization were done quietly and efficiently. She never asked for special recognition for going far out of her way to help. She gave of herself to ISA because she believed in its principles. She believed that we are all here to help one another and support each other when we need assistance. ISA is an organization made up of a vast array of people and personalities. Holly's death brings home the realization that we all have the right to be ourselves and be accepted that way. It also shows how we need to enjoy each other's friendship while we can. Each life is like a fragile flame, which may be ended all too soon.

Holly was going through a particularly difficult time in her life when she died. She came to Helsinki to receive support from her friends, and to help the organization in which she strongly believed. She remained up-beat and cheerful to those people who didn't know her that well. Those people who took the time and effort to find out what was going on in Holly's life, and gave her a word of encouragement, made her trip worthwhile. She had a great faith in God, and that is the other thing that carried her through this terrible last year. Now she has gone on; I hope she's flying high and happy.

From the Editor:

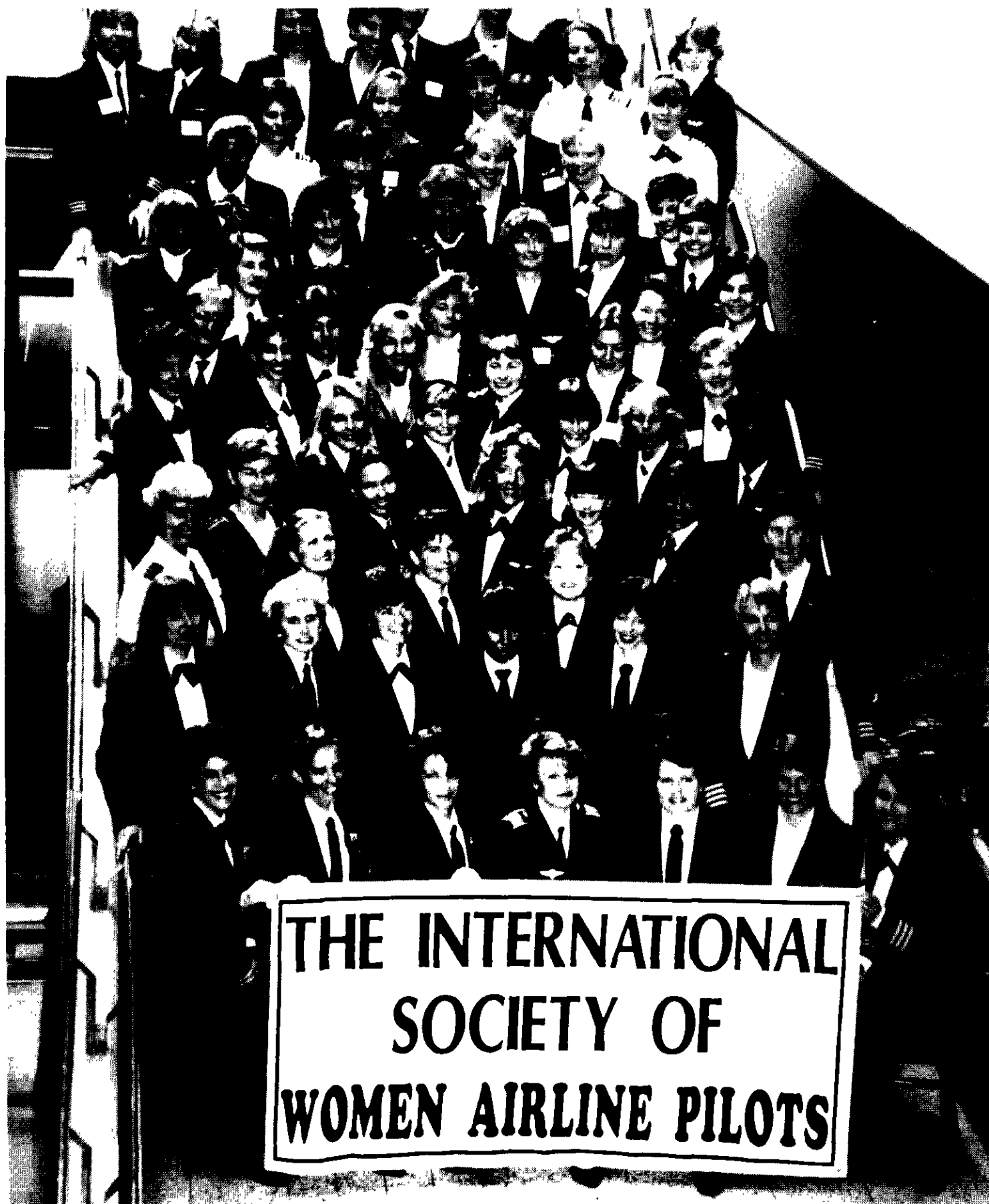
Holly Mullins' unfortunate death has been a shock to all of us at ISA. She died at the hands of another, and her death is currently under investigation. Holly began working toward a career in aviation after college. She flew for several small outfits in Kansas and Oklahoma in 1976-77, for Braniff in 1977-82, and for Wings West in 1981-83. In 1983 Holly joined Federal Express, and at the time of her death she was a B-727 captain. She lived in East Memphis with her three sons and was a member of the Germantown Assembly of God Church. Reverend Randel McCarty, pastor of Holly's church, states in a Memphis newspaper: "Holly was a very compassionate, very tender, and very giving person." Mr. McCarty said that Holly picked up underprivileged children for Sunday evening church services when the church bus ministry could not. "She was always more conscious of other's needs than of her own," the pastor said.

A very nice service was performed for Holly at her church on Tuesday, September 10, 1991. Twenty to thirty ISA members attended. ISA also contributed to a beautiful flower arrangement that looked like a Federal Express jet taking off. It had a ribbon on it that said "God's Pilot."

We thank Holly for being with us, and we will all miss her.



1991 HELSINKI CONVENTION





# 1991-1992 ISA PLANNING CALENDAR



## October 1991

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

## October

- 1 Newsletter Mailing - Incl: EC openings & forms,  
preliminary convention info, membership renewal,  
winter ski trip info., scholarship application

## November

- 6 EC Meeting - Honolulu, Hawaii

## December

- 1 EC Nominations Close  
10 Newsletter Articles Due

## January

- 1 Newsletter Mailing  
14 Ski Trip & EC Meeting - Granby, Colorado  
15 Ski Trip & EC Meeting - Granby, Colorado  
16 Ski Trip & EC Meeting - Granby, Colorado

## February

- 1 EC Ballots Mailing  
25 Newsletter Articles Due

## March

- 15 Newsletter Mailing  
31 Scholarship Applications Due

## April

- 1 EC Ballots Close

## May

- 12 ISA CONVENTION & EC Meeting - SFO  
13 ISA CONVENTION & EC Meeting - SFO  
14 ISA CONVENTION & EC Meeting - SFO

## June

- 10 Newsletter Articles Due

## July

- 1 Newsletter Mailing - Incl. Annual Meeting Minutes

## August

- 15 Convention Bids Due

## September

- 10 Newsletter Articles Due

## April 1992

S	M	T	W	T	F	S
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26	27	28	29	30		

## May 1992

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24	25	26	27	28	29	30
31						

## June 1992

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27	28	29	30			

## July 1992

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## August 1992

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23	24	25	26	27	28	29
30	31					

## September 1992

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26	27	28	29	30		

## November 1991

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## December 1991

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29	30	31				

## January 1992

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## February 1992

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16	17	18	19	20	21	22
23	24	25	26	27	28	29

## March 1992

S	M	T	W	T	F	S
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



**ISA's First Annual White Water Rafting Trip**

## **EXECUTIVE COUNCIL**

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

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Elk Grove Village, IL 60007  
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23280 Lakeridge Ave.  
Hayward, CA 94541  
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8471 Bazemore Rd.  
Cordova, TN 38018  
901-755-4771  
FEDERAL EXPRESS

**MIMI TOMPKINS**  
Scholarship  
P.O. Box 31173  
Honolulu, HI 96820  
808-988-7102  
ALOHA

## IMPORTANT NOTICE !!! READ THIS !!!

### 1992 ISA MEMBERSHIP RENEWAL

Ladies, it's that time of year again, time to renew your ISA+21 membership for 1992! We have tried to keep it a relatively painless process this year by enclosing a membership renewal submission envelope addressed to our Finance Chairperson, Laura Cox. Within the newsletter, you will also find the membership renewal form. Please submit your dues (U.S. funds only, please!) and the completed renewal form in the enclosed envelope as soon as possible, as we would like to include you in the 1992 ISA+21 membership directory. Dues are currently \$35.00 for active members, \$10 for inactive members (those on furlough or medical leave), and must be received by the end of December in order for your name to be included in the directory. All of you who joined after the May convention do not need to send in dues for 1992. Everyone is invited to use the renewal form to let us know about any address changes or other news in your life.



### 1992 ISA MEMBERSHIP RENEWAL FORM

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

Mail (in the envelope provided) to:

**Laura Cox**  
**740 Weidner RD #307**  
**Buffalo, Grove, IL 60089**

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: \_\_\_\_\_

For our stats:

If married, is your husband an airline pilot? \_\_\_\_ YES \_\_\_\_ NO. If yes, for which airline? \_\_\_\_\_

If you have ever been employed in the airline industry in a capacity other than pilot, please describe:

\_\_\_\_\_

## EXECUTIVE COUNCIL REPORTS

### FAMILY by Maria Rich



There have been many happy occasions among our ISA members since I took office. I'll save this good news for the end of my report.

An issue has been brought to my attention which affects our ALPA represented women pilots. ALPA Mutual Aid Association provides short term disability for pilots who elect to purchase a policy. Up until a few months ago such a policy included up to \$2000 per month while on maternity "disability" leave. Now, the board of MAA has decided that, due to pregnancy being of a "voluntary" nature, they are going to exclude coverage for pregnant pilots.

As ISA is a non-political organization, we are unable to protest this as a group. However, a very effective way of protest would be for all of us to write individual letters to MAA. I have already been sent copies of several letters which stressed the discriminatory and possibly illegal nature of this policy. Those of you who would like to write to MAA regarding this matter should address your letters to:

ALPA Mutual Aid Association  
535 Herndon Parkway  
P.O. Box 1189  
Herndon, VA 22070-0813

In your letter you might indicate to the men on the board, that we are a group of women concerned about this issue. I welcome you to send a copy of your letter to me as ISA Family Chairperson.

Now, for the fun news:

### MARRIAGES

**Bonnie Hinck** (Pan Am) married **Albert Sadacca** on May 14, 1991 in Miami, FL. Her new name is Bonnie Hinck Sadacca.

**Tracy Rice** (U.P.S.) married **Leo "Rocky" Lee** in Los Angeles on June 29, 1991. Tracy and Rocky honeymooned at Lake Tahoe, then drove with her 2 sons to their new home in New Jersey. She was able to take a leave of absence from U.P.S., and will return to work when school begins this fall.

