



ISA News

International Society of Women Airline Pilots
March 2006 Newsletter



ISA CONVENTION

KONA HAWAII

May 16-18, 2006

See details inside!

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Below is a table of the newsletter deadlines

BOD Meet	Articles to editor	Newsletter to printing	Newsletter to mail
Jan – (Ski days)	Feb 1 st	Mar 1 st	Mid Mar
May – (Convention)	Jun 1 st	Jul 1 st	Mid Jul
Sept – (TBA)	Oct 1 st	Nov 1 st	Mid Nov

2006

- March 23-25- WIA Conference, Nashville
- July/August - Bike Days (official date TBA)
- **May 16-18 - ISA Conference, Kona Hawaii**
■ May 31 - ISA Dues Due \$
- **Sept 15-17 – Aviation and Women in Europe**
Conference Varese, Italy

CALENDAR OF EVENTS

The International Society of Women Airline Pilots, founded in 1978, has over 385 members from 62 airlines in 19 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 90,000lbs/41,000 kg. or more.

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Extra Copies of past/current ISA News, please contact Editor: Jennifer Neal, (415) 235-1258 or Nonrev4funn@aol.com
(Nominal fee applies)

Cammy McHenry
CHAIRWOMAN &
Convention
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So are you ready to party like its 1989? That's the last time we were in Hawaii. It's hard to believe it's been 17 years since we were there; so many things have changed in the industry and it's easy to remember why ISA was formed. Don't forget ISA was formed to back each other up in the hard times as well as in the good. So get ready now to party with your friends in Hawaii.

In case you don't have your last newsletter, I'll hit some of the highlights. The convention is at the Hilton Waikoloa Village on the big island, Hawaii. The dates are May 16 – 18 with the board meeting on Monday May 15; we'd love to see you there too! To make your own reservation with the hotel you have three choices:

1) call the hotel directly at 808.886.1234

2) call Hilton central reservations at 800-HILTONS or

3) on line at www.hilton.com.

When you make your reservations reference the code ISW or International Society of Women Airline Pilots. If they ask you, and reservations should have this information, the towers we would like to be in are the Lagoon first, Palace second or Ocean Tower last

Board of Director Reports choice. If you are looking for a roommate don't forget we have a new 'room mom'. Get in touch with Lynn Austin, her email is isaroomie@hotmail.com. She will need to know if you are looking for a room or roommate. Make sure to send her your name, email address, phone number, length of stay and preferences, such as smoking vs. non smoking, number of people in the room and anything else that is important to you.

A brief time line is:

Monday

10 – 3 Board Meeting

Tuesday

10 – 5 Registration in the hospitality suite where you will get an official timeline with exactly where and when everything will occur

6 - 10 Reception- formal attire

Wednesday

7am Continental Breakfast outside the room where we will have the business meeting

8 -12 Business Meeting in uniform (no hats or jackets) followed by a group photo and then our luncheon

Evening - Shopping and a Luau, busses will take us to Kona

Thursday

All day- Tour of the Island

That's the convention in a nut shell or should I say sea shell? (I'm sorry I couldn't resist).

There are some specifics of the hotel that I don't want to come as a surprise to you.

If you rent a car and use valet parking, the price is \$14.50 per day. If you use valet parking when you first arrive and then park yourself and don't tell them you took the car out you will still be charged for every day. Make sure you aren't paying for something you aren't using. There is complimentary self parking available.

If you use mini bus transportation to the hotel it will take you to the group lobby. If you use this arrival method there is a \$2.50 per bag porter fee to your room with a \$5.00 plus tax minimum. (No it is not negotiable). This probably won't apply to our group. But since there are no hotel courtesy buses, you will have to rent a car or take a taxi to the hotel. These modes do not fall under the mini bus category. But if a large group showed up at the airport and arranged the van on their own, the 'mini bus' fee will apply.

If you plan to use your computer there are lots of places in the hotel where it will work but it will cost you \$10.36 per day; the hotel has no free internet.

The registration form is towards the end of the newsletter, so please fill it out now. Plan early. The cut off for room reservations is April 15; after that our rate will not be available. There are lots more details in the last newsletter but this should refresh your memory and remind you to make plans now and party like its 1989! I'm looking forward to seeing everyone in Hawaii!

