



www.iswap.org

ISA News

International Society of Women Airline Pilots

April 2003
Volume 24, No. 4

"Milestones"

100 Years of Flight



25 Years of ISA+21



The first officers of ISA+21 in 1978:
L-R Mary Bush-Shipko (Membership), Beverley Bass (Vice-President), Claudia (Jones) Sorenson (President), Denise Blankinship (Treasurer), Terry Rinehart (Secretary)



18 of the original 21 Members meeting in Las Vegas, Nevada, USA
1978

*Celebrate Our Milestones
with us in Zurich*

ISA PLANNING CALENDAR

See ISA on the
Web at:
www.iswap.org



April 2003



- (1) Captain's Club forms due.
- (6-12) *Sun 'n' Fun Fly-In*, Lakeland Linder Airport Lakeland, Florida
- (15) Scholarship applications due.
- (15) Board of Directors election ballots due.

May 2003



- (12) Board of Directors meeting - Zurich.
- (13-15) Annual ISA Convention - Zurich.
- (15) Scholarship notification of eligibility.

June 2003

- (1) August ISA Newsletter deadline.

August 2003

- () ISA Board meeting, Bike Days in Dillon, Colorado

September 2003

- (1) Scholarship recipients announced.

November 2003

- () ISA Board meeting, location to be determined.

May 2004



- () Board of Directors meeting - Phoenix.
- () Annual ISA Convention - Phoenix.

Next Newsletter Deadline June 1st

The International Society of Women Airline Pilots, founded in 1978, has over 477 members from 72 airlines in 24 countries. ISA welcomes as members women flight crew working for FAA Part 121 airlines or non-U.S. equivalent having at least one aircraft with a gross weight of 90,000 lbs/41,000 kg. or more.

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	USD\$7.00 (outside US)
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	USD\$3.50 (outside US)



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www.iswap.org

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Board of Directors Reports



Corporate Communications Chair

by Tiana Daugherty

To say we live in exciting times would be an understatement. Our industry is struggling to redefine itself. On the home front, all of us are making adjustments to this new, not always friendly, world. Our goal is that ISA can offer a friendly shelter during the storm, a place to come together with those who understand.

As identified during our first meeting in August, your Board has been busy strengthening ISA's operating structure. The organization's address has changed from Las Vegas to New York. The transition to Travel Soft, Inc. handling the membership database is under way. Concerns regarding this year's Convention were reviewed. Steps were made to preserve our rich history. Options of how to best support our members on furlough were discussed.

Due to projected budget shortfalls, every item came under careful review. It was determined that we cannot reimburse our IFALPA attendee this year. E-mail usage was encouraged to save on expenses. The ISA Store will be offering fewer items. The Scholarship payment policy was clarified.

The proposed by-law change will be voted on during the Convention. If unable to attend, please take the time to send in your proxy. Three of the five Board members have chosen to

stay on for another two-year term. If you can volunteer, HUPER needs a one-year commitment and the Membership position two years.

Please look to ISA's web page as a source of up-to-date information. If you know someone on furlough, send a note of encouragement. If you hear of someone now having to commute to your city, give her a call. A helping hand, an encouraging word, goes a long way. As always, the Board encourages your ideas and suggestions.



ISA Newsletter Editor

by Krisan Wismer

I can't believe that I am already editing the April newsletter. The April issue comes very quickly after the February issue. Getting the newsletter printed and mailed on time still plagues this newsletter editor. Promises are made by printing companies and then not met so please have patience.

I would like to remind you that aviation is celebrating 100 years in Kitty Hawk this December and that ISA +21 is celebrating 25 years in aviation as well. I have contacted some of our original members and have asked them to submit an article about their past 25 years in aviation. I have asked them to look at the changes in the way they have been treated, are they still mistaken as stewardesses or flight attendants, what type of aircraft they have flown, and how has an aviator's career changed their lives, etc. I hope that you will enjoy one such story by Norah O'Neill in this

issue. She sent me the first chapter of her novel that she is trying to get published and she has given me permission to share it with you. I enjoyed it thoroughly and can't wait for her to get it published.

I hope to hear from other charter members with their stories. I would like to run the stories in the next several newsletters. I did not have email addresses for all of those ISA members who have been around for 25 years. Please send me your stories and pictures of then and now to 1261 Northcrest Drive, Highlands Ranch, CO 80126 or email them to me at kaptainkrisan@aol.com.

I hope that you enjoy this issue.

Treasurer's Report

by Melissa Brumby



Current Account Balances: (as of January 31st)

Bank of America

Business Checking (General Acct.):	\$11,803.00
*Money Fund	\$33,901.00
	\$45,704.00

Paine Webber

Cash Fund:	\$18,084.00
Investments:	\$138,344.00
	\$156,428.00

Total ISA Assets: **\$202,132.00**

Expense Reports:

Expense reports help determine ISA's budget. No matter how small the amount, please submit expenses at the end of each quarter (March, June, Sept, and Dec).



Board of Directors Reports

ISA Convention - Zurich 13 - 15 May, 2003



Convention Report

by Donata Hunt

May 13th, 2003 is just around the corner. Time is going by so quickly. I am including the Registration Convention form and the Hotel Registration form once again in this newsletter. I am also including the Convention Furloughed Fund Form in case you can help some of our furloughed ISA members.

As we are using the CBS Convention Planning Service, you must fill out the forms and either mail them or fax them to them. The address and fax number are on each of the registration forms.

Highlights of the Convention are: Tuesday (cocktail party and dinner); Wednesday (business meeting and meet for cocktails in Panorama Bar); and Thursday (an adventure tour to include cable cars, Swiss cheese production, and a "Night Boat" tour). There will be an optional tour to Zermatt Friday and Saturday.

Please review Convention information in the November and February newsletters. Updates to Convention will be on the ISA Website. Come and join us in Zurich!

Things To Bring!

Everyone loves a new T-shirt so in Zurich we are going to do an airline T-shirt swap. So bring a new T-shirt with your airline logo on it to trade. It would be great if the international members would bring more than one shirt since the international airline apparel is difficult to find in the U.S. and becomes very popular. Also, please bring photos of yourself when you first started flying. If you have a picture of your first airplane ride that would be wonderful.

If anyone has any question please email me at Donatahunt@aol.com. For updates see www.iswap.org.



Convention Furloughed Fund Form

I would like to pay for a particular furloughed members registration fee for the Zurich convention.

Name: _____

Amount Enclosed: _____

I would like to donate money to the general Convention Furloughed Fund that will be equally distributed to all furloughed members attending convention in Zurich. Monies will go toward registration fees and hotel expenses.

Amount Enclosed: _____

I have space in my hotel room at no charge to a furloughed member.

My Name: _____

Dates attending: _____

Number of People: _____

I would like to donate companion passes to a furloughed member at no charge.

My Name: _____

Airline: _____

Number of Passes Donated: _____

Instruction on how to use the passes: _____

Please send this form along with any monies or passes to the Treasurer:

Melissa Brumby

5 Whitford Drive

Burlington, NJ 08016

REGISTRATION FORM ISA Convention 2003

Zurich-Switzerland, May 13 – 15, 2003

Please type in block-letters and send the form not later than May 10, 2003: Only for internal use:

CBS Congress & Business Services

Technoparkstrasse 1
CH-8005 Zurich - Switzerland
Tel: **41-1-445 34 50 Fax: **41-1-445 34 55

Reg. Nr.

Date:

Mrs. Mr. Title(s):

Name: First Name:

Company:

Address:

Postal Code/City: Country:

Phone: Fax: E-Mail:

Accompanying Person(s) / Child(ren): (child please indicate the age)

Name: First Name:

Name: First Name:

Registration Fees: up to April 30, 03	from May 1, 03	On-Site	Total rate
Participant	CHF 260.00 (~\$ 170)	CHF 275.00 (~\$ 185)	CHF 290.00 (~\$ 196)
Guest rate	CHF 90.00 (~\$ 60)	CHF 90.00 (~\$ 60)	CHF 90.00 (~\$ 60)
Children rate	CHF 90.00 (~\$ 60)	CHF 90.00 (~\$ 60)	CHF 90.00 (~\$ 60)

Congress Events & Social Events:	rate	number	Total rate
Tuesday, May 13 Dinner at the Vogtei Herrliberg	adult CHF 100.00	.....	.....
Wednesday, May 14 Santis Tour for guests	adult CHF 99.00	.....	.....
	child CHF 49.50	.....	.....
Thursday, May 15 Titlis Tour incl. Night boat	adult CHF 240.00	.....	.....
	child CHF 120.00	.....	.....
Fri/Sat, May 16-17 2 days Zermatt Tour	adult CHF 395.00	.....	.....
	child CHF 275.00	.....	.....