### NEWADDITIONS

**Rita Reo** and her husband, **William Nason**, had a daughter, **Brittany Taylor Reonason**. Brittany was born May 5, 1991 and weighed in at 7 lbs 1 oz. Rita is returning to work at USAir on August 1.

**Beverly Bass** and her husband, **Tom Stawicki**, had a son, **Taylor Myers Stawicki**, on May 17, 1991 at 2:31 pm. Taylor weighed in at 6 lbs 11 oz and was 19 1/2 inches. Beverly plans to return to flying with American in mid-August. (On a sad note, Beverly's father passed away 3 weeks after Taylor's birth. He was able to meet his grandson.)

**Pat Rockwell** and her husband, **Mark**, had a daughter, **Erin**, on May 27. Erin weighed in at 9 lbs. I have not heard from Pat when she is planning to return to flying with United.

**Lisa Soli** and her husband, **Bryan**, had a daughter, **Taylor Ann Soli**. Taylor was born Monday July 15, and

weighed in at 7 lbs 12 oz. Lisa plans to return to her position in Northwest's training department later this year.

*Congratulations to all newlyweds and new parents!!*

### CORRESPONDENCE/CAPTAIN'S CLUB

by Lisa Kuehl



Since May, I've received notices of nine new Captain's Club members. Congratulations to the following ladies:

Gail Gorski - United, 737-200  
Luan Guliano - Air Wisconsin, FK-27  
Janeen Adrion Kochan - Airborne Express, YS-11  
Karen Marchbanks - Evergreen International, 727  
Pamela Mattson - Aloha, 737-200  
Ramona Miller - Northwest, DC-9  
Natalia Vinokurova - Aeroflot, AN-21  
Tracy Prior Welch - American, MD-80  
Kathleen Wentworth - United, 737-200

If you are a new Captain, or know of someone who is, make sure to fill out the Captain's Club form found in this, and every, newsletter.

I've also received eight inquiries into ISA, requesting literature and membership information. If you have friends, sisters, relatives, or other acquaintances who would like to know more about ISA, feel free to pass along my home address and phone number. That way, I can get back to them a little sooner.

Speaking of addresses, effective September 1, 1991, ISA will have a new one! Next year, the Denver mail facility, which is home to our current P.O. box, will close. Our new mailbox will be relocated to the O'Hare mail facility in Chicago. The new address will be:

**ISA+21**  
**P.O. Box 66268**  
**Chicago, IL 60666**

Over the next 14 months, you'll likely see both the Denver and Chicago addresses gracing ISA materials. Changing over to the new P.O. box will take a little time and coordination. If you wish to give out our address to anyone, remember to use the new address whenever possible. I would like to extend special thanks to **Sylvia Otypka**, United 757/767 F/O, for serving as our mail collector in Denver over the past months. If any Chicago area members would like to assist with gathering mail at O'Hare, let me know. A car is required for this pleasant task.

The 1992 Experimental Aviation Association (EAA) convention, slated for July 31 - August 6, is already in the planning stages. This convention, held at Whittman Field in OshKosh, WI, attracts hundreds of thousands of aviation enthusiasts annually, and would be a terrific place to advertise ISA. I have sent away for the 1992 convention packet, which details the availability, types, and costs of display booths. In the meantime, I am seeking interested ISA members to volunteer with me on getting this project off the ground. If you live near OshKosh, that's even better! Please drop me a note if you think you can help out. I will have more information for you in the next newsletter.

That's all for now. Fly safely!

### CONSTITUTION by Cammy Condon

The Ballots are in, and the votes are counted. Both motions passed. There are now two changes to the constitution. The sections that are changed will be in this newsletter on peel and stick paper. The first change goes in Section 9, Executive Council, sub-section a). This change is a little too large to put in the actual space, but that's what the extra room in the back of the constitution booklet is for: just cross out the section in chapter 9 and put the amendment in the back. The second change goes in Section 10, Meeting of Members, sub-section b) xi). If you cut this amendment, it will fit, or you can cross out the section and stick that change in the back of your constitution also.

Thank you to everyone who voted. It was great to get mail that wasn't junk mail for a change! My in-laws were watching the house for us for a while, and asked me about the international mail I was getting, they think I have friends all over the world - thanks to ISA, I do. My thanks to everyone who took the time and effort to get the votes back to me.

I hope you had a wonderful summer, and that you'll have a great fall season. I'll be talking to you in the next newsletter.

### NEWSLETTER by Molly Barr



Our membership is continuing to expand at a steady rate. As a result we've increased our printing once again, and I believe we will be sending out close to 450 newsletters this mailing. The newsletter is becoming a major source of information and news about our activities and our members. I would like to thank all of you who have sent in articles, pictures, and comic strips; and to encourage you to continue. I recently received a request from one of our members who would be interested in reading more "aviation related" articles about our members or women pilots in general, so if any of you have interesting stories to relate, please send them in - with pictures if possible.

a) The Executive Council shall be the governing body elected by postal ballot by members who are entitled to vote, unless the number of Executive Council candidates running for the office equal the number of positions open, then balloting the membership shall not be required.

xi) Nominations for the location of the meeting site two years hence (first and alternate choices).

There are several important things in this issue - so please don't over look them. It's time for electing Executive Council members ... WE NEED VOLUNTEERS who would like to run for the council ... please consider it. There is an application form in this newsletter that should be filled out and sent to me by December 1, 1991. It's also time to renew your ISA membership. Enclosed for this purpose you will find an addressed envelope and a renewal form. Also enclosed is an amendment to our constitution. It's a small piece of paper, so don't let it fall out and get lost.

I look forward to hearing from you in the coming months.

## HISTORIAN

by Charlene Sammis-Singleton



In our quest to be historically accurate, the following "First" has been revised. Lisa Kuehl sent me a photo copy of the Cockpit, a United Airlines publication, Vol. 4, No. 7, dated July 1989. The article's title, "Father-Daughter team up on DC-10," was in bold type above a photo of two pilots with matching smiles. "Daughter Suzie Kelly and Father Jerry Brenny after their first United flight together in the cockpit," read the caption under the photo.

Apparently this historic flight's date was December 17, 1988. As Lisa pointed out, in her letter to me, this date precedes the Father/Daughter DC-10 crew of Sue Nielsen and her Father, Jerry Thomas. They too were a United

crew. Their flight was on January 23, 1989.

I called Sue Nielsen to break the news to her. As I expected, she took it in good stride. A belated congratulations goes out to you, Suzie, and your father. I know, I know, we're almost three years late, but at least we finally corrected it.

So, Gals, may I suggest that if you think you may have been a "First" in some category and you haven't checked with us, or haven't seen it in our Newsletter in the past, PLEASE contact me. I'll check our data and see what we show. Also, if any of you see any "First" articles that pertain to women pilots in any publication from anywhere in the world, please draw it to my attention.

I must thank Lori Griffith for sending me the list of "Firsts." She also contributed several newsletters from years gone by that I've added to my stack.

Karen Kahn, one of our Charter Members, also sent me newsletters that were dated as far back as June 1978. Thanks again, Karen.

Photos, Photos, get your Photos Heeeeeerrr! Remember that great ISA convention in Maui in May of 1989? Did you walk away without a photo as a memento? Have you been kicking yourself ever since for that error in judgement? KICK NO MORE! Andrea Rice, formerly with Hawaiian Airlines, now a United Airlines pilot, has come to the rescue. Andrea sent me several photos taken by the professional photographer who was at the convention. He took several photos of those in attendance in their uniforms. We have the following available:

- 1.) A photo of the entire group. Six of these are available.
- 2.) A photo of the United Airlines group. Two of these are available.
- 3.) A photo of the USAir group. Eight of these are available.

A donation of \$8.00 (this includes an airline discount) is suggested for each photo ordered. Please contact me if

you wish to obtain any of the above 8X10 color photos. a BIG THANKS goes out to Andrea for digging these up and sending them to me.

I also received a copy of the August, 1991 issue of the OLYMPIAN magazine, sent in by one of our members, Anne Falandes. Thank you Anne.

Oh, why the sudden interest in the OLYMPIAN magazine? Well ... it just so happens that on the front cover there's a great picture of Bonney Warner! Who's Bonny Warner? (My, you ask a lot of questions.) Bonny Warner is considered "one of the USA's Best Female Lugers," and on top of that, she is also a United Airline pilot! The article accompanying the cover photo was written by Bonny.

If you've just checked our 1991 Membership Roster, as I did when I first received the magazine, you will not find her listed ... yet. I phoned Angela Allen, our membership person, to fill her in on all of the above, and she said that Bonny's name sounded familiar. Angela checked her list of female pilots to recruit into ISA, and VOILA! Bonny's name was on it. Soooo hopefully we'll be seeing Bonny at our functions in the future. I guess it need not be said to all of you UAL gals who may run into Bonny to extend warm wishes of "Atta Gal" and "Good Luck at the Olympics" and "Come join us at ISA."

Don't forget to grab a copy of the OLYMPIAN and read the fascinating account of Bonny Warner's dual achievement. Thanks again, Anne, for drawing this to ISA's attention.

Finally ... a big thanks to Pam Noeldner, our former historian, for passing on the "archives" of ISA. These included many newspaper articles, photos, letters, and "Firsts" forms sent in by our members throughout the past thirteen years. I received it right after our last newsletter deadline, so I couldn't include it in the last issue. Needless to say, I am both overwhelmed and in awe over the material I have perused through, which

constitutes only a fraction of the history of the ISA members that has been recorded.

IN CLOSING ... May all your todays become yesterdays you can be proud of.

CHAR

**SCHOLARSHIP**  
by Mimi Tompkins



Mimi reports that there is nothing to report on the scholarship committee. Everything is proceeding as planned and more news will be forthcoming in the next newsletter. Also in the next newsletter Mimi plans to publish the ISA Scholarship application.