All Silent Auction items should be sent to Suzanne Trebon,
75-411 Nani Kailua Dr,
Kailua-Kona, HI 96740-1964
Phone 808-329-7987



Laurie Reeves
TREASURER
(631) 323-3849
(laurie99reeves@aol.com)

**ISA + 21
TREASURER'S REPORT**

Dec. 31, 2005

ACCOUNT SUMMARY 12/31/05

Bank of America

Checking account	8,402.22
Investment account	<u>33,652.47</u>
	42,054.69

Allotted as follows:

Scholarship receipts	-210.00
Member Assistance Fund	1,683.00
Convention Fund	10,722.00
Operating Account	<u>29,859.69</u>
	42,054.69

AXA Advisors

Scholarship Fund account	<u>243,986.30</u>
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During 2005:

Member contributions	8,108.00
Corporate donations	20,150.00
Account value increase	20,143.67

Net Worth



Some corporate contributions will not be continued in 2006. Be advised that the IRS requires public funding for our charitable programs in order for us to retain the 501 (c) (3) tax exempt status and so we must make an effort to find other corporate sources for income. Please contact businesses you feel may be able to donate to ISA's Scholarship Fund.

Respectfully submitted,
Laurie S. Reeves, Treasurer

Jennifer Neal
NEWSLETTER EDITOR
(415) 235-1258
(nonrev4funn@aol.com)

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Jennifer Neal, Newsletter Editor

I'm now a flying commuter. I'm based in Chicago, but live in Denver. Skywest Captains with my seniority aren't based anywhere else except Chicago. (United Furlough too) As I edit this newsletter, in draft format, I look around first class on United Airlines, listening to an XM radio, yes I just hate commuting! (I rarely get first class)

I read though the Board of Directors reports and then came upon the article that the Seattle Times wrote about Stephanie Wallach (she retired from Alaska Airlines as the first female pilot at age 60.) I didn't cry, but I got a little emotional. A passenger on her last flight wrote an article to document her flying experience. The Seattle times printed an article as did an Alaska Airlines "Employee Type" Newspaper.

I remember why I commute to my job... by flying across country away from my home and friends. It's because I love flying. It's because I love being a Captain. It's because I love talking about my experiences with my fellow female pilots. What a dream come true and how sad it would be if it wasn't possible for us to live 'the dream'. So, back in the day, females had to quit an airline because the male union members wouldn't accept her into the pilots union, unbelievable... but true. I say, "How can that be?" Those were different times and different environments. What we are doing today is worth something. The more women pilots join the airlines, the more we are accepted.

I fly left seat on a CRJ 200/700 aircraft. The passengers can see me when they are stepping on the airplane. How do I respond? Am I supposed, at an opportune moment, pull out an enroute chart and look at it so importantly.... Or should I just smile.. or maybe perhaps a wave of the hand? I figure, if they are looking at me, might as well take advantage of the situation... make them smile in return!! So, I WAVE. It's fun, what can I say.

There are those moments that also bring me down from my 'high horse'. A passenger will ask a flight attendant in the most snide voice, "what is SHE doing up there?" Thankfully, my flight attendant responded with only 4 words: "SHEEEE is IN command".

OK, newsletter talk time: My term is coming to an end. This is my last newsletter. I'm sure we'll find someone who will take the bull by its horns and run with it. Or at least, be dragged behind. Depending on how many margaritas were given to the unsuspecting gal at the Mexican restaurant who just couldn't decline such an appealing offer. But so rewarding, I tell you. There is not one day that I regret doing it... usually I find those days at the Ski Days, at the Board of Directors Meetings, all other social gatherings, especially the convention, and not to mention, the last day that I'm at the printers and proof the draft and accept it to print. What a day indeed!

I am returning to United Airlines May 1st. I don't know what kind of training schedule I'll have for May, so I might not see you all at the Kona convention. Let's just say, if I'm there, I will have worked some "scheduling magic"!!!

Take care and enjoy life for all it's worth!