Optional Tours (please indicate the day):	rate	number	Total rate
Tue Fri Sat Sun Castle of Kyburg	adult CHF 55.00	.....	.....
	child CHF 27.50	.....	.....
Tue Fri Sat Sun Jungfrauoch–Top of Europe	adult CHF 190.00	.....	.....
	child CHF 95.00	.....	.....
Tue Fri Sat Sun Mount Pilatus	adult CHF 115.00	.....	.....
	child CHF 57.50	.....	.....
Tue Fri Sat Sun Zurich and Surroundings	adult CHF 45.00	.....	.....
	child CHF 22.50	.....	.....

TOTAL AMOUNT OF REGISTRATION & SOCIAL EVENTS IN CHF:

Methods of Payment: Please pay total amount to:

Bank (free of costs for the recipient) to: UBS, CH-8152 Glattbrugg. **Account No: 840.023.08E – BC/283.**

Payable to: CBS Congress & Business Services. Please don't forget to mention **your name**.

Credit-Card: Visa Card Master Card / Eurocard American Express

Card-Number: **Expiration Date:**

Name of Card holder:

Date: **Signature:**

HOTEL REGISTRATION FORM
ISA Convention 2003
 Zurich-Switzerland, May 13 – 15, 2003

Please type in block-letters and send the form not later than May 10, 2003: **Only for internal use:**

CBS Congress & Business Services

Technoparkstrasse 1
 CH-8005 Zurich - Switzerland
 Tel: **41-1-445 34 50 Fax: **41-1-445 34 55

Reg. Nr.

Date:

Mrs. Mr. Title(s):

Name: First Name:

Company:

Address:

Postal Code/City: Country:

Phone: Fax: E-Mail:

Hotel Reservation

(Please indicate the hotel category as well as the type of room of your choice)

Date of arrival: Date of departure:

Arrival time: If sharing room, indicate name:

Type of room: Single Double Triple room Connecting door Yes

Hotel	Single	Double	Triple	
Hotel Hilton		CHF 250.00	CHF 280.00	tbn
* Hilton Apart Hotel	CHF 140.00	CHF 170.00		

* walking distance (only a minimum number of rooms)

All rates are in Swiss Francs per room/per night including breakfast buffet, service charges, taxes, VAT.

To guarantee your hotel reservation please indicate your credit-card and number: The hotel takes the right to charge your credit-card in case of no-show or late arrival. The total hotel bill has to be paid upon departure.

Credit Card: Visa Master Card American Express Diners

Card-Number: **Expiration Date:**

Name of Card holder:

If you do not have a credit card: a 1st night deposit is required. Please send to CBS Congress & Business Services a Bank-check in Swiss Francs endorsed to a Swiss Bank, **in order of CBS Congress & Business Services** (free of charge for the beneficiary). Please send it together with your hotel reservation form. The amount of your check will be deducted from your final hotel bill, payable to the hotel upon departure. We take the right to cancel your hotel reservation if we do not receive the appropriate amount until April 15, 2003.

Children / Babysitting

The service will be provided:
 Dinner Tuesday night at the Vogtei Herrliberg
 During the Business Meeting

If yes, please specify when:

Date: Signature:

Scholarship Chair

by Rebecca Fisher

Financial Scholarship Report

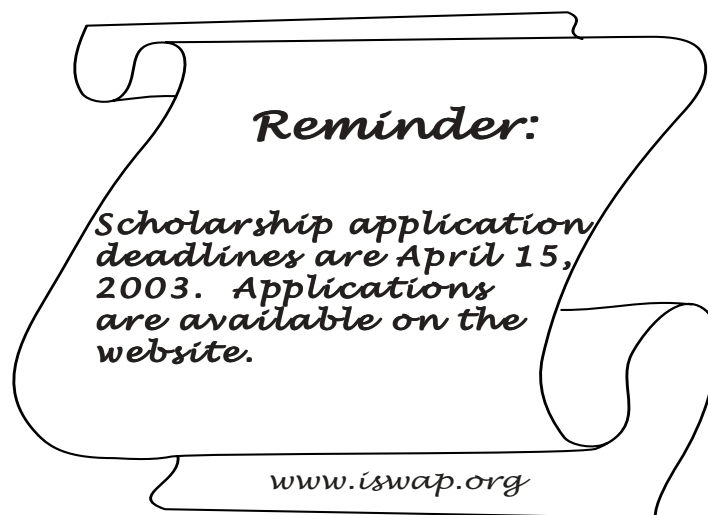
In the past, there has been some debate over whether our scholarships should help as many women as possible reach for their dreams, or to pick just the cream of the crop for our winners. I think we can meet both those goals by increasing exposure and attracting more applicants to compete. Women In Aviation was generous in offering their assistance to help promote our scholarships at their conference this year with an opening ceremony announcement, and we are collaborating with them on ways to get the word out throughout the year. We'll be advertising our scholarships in *Aviation For Women*, as well as *AOPA Magazine*, the 99s ListServe and other venues. ISA scholarships are unique in their focus on the future airline pilot, and we offer a special product. The applicant can meet with women airline pilots, understand and experience an airline-style interview, receive feedback and mentoring afterward, and be supported by 400 women who share a dream. To date, we have given 98 women over \$144,000.00 and many more have benefited from our sponsors' donations of type ratings. To make it all work, ISA needs interviewers.

This year Scholarship would like to make the shift from recruiting interviewers at the convention, to keeping a data base of interested interviewers who would like to participate. Many members find it difficult to get to convention, and yet interviewing is one great way to be directly involved with the scholarship program. For those of you who aren't sure what is expected of you, we will provide clear guidelines and support. Being on the interviewer list is not a firm commitment to be available, but a statement of your interest. I already have a short list of members ready to go, so please take a moment to add your name. Just drop an email with your name or any questions to isascholarship@mindspring.com. In the future, a successful database may allow interviews to take place throughout the year whenever a qualified application is received.

In a related development, the Board of Directors has asked Scholarship to explore the idea of changing our timeline. There are a lot of considerations to review prior to such a move and we are evaluating the costs and benefits. The current timeline is defined by the Women In Aviation conference in March (where most current applicants find out about us), and our ability to recruit interviewers at our own convention in May. Thus, two changes that would need to transpire to move the timeline away from the summer crunch are to remove ISA's dependency on the Women In

Aviation conference in getting our applicant pool, and to have interviewers available throughout the year. Increased exposure and closer alignment with other industry scholarship deadlines will help bring in applications outside of the conference. ISA still needs each member willing to interview to step forward.

On a final note, I'd like to thank Tracy Leonard for volunteering to coordinate the Women In Aviation conference again this year. Great job Tracy. We all appreciate you!



Wanted:

Scholarship is seeking Financial and Airline Scholarship Selection Committee volunteers and alternates for the 2003 Scholarship season. Selection Committees will meet in August. Interested members please contact Rebecca Fisher at isascholarship@mindspring.com.

(continued on the next page)

(Scholarship continued)

Airline Scholarship

by Christine Hilton



Two of our 2002 type-rating winners have already completed training. Theresa Jacobsen and Jill Schilmoeller attended a 2 week Boeing 737 course at Higher Power Aviation, in Dallas, last December. While both the scholarship recipients described it as "intense", they completed the training successfully and are very grateful to ISA for the opportunity we provided them.