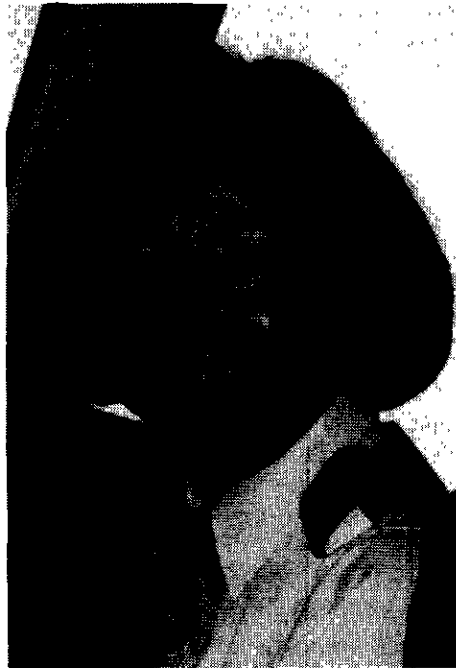
#### HELSINKI GROUP PHOTO

*For any of you who would like a copy of the group photo taken at the Helsinki Convention (the photo is shown in the front of this newsletter), send \$7.00 to:*

**Cammy Condon**  
4200 Fulton Ave.  
Dayton, OH 45439

*She needs to have your order by  
November 30, 1991*

**MEMBERSHIP**  
by Angela Allen



It is with great sadness that I report the loss of one of our charter members. Holly Mullins was the victim of a senseless homicide on August 30, 1991. Holly has always been a very active member of ISA, and has contributed much to the organization. She was always willing to take on whatever task needed to be done, and had been working on putting together a pictorial roster for ISA in the months before her untimely death. She will be missed by us all. Please remember Holly's family in your prayers: sons - Joel, Jeffrey, and Zachary; and her father, Donald Fulton (who many of you know from his past attendance at ISA conventions). Cards may be sent to them c/o Florence Sanders.

On a happier note, let's give a warm welcome to all of the new members who have joined ISA in the past three months!

**WELCOME TO OUR NEW MEMBERS:**

Since the last newsletter, we have 17 new ISA members to introduce to you. This brings our total membership to

418 in 22 countries, representing 61 airlines! A special welcome goes to new member, **Carolyn Abbott** (B767 F/O, Air New Zealand), who adds a new country and a new airline to our current roster!

**Carolyn Abbott**  
64 Rawhitiroa Road  
Kohimaramara, Auckland  
NEW ZEALAND  
Air New Zealand

**Pamela Nahonchak**  
629 S. Oswego St.  
Aurora, CO 80012  
United

**Janet Andersen**  
48880 Denton, #24  
Belleville, MI 48111  
Trans Continental

**Shirley Tyus**  
611 Florida Ave., N.W.  
Washington, D.C. 20001  
United

**Cheryl Guidoboni**  
5 Old Orchard Ln.  
Kingston, MA 02364  
American

**Maura Burke**  
6193 S. 2400E  
Ogden, UT 84403  
Delta

**Ramona Miller**  
7715 McColl Dr.  
Savage, MN 55378  
Northwest

**Petra Bergfelt**  
Vaktgatan 20A  
26231 Angelholm  
SWEDEN  
Linjeflyg

**Debra Reinecke**  
22 Oakdale Ct.  
Sterling, VA 22170  
United

**Catherine Cook**  
4328 Engle Rd.

Sacramento, CA 95821  
Delta

Dena Stewart  
206 Darby Ln.  
New Iberia, LA 70560  
Airborne Express

Shawn Maddox  
2900 W. Highland St., #226  
Chandler, AZ 85224  
America West

Christine Strathie  
528 Congress St.  
Duxbury, MA 02332  
USAir

Jennifer Lammer  
900 West Grove Pkwy., #3115  
Tempe, AZ 85283  
America West

Cyndy Hubbard  
1918 Peabody Ave.  
Memphis, TN 38104  
Federal Express

Pamela Lacy  
P.O. Box 1874

Wayne, NJ 07470  
Continental

Julia Kerley  
2521 Manitou Island  
White Bear Lake, MN 55110  
United

**RENEWING MEMBERS:**  
(not listed in 1991 roster)

Annette Kennedy  
216 Mill St.  
Westfield, IN 46074  
American TransAir

**CONGRATULATIONS AND CON-  
TRAILS**

**NEW AIRLINES:**

Barbara Hogan  
DHL from Eastern, 3-25-91  
Patty Tormey  
United from USAir, 5-13-91

**CAPTAIN UPGRADES:** None to  
report this quarter. Please let us know  
when you upgrade to Captain!

**OTHER UPGRADES:**

Isabelle Guillard, Air France, received  
her B747-400 type rating  
Joy Klopfer, United, B-727 F/O to  
B757-767 F/O, type rating: B757-767

**MEMBERS IN THE SPOTLIGHT:**

Captain Rosella Bjornson was a fea-  
tured speaker at the First Canadian  
Conference on Women in Aviation held  
on August 8 - 11, 1991.

**WEDDING BELLS:**

Janet Susan Craig married Rick Cote  
on 7-9-91  
Bonnie Hinck has married Albert Victor  
Sadacca.

**ENGAGEMENTS AND OTHER  
PLANS:**

Patty Tormey is engaged to Jose Bar-  
rera (no date set yet)

**NEW BABIES:**

Ruth Sherry's first child, Colleen, was  
born on June 21, 1991.  
Mary Burnett gave birth to Mary  
Elizabeth Victoria in June, 1991.

**2nd MUSEUM EXHIBIT TO BE UNVEILED!**

**DATE:** *Tuesday March 10, 1992*

**WHERE:** *Pima Air Museum, Tucson, Arizona*

**WHO:** *Women Airline Pilots and their guests are cordially invited to  
attend the unveiling of our 2nd Exhibit followed by a gala reception in  
your honor.*

**DETAILS:** *For more details contact Lois Griffiths: 410-465-3218.*

## CONVENTION

Set your sights on SAN FRANCISCO, CALIFORNIA for the 1992 convention. That's right, the next annual ISA Convention is going to be held on May 12, 13, and 14, 1992 in San Francisco. The convention schedule will follow previous years, with registration and the cocktail party on the first day (May 12), and the meeting and luncheon on the second day (May 13). Sight-seeing and fun will follow for as long as you want to stay. As most of you know, San Francisco is a GREAT city to visit. There are lots of things to see and do - so plan your vacation accordingly. Look for extensive details in the January and March newsletters.

## FINANCE

by Laura Cox



I will be reporting on the convention costs, newsletter, and various projects we have undertaken this past year. Some of our members have been very busy and productive in advancing ISA's status in the aviation community. The ISA video is well worth seeing and owning, and all the proceeds from the video go directly into our scholarship fund. We have also sold copies to several universities. If you know of an institution, please write them and see if they would like a copy. We also have copies that are compatible with European video systems. Please contact **Florence Sanders** if you would like a copy.

**Lori Griffith** headed our museum exhibit. Although it cost more than we had originally planned, it was a learning experience and was directly responsible for the development of the video. If you have an overnite in Dayton, Ohio I would recommend a visit to the International Women's Air and Space Museum in Centerville.

We have an excellent start on our scholarship funds for 1992. We have proceeds from the convention raffle, the video, and generous member donations. Funds for 1992 are already \$1970.29.

Newsletter costs have increased as a result of a larger newsletter. As our membership grows, so does the amount of news we have to report. You will see in my report that the 'per page' cost has not increased over the previous year.

The convention cost us a little from our general funds. However, I do not find this unusual for a convention outside the U.S. We did not have a sponsor of any kind for this convention, and the budget allowed for these expenses. From those who attended, I gather it was a great convention!

## VIDEO REPORT

### Costs

535 tapes made	\$1504.66
Cost per tape @	.81

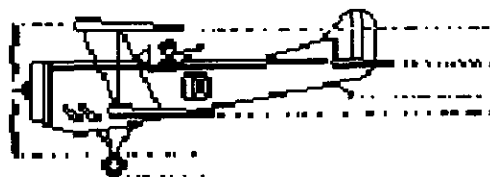
### Proceeds

36 tapes @ \$20 ea.	\$720.00
less costs	(101.16)
to scholarship fund	618.84

## EXHIBIT REPORT

### Costs

Gifts (for lots of HARD work given to ISA free!)	\$332.85
Xerox	13.32
Phone	66.80
Materials	158.69
Dry Mounting	123.47
Picture Framing	31.80



Graphics	70.00
Wing Mounting	62.50
National Archives Footage	40.00
Postage	223.98
Ohio Zontas Donation	(223.98)
Graphic Impact	75.00
Other	14.35
	\$1040.64

## NEWSLETTER REPORT

Four newsletters, July 90 thru March 91

1650 newsletters @ 2.80 ea.

Average 37 pages ea. ... \$.075 per page

Total cost ... \$4619.37

Previous four newsletters:

1500 issues @ \$1.72 ea.

21 page average ... \$.08 per page

Total cost ... \$2589.89

## CONVENTION REPORT

### Costs

Baby sitting	\$23.75
Folders	379.50
Video Postage	27.50
Misc.	79.76
Bank Fees	7.70
Convention Lunch/Cocktail Party	3728.03
Finnish Dancers	512.83
Phone Expenses	123.58
Credit on folders	(31.60)
Printing	23.65
More Misc.	114.56
Postage	13.95
Planning expenses	634.76
TOTAL	\$5637.97

### Income

Registration	\$4396.50
Expenses	\$5637.97
Income	(4396.50)
ISA paid	\$1241.47

Outstanding registration fees: \$510.00

## **PICTURES ... PICTURES ...**

Our women airline pilots' exhibit still needs many more individual pictures of our uniformed ISA members in their cockpit positions.

This was a popular part of our first exhibit in Dayton, and we wanted to do it again, so here's your chance to be immortalized. Pictures will be dry-mounted and displayed with your name and airline as a part of the permanent display. Send your pictures to:

**Lori Griffith**  
**8465 Oakton Lane #3F**  
**Ellicott City, MD 21043**  
**410-465-3218**

**DEADLINE** is December 1, 1991!!!

## **SPEAKER'S BANK**

**by Charlene Sammis-Singleton**

As yet I haven't officially received any requests for our members to either give a speech or contact a gal who's interested in an aviation career.

The available videos of professional quality are:

1.) MEETING THE CHALLENGE: WOMEN IN AVIATION - running time 18:01

2.) ISA VIDEO - running time 15:18

I'm still doing the footwork to create a Speaker's Kit. It also looks as if I need to actively seek potential audiences who probably don't even know that an organization as unique as ours exists.

In the meantime, why don't you volunteer your time to your former high school or college or both, if you haven't already, and give a speech or be a part of their Career Day. Donate an ISA VIDEO to their library or career counselor. GOOD LUCK!

## ELECTIONS ELECTIONS ELECTIONS

EXECUTIVE COUNCIL ELECTIONS - by Cammy Condon

Yes ladies, it's that time of year again. Time to start thinking about running for ISA Executive Council. Four of the current council terms will be completed in May of 1992, so it's time for you to start thinking about how much fun it would be for you to serve on the council.

There is nothing mystical or magical about it. It's actually a lot of fun. It is a two year term starting in May of '92. Winners will be announced at the next convention. These individuals, however, will be informed earlier so they can start getting excited about it. The new Council decides among themselves who is to be the Chairperson of each committee. There are four council meetings throughout the year. They are always fun. Usually after the meeting, for those who don't have to rush home, there is a cook out, or dinner. At one meeting there were bi-plane rides. It's just an informal get-together to keep ISA on track.