Jennifer Neal
Newsletter Editor



Jane Saddler
MEMBERSHIP CHAIR
(206) 522-2492
(isa21membership@comcast.net)

Jane Saddler, Membership Chair

Since November, I have had 18 members renew and 2 new members join. Colleen Dunn is a DC-10 SO for FedEx and Jennifer Castro is a furloughed United Airline pilot. We now have 360 active members in ISA.

Our pilots who fly for companies that are currently hiring have been helpful in getting the word out to new hires about the benefits of ISA membership. I'm looking forward to having some new members since things are turning around a bit in the industry. I'm also preparing myself for the deluge of mail from renewing members. Optimally, you all may send your forms and money to me asap, but our deadline for 2006 renewals is in May at the convention. Our active membership is \$55 and our inactive which includes furloughees, retirees and those on medical leaves, is \$20. This covers the expenses of running the organization and the newsletter. I've been happy to send out rosters and newsletters to renewing members, as I am glad to have our former members return, but it would be better to have you renew by the deadline so we may send things bulk mail. This is a labor of love, but I don't have a personal secretary! My address again is 4818 NE 86th St., Seattle, WA 98115. The more I can process now in the gloom and rain of Seattle, the more fun I can have in Hawaii! I'd like to welcome these members back and have enjoyed my correspondence with them.



**Jane Saddler
Membership Chair**

\$ DUES DUE \$

PLEASE SEE THE FORM AT THE END OF NEWSLETTER!!

New members:

Colleen Dunn is a DC-10 SO for FedEx
Jennifer Castro is a furloughed United pilot

Returning members:

Waynetta Bracher (Johansen)
DC-8 FO
UPS

Cyndhi Berwyn
A-300/310 CA
FedEx

Amy Clark
DC-10 FO
FedEx

Kalina Cox Comenho
B-777 FO
Varig

Kimberly Paradis Coryat
MD-11 FO
FedEx

Ingrid Croteau
B-727 SO
FedEx

Tanya Cunningham
Retired
Midwest Express

Jessica Daisy
Furlough
United

Michelle Hatch
A-319/320
Northwest

Jenny Coleman Michiels
B-727 FO
FedEx

Jennifer Helland Munafo
B-757/767
American

Irene Koki Mutungi
B-767 FO
Kenya Airways

Cheryl Olivier
MD-11 CA
FedEx

Madeleine Kelli Robison
Medical leave
American

Susan Schmid
Retired
C.T.A.

Connie Tobias
A-300/330
USAirways

Teresa VandenDolder
B-757/767
American

Beverly Sinclair
SCHOLARSHIP
(303) 520-7775
(isa21scholarbev@aol.com)

SCHOLARSHIP by Beverly Sinclair

The Scholarship program is now in the interviewing phase. Approximately half of the interviews will be conducted at the Women in Aviation Conference in Nashville, March 23-25, 2006. Thanks to Tracy Leonard for all of her hard work coordinating the booth and scheduling the volunteers. The conference is being held at the Opryland Hotel and promises lots of fun and interesting activities.

At the WAI Conference, Friday evening, March 24th, we will be joining forces with the Ninety-Nines, Whirly Girls and WMA presenting the Pilot Career Forum. This evening was traditionally when we had our own "how to" seminar, but with such strong head to head competition, we agreed to collaborate. Each organization will have an opportunity to speak about their individual programs and will have an open question and answer session immediately following the presentation.

I have heard from many of you that you will be attending and I would like to thank you in advance for your willingness to volunteer both to interview and to work in the booth. I am looking forward to seeing ya'll, it's fixin to be a good time!

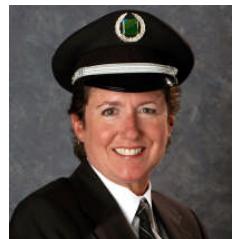
Upon completion of the interviewing, we will convene the selection board and be ready to make the awards at the convention in Kona, Hawaii. Also at the convention, the Scholarship Committee will be welcoming a new chairwoman. Cheryl Konter, a previous Scholarship winner and now FedEx pilot has volunteered to take over the chairwoman position. Cheryl is a perfect example of the success of our Scholarship Program.