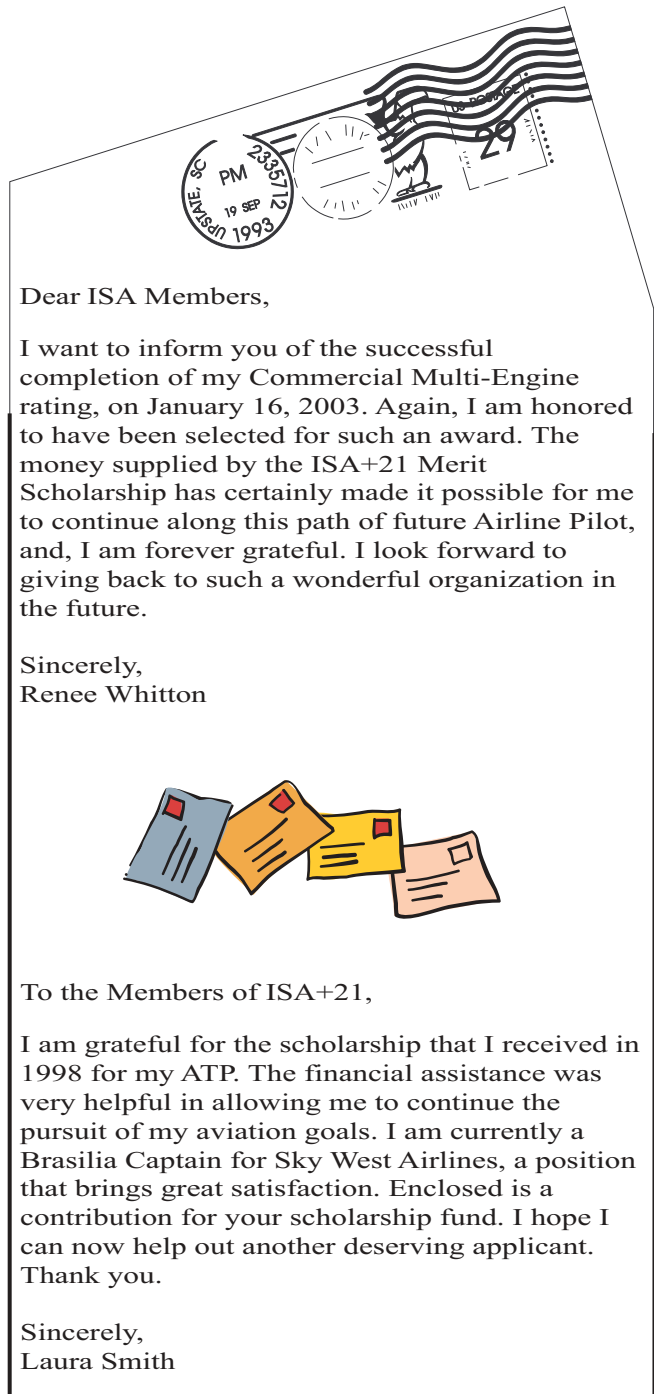


Another 2002 winner, Suzette Umphrey, is currently attending Flight Engineer training at the FedEx facility in Memphis. She has already passed her oral and anticipates completing the course Feb. 24, 2003. She has been very well-received by the FedEx training department and is excelling in training.



Kristin McMahon, the PremAir 737 type-rating winner is expecting to attend class this spring, possibly on the 737NG.

We are incredibly grateful to our 2002 sponsors, for donating during this time of uncertainty and down-sizing in the airline industry. I would also like to once again thank the liaisons who helped arrange lodging and scheduling for our winners, in addition to the support and guidance they offered. Penny Price, Val Thal-Slocum, Keith Johnson, and Susi Fischbacher have provided a tremendous amount of assistance...thank you! Another ISA member, June Viviano, should also be commended for her generosity in opening her home to Suzette during her training at FedEx! Thanks June!



Dear ISA Members,

I want to inform you of the successful completion of my Commercial Multi-Engine rating, on January 16, 2003. Again, I am honored to have been selected for such an award. The money supplied by the ISA+21 Merit Scholarship has certainly made it possible for me to continue along this path of future Airline Pilot, and, I am forever grateful. I look forward to giving back to such a wonderful organization in the future.

Sincerely,
Renee Whitton



To the Members of ISA+21,

I am grateful for the scholarship that I received in 1998 for my ATP. The financial assistance was very helpful in allowing me to continue the pursuit of my aviation goals. I am currently a Brasilia Captain for Sky West Airlines, a position that brings great satisfaction. Enclosed is a contribution for your scholarship fund. I hope I can now help out another deserving applicant. Thank you.

Sincerely,
Laura Smith





Human Performance & Resources Chair

by Terri Bartolero

Looking for one good woman to fill the Human Performance and Resources Board of Directors position.

I have just completed my 3rd year on the board as HUPER Chair and it is now time to pass the torch on to some new blood. The good news is that of all of the board positions this is by far the least time consuming.

Job Description:

- *Compiles and updates maternity policies from airlines.
- *Collects and disseminates research and information on aeromedical, family, pregnancy, and other gender issues.
- *Prepare a quarterly newsletter report and update the ISA news section of the newsletter.
- *The latest addition is the unfortunate task of tracking furlough numbers and members.

We have been working on making more information available to the members on the web and have electronic versions of articles and policies which allow for easy dissemination of information when inquiries are made.

Please contact me if you are interested at:
Terrib80@ispwest.com

STRESSED OUT LATELY???

We have all been overwhelmed with the bad news. In order for us to do our job well we have to push all of our worries aside. In order to move on when our lives are falling apart we have to remember to take care of ourselves.



Board of Directors Reports

Stress Reduction Tips:

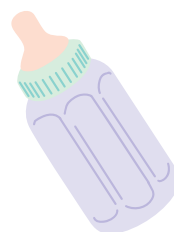
- *Take a long walk.
- *Buy some flowers; add something beautiful to your life.
- *Get your nails done.
- *During the day when you notice tension in your body (jaw, neck, shoulders, back...) Breath deeply and gently stretch and relax the tense area.
- *If you notice your mind racing or worrying about the future, take a moment to breathe deeply and try to clear your mind and think of something peaceful and relaxing.
- *Take a "news free day" or more if able.
- *Take a class; yoga, tai chi, and meditation are great stress reducers.
- *Have a facial or massage. (Massage schools have great rates)
- *Share your troubles with a friend, family or religious leader. It always helps to know that we are not alone.
- *Pull out the ISA directory and call someone you haven't spoken with in a while.

Be good to yourself!



Nursery News:

Jane Saddler (AA) and Bruce Farwell had a new baby Eric Bruce Farwell on July 18, 2002. He is welcomed by Robbie 5, and Grace 3.



Patty (UAL) and Jose & Sofia Barrera welcomed Alexis Natalia to their family on January 15, 2003 at 10:53am weighing in at 7lbs 8oz and 22in.



Muriel Zarlingo (Fed Ex) & Pat announce Anthony Vincent, Oct. 9, 2002 - 9 lbs. 3 oz.



We have very few updates to include in the newsletter. We all like to hear what changes are happening in your lives. Please let us know what is up with you. Thanks, Terri.

Silent Auction and Raffle for Zurich

Ladies, it is once again time to think about donations for the Silent Auction and Raffle. I know, you're sitting there asking yourself - what can I do to help?

If your layover hotel is in a fun city, please send me a contact name with address and I will send a donation letter. Donations of gift cards (Home Depot, Starbucks, T.G.I.Fridays, etc.) would do nicely. Items with your airline logo are great. If ordering from your favorite aviation or ladies magazine, take a few minutes and ask these organizations for a donation. Remember, we are a non-profit organization. I will have more suggestions next time.

Please contact me, Tiana Daugherty Corporate Communications, to donate.

Board of Directors Reports

ISA's membership now totals 477 members. We represent 24 countries and 72 airlines with 49 non-US members.

Membership is going through a lot of changes even as I write this article. You probably noticed that you didn't receive a renewal card last December. We have outsourced some of the more time constraining tasks to a management company named Travelsoft and they are now handling all aspects of our annual renewals. Therefore we had a slight time delay and were not able to get the cards mailed until late February. If you have not received a renewal card please let me know. Travel Soft will also handle the updating and maintenance of our database and roster lists, which in the future will allow the new membership chair to concentrate on membership requests and the processing of new member packets.

Membership

by Melissa Monahan



For those of you who didn't see in my February article, my term is up in May at the 2003 convention. If anyone is interested in volunteering some time to ISA, membership can be a very rewarding position. Please let me know if you have any questions.

I would like to welcome our new and returning members and have a great spring!

Returning members:

Kathleen Hurst
United A320 CA ORD
DOH 05-29-90

New members:

Anne Dykmar
KLM F-70 FO
DOH 11-14-01

Lisa Mauro
American

Jenny Coleman Michiels
Federal Express B-727 S/O
DOH 11-18-02

Kim Palmquist
Northwest DC-9 MSP
DOH 5-8-00



Education

by Mary Ana Gilbert

The Website is under renovation and Julie Derrick is doing a great job updating articles, information, and links. She continues to ensure that the calendar is current. This will be even more important during convention time when we will need to be able to disseminate information quickly and accurately. Please take the time to become more familiar with our website: www.iswap.org.

Along those same lines, we are hoping to update the website design to be more user-friendly and to become "the" source of information for ISA members. For example, we will eventually be putting the ISA store on the webpage instead of in the newsletter. Hopefully, this will minimize our newsletter printing costs while still allowing easy access to our stores. We are also looking for new pictures for our website and scrapbook. Help us keep your website updated and interesting. Thanks in advance.