The election process is quite simple. There is an application in this newsletter. The application allows the membership to be more informed about you when they vote. The deadline for the application is **DECEMBER 1, 1991**. Please mail it in to the address on the application by this date so that your biography can be in the January newsletter. Ballots will also be in the January newsletter, and once the votes are cast, we will have four new Executive Council members. There is no limit to the number of times you can serve on the council. Former EC members are always welcome again, as is any one who would like to re-run.

I hope that there will be a rush of response to this article. In the past two years we have barely been able to dredge up enough people to run for the openings on the council. The Executive Council does require some extra time and effort and, quite honestly, I had to be talked into doing it. But I can honestly say I am very glad I have served on the council. It's a great way to meet people and a wonderful way to give something back to a really worthwhile organization.

*FROM THE EDITOR: I just wanted to add a little something to what Cammy has already said so eloquently. I too was a reluctant candidate. Yet, I can say that acting as your Newsletter Editor has been one of the "funnest" things I've done in a long time. The committees currently served by the out-going members are: Newsletter Editor, Constitution, Convention, and Scholarship. Keep in mind, however, that you will be running for Executive Council Officer in general and not a specific position. I know that there are those of you out there who are as timid as I was but would really enjoy being more involved. So ... DON'T let this opportunity go by! Put in your application as soon as possible and become involved.*

**ISA+21**  
**APPLICATION TO RUN FOR EXECUTIVE COUNCIL**  
**TERM: MAY 1992 - 1994**

(Please Print)

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_

AIRLINE: \_\_\_\_\_ POSITION: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_  
PHONE: \_\_\_\_\_

YEARS AS AN ISA MEMBER: \_\_\_\_\_ YEARS AT YOUR CURRENT AIRLINE: \_\_\_\_\_

Write a brief biography on yourself. Tell us why you would like to be an ISA Executive Council member and include the committee(s) you might be interested in. (This information will be printed in the newsletter so that our members can get to know you before they vote.)

Please include, with this form and your biography, a clear photograph of yourself. By signing this application, you are declaring your willingness and eligibility to work on the Executive Council of ISA+21 from May 1992 to May 1994. Elections will be by postal ballot, and the results will be announced in San Francisco, CA at the 15th annual ISA+21 meeting in May 1992.

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

Please mail to:

MOLLY BARR  
280 STAGELINE DR.  
VALLEJO, CA 94591-8440

The dead line is December 1, 1991. Your application must be received by this date in order to be included in the January newsletter.



ISA'S MUSEUMS AND EXHIBITS PERSON, ISA'S MASTER SENIORITY LIST PERSON, ISA'S LIBRARIAN has relocated. If you need to write or call Lori Griffith she can be found at:

8465 Oakton Lane #3F  
Ellicott City, MD 21043  
301-465-3218

## The First Annual Whitewater Rafting Trip

by Debra McCaw

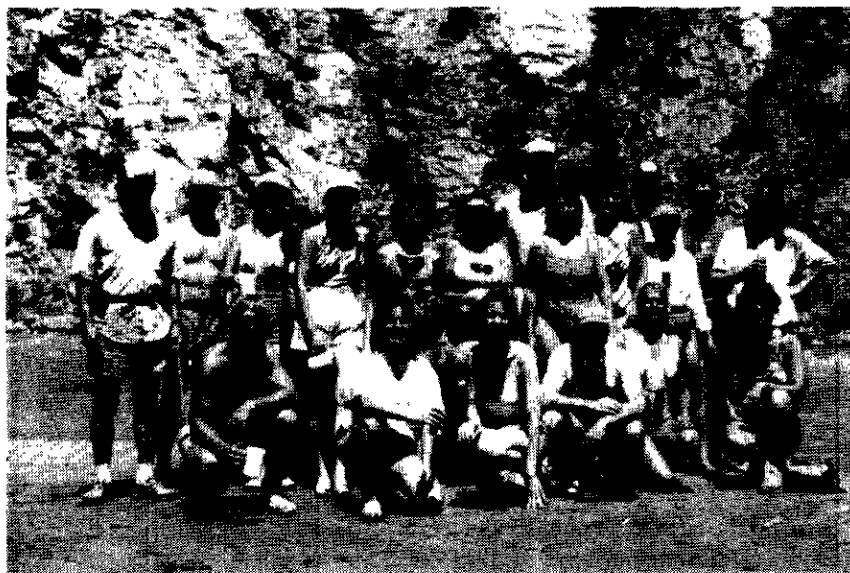
The "ISA 1st Annual Whitewater Rafting trip was a success!" We maxed out with twenty ISA members and guests braving the rapids of the mighty Colorado river. We were treated to beautiful scenes of amazing geology, delightful offerings of food and drink, and a wonderful gathering of friends - old and new. Missing from the group was Kathy Malone who got bumped off all flights out of Miami. (She went rafting on her own on a later trip.)

The night before our departure to the river, we all met at the Holiday Inn Grand Junction for an informal cocktail party at the pool. Eventually, we moved the party across the street to a Mexican restaurant for dinner.

The following morning, all acquainted, we met with Sheri Griffith River Expeditions for the bus ride to the river "put in" spot. The first day on the river was fairly calm and the sun was

HOT! Our guides, (three women and one lonely, ... or happy, man) prepared us a wonderful meal that evening. They worked like slaves the entire trip!

The second day on the river was full of exciting rapids. The bus met us at the "take-out" point and took us back to Grand Junction. It was a great trip, and we hope to have a "2nd Annual Whitewater Rafting Trip" in the future.





MORE RAFTING REVELERS



Florence Sanders & Friends:

WHO SAID FED EX DOESN'T FLY DURING THE DAY?

**International Society of Women Airline Pilots**

# WINTER SKI-TOGETHER

Once again our winter ski extravaganza is going to be hosted by **Emily Warner**. We all had such a wonderful time last winter, so **DON'T MISS IT THIS TIME!**

It is going to be at the **Ouray Ranch and Anglers Club** in Granby, Colorado 90 miles from Denver. The lodge sleeps 20, and additional room can be found if necessary. The lodge is 50 years old, restored, and a *great* place for a get-together. The ranch will have a brand new cross-country ski trail right on the property. Ski areas close by include: Winter Park (30 min), Silver Creek (10 min); and Vail, Copper, Keystone, and Steamboat Springs are all about 1 hour away.

**DATE:** January 14, 15, 16, 1992

**WHERE:** Ouray Ranch lodge, Granby Colorado

**COST:** \$20.00 per person, per night (double occupancy) plus lift tickets, food, transportation...

**TRANSPORTATION:** From Stapleton Airport in Denver to Ouray Ranch:

**\*\* NOTE:** The following information is from last year and may not be accurate. Emily will send you a map with your reservation confirmation.

1. Rental Car
  2. The Train (AM TRACK)
  3. VANEX door-to-door Airport Shuttle Service. It operates twice a day to Granby and will bring guests right to Ouray Ranch. Their summer schedule indicates morning and afternoon departures - we suggest you call them directly for the correct times.
- \* One way fare is \$27.00 and round trip is \$48.00.
  - \* Meet the van downstairs/baggage claim area, inside door #6, at the ground transportation booth.
  - \* Travel time to the resort is 2 - 3 hours.
  - \* Reservations are required 24 hours in advance.
  - \* On demand service is available for groups of 5 or more with 24 hours notice.
  - \* Cancellations made less than 48 hours are non-refundable.
  - \* Please confirm all reservations between 8AM - 5PM, 24 hours prior to traveling.
  - \* **FOR RESERVATIONS AND INFORMATION CALL: 1-800-521-5401**

Dinner will be provided on Tuesday night!!

Send a deposit of **\$25.00** with your reservation to **Emily Warner, P.O. Box 947, Granby Colorado 80446**. If you have any questions you may call her at: **303-887-2063 or 303-722-7559**. It's **FIRST-COME-FIRST-SERVE**, so get your reservations in early. (Over flow will be set up in Granby or Silver Creek.)

**HOPE TO SEE YOU ALL THERE!**

**WINTER SKI-TOGETHER**

## WOMEN BREAK BARRIERS IN AVIATION

*(from the Toronto Airport Newsletter  
- contributed by Sandra Lloyd)*

As the Boeing Company celebrates its 75th anniversary this year, one of its may "firsts" is the hiring of female commercial test pilots. Not only are Production Flight Test Captains Susan Darcy, 38, and Rose Loper, 42, the only two women among Boeing's 130 test pilots, they are also the only female test pilots working for any commercial airframe manufacturer. Both insist that gender is irrelevant to flying ability, an option recorded more than 80 years ago by a sister pioneer. "(Flying) does not rely so much on strength as on physical and mental co-ordination," said Frenchwoman Raymonde de L'aroche, who in 1910 became the first female to earn a pilot's license.

When Boeing was founded in 1916, the payroll included women who worked as seamstresses, drafters, engineers, carpenters, and other factory employees. Their successors went on to become rivet buckers, supervisors, managers, and scientists; but it wasn't until 1983 that Boeing first employed women as test pilots.

Loper came to Boeing in 1980 after first teaching high school and then earning her flight wings in the military. "I had joined the Army to make a career change and somebody mentioned that women were allowed to fly helicopters, so I volunteered and was accepted," Loper said. She used educational benefits gained from military service to learn how to fly fixed-wing aircraft as well. Loper's career at Boeing began 11 years ago as a ground operations engineer. Working steadily toward a flying job, she became a test pilot and corporate helicopter pilot in 1983, and by 1988 was a Flight Test captain. Despite her demanding work schedule at Boeing, Loper also serves in the Army Reserves where she now holds the rank of major and commands an

aviation company. Loper is licensed as a captain on 737 and 757 models.

Susan Darcy's aviation career path was strikingly different from Loper's. Because her fascination with flight developed long before 1974, when the military first allowed female air crew members, Darcy opted for civilian training. Her rigorous program began after she joined Boeing in 1974 and simultaneously was earning an engineering degree in aeronautics and astronautics, taking flying lessons, earning her instructor license, and working as a flight instructor to accumulate hours and experience. Darcy joined Boeing as a technical aid and worked as an engineer's assistant to pay for flying lessons. A completed degree and a few job changes later, she moved to Flight Training as an instructor in the 757/767 ground school. Over the years, she had set herself a goal of becoming a test pilot by November 1, 1985. On October 31, one day short of her goal, she accepted that position with Boeing. Though Darcy didn't start flying until she was an "old" 25, she is now licensed as captain on every Boeing airplane model in production (737, 747-400, 757, and 767) and was the first female airplane captain to be licensed on the 747-400. ➔

Bjornson was chosen for the Award of Achievement for her exceptional contribution, interest, and success in helping to open the door for women in the field of aviation. The Award of Achievement is presented for innovation and initiative in bringing positive and measurable improvements of significant and enduring benefit to transportation in Canada.