Congratulations to another one of last year's financial award recipients, Michelle Bassenesi. Michelle completed her CFI training at Florida Aviation Career Training. She is an Australian citizen, currently living and flight instructing in Italy. Michelle made arrangements to train in St. Augustine, FL thru the Christmas holidays and received her certificate in January. It is great to see our recipients succeeding in accomplishing their goals.

I would also like to thank Sue Mason for a generous donation to the Scholarship Fund. Sue is an Airbus Captain for FedEx and made the donation in the name of recently deceased pilot Andrea Rice. We all feel the loss of a fellow pilot, but with programs like ours another aspiring pilot might realize her dream. Thanks again, Sue!

The convention in Kona is right around the corner and I am looking forward to seeing all of you there! Have a great spring!

Beverly Sinclair
Scholarship Chair



Board of Director Reports

Alicia Kubida
EDUCATION CHAIR
(305) 853-0546 H
(Alijimo@terranova.net)

We had a pleasant and productive meeting in Denver. Thanks again to AXA and Susie Baldwin for hosting our meeting. The view of the Rockies was wonderful from our meeting room!

Nothing new to report on Education. We are still looking for a volunteer to put the scrapbooks onto CD. Please let me know if you can help. We would love to have the CDs available for sale in Kona.

Don't forget to shop the ISA Store! Amy Jayo promises lots of great merchandise in Kona. All proceeds benefit ISA. Also, keep an eye out for items to donate to the raffle and silent auction.

All Silent Auction items should be sent to Suzanne Trebon,
75-411 Nani Kailua Dr,
Kailua-Kona, HI 96740-1964
Phone 808-329-7987

Keep telling your friends and coworkers about the convention, and about ISA.
See you in May!

Alicia Kubida, Education Chair

EDUCATIONAL TIP, BY ALICIA KUBIDA

I just got this info from a girlfriend of mine concerning some of the symptoms of heart attacks in women. She writes...."Anyway, the reason for this e-note is to pass on the info regarding signs of a heart attack when it comes to women. The 8 signs are as follows :

1. Cold sweats
2. Excessive sudden fatigue
3. Jaw pain, pressure or numbness
4. New pain or pressure in the arms, neck, or upper back
5. Chest pain, pressure or fullness
6. Shortness of breath
7. Pressure or fullness in the upper abdomen
8. Nausea or a feeling of light-headedness

So there you have it. Not the most pleasant of topics but hey, knowledge is power."

COMPUTER TIP

In case you didn't know this: It works, try it on a paragraph on your computer!!

I just found this out and thought I'd pass this on. It's very useful when trying to read small print (especially in the early hours). If you hold down the Ctrl key on your key board and then turn the small wheel in the middle of your mouse away from you or towards you, the print size will change - it will either get larger or smaller - depending on which way you turn the wheel!

Board of Director Reports

Maggie Bardaracco
SECRETARY
772-288-6719 (H), 772-214-7637(C), fax 772-287-5915
(magbad@adelphia.net)

International Society of Women Airline Pilots (ISA+21)
Board of Directors Meeting Notes
Denver, Colorado
January 24, 2006

Call to Order: Cammy McHenry
The meeting was called to order at 0915.

Members Present: Cammy McHenry, Jane DeLisle, Laurie Reeves, Alicia Kubida, Beverly Sinclair, Jane Saddler, Jennifer Neal, and Tracy Leonard

Beverly moved to accept the minutes of the September meeting. Jane seconded the motion. Motion passed.

Reports of Officers:

President: No report.

Vice-President: No report.

Secretary: Maggie is not present due to a family emergency. Alicia is taking the minutes.

Treasurer: Laurie said everyone needs to turn in expense reports so we can accurately determine how much it costs to run the organization. Letter from Keith Johnson expressed disappointment with the MidSouth Airshow, as we only netted \$350. She thought this was not worth the effort of coordinating 24 volunteers.

Reports of Executive Board:

Convention: Kona hotel deposits have been made, but not for the side events. Only 6 members have registered so far. Hotel deposit has been made for 2007 convention in Park City.

Corporate Communications: Chair was unable to attend.

Education: Nothing new to report on Education, see committee reports for ISA store and Scrapbook.