The 99s organization has approached us to take over our "Firsts" project. They have a beautiful new museum and library that is perfect for archiving information about women in aviation history. The 99s will continue to give ISA the credit for the origination of this list, but their resources will allow for additional expansion and confirmed accuracy. We will be investigating the opportunity to archive some of our other information with them.



Hello to all!

I would like to take this opportunity to introduce myself as the new Webmaster for ISA+21. This is my first attempt at being a Webmaster, so this will definitely be a learning experience for me. I have already learned quite a bit and will continue to do my best to make the ISA website the best one possible. Please visit the website at www.iswap.org often and email me at markandjuliederrick@yahoo.com with any suggestions that you may have or with anything you would like to see on the ISA+21 website.

Committee Reports

IFALPA Conference

by Liz Jennings Clark



I had hoped to attend the IFALPA HuPer committee meeting in Auckland, New Zealand last November but my limited pass privileges and overbooked flights were against me. Luckily new member Luce Favre attended for Swissalpa and passed on her report. The full report (5 pages) of the 2 day meeting has been passed on to the Board and anyone can contact me for a copy (lizjc@tiscali.nl). Here is a summary of the highlights:

Under the medical items fatigue and cosmic radiation are still hot topics. With the impending arrival of the Airbus 380 Ultra Long Range (ULR) operations are receiving a lot of attention. Research is being carried out in New Zealand on sleep quality and quantity in crew rest bunks measuring eye movement, brain activity, muscle tone and heart rate to give unbiased, reliable data. The data has yet to be analyzed but shows sleep quality worse in bunk than hotel or home but crew does feel better after bunk rest. An Australian study is looking at adjusting rostering according to a risk matrix including elements such as weather, number of landings etc. Pilots' sick days can be correlated to schedules and problem zones spotted. This study is still in progress but looks promising.

Pilots have increased rates of female breast cancer (30%), brain tumors and melanomas. Apart from cosmic radiation trans-meridian travel and shifts in

circadian rhythm may be factors. Overall individual cases remain low and flight crews have about twice as much chance of dying in an aircraft accident as from cancer. It was pointed out that total exposure to cosmic radiation is more important than exposure to single event solar flares. Also the effects of solar flares seem insignificant below 50-60 degrees latitude.

Again there was a discussion on the effects of cosmic radiation during pregnancy and it has not been proven that the fetus is particularly at risk in the early stages. Germany has passed legislation that the pilot is grounded on declaration of pregnancy. Other issues discussed were DVT, spraying on board, and news that crew should be careful not to overburden their kidneys by drinking too much water (!)

Line Operational Safety Audits (LOSA) were discussed and these will be mandatory in 2 years. They are considered to be a good data base for gathering human performance information. They are non-disciplinary and pilot-friendly. ICAO has brochures explaining the procedure to be followed.

Other topics discussed were human performance aspects of accidents/incidents, effects of time pressure, CRM grading and various licensing and training issues. Finally a presentation was given by a Japanese team on a drowsiness predictor – analyzing vocal stress - this was also presented at the last IFALPA annual conference and mentioned in my last article. I will be attending the annual conference in Madeira in April and hope to attend the next Huper committee meeting in Frankfurt in June. Thanks again to Luce Favre for her report.

See you all in Zurich!



Captain's Club

by Cammy McHenry

As with everything else in the world of aviation the Captains' Club has slowed down tremendously. But as of today we have two new members to induct at the convention in Zurich in May. They are:

Lorraine Morris
United Airlines, A320
April 26, 2001

Shannon Jipsen
UPS, A300
November 12, 2002

So, if you'd like to be a member of a very elite team, join the club this year. As of right now we are about to have the smallest number of new Captains ever. If you've ever thought about joining but haven't gotten around to it now is the time. As long as you have never joined the Captains' Club before you are welcome to join. Even if the furloughs at your airline have caused you to be bumped back to F/O you are still qualified. At ISA we believe once a captain always a captain, so join now!





The MidSouth Air show will be presented at the Millington National Airport, just north of Memphis, TN on Memorial Day weekend, May 31 and June 1, 2003. The featured performer will be the famed Navy Blue Angels. This air show is held every other year and all gate proceeds benefit Memphis area Children's Charities, such as the Madonna Learning Center for handicapped children, Youth Villages and Special Kids and Families.

This air show offers us a unique opportunity to raise money for the ISA + 21 Scholarship Fund. All the concession stands at the show are staffed by volunteers from various charitable organizations. At the end of the weekend, the proceeds from all the concession stands are tallied and divided among the organizations that staffed the concession stands. At the last air show, each booth generated a donation of approximately \$1000 for the organization that manned it. This can be a great fundraiser for our Scholarship Fund, while viewing the Blue Angels for free! Double bonus!

Please mark Memorial Day weekend on your calendars and plan for a great view of spectacular aerial maneuvers, while doing your "one thing" for ISA! Please contact Keith Johnson at 901-230-5885 or e-mail: twotwotango@earthlink.net if you would like to help out at the air show. I plan to divide each of the days into a morning and afternoon shift, so that everyone will have a chance to enjoy the show, in addition to working their shift. I will need approximately 3 to 4 volunteers per shift.



Aviation Challenge

by ISA member Capt. Keith Johnson

Stumped for ideas to entertain your children this summer? How about a "Top Gun" style dogfight in an F-18 simulator? Or a slide down the zipline for a simulated parachute splash down? There is a relatively new division of the perennial favorite, U.S. Space Camp®, called Aviation Challenge®. It is a 4 to 6 day camp that appeals to aspiring young pilots who would like to experience military jet training.

The camp is open to boys and girls, ages 9 - 18 years old. It is separated into 3 divisions: Mach I: ages 9 - 11, Mach II: ages 12 - 14 and Mach III: ages 15 - 18. Boys and girls are housed in separate bays with names such as Earhart, Rickenbacker, and Boyington. There are 1-2 counselors in each squad bay. Camp sessions run from Sunday - Friday, March 23, 2003 to September 19, 2003. Students must be enrolled in or have completed the 4th grade to attend the camp. Prices start at \$699 per week, depending on the date and age group selected. Be sure to check out the coupon next in this article for a special promotional discount for ISA + 21 members! Weekend sessions are also available for adults or an adult paired with a child. What a great treat for your favorite niece or nephew!

Activities include F-18 simulator training, Escape and Evasion drills at night in the woods (the camp counselors pose as the enemy) and Mission Briefings. Campers also learn mundane skills that are sure to please their mothers, such as making beds with square corners. Academic subjects are covered, such as aerodynamics, flight physiology and aviation history. The Mach III program for older campers discusses the variety of careers available in aviation.

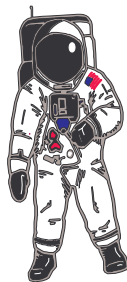


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(Aviation Challenge continued)

A typical day's schedule might include:

- 0630- Wake up call
- 0700- Breakfast
- 0800- Land Survival Training
- 0900- Flight Briefing
- 1000- Flight Simulator Training
- 1200- Flight Debrief
- 1230- Lunch
- 1330- Centrifuge



- 1400- Mission Pre-brief
- 1530- Practice Mission
- 1600- Mission Debrief
- 1630- Water Survival Training
- 1800- Dinner
- 1900- Aircraft Construction
- 2000- Escape & Evasion
- 2200- Lights Out

My ten-year-old grandson, Damon, attended camp last July and he assured me that he was very busy all week long. The man-made lake used for water survival training also doubles as a swimming pool, a "must" for hot summer days. He never had time to be bored or homesick. He was ecstatic that he successfully eluded the counselors during the Escape and Evasion drill to reach home base safely. That was the first thing he bragged about when we picked him up. On Graduation Day, all the campers are introduced by their name, "call sign" and hometown. My grandson chose a character from his favorite TV program, Dragonball Z, for his call sign. He really liked the "call sign" idea. He can't wait to go back again!

Aviation Challenge® is located at the U.S. Space & Rocket Center in Huntsville, AL. The Huntsville airport is conveniently located 2 miles from the camp with shuttle service available to and from camp. Huntsville Airport is served by Delta, US Airways, American, Northwest and Continental Airlines. A Marriott Hotel is located adjacent to the camp for early arrivals and late departures. The hotel can also be used for lodging during the Adult weekend sessions, if camp-style bunk beds are not your idea of luxury accommodations.