Employed with Canadian Airlines International since April, 1973, Bjornson started her flying career in Winnipeg as a first officer with Transair on the F-28, making her the first female co-pilot flying jet aircraft for a commercial airline in North America. (Transair was purchased in 1978 by Pacific Western Airlines Ltd, a predecessor company of Canadian Airlines International). In 1980 she attained first officer status on the Boeing 737, and in November, 1990, became Canadian's first female captain, moving to the left seat of the 737.

Bjornson is currently based in Edmonton, married to First Officer Bill Pratt (also with Canadian Airlines International) and has two children, Kenneth (age 11) and Valerie (age 7). ➔

## CANADIAN AIRLINES FIRST FEMALE CAPTAIN HONORED

*(also from the Toronto Airport Newsletter)*

Rosella Bjornson, Canadian Airlines International's first female captain, received double honors during National Transportation Week activities held across Canada. Captain Bjornson received the National Award of Achievement at the National Transportation Day kick off celebrations in Halifax May 30th. She was recipient of the Manitoba Award of Achievement at the NTW Conference in Winnipeg on June 6.

**WILLING TO BUY**  
books on Women  
Pilots in any language.

Will pay postage and  
handling. For more in-  
formation write to:

**Diane Bourdon (ISA member)**  
1105-440 McMurphy Ave. So.  
Brampton, Ontario  
Canada, L6Y 2N5

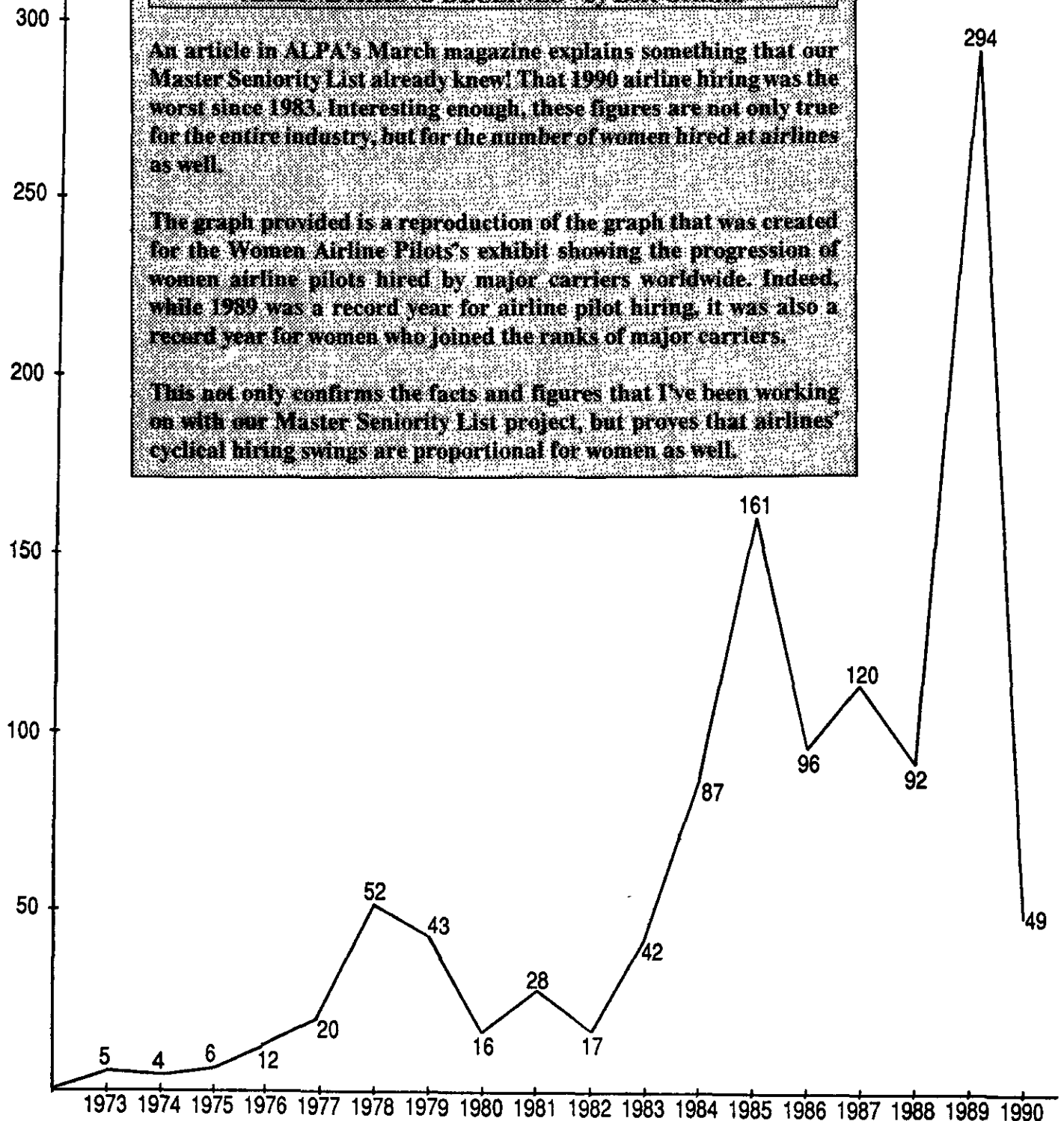
## PROGRESSION OF WOMEN AIRLINE PILOTS HIRED BY MAJOR CARRIERS WORLDWIDE

### AIRLINE HIRING DECLINES - by Lori Griffith

An article in ALPA's March magazine explains something that our Master Seniority List already knew! That 1990 airline hiring was the worst since 1983. Interesting enough, these figures are not only true for the entire industry, but for the number of women hired at airlines as well.

The graph provided is a reproduction of the graph that was created for the Women Airline Pilots's exhibit showing the progression of women airline pilots hired by major carriers worldwide. Indeed, while 1989 was a record year for airline pilot hiring, it was also a record year for women who joined the ranks of major carriers.

This not only confirms the facts and figures that I've been working on with our Master Seniority List project, but proves that airlines' cyclical hiring swings are proportional for women as well.



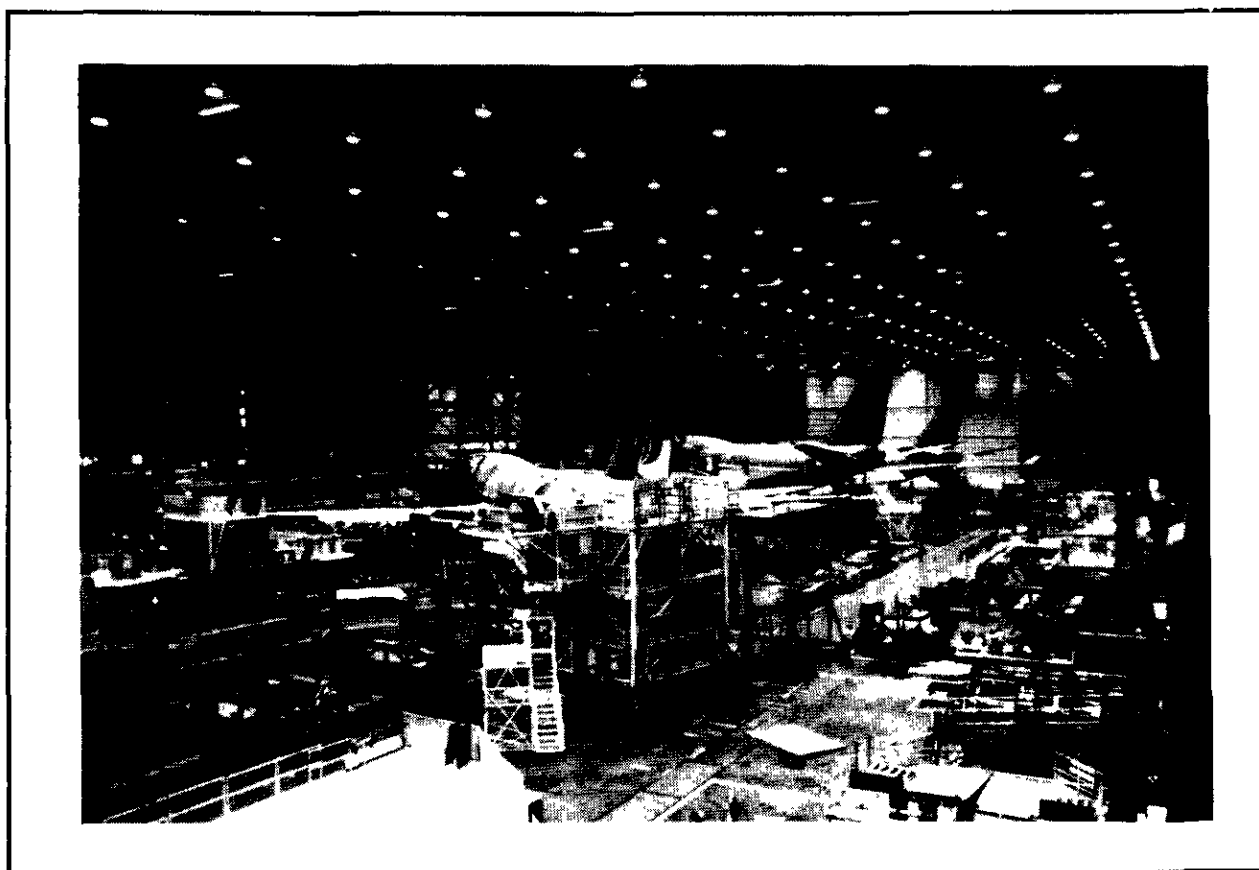
## ISA's 1991 FALL GATHERING: *Sunny Seattle!*

*The following "late breaking" story brought to you by Vicki Karnes :*

Twenty-nine ISA members, representing seven countries and joined by friends and family, were blessed with beautiful weather in Seattle on September 10, 11, & 12.

The event was coordinated by **Pam Noeldner** who, as can be expected, had been assigned her F28 Captain training at USAir to conflict with her plans to be in Seattle. WE MISSED YOU PAM! Thanks again for all your work!

Thanks are also given to **Susie Darcy** for coordinating our tour of the Boeing Everett Plant where the B747 and the B767 are built. Susie, an honorary member of ISA, has worked for Boeing for the last 17 years. (See article: "Women Break Barriers in Aviation," in this newsletter.) For the past 6 years, she has flown production test flights as one of only thirty pilots in this department. One hundred additional pilots are employed by Boeing and serve as flight instructors.



Final stages on the production line of the Boeing 747's.  
This gigantic hangar will be expanded to accommodate the B777 assembly!