HUPER- Human Performance and Resources: There were no nominations for the ESV awards, so none will be given this year. No recent retirements reported.

Membership: We have 44 returning and 2 new members. Total is 360. Five women from the Philippines emailed that they want to join and go to the convention, but Jane hasn't heard back from them quite yet. There was a discussion about handing out newsletters to prospective members. It was decided that old newsletters could be used for this.

We discussed the possibility of offering dues incentives to members who sign up other members. This was rejected as too costly and of negligible value. We would like to have a point of contact at each airline to remind members to renew.

We discussed revising the reminder post card to look more like a "bill statement," maybe members would be more likely to pay promptly if it looked like a bill.

Founding member Stephanie Wallach retires in February.

Board of Director Reports

Newsletter: Extra newsletters will go to prospective members. Camile Wheeler is involved in airline student exchange. Annette Worthington helps Jennifer with the newsletter distribution. Newsletter chair will put future newsletters on CD and keep with archives already established. Jennifer's term ends soon and we are looking for a new Newsletter Chair. We discussed possible candidates.

Scholarship: Only 11 applications for scholarships came in, last year we had 26. If there are not enough qualified applicants, we will roll the \$ into the perpetual fund. Dana Cooper redesigned the scholarship application. We need to get word out to aviation colleges. We will only need one day of interviews at WIA, will probably use a hotel room, which is less expensive than a conference room.

We are getting very close to our goal for the scholarship fund. Sue Mason donated \$1000 in memory of her friend Andrea Rice.

Cheryl Konter has volunteered to be the new Scholarship Chair.

Committee Reports:

Scrapbook – We need a volunteer to maintain the scrapbooks. Alicia will look into getting our own scanner or having someone else do it.

ISA Store – Amy Jayo reports that she has plans for new merchandise for Kona.

WIA Conference - Tracy Leonard gave an overview of the Women in Aviation Conference, March 23-25. Costs for the booth and rooms are increasing. The 99s have suggested we join together for the Friday night session and share a room, along with the Whirly Girls. Total cost would be approximately \$2000. The 99s suggested ISA contribute \$400-700. Tracy asked for at least a \$300 contribution to this effort. Laurie clarified that the funds come from Scholarship, not operating budget.

Beverly made a motion that \$500 be allocated from the Scholarship Fund for the joint meeting with the 99s. Laurie seconded the motion. Motion passed.

Captains Club - Cammy received an email from a web surfer claiming that two of our Captains Club members never made captain. Decided that we would continue our tradition of trusting the members word and not asking for verification of employment status.

Convention Liaison - Suzanne Skeeter could not attend due to a family emergency.

Unfinished Business:

We discussed the possibility of regional pilot membership. Some regional pilots are able to join because their airline has a larger airplane (Air Wisconsin and Mesaba.) Others feel that this isn't fair. We discussed raising or lowering the 90,000 pound weight restriction. While there are pros and cons on both sides of the issue, we decided that it would be unlikely that the membership would vote to change the bylaws.

New Business:

None.



Next Meeting:

Monday May 15th, 10 am in Cammy's room in Kona, Hawaii. Convention will follow May 16-18.

Meeting Adjourned: Meeting was adjourned at 1307. **Maggie Badaracco, Secretary**

Board of Director Reports

Jane DeLisle
Vice Chair & HUMAN PERFORMANCE and RESOURCES
(215) 275-5476
(PlaneJaneA320@bellsouth.net)



Greetings from the HUPER department!!

Hi everyone! I hope that you all had a great holiday season and by the time you read this, spring is right around the corner! I am getting excited for the convention in Hawaii. I hope to see all of you there!

We had a great BOD meeting in Denver, Colorado in January and got a lot accomplished, as usual.

There were no ESV nominations this past year, but if someone comes to mind that you think is an EXTRA SPECIAL VOLUNTEER please nominate them and we will consider them for next year.

MARRIAGES:

Sharon Maddock (American MD-80 F/O) has recently married fellow American Airlines Stuart Nader in September. She is now Sharon Nader.

Karen Bland (United CA) married Tom Nathan on August 13th at the Mauna Lani Resort in Hawaii. She changed her name to Karen Nathan.