The U.S. Space & Rocket Center museum is also located on this spacious campus and admission is free for campers and their family on the final day of camp following graduation. The museum, housing well over 1,500 space artifacts, is wonderful and worth the trip in itself! I was impressed with one large wall covered with framed portraits of significant female aviators, such as Sally Ride. Visitors will also see the actual Apollo 16 Command Module that carried astronauts to the moon, trainers used by Mercury and Gemini astronauts, a lunar rover built to carry astronauts on the surface of the moon and an actual piece of the moon brought back to Earth by Apollo 12 astronauts. There is an IMAX Theatre and several outdoor rides such as "Space Shot," which simulates momentary weightlessness. (Warning! Do not ride this immediately after eating.) Campers will visit the museum's Gift Shop, where the favorite purchase is a set of dog tags with their newly dubbed "call sign" engraved on them. Be sure and send some spending money!

For more information, visit their website at www.spacecamp.com/aviation or call 1-800-63-SPACE. Camp registration, time slots and prices are available online.



Come to Camp & Save!
\$50 OFF any weeklong
SPACE CAMP® or AVIATION CHALLENGE®
tuition for 2003!

To register, reference the AE code and
Source code by calling 1-800-63 SPACE.

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AE Code: AE203
Source Code: ISA03 Expires: 30 SEP 03

My Flight Engineer Training at FedEx

As Scholarship is such a big part of what ISA+21 promotes it is always nice to receive follow up information from our winners. This is a letter that we received from a scholarship winner recently.

Z. A. Dimi Dimitrova was a FedEx Flight Engineer Training winner in 2000. She is from Bulgaria and immigrated to the U.S. by herself at 19 years old to realize her dream of becoming a pilot. She came to the U.S. because there are no commercial pilots in Bulgaria. Ms. Dimitrova has been very busy since she arrived. She has recently completed her Doctorate Degree in Education at Bob Jones University in South Carolina and is currently building her PIC Multi-engine time flying for a construction company and here is the rest of her story.

A couple of years ago I met a wonderful lady at the Women in Aviation Conference in Memphis, Tennessee. She was smiling friendly and I stopped to talk to her and learn about the organization she was representing at her booth. By handing me a packet with a scholarship application she gave me the opportunity to be the winner of the FedEx Flight Engineer Training in 2000. I never found out her name, but she represents the many inspiring members of ISA+21.

I hurried trying to gather all necessary information to complete the applications. After mailing them in the last minute and later interviewing with two ISA members, I received a phone call from Captain Keith Johnson at the end of the summer, informing me I had won the Flight Engineer Scholarship. All I remember was that I was very, very excited. This was an opportunity of a lifetime for me.

My training was scheduled for December of 2000. I have nothing else but best memories of my experience at FedEx. Keith Johnson, June Viviano, Suzanne Anderson, and the many other ladies I met from ISA+21 did not only encourage and help me through the training, but also inspired me through their personal lives and stories of how they have achieved the positions in which they presently were.

The FE training was very intense and challenging. At the same time, it was a very interesting and exciting experience for me. I had an opportunity to train with a new hire class and learn what it is like to be trained with a major airline. Every employee of FedEx that I met was very helpful and encouraging. I am still working on meeting the minimum requirements to obtain a position with FedEx. However, the scholarship that ISA+21 made available to me provided me with a heading that will lead me to my lifetime dream to be airline pilot some day.

Thank you, ladies from ISA+21! I will be forever indebted to you for your kindness, generosity, and faithfulness to inspire more young women to aim for the stars! I am looking forward to joining your group one day and following your example, reach for those who come behind me.

Two Women Save a Military C-5



On January 15, 2003 a Continental Express agent and a Delta ASA agent, both women, frantically chased after a U.S. Air Force C-5B aircraft at Alexandria International Airport after they observed it running over a 100 pound halon fire extinguisher. The extinguisher was lodged in between the nose tires and sparking profusely as the tires rolled over and over during taxi out. At first the crew didn't want to stop, the pilot thinking this

was "two crazed women chasing a C-5!"

After finally stopping the aircraft, the crew came down and inspected the damage they had done. They had no wing walkers or ramp personnel to guide them out. They assumed the ramp was free and clear. Wrong Assumption!

We were told by the pilot that the aircraft was at a gross weight of 1,000,000 lbs and was carrying 23,000 lbs of fuel. They were headed to Kuwait with 2 tanks and military trucks needed in the Middle East.

This goes to show you that we should make sure our ramps are free and clear and wing walkers are in place prior to taxing.



ON LIFE AND ... SHOES

Clothes may make the man, but shoes make the woman.

I used to think that certain women had an obsession with shoes (with all the negative connotations that the word "obsession" implies). But I have come to believe that shoes are much more important than I previously gave them credit for.

The shoes you wear reflect what impression you want to give. Just think of the mental images conjured up by merely mentioning "Birkenstocks", "Manolo Blahnik", or "Nike". In order to match a mood, suit an occasion, portray an image, or make an impression, one must say it with shoes.

Certain women come to mind when one thinks of shoes - Dorothy of Oz, Imelda Marcos, Carrie Bradshaw, and my sister Janice. These women understand that if your external appearance is a statement, shoes are the punctuation.

I must include my sister in these highly revered women of footwear. She lives her life by the law of the shoe, "If it's not quite right, it's wrong" and the all important corollary, "If it is right, buy it in three colors".

Janice's shoe closet (for it is separate) is filled with literally hundreds of pairs of shoes and is meticulously arranged by color, then style. Feeling red today? Closed toe or open? Dressy or casual? High, medium, or low heel? Sexy, stylish, or frumpy? Ah - the perfect pair is right there.

What I previously believed to be an eccentric fetish turns out to be a highly specialized personal marketing marvel. Two recent incidents prove this to be true.

Last summer, my husband and I were reliving our roots in a very rural part of western Texas. When my sensible shoes broke and were rendered completely unusable, I was left with only my evening sandals. They were cute, little, strappy things with a feminine bow and sexy, curvy heels.

The next morning, I wore them to the only breakfast place in town - the bowling alley - and I was greeted with "get a load of this one" comments from the locals. I had been transformed from a sensible woman to a spoiled tart by virtue of my footwear alone.

But the second event really convinced me of the power of shoes and was surprisingly - in the cockpit.

I was giving a line check with the FAA on board. After the flight, the ONLY comment the inspector made was (brace yourself) "Those are the nicest, most professional shoes I have ever seen on a lady pilot." His discussion of my shoes lasted fully 5 minutes and ended with "Oh yeah, nice job." Needless to say, I was speechless.

I had always believed that if I did my job and played by the rules, I'd fit in and be treated just as I acted - professional. I wanted to believe that exterior appearances didn't matter, and that real life was not really skin deep.

But I am not that naïve. I know first impressions create obstacles or open doors. I know that height, weight, hair color, clothes, bra size, or facial attributes can alter some people's ability to accurately assess another person's true personality or worth.

People will continue to draw conclusions based on their previous experiences or beliefs. They will misjudge, misread, and mistake character, attitude, or abilities based on something as minor as SHOES and there is little anyone can do about it.

This is just another one of those "fact of life" things. I can't change other peoples' reactions or preconceived notions. But I can - and will - use it to my advantage. I had GROSSLY underestimated the impact of shoes. Never again!!

I now choose my shoes more carefully. When I find the perfect work shoes, I buy two pairs to make sure they are well cared for and properly polished. When I'm at the office, I wear stylish, yet slightly conservative shoes to reflect the way I want to be perceived. I save my sexy, racy shoes for those special nights with my husband.

And for those nights out with the girls, I'll wear those fun, sassy ones, with a touch of attitude. Well, you'll see - in May at the ISA convention in Zurich.

Note: This is the fourth in a series of articles submitted under the pen name M. Vogel. They will be one woman pilot's view "On Life and ... Whatever"

Further Adventures of an ISA Interviewer:
Part One or "Any Excuse To Go
Someplace Exotic"

by Nancy Lemmon
Federal Express

DATELINE: July 14, 2002 -- Subic Bay, the
Philippines



Welcome to typhoon season, folks, when the best-laid jumpseating plans often go awry. I had planned on a simple, 2-leg hop via FedEx from Subic to Bangkok to Bombay to conduct the scholarship interview with Seema Jhamnani, but it was not to be. Two typhoons approached out of the Pacific, necessitating the relocation of the entire Asian freight-sorting operation up to Taiwan for an indefinite period. OK,

change of plans, but I can make this work -- India awaits!