Other activities included a walking tour of the Seattle underground, a scenic ferry ride to Bainbridge Island for a wonderful dinner at a harbor cafe, and a visit to the Museum of Flight at Boeing field. Down town Seattle must be home to at least a dozen Starbucks Coffee Kiosks ... and we found them all!

The international members and their guests enlivened the group in a special way. For travelling so far, we thank: **Ann Bennett, Antonella Celletti and Paolo Mazzola, Isabelle Guillard, Brigitte and Mrs. Girardin, Danielle Rentsch, Susan Schmid and Vojimir Strmelj, Lena Killingmo, and Jessica Ghazala.** Until we meet again ... Happy Contrails! ➔



**BOEING'S EVERETT PLANT FLIGHT LINE.** Air France B747-400 in the background. Kneeling: Marcy Deckelbaum (United), Lisa Kuehl (United), Isabelle Guillard (Air France). Standing (L to R): Karen Flynn (United), Melinda Hotinger (Delta), Susan Arthurs (United), Cyd Fougner (Delta), Kati Reagor (Delta), Deb McCaw (United), Linda Sartnurak (TWA), Kathleen Malone (American), Betsy Landon (United), Prudence Hostetter (American), Connie Netherton (TWA), Vicki Karnes (Delta), Ann Bennett (Qantas), Susan Schmid (C.T.A.), Danielle Rentsch (Swissair), Carolyn Pilaar (Pan Am), Jessica Ghazala (Linjeflyg), Antonella Celletti (Alitalia), Lena Killingmo (Linjeflyg), Carole Danis-Litten (USAir), Jane Delisle (USAir), Carolyn Pasqualino (United), Lori Griffith (USAir), Carolyn Fath (United), Barb Hogan (DHL), Brigitte Girardin (Swissair)

# ISA + 21

## CRITIQUE RESULTS FROM THE HELSINKI CONVENTION

(compiled from 38 critiques returned)

### General Comments:

13 liked the diverse group of women pilots.

9 liked the cruise.

8 liked the location.

7 liked the international turnout.

5 liked the hotel.

17 couldn't think of anything that disappointed them.

3 thought the convention was disorganized.

2 were upset about the hospitality suite not being available 100% of the time.

2 commented that Russia wasn't like N.Y., and they would have liked to have a choice of evening entertainment.

2 wanted guest speakers.

1 wanted better press coverage.

1 commented that the airport-hotel bus information was incorrect.

1 disliked the lack of tolerance toward different personalities and situations of members in the group.

1 would have liked the whole group to have evening dinner together.

1 would have liked to see more International members attend.

Mentioned favorably were: the Finair passes, the Pepsi commercial, food, Lapland, and the complimentary notebooks.

### Future Convention Sites Suggested:

SAN FRANCISCO - 18, VANCOUVER - 13, ATLANTA - 10, PARIS - 8, JAMAICA - 8, LONDON - 4, SINGAPORE - 4, ANCHORAGE - 4, BANGKOK - 3, LOS ANGELES - 2, MALTA - 2, SYDNEY - 2, BAVARIA - 2; other suggestions included: Sweden, Chicago, Dallas, St. Louis, Dayton, Minneapolis, Amsterdam, San Diego, Moscow, and Hong Kong.

### Future Group Events:

Tennis, golf, skiing in Switzerland or Austria, air shows and museums, a cruise in a warm climate, gambling and beach in Monte Carlo, Disneyworld, scuba diving, Alaska cruise in SEPT.

### Hotel:

Excellent: 22

Good: 14

Fair: 2

### Cocktail Party:

33 said GREAT, 3 said it was too short, 5 liked the dancers, 2 didn't like the dancers, 1 thought it should have been less formal. Comments about the hors d'oeuvres ranged from excellent to too salty.

### Attending their first convention:

7 said yes.

### Business Meeting:

7 said it was OK, 16 thought it needed to be longer, 1 wanted it to be shorter, 8 felt the need for more time for interaction and questions, 2 thought there should have been a coffee break.

### Other:

22 participated in the flying history question.

19 wanted to be on the scholarship committee.

22 wanted to help organize an event.

### When poled as to where each fit into their family:

Oldest - 12

Middle - 8

Youngest - 14

## INTRODUCING ONE OF OUR NEW MEMBERS!

*"As a new member, I would like to say 'Hi' and introduce myself. My name is Janet Andersen. I just recently joined ISA+21 and haven't had the opportunity to attend any activities yet, but I'm looking forward to being able to, and meeting other women airline pilots. I had known about ISA+21 for a little while and was very excited when I realized that my new job entitled me to become a member. I am looking forward to becoming actively involved in ISA."*

Janet is 21 years old and has been flying for five years. She made her first solo flight in 1986; received a commercial license and CFI in 1989, and an associate degree in aviation flight technology from Oakland Community College in 1990.

She was recently hired as a first officer by Trans-Continental Airlines, flying cargo. She also recently won an Amelia Earhart Memorial Scholarship.

"When I was 12 I wanted to be a pilot," says Janet, "and had my first ride in an airplane (a Cessna 172) when I was 14." She joined the Civil Air Patrol and received the Mary von Mach Scholarship from the Michigan chapter of the Ninety-Nines. Janet worked at a local airport in the office at 16 and took flying lessons, receiving her pilot license just before she became a senior in high school.

For a year she attended Western Michigan University, where an adviser "tried to discourage me from flying be-

cause I am short. I'm 5 feet tall and use two cushions when I'm in the cockpit."

Andersen worked at Berz-Macomb Airport in the summer of 1989 for her instrument rating, commercial license, and later her flight instructor's rating.

Janet is now attending Eastern Michigan University toward an aviation management degree and will use her Amelia Earhart scholarship to receive her multi-engine instructor certificate. She is "on call" at Trans-Continental and is usually called at 1:30 am for a 3:30 am departure in the DC-6. She flies about 50 hours a month.

WELL COME ABOARD JANET!



## HELSINKI TO LENINGRAD ON THE TRAIN

by Molly Barr

*The day after the Helsinki ISA convention six intrepid travelers set out for Leningrad, Russia...*

Unfortunately we were unable to accompany the "Boat People" on their adventurous voyage to Leningrad before the convention so, undaunted, we planned our own little excursion. I say "we" figuratively ... Ginger Mitchell admirably demonstrated her considerable abilities as a leader, and planned our entire journey. The rest of us, great followers that we are, streamed after her like good little ducklings. The day after the convention the six of us (Kim and Sue Nielsen - United, Lori Grif - fifth - USAir, Gregg Griffith - UPS, Ginger Mitchell - USAir, and Molly

Barr-USAir) set off for the train station - a cobblestoned walk of several blocks. Adequately warned by the more 'experienced' "Boat People," we stuffed our bags with as much water and food as we could carry.

Like excited children we explored our traveling accommodations on the train. As Americans accustomed to comfort, we chose to travel in first class sleeping compartments. Each compartment was outfitted with two bunks and a small table. We promptly settled in for the seven hour train ride that was to take us from Helsinki into Russia - spreading our bread, cheese, cookies, and assorted delicacies out in the center compartment. We played games, read and slept as the train hurtled through the countryside.

At the border, Russian people in military uniforms came on board, looked suspiciously beneath our

bunks, and took our passports. A little while later our passports were returned to us and we all breathed a little easier. From the border, it was about another two hours to Leningrad ... or so we thought. We were all settled into our bunks napping when the train careened into the Leningrad station and hissed to a stop. I'm not sure why we felt so rushed (after all, it must take at least as long to turn around a train as an airplane), but rush we did as we frantically got our gear together and scurried from the train. We found ourselves in a drab, dusty area surrounded by several stone buildings. Signs on the buildings in cyrillic meant nothing to us. Our Samsonite bags and Reebok tennis shoes advertised us as Americans and we felt hundreds of eyes follow us to the large building we assumed was the main terminal. Inside, we clung together nervously and waited ... not sure exactly what to expect, only that we were to be met by

someone from Intourist. Finally, a young man walked up to our group and asked for "Mr. Mitchell." He flashed an incomprehensible paper under our noses and we followed him like sheep to two taxis. The taxis sped away, our little group inside wondering where we were going and if we would see our friends in the other taxi again. Through the streets of Leningrad we raced, jouncing around pot holes, our necks craning at the new sights.

The hotel that was to be our staging point for the next three days was one of the best available in Leningrad. We discovered our rooms on the sixth floor. They were small, but adequate. Each room had its own bathroom and two very narrow bunk-like beds. Ginger's and my room had the best view and soon became the social area. In this room, between our excursions, we enjoyed many hours of eating, games, and camaraderie.

The next morning we met our guide who was to be our chaperon for most of the time we were there. She was a young woman in her thirties who spoke excellent English and, for the duration of her time with us, spoke quite freely about her life and her country. We hung on her words as she talked about food rationing, food lines, and housing problems. Our first trip was a tour of the city. We were driven in a very nice mini-bus to see the "Aurora," a famous Russian ship built in 1900. We saw the Winter Palace, St. Isaac's Cathedral, Peter the Great's Monument, and much more. As interesting as the tourist sights were, the general sights of the city were perhaps even more fascinating: the people on the streets, the Cyrillic signs, the canals, the unique architecture of the Russian buildings.

Later in the afternoon, our guide gave us explicit instructions on how to get onto the underground metro so that we could go to the Bazaar and do some shopping. We made this little jaunt twice during our stay. Each time it thrust us forth into the normal flow of the people of the city and, for me, was one of the more interesting parts of our

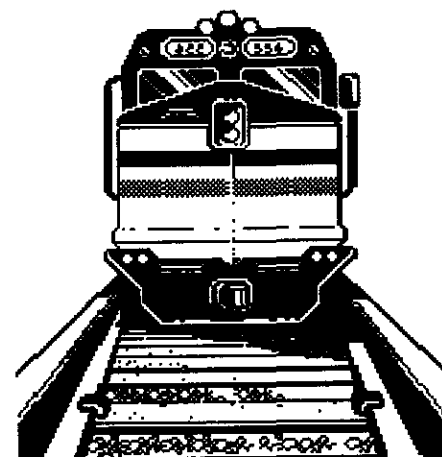
trip. To get to the metro, we had to ride a very long escalator deep into the earth. Our guide told us that the Leningrad Metro is one of the deepest in the world. It took us several minutes to ride the escalator down. At the bottom we found ourselves in a huge hall with sliding-type doors spaced at intervals along its length on both sides. We stood expectantly in front of a door and hoped for the best. The train itself was much like we were accustomed to except very dark and very crowded, and an indecipherable language announced mysterious stops over a loud speaker. We counted exactly two stops and got off.

In the bazaar, we were mobbed by Russians selling dolls, lacquered boxes, and paintings. Black marketeers wanted us to buy contraband military hats or exchange rubles into dollars. Tiny gypsy mothers with hoards of grimy children swarmed about our legs, begging. Soon we were bartering with the best of them, and we all came home laden with small treasures.