Afternoon Twin Otter ferry from Subic to Manila, jumpseat to Kaohsiung, Taiwan, then on to Taipei (total travel+ground time, 7 hrs.). Get to the crew hotel, crash in for 4 hours with a standby pilot (since the entire domicile had taken over the crew hotel), and ride out to the airport with the outgoing crew. Jumpseat to Bangkok, then on to Bombay (total, 9 hrs.). In Bombay I am picked up in the lobby of the crew hotel by Amrita Pereira (2001 Fiorenza DiBernardi Merit Scholarship winner) and her father, Godfrey. (By now, I must admit, I'm feeling whipped.) By the time we grind our way through the hair-raising traffic of Bombay and reach the Pereira home, I'm more than ready for a little nerve tonic -- "Veddy dry, on the rocks, please; so good of you, old chap!" Shirley Pereira had a wonderful Indian lunch all prepared for us (which always tastes better eaten native style, with the fingers of the right hand). After that warm welcome, a much-deserved nap was in order, and into the arms of Morpheus I gladly fell. I revived



after a few hours and Amrita and I began to plot out our tour of southern India. The next day, we left for Hyderabad on Jet Airways, a modern carrier with a route system blanketing the whole of India and several nearby countries. Amrita's uncle met us on arrival at HYD and took us to our hotel. [Note: We stayed in the finest hotels for the entire trip, all of which were FREE, courtesy of Starwood Points, ladies! Talk to your Hotel Committees.]

Hyderabad! Legendary city of silks, pearls, and Rajahs. Hyderabad is a fascinating city with about equal numbers of Muslims and Hindus (nearly half



for each), plus minorities of Christians, Buddhists, Jains, Parsees and others. As you might expect, when Indian and Pakistani tempers flare in the border regions of Jammu and Kashmir, things likewise get tense in Hyderabad; it's a mirror of the political climate of the Frontier

(border) Region. All was well, however, when we were there, and after checking in to our hotel, "Uncle" proceeded to take us on a private tour. We set off to support the local economy.

Dressed in accordance with the "when in Rome" credo in a shalwar kameez (long pants, bunched at the ankles, and a long straight tunic split up the sides), I wandered with Amrita and Uncle through the bazaar. One area is specially known for its bangle bracelets, in more colors, sizes, shapes and designs that you would ever imagine. We must have spent over an hour at the booths, where I picked out no fewer than seven DOZEN bracelets, haggling prices and picking out just the right combinations. Silver, gold, copper; rhinestone, cut mirror, and fired enamel; purple, aqua, black, blue, total damage: MAYBE \$15.00.

Bangles are very important to the proper completion of the Indian woman's dress, and you'd be surprised how many men, rather than women, work these shops and make knowledgeable recommendations as to size, color, combinations, etc. Bangles are always worn in symmetrical groupings, not just shoved willy-nilly up the arms. After the locals had agreed that the American now looked more presentable, we went to another specialty corner of the bazaar -- the attar shop.

(continued on the next page)

(Further Adventures continued)

Now, attar oil is to perfume as sable is to fur, or Louis XIII is to brandy -- the "ne plus ultra". Attars cover a wide range of scents, from herbaceous to musky to floral to spicy to ... well, some are just downright strange. But they all have one thing in common -- they are really STRONG. And again, these shops, which cater to a womanly accessory, are largely run by men, and the family has usually been in the attar business for countless generations. They have dozens and dozens of scents, and you can buy a pure essence or have a custom blend done up for you. I chose two different floral attars, about a 1-oz. bottle of jasmine, and the other about 2.5-oz. of ylang-ylang. I was assured that the 1-oz. bottle should easily last me two years. Just one drop



rubbed between the wrists, and then rub the glass dipper on your neck, and you're good for the entire evening. A drop or two on your clothes will last for days (or until the dry cleaner's, and will scent up the closet nicely in the meantime). Total for both: about \$8.00, including one very fancy glass bottle.

Upon leaving the attar shop, Amrita made me aware of the crowds staring at us. "Nancy, they are all looking at your long blonde hair!" I noticed then that yes, indeed, we seemed to have attracted a lot of attention from the crowds in the bazaar. She giggled, "You are very exotic here, you know, especially dressed up like an Indian." It's true -- I cannot sneak around anywhere in Asia, but that's an experience in itself!

ISA Ski Days

The following article was submitted by a "concerned citizen" who witnessed the ISA Ski Days Tuesday night dinner. Please feel free to send him your comments at jimcindyems@hotmail.com.

Although the ISA 2003 ski days were off to a great start, the second night ended in a catastrophe, fortunately no lives were lost.

The story goes like this. Please note. Due to the seriousness of the situation and the strong possibility of court action, full names can not be used. We apologize for this.

During the evening of Monday, February 10th shortly following a TexMex dinner, one Donata highly recommended and encouraged all members to gather at the Ristorante Al Lago for Tuesday nights dinner. At her insistence, and taking no no's for an answer, the group consented.



Back row: Donata Hunt, Keith Johnson, Katrina on lap, Sandy Hawkins, Annette Worthington
Front row: Krisan Wismer, Sherry Anderson, Cindy Shonk, Jessica Stearns, Donna Miller, Carolyn Reisz.

Arrival at the ristorante Tuesday night went without a hitch. As the drinks began it was noted that at the far end of the table an unusual amount of drinks were being consumed. Voices began to raise, drinks were being slightly spilled, conversation was beginning to be less and less understood, control of body actions was out of control, drooling was apparent by several members i.e., Donata, Sherry, Krisan, Donna, Annette, Keith. As voices grew louder, drooling

grew more intense, and the loss of body actions increased, someone notices their hair was getting wet. Thinking it was coming from one of the droolers, it was paid no intention. As others began noticing the same, Donata accused Sherry of slobbering on her head. Sherry quickly passed the blame on Krisan saying she had noticed the same.

(continued on the next page)

(Ski Days continued)

Krisan, not to take it sitting down quickly passed the blame to Donna who insisted it was coming from Annette, and, of course, Annette passed it on to Keith. As the wetness continued to increase the before mentioned ISA Pilots, some of America's finest began raising their voices to each bringing forth the restaurant management to see if they could handle the situation or if the police should be called in before a riot started. At about that time, the heavens opened up and far more than some drooling or slobber poured in on top of the ladies, the tables and chairs, the roof had sprung a leak. Fortunately, for the quick actions of these elite pilots and the restaurant management, the pilots removed themselves from under the flow preventing, what could have resulted in several deaths from drowning. And now knowing it was none of their faults, they began to speak to one another in a civil tongue. As the story goes, the restaurant management moved the entire group to another location in the restaurant, restored order to the

porch and cleaned up the water that was leaking/pouring from the roof. In the end, the ISA ladies gathered their composure, drank another bottle or two of wine and laughed off the entire event. They only stopped laughing when the waiter appeared with the check.

Once again, the fine training of America's best airline employees (ISA pilots), resulted in quick emergency actions under adverse conditions resulting in a safe evening.

Should you desire more details, please contact Donata, Donna, Sherry, Keith or Annette. And to think, all or some of these players will be attending the ISA Convention in May. With their involvement, I'm sure we'll have more stories coming out of the Convention!!!!!!

Yours truly, a very concerned citizen.

P.S. Does anyone know how to send an email so those receiving do not know who sent it??? If so, please let me know soon, at least by convention time.



**Word Seek
Creator**
by Amy Jayo



- | | | | |
|-------------|----------|---------|----------------|
| CHOCOLATE | SNOW | TOURS | MATTERHORN |
| ICE | SWISSAIR | TRAVEL | CONVENTION |
| ALPS | LUCERNE | WATCHES | COCKTAIL PARTY |
| SWITZERLAND | CHEESE | GENEVA | GLACIER |

The following is the first chapter of Norah O'Neill's yet to be published novel entitled *Flying Tigress*. It's a journey back in time. Norah begins with her first major airline interview with *Flying Tigers*. I hope you enjoy it as much as I did.

Chapter 1 *The Tigers' Den 1976*

I was only going to get one chance. I had to convince four men that I could do something no woman had been allowed to do before.

I breathed deep, put my shoulders back and focused on the open office door at the end of the richly paneled hallway. I smoothed my suit skirt and strode forward and stumbled against a table. *I shouldn't have worn the heels. I don't remember how to walk in them. What in the hell am I doing here in a major airline's headquarters? They're never going to hire a woman to fly jumbo jets.*

"Hey, are you the girl pilot?"

I looked over to a California girl in a snug lemon yellow suit. Her sun-streaked hair was perfectly coifed around her bronzed face. *Oh no. I dressed all wrong. I look like a spinster schoolmarm compared to her. Breathe deep, Norah. They're not interviewing her.*

"Yes, I'm Norah O'Neill. I'm down from Alaska to see about a pilot's job with Flying Tigers."