The first evening we ate dinner in the hotel. It was quite a sumptuous meal, we discovered, and while we drank Russian Pepsi, we watched an entertaining floor show of dancers and acrobats. Our second day was consumed with the Hermitage located in the Winter Palace. We followed our very knowledgeable guide through room after room and hall after hall until exhaustion settled into our bones. We probably managed to see about a tenth of the massive collection of art exhibited there. That night we braved our next outing without the comfort of our guide, and hired a taxi to take us to the Ballet. How do you hail a cab in Russia? How do you use their phones? We didn't know. I, for one, wondered if we might end up standing on a Leningrad curb for a few days trying to figure it out. But my worries were for naught, our cab driver awaited us as we exited the ballet after seeing the performance of "Don Quixote."

Our last day in Leningrad, we were driven about 45 minutes out of the city to the Summer Palace. Later that night we engaged our trusty taxi driver once again and went to a Russian circus. The circus is apparently a very popular entertainment with the Russians and the arena was packed with people. Bleachers climbed the steep walls and disappeared into the shadows far above us. We saw trapeze acts, acrobats, and many animal stunts. The stars of their show were their bears, however. Would you believe me if I told you that we actually witnessed huge brown bears riding motorcycles? Well, they did!

On the fourth day we once again boarded the train, this time bound for Helsinki. Our food was all gone, our water bottles nearing empty, and our clothes were embarrassingly filthy (Leningrad is a very dusty city). We were glad to be on our way back to more familiar surroundings. I can't speak for my traveling companions, but I found my "Russian adventure" (not the least of which was traveling with special friends) to be a wonderful experience I will always treasure. ➔



## PILOTS AND THEIR PETS

by Carol Cansdale

This is "TROP" and he is a seven year old Golden Retriever owned by Eva Brock, a Delta pilot. Eva describes Trop as her best friend and jogging partner. While Eva flies her trips, Trop is cared for by Carolyn, who answered an ad for a dog sitter at the local vet. To Eva's surprise, she discovered that Carolyn is the daughter of another ISA member, Sharon Crawford! Small World!

This is a photo of Trop at his "home away from home." Also in the photo is Trop's new snoozing partner, an orphan kitty that Carolyn is raising. Eva also writes that Trop's name means "foot print" in Polish and, although never trained for hunting, he once brought her a live mallard duck as a gift!

Do you have a special pet you'd like to tell us about? If so, send a brief description of your pet, how you care for it when on trips (very important!),



and any other information along with a photo to me by November 30. Photos will be returned, but may need to be trimmed for space. Send to: Carol Cansdale, 1520 61st Street West, Minneapolis, MN 55419.

Attention cat lovers! Look for my cat, Maddie, in the 1992 edition of "365

CATS" Calendar produced by Workman Publishing. It will be available soon in your nearest bookstore. She is featured on May 5, 1992!

## Excerpts from "Propeller Annie", by Glenn Kerfoot

### The story of Helen Richey -

### The real first lady of the airlines.

(CONTINUED from the march issue...)

"FINALLY, the big Ford trimotor, or 'tin goose' as it was nicknamed, with veteran pilot Horace Stark, not Helen, handling the takeoff, roared into the clouds above the Blue Ridge Mountains, en route to Pittsburg's Allegheny County Airport. The plane touched down at Allegheny at 12:25 for a 45 minute layover, then proceeded to Cleveland, arriving there at 1:50 p.m. The plane stayed for 25 minutes, then roared on to Detroit, arriving in the motor city at 3:35 p.m. At every stop reporters and photographers were on hand to interview Helen and take her picture.

The plane was scheduled to leave Detroit that same evening at 10:50 and return to Washington, arriving in the capital at 3:50 a.m. But fate had other plans. Here's how Helen told it to a reporter for the Washington Star: 'I've done a lot of flying but I'll never forget that trip because it was my first time as a pilot of a regular airliner, with the safety of a lot of passengers and Uncle Sam's mail in my hands.'

'We took off from Washington's airport shortly after 11 a.m., headed toward the west with our radio beam set to guide us on our course, and a few minutes later we were over desolate mountainous country. We were up about 3000 feet, flying at about 150 miles an hour, and after my first nervousness wore off I felt secure flying a big three motored transport ship equipped with radio and all the modern aids to aerial navigation. After we had been in the air a while I wondered what the reaction of the flying public would be to a woman pilot, so I turned over the controls to Mr. Stark and went back into the cabin to chat with the passengers. Apparently, a woman pilot didn't make that much difference to them for most of them were reading, taking a nap, or enjoying

the scenery as it drifted past, nearly a half mile below.'

'The cabin was as comfortable as any Pullman coach, warm and cozy, but outside the temperature was near zero. We didn't realize it was so cold until we landed at Pittsburg and had to put on heavy coats when we left the plane. The next stop was Cleveland, where we stayed only long enough to fuel the ship and take on passengers and mail. As we continued on to Detroit the weather thickened and visibility decreased, but with the aid of our blind flying instruments we arrived on schedule.'

'But coming back that night wasn't so easy. The weather was threatening when we left Detroit at 10:50 p.m., and after we passed Cleveland it began to get worse. At Pittsburg we ran into a blizzard which made it dangerous for us to continue on. You don't take chances with passengers and mail, so we left our passengers and mail there and flew back to Detroit. The next day the storm over the mountains east of Pittsburg had ceased so we took the morning trip

out of Detroit and arrived in Washington early in the afternoon.

On January 22 the Airline Pilots Association, which had denied Helen's application for membership, sent the Department of Commerce a strong letter protesting her work as a co-pilot. They said the idea was preposterous since you didn't see women operating locomotives or serving as ship captains. They insisted there was danger involved since women did not have the physical strength to handle a large airliner in bad weather. Finally, they pointed out, if the practice of hiring women to pilot airliners continued, where would that leave the men?

The Department responded with assurances that the pilot's concerns were needless because the process of tapering off Helen's service as a pilot was already under way. This was true. All summer she remained on call, ready to fly, but did little. In eight months with Central she flew fewer than a dozen round trips between Washington and Detroit while male co-pilots flew more than a hundred trips in the same period.

As time passed, and Commerce Department authorities noted that Helen was still flying, they called Condon to ask for an explanation. The president hopped on the next plane to Washington to confer with the officials. He had a problem. The publicity generated by his beautiful young co-pilot had been so extensive that he feared the consequences of removing her from the job too soon. Articles about her had appeared in every newspaper in the world and her name and face were becoming as well known as those of Hollywood's brightest stars...

Recognizing that Condon had a problem, Commerce Department officials suggested that Helen be retrained but sent out only occasionally, say three trips a month. They felt that when the publicity abated the fickle public would quickly forget her. Helen tried to keep busy. She did some traffic promotion work, granted interviews, posed for publicity photographs, and spoke to luncheon clubs. But mostly she loafed around her apartment in Washington or visited her parents in McKeesport. But it wasn't her idea of what an airline pilot's life should be like, so in early August she submitted her resignation. In contrast to the worldwide publicity generated by her hiring, her departure elicited no comment from her employers or the federal government. Her eight-month stint with Central, while disappointing and frustrating, were not a total loss. She had established two firsts which would assure her a niche in commercial aviation history.

She proved that a woman could, if given an opportunity, perform satisfactorily in a profession previously closed to her sex. She made many friends and enjoyed experiences she would otherwise not have known.

Amelia Earhart proved to be one of Helen's most staunch supporters. "One girl did succeed in landing a job recently as a co-pilot on one of the mail lines," Amelia wrote. "What happened?" Well, the pilot's union refused to take her in, not because of lack of ability - all of her co-workers admitted she was okay as to flying - but because she was a female. The result of this action was that the Department of Commerce refused to let her fly passengers in bad weather, so the poor girl could not do her part at all and had to resign."

The Pan-American Press Bureau published Amelia's remarks and they were flashed all over the world. Once again Helen was in the headlines, this time as the center of a controversy. Pressed for comments, Department of Commerce officials pretended surprise, insisting they had not heard of Helen's resignation. A spokesman did admit that the department had recommended that Helen be relieved in rough weather because of the sheer manual labor required to handle a tri-motored ship in flight. "That suggestion was made informally at the time her qualifications were found adequate and we agreed to her employment," said Fred Neely, chief of the department's aeronautical information section. "The only thought was that it was too much of a physical job in rough weather."

Earhart kept the pot boiling. "In learning to fly, women are handicapped by traditional methods of teaching set up for men. Comparatively fewer jobs are available by which women can earn their way through school. The tradition of physical inferiority endures. I can't tell how many physicians utter the most solemn pronouncements about women's glands when there is not an iota of research to support their claims..."

On November 7, 1935, the day following Amelia's comments on the resignation, ardent feminists joined the struggle. Alice Paul of Washington, D.C., who had picketed the White House during Woodrow Wilson's administration, commented on the Department of Commerce statement that Helen's fair-weather flying status was merely a suggestion, not an order or attachment to her license. "Such informal suggestions make Miss Richey's position as a co-pilot impossible. Certainly Miss Earhart herself has demonstrated the fallacy of the old idea of

women's physical inferiority that we meet on a thousand fronts every day."

Surprisingly, a handful of female pilots backed the Department of Commerce. In Kansas City, Ruth Haviland, one of the nation's 72 female transport license holders, declared that a man's strength was needed for transport flying. "In private flying or racing, women need not give ground to men," she said, "but I've flown big transport planes and it's hard, physical work. It takes strength and sometimes a great deal of it. A woman can't step in and fly at night readily either."

...veteran airwoman Ruth Nichols said, "It's true that large transport planes require a good deal of muscular energy. In heavy weather, it has upon occasion required two men to pull on the wheel. As transport planes are becoming increasingly large in size, the problem of direct control is increasingly greater. Only two weeks ago I was informed that it was being considered by one of our largest manufacturers to operate the rudder by separate motor. I feel that here is where the problem lies, mainly in the construction of modern transports, rather than in the muscular stamina of the pilot."

The Airline Pilots Association stated that Helen had been refused membership because of by-laws restricting membership to men. They said it had been suggested that Helen re-apply for membership at their next meeting, but she had not done so. Meanwhile, in McKeesport, Helen confided to a Daily News reporter that she had quit because she didn't want the job any longer.

"Why all the fuss?" she asked. "Can't a person quit a job without everyone getting excited about it? I got all the experience I wanted and that's why I resigned."

She emphatically denied rumors that she had been fired, and stressed that she was on good terms with her former employers. "The company was always friendly with me. It was the pilot's association that kicked up its heels..."