"Oh, great. We girls have been waiting for you. Tigers has never interviewed a girl pilot before. Lots of the men don't want you here," she laughed. "Time for them to get out of the dark ages. I hope they hire you."

Big smile. "Thanks. I'm so nervous I can't walk straight. And these heels." I rolled my eyes and we looked down at my serviceable, chunky-heeled brown shoes. *God, don't let me fall flat on my face.*

"I'll walk you to the door," she offered and squeezed my hand.

"Hey guys, she's here!" she introduced me and gave me a gentle shove through the office door.

Four suit-clad men rose from behind an imposing desk and introduced themselves as Flying Tiger Captains Oakley Smith, Dick Stratford, Al Grant and Dick Keefer. I was glad for my Navy Captain dad's early lessons in the proper way to shake hands. Step forward while extending your hand, always maintaining eye contact; squeeze firmly; break the hold crisply. Three of my interviewers had obviously gotten the same hand-shaking lesson as I had, but the fourth turned our hand clasp into a bone-crushing, macho contest of he who cries out in pain first loses. Luckily, I had a high pain threshold, and our contest appeared to be a draw.

They invited me to be seated. I sank into the too-soft couch, grateful that I was no longer taller than two of the men. I knew some men had problems with my towering over them and my heels had raised my five foot ten inches to over six feet. I had wrapped my waist-length bright red hair into a conservative, hopefully businesslike, bun. *I should have worn my mukluks and padded overalls and turtleneck. I should have worn my hair down. I'm losing hairpins. What if the bun falls down and I look unprofessional?*

I did not have a role model, had never even met another woman pilot. I was frantically ad libbing and feeling like I was coming out of my skin.

I did not know what kind of questions I would be asked. I assumed that there would be many technical aviation questions---about engines and aerodynamics, about Federal Aviation Administration rules and regulations, about licensing and instrument flying. I was certain that they would ask about my hours of flight experience. I had acquired many hours in very few years in the Alaskan bush. I thought that my flight time would look like "Parker pen" time to them. I'd heard that some pilots had padded their flight logbooks with fictitious flight time in order to appear more desirable for hiring.

Oakley Smith, Vice President of Flight Operations, carefully explained to me that laws had been passed making it illegal to ask a woman any questions in an interview that were not asked of male applicants. He supposed that I, of course, was aware of this.



Norah shows off her first *Flying Tigers* uniform in 1976.

Chapter 1 *The Tigers' Den 1976*

I had been in the Alaskan bush for a long time, totally immersed in flying and living, almost literally, in airplanes. I was quietly playing my own part in the Women's Liberation Movement, but I was woefully ignorant of current events.

"That's interesting," I said, "I wasn't aware of that law. But, surely, if you've never interviewed a woman pilot before, there must be some questions you would like to ask about how I might work in an all-male workplace. You have my permission to ask me anything you want." In my youthful naiveté, I had not a clue to the doors I had just given them leave to open.

"Well, thank-you for your understanding," one of the panel said to me with a smile. "Tell me about your periods."

Swallow. Blink. "My periods? What about them?" I was drawing a blank.

"How are your periods?" he elucidated. "How do they affect your reliability at work? How do they affect your flying? I noticed that you took four days of sick leave in the last three years. Were those sick days because of your periods?"

I was definitely *not* following the questioner's logic. (This was before I learned that "male logic" had an oxymoronic quality.) My brain raced with the implied math of how many days in my period I had had in the previous three years, at 7 days a month times 12 times 3. Surely if I had problem periods, I would have missed more than four days of work.

"I have never missed work because of being in my period," I stated truly and firmly.

He couldn't let the subject go. I surmised that he was married to someone who must have to take to her bed for days at a time. I had heard of such women, and sympathized with them, but I was not one of them.

"Can you honestly say that your periods have never affected your flying?" he pressed on.

I thought of an incident in Alaska that had occurred a few months back. I was flying an empty airplane home to Fairbanks after a very long day on a cross-state cargo charter. I was very tired and was mildly troubled by menstrual cramps. At the same time, another of Alaska Central Air's pilots was also returning home in an empty plane after an unusually long day of back to back medical evacuations on the Alaskan Pipeline. He fell asleep in the cockpit and overflew Fairbanks. His plane headed toward the mountains beyond. What saved his life was one of his engines quitting because of fuel starvation. The subsequent swerving of his plane awakened him just before he would have flown into the side of the rising mountains.

I thought of that night in Alaska, and looked my nagging questioner in the eye. "Oh, yes, my period has affected my flying. My cramps have kept me awake on long, boring freight runs."

They asked about my plans for marriage and children. I thought I would do that someday, yes. They wondered if I would quit then, to stay home and raise my children.

"Wow," I responded, "have a lot of your pilots done that? I mean, produced a child, then left it up to someone else to feed him and send him to college? It doesn't sound very responsible, and I like to think that I shoulder my obligations better than that."

They asked whether I liked to party. I wanted to say what they wanted to hear, but I did not know what that was. In the Alaskan bush, on call 24 hours a day, there wasn't much time for going to parties. I had sometimes gone anyway, hoping that the phone would not ring at an inopportune time. "Hoping" had not worked out very well for me. In the previous year, I had been unavailable for a medivac because I was at a party. Even if they had found me, I was in no condition to go to the airstrip. Fortunately, they had found an able-bodied pilot, who successfully flew the injured pipeline worker to the hospital. But I was the one who should have flown, and the plane departed with one pilot, not the two required by pipeline rules. I made up



My favorite uniform!

an elaborate lie about where I had been, a lie so extraordinary that it just might be true. My chief pilot, John Baleski, had said, "Don't insult me by repeating your story, and I won't insult you by calling you a liar. Clean it up, Norah." And clean it up I had. I quit drinking altogether.

I told the interviewers that I liked to party, but I no longer drank alcohol, so I did not think going to parties would interfere with my flying.

Oakley Smith wanted to know what I was going to do when someone made a pass at me in the cockpit.

"In the cockpit? Surely there isn't time for that?" I exclaimed.

"It will happen," Captain Smith said firmly. "What are you going to do?"

The men all laughed, and sat up straighter awaiting my answer. In Alaska, most of my flying had been done alone, no other pilot and no autopilot on board. If I were on a two-pilot crew, we usually had passengers on board, and our cockpit was open to their perusal. We tried to present a professional presence. I was especially conscious of passenger eyes on me, because so many of them had, in the three years with Alaska Central Air, expressed open horror that a female might be in charge of the plane. Some had even postponed their flights until a man could fly them. One of the main reasons that I had applied to Flying Tigers was that they were the world's largest cargo airline, and I never wanted to fly passengers again. I had illusions about what flying for a "real" airline meant. I thought it meant total professionalism and a goodbye to many of the problems I had had because I was a "girl" pilot. My education in that area was just leaving grade school and getting ready for junior high.

Meanwhile, these men were waiting for an answer to a question I had not dreamed of being asked. This was not a pilot question, but a woman question. I answered as a woman.

"I would handle a pass in the cockpit just the same way I would handle a pass on the ground."

"So what do you do on the ground?" a man asked.

"I say either 'yes, please' or 'no, thank you'."

The men laughed and exchanged glances.

Next, they explored how I had racked up so many flight hours in so short a time. With relief, I produced my logbooks and my paystubs. A job-seeking pilot might fabricate flight hours, but no employer would have paid him for them. I could prove my previous three years of flying. I think they were relieved to know that I really had flown as much as I said I had.

Dick Stratford said, "Someone with thousands of hours in the Alaskan bush has to be either very, very good, or very, very lucky. I hope you're both."

We then swapped stories about flying in Alaska, which several of them had done. This led to the only fun I had in the interview. I got to listen to them "hangar fly," a pilot pastime of sitting safely on the ground and telling stories about how a pilot cheated death by bringing an airplane home against insurmountable odds. I have yet to meet a pilot who can resist hangar flying at any given opportunity.

I listened in fascination as one of them told a story about a Tiger crew flying a World War II vintage C-46 on the northern slope of Alaska during a white out. A "white out" is a description of visibility commonly encountered during a snowstorm when the horizon disappears into unending white above and below. In that area of very few and very primitive navigational aids, a white out has been deadly for many pilots. Some of the most prominent landmarks shown on aviation maps for the area are wrecks of old planes.

The Tigers miraculously found the airstrip they were searching for, but lost sight of it during their descent and motored on blindly. They noticed that their airspeed was decreasing and they added power. Their airspeed did not increase, but went to zero. It took long moments for them to realize what had happened. They had flown their airplane into the ground. The billowing cushion of snow had prevented them from feeling the ground contact, and their view from the cockpit window had not changed one iota—it was still zero. They had made a good landing if one went by the common pilot's definition—any one you can walk away from is a good landing.

I had flown C-46s out of Fairbanks and was in awe of anyone who could fly them well. They were the most difficult planes to land and park that I had ever been in. While those Tiger pilots talked about captaining the C-46, I wanted more than anything to be able to fly with them one day and to hear more of their stories. To me, they were history come alive.

As their hanger flying abated, one of the men noted that I had C-46 time, and he asked me how much fuel a C-46 held. I realized, in a panic, that I did not know. Here I was finally being asked a technical aviation question and I did not know the answer. My brief dreams of maybe becoming an airline pilot were flying out the window of possibility. I explained, with sinking hope, that the C-46s that I had flown were oil tankers, and were flown visual flight rules only during the summer in order to replenish the heating fuel oil storage tanks of remote villages. We were always at maximum gross weight and fueled the plane with a minimum amount of gas to get to the destination. I had never seen the C-46 full of gas. I could tell the men the number of gallons I had pumped into the tanks in order to reach Lake Minchumina and other spots, but I did know the answer they wanted.

"I do not know how many gallons of fuel the C-46 holds," I said squaring my shoulders. I was going to take the flunking of this interview like I imagined a man would. And the least I could do was learn from the experience. I forced a smile. I felt like gnashing my teeth. I controlled the urge. Crying was not an option. Instead, I asked the panel of my judges what the correct answer was.

"Captain Smith, you captained the C-46. How much fuel did it hold?"

"Damned if I can remember," he replied. "Do any of you know?"

They did not. I was amazed. How could these gods of Tiger aviation not know the answer to a question they had asked?

The time they had evidently allotted for my interview was up. They stood to see me out. I did not have any idea of what impression I had made on them. I did not know that it was not cool to ask, so I did ask.

"Do I have the job?"

They had surprised looks on their faces. "We'll call you if you get the job," they promised.

My mom had flown from San Diego to be with me for the interview process in Los Angeles. We spent two more days together there, while I underwent rigorous physical examinations and testing. There were other young pilots at the medical facility who had also had interviews. It seemed hopeful to us that Tigers was paying to have us examined.



I assumed we were all undergoing the same tests, until an embarrassed doctor said, "Uhhh. We're not sure what to do here. We have never examined a female pilot before, and there are no spaces on the examination sheet for reporting your, umm, gynecological condition. I should, I guess, do a breast exam. Or, do you, by any chance, do your own? Um," he went on, "and I guess I should do a pelvic exam, or do you have regular pap smears done? We could perhaps have your gynecologist send his latest report?"

Poor man. "I'll arrange to have my gynecologist send the paperwork to you".

I returned to work in Alaska and the waiting began. I passed my twenty-seventh birthday in August of 1976 still waiting. Our twenty-two-hours-of-daylight-summer was our busiest flying season in Fairbanks and I was able to forget the waiting while flying almost around the clock.

I was amazed sometimes by how quickly and radically taking my first small airplane ride had changed my life. I had never flown a plane before a lark of a modeling job had brought me to Alaska only three and a half years before.

This ends chapter one.



Bike Days August Board Meeting, Dillon, Colorado



Donata Hunt and Krisan Wismer are hosting the ISA BOD meeting in August at Donata's home near Keystone Ski Area. Since this is such a lovely time of year in the mountains, we're going to once again revive the ISA Bike Days.

After the BOD meeting, we'll regroup at my house for margaritas and a BBQ dinner. The next morning, the bicyclers will car pool up to Vail Pass, pick up our bicycles that we've rented, then ride the gentle ride down the paved 2 lane bike path. We'll make stops at Krisan's condo in Copper Mountain Ski Area, enjoy lunch somewhere along the way, stop at Officers Gulch Lake, on through the town of Frisco, where the normal folks can end their day, or for the really hardy, ride on through Dillon and finish at Cindy's house or further yet at Keystone. The bike paths go all the way to both Breckenridge and Keystone. The next day normal folks can take it easy, while the hardy will want to either take the Keystone Mountain Bike Clinic, or try single track down hill on the Keystone Ski Area.

As always, all family members, kids, & companions are welcome to join us. Children's bike trailers and tag-alongs are available. Our 2 year old, Katrina loves to ride along in her trailer. If there is interest as in years past, while we bicycle, the ISA members and companions with motorcycles can organize and tour around the scenic mountains. Stay tuned for info on who's going to plan the motorcycle touring. Summit County, Colorado is really a wonderful place in the summer. Cool evenings, with sunny and pleasant daytime temperatures. There are activities of all types. Besides biking, we do a lot of hiking, tennis, and attending concerts of all types.

For those that have attended the ISA Ski Days, this will be kind of the summer version. We'll probably have a group condo for those that attend alone. Others can rent condos in the area. I'll have more information about that later. Summit County is easy to get to from DIA, with shuttle service, car rental and car-pooling.

If you are interested, please e-mail me so that I can put you on the e-mail info list. ISA Board of Directors can get more information from Krisan and Donata. We'll also discuss the trip while we're at Zurich.

Cheers, Cindy Shonk

Air Queen for the Day: Renee Whitton-Bodman!

This was sent to ISA from Jenny Beatty.

I nominate Renee Whitton-Bodman for Air Queen for the Day!!!

Renee has wanted to be a pilot for a long time, but her life path led her to work as a flight attendant, first for RenoAir and then for American Airlines when American bought RenoAir. Never giving up her dream, in the last few years Renee has been pursuing her pilot ratings, and has been helped by a 2001 ISA Scholarship for her Commercial Multi-Engine rating and a 2002 99s Amelia Earhart Memorial Scholarship to complete her CFII. She's a flight instructor for Executive Flyer at Sacramento's Executive Airport and a member of the Reno Sierra 99s Chapter.

Below, Renee describes her latest achievement. CONGRATULATIONS to Renee, Air Queen for the Day!

I just completed my Commercial Multi-Engine, Instrument checkride and wanted to inform you personally (due to the fact it was the ISA+21 award.) It took a bit longer due to the illness of my niece and such, however the examiner was complimentary of my performance and handling of the airplane.

*See thank you from Renee on page 8



See you in Zurich in May

FURLOUGH NUMBERS AS OF DECEMBER, 2002

Each time I sit down to review the current furlough numbers I feel an overwhelming sense of dread. With every new quarter we hope that our industry will see some improvement yet the reality is that the news continues to get worse. The majors continue to announce more layoffs and huge structural changes in our companies. National Airlines has closed their doors. US Airways is still struggling for survival. When will we see the light at the end of the tunnel?

Please continue to think of ways to support each other. Many of our lives have been disrupted and the stress of uncertain futures weighs on us all. I have been dealing with being displaced to ORD and commuting to reserve from SFO. I get overwhelmed with the lack of time I have at home and the extra time I have to sit around the crash pad but it doesn't take too many phone calls to realize how lucky I am. I am not looking for a job in aviation (yet) and I am not trying to figure what my skills as an airline pilot equate to in the real world (not much.) Think about these folks in the new year. Please keep in touch with our furloughed pilots and think about sponsoring someone for a membership.

Number of Pilot Furloughs (change since last ISA News)

Majors

Airborne Express	44
America West	0 (-15)
American Airlines/TWA	1018 AS OF 3/03 (+622)
American Trans Air	125
Continental Airlines	439
Delta Air Lines	1037 as of 12/02 (+193)
Northwest Airlines	570 (+80)
United Airlines	1196 as of 3/03 (+352)
US Airways	1356 (+286)
TOTAL	5785 (+1518)

Nationals

Air Wisconsin	0
Atlas Air	0
Champion Air	27 (+23)
Gemini Air Cargo	5 (+1)
Kitty Hawk Air Cargo	77(-4)
Midwest Express Airlines	54 (-8)
Ryan Int'l Airlines	75 (-35)
Polar Air Cargo	24 (-7)
Sun Country Airlines	217 (-11)
USA Jet	0 (-2)
TOTAL	479 (-43)

Commuters/Smaller Carriers Total **915 (-825)**

GRAND TOTAL **8180 (+437)**

Numbers furnished by Air, Inc. www.jet-jobs.com

Not Operating

Vanguard	125
Express One Int'l	231
Midway	475
National	170
Total	1001



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