She did not agree entirely with comments made to newspapers by Haviland and Nichols. "Sure, there are extreme cases when it takes two men to keep the ship on an even keel, but that's unusual. As far as normal flying is concerned, takeoffs and landings and the like, it doesn't require a great deal of physical exertion to handle the stick!" ➔

## Driving Misogyny in Saudi Arabia

*From the Editor: I was touched by the following article, contributed by Renita Herrmann, and decided to include it in the newsletter in spite of the fact that its contents are not related to aviation. I can't help but think that having our military women over in Saudi Arabia driving trucks, flying aircraft, and wielding wrenches has had an impact on Saudi women...*

On Nov. 6, 1990 in Saudi Arabia, 47 Saudi women took an unprecedented step. They drove their own cars in a caravan of independence. This violation of Saudi law and custom brought about their arrest and a trail of other unpleasant consequences described in the letter that follows from one of the women who participated in the demonstration. We have withheld her name at her request.

ON NOVEMBER 6, IF YOU HEARD THE NEWS there was, for the first time ever in Saudi Arabia, a protest - and it was done by women! Well it was not really a protest, all it was was a group of women who want the government to allow them to drive, and who thought that the only way to have them look into the matter is by actually going out and driving.

Well, we were caught by the police. Then we were taken into a police station where we stayed for 12 hours before they got the order from the king himself to let us go to our homes, after we signed a consent statement that we would never do such an act again, and that we would never ride with any woman who drives, or even talk about the subject of driving with anyone.

I thought that was too much - to be treated like a criminal and to look at

driving as a crime without even looking into the matter or discussing it. Well, this was just the tip of the iceberg. What we didn't think of is that the government didn't get mad because of the driving itself, as much as the courage it took these women to go out and say they want to drive. It would not matter what we had asked for, it was the mere asking - and especially in public - that got them so mad.

In a country where the royal family is the government, the courts, and the judges, this was the beginning of trouble for every woman who went out on that day. The government started their revenge by first spreading rumors that these 47 women were not properly dressed - and you can't believe what that meant to the conservative people in this country. Then they said that we were asking for more than just driving, that we were asking for the freedom of women - which I don't think is that bad, even though we didn't ask for anything other than driving - and we were properly dressed in our traditional cloth, and mostly covered except for our eyes.

More than that, they provided a group of people with our names and our husband's names. These people went around writing notes telling lies about us, calling us whores and bitches, etc., and asking people to kill us, and to cleanse the holy land of such people. We lived in fear for at least two weeks, especially those women who have children in public schools, where the teachers would tell the other kids to do whatever they wanted to us. In mosques, they even called on the government to punish us, and prayed that God will kill us and kill our children.

Well, that was not enough for the government. We were also punished by being fired from our jobs and had our names put on a blacklist so we were not allowed to leave the country. It was cruel punishment, especially since the income of some of these women is the main source of income to their families.

And in a country where Saudi women can work only for the government and are not allowed to work in the private sector or embassies, this was an awful thing to do.

Until this day, we are suffering from these punishments, and most of all for not being allowed to defend ourselves or write in newspapers what really happened. It is really hard to live knowing that you live in a country where no one has any rights. There are no human rights, no laws to protect anyone. I could be subject to anything the king or his agents think is right, such as jailing or searching our houses.

Sometimes I wish that I never went to school or learned anything so I would not see the unfairness and the wrongdoing and not be able to do anything about it and, most of all, so I would not know that I do not have rights.

This letter is for you to know about what we are going through. I am sending it with some friends because the government watches our mail, our phones and our movements. But you can help us by talking and writing to whomever you can, such as women's organizations, the press, etc. I hope you can keep our subject alive without mentioning my name in any way (or I will be subject to a harder punishment). The government pays lots of attention to what the U.S. wants, and because of the international press and the rest of the world that knew about it, they could not kill us or even jail us.

I did not imagine I could write such a long letter. But what we are going through is really hard to describe on paper. I feel like we live in the Stone Age. Nothing makes sense in this country. I miss you. I miss everyone. I hope I will be able to come and visit soon.

Name withheld 

## MAN LEAVES FLIGHT PILOTED BY WOMAN

SEATTLE (AP) - An Alaska Airlines passenger got off a plane in Phoenix and took a later flight Sunday because a woman was at the controls for his original flight, officials and other passengers said.

"As far as I know, it's the first time someone has asked not to take an Alaska Airlines flight because it was captained by a woman," said Lou Cancelmi, assistant vice president for corporate communications.

Cancelmi said he did not know the name of the passenger who was scheduled to fly from Phoenix to Seattle on Alaska Airlines Flight 603. The man took a later Alaska Airlines flight, and Flight 603 arrived on time in Seattle, Cancelmi said.

"Apparently the passenger asked a flight attendant if there was a female pilot. The flight attendant confirmed that there was, so he said, 'well, I want off.' They dropped the stairs, let him out on the tarmac, and unloaded his baggage," Cancelmi said.

Bob Rondeau, a radio sportscaster in Seattle who was on Flight 603, said other passengers booed and hissed after the reason for the delay was announced.

"If you have a passenger with a hostile attitude on board, there's no reason to create a lot of discomfort for other passengers having to deal him, for a crew, and for the passenger himself," Cancelmi said, "so if you can accommodate him, you do."

## NEWSCHOLARSHIP FUND FOR WOMEN PILOTS

To help women advance their training in aviation, American Flyers Flight School has established the Judith Res-

nik Memorial Scholarship to assist career-oriented women pilots. The scholarship fund is in memory of Judith Resnik, back-up command pilot astronaut aboard the space shuttle Challenger, which exploded January 28, 1986.

American Flyers, a nationwide flight training company, has set up the scholarship with \$20,000 to be awarded annually in flight training. The company hopes to attract other contributors.

"With today's soaring demand for qualified pilots, it is vital that we assist women in getting access to training and career opportunities," said company chairman Donald D. Harrington.

Women today represent only 6% of America's certified pilots, and women starting pilot training have decreased by 32% in the past decade.

"We hope other aviation companies will step forward and build the fund. It will benefit us all," Harrington continued.

The distribution of awards will be determined by a committee of six women in the aviation field, including Arlene Feldman, head of FAA's New England Region since June 1988. Feldman was the first woman to serve in the position of Regional Director at the agency. A pilot and an attorney, she is also the first Honorary Member of the Professional Women Controllers and long-time member of the Ninety-Nines, the international organization of licensed women pilots.

Scholarships in the first year could range from \$1,000 to \$5,000 each. Scholarship criteria are designed to select career-oriented women who already have made a serious and successful effort at flight training. Recipients, who must hold at least a private pilot's certificate and an instrument rating, can train at any of the 12 American Flyers locations. Applications for the scholarship are now being accepted, with November 15 being the

deadline for the award to be given January 1.

Additional scholarships will be considered on a monthly basis, and the deadline each month is the 15th day of the preceding month.

For further information and application forms, contact:

**Judith Resnik Memorial Scholarship**  
American Flyers, Van Nuys Airport  
16461 Sherman Way, Suite 100  
Van Nuys CA 91406

or

- Laura Mowrey, Scholarship Administration  
(800)233-0808

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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 Lisa Kuehl, 1787 Vermont Dr., Elk Grove Village, IL 60007, USA , or call 708-924-8658



### CAPTAINS CLUB CAPTAINS CLUB CAPTAINS CLUB CAPTAIN CLUB

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

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

Send to: Lisa Kuehl, 1787 Vermont Dr., Elk Grove Village, IL 60007, USA, or call 708-924-8658



### **WARNING!**

If you are planning to move, remember to drop us a note so your ISA mail will follow you. Send your update right away to: Angela Allen, ISA Membership Chairman, 123 Magnolia Dr., Tyrone, GA 30290, 404-487-3912.

New address? New House? New Husband? New baby? New Up-Grade? Use the form below to keep us informed.

NAME \_\_\_\_\_ HUSBAND \_\_\_\_\_

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

ADDRESS \_\_\_\_\_

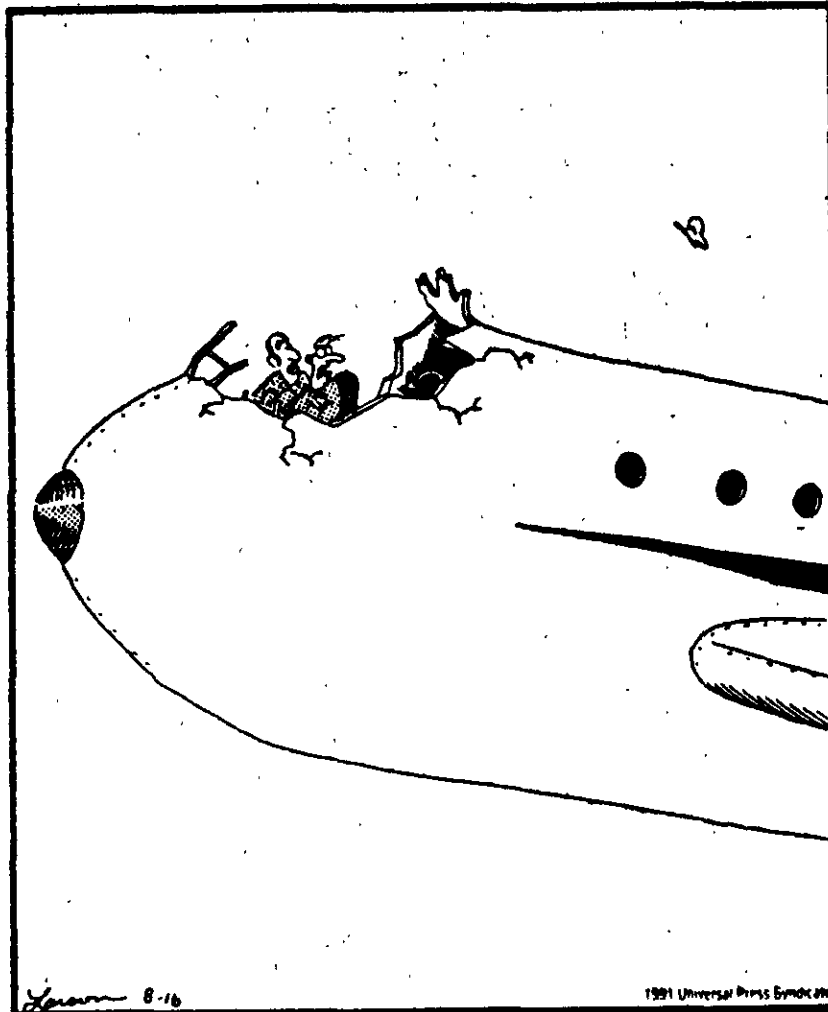
AIRLINE \_\_\_\_\_ POSITION \_\_\_\_\_ EQUIPMENT \_\_\_\_\_

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

THIS ONE IS FOR MIMI TOMPKINS:

## THE FAR SIDE

By GARY LARSON



"Oh, great! Now there goes my hat!"