KAREN (BLAND) NATHAN

TRANSITIONS/UPGRADES:

Katherine Wallace was recently hired by Southwest as a B-737 F/O based in Phoenix. She has recently moved to Phoenix.

Jennifer Muellner finished her 747-400 training for Polar Air Cargo in July and then, was hired by Continental flying 737s!

Donna Miller, (furloughed American) recently was hired at Frontier airlines as an A320 F/O based in Denver. She most recently flew for Pace.

Jennifer Castro (furloughed United) is currently flying as a Gulfstream 5 Captain and a Challenger 60 F/O.

Terry Vanden Doler (American 757/767 F/O), based in Washington and is a Lt Col as an Executive Officer in the Air Force reserves at the Pentagon.

RETIREMENTS:

Charlene Sammis retired from American in February 2006.

Stephanie Wallach, (Alaska Airlines MD-80 Capt), one of ISA's founding members, is the first female to retire from Alaska Airlines at age 60. She flew for 23 years at Alaska and began her career at Braniff! Congratulations Stephanie! GIRLPILOTX@AOL.COM

Sue Scmid retired from C.T.A.

ACCOMPLISHMENTS:

"ISA Charter member Norah O'Neill has written FLYING TIGRESS, a book about her experiences as Flying Tiger Lines' first female pilot. Using her journalistic skills, Norah tells of her love affair with flying and the astonishing difficulties she encountered breaking into an all-male environment of a globe-circling cargo line in the mid-1970s. She candidly addresses tough personal issues as well as job-related challenges in the era of deregulation."



Flying Tigress may be ordered for \$19.95 + \$3.00 shipping and handling.
Ascending Journey Press
4742 42nd Avenue SW, suite 362
Seattle, Washington 98116

For further information on Norah O'Neill and her book, you will enjoy reading an interesting article in the April 2003 ISA newsletter found on the ISA website. ISWAP.org

I hope to see all of you in Hawaii; it is sure to be a great convention. Cammy McHenry, our convention Chair has got a fun itinerary set for us.

Please try to set aside some time and get together with other ISA members. It always seems like a chore to try to make the conventions, but I am ALWAYS so glad that I have attended every single one that I have gone too! Plus, it's HAWAII!!! You've got to have a great time!!

ALOHA!!! Jane DeLisle, Vice Chair & Human Performance and Resources



January 2006

Things of Interest

ISA SKI DAYS



I had the pleasure to attend my first ever ISA Ski Days. I've been a member of ISA since I was hired at United Airlines back in 1999. I was always flying or had other activities planned, but I must say, that I was certainly missing out. Ski Days started on Tuesday after our Denver Board of Directors meeting on January 24, 2006. Some drove up early afternoon to Keystone to settle in their housing accommodations prior to the Tex-Mex dinner-party, and some came up early evening, like I did. Living in Denver and a commuter, I had a few errands to run before the big event and thankfully, I was able to squeeze it all in. Since the plans changed for the evening events on Tuesday vs. Wednesday, I wrongly ended up following the driving directions to the Wine and Cheese Party ... I was already running late to get to the party, using my last newsletter (directions were printed on the back page) to find my way, I figured it out quickly enough I was wrong. Tracy Leonard called my cell to ask me where I was at and she then gave me a few words of wisdom, "We're at the house!" OH... ok, so thankfully they were only a few minutes away and I was quickly parking my car in a snow filled neighbor's driveway. Let the fun begin!

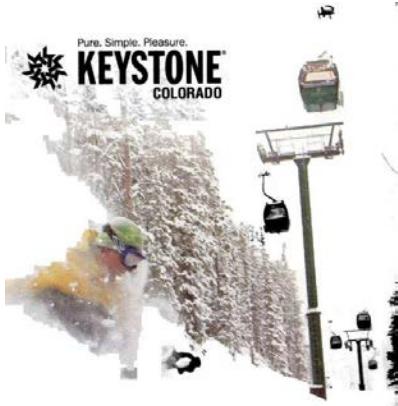
The party was already in full motion when I got there. It was hard at first to say hello to the entire group: warm & bubbly women flyers, which were having too much fun already. I was quick to catch up. Cindy and Jim were gracious enough to offer bedding in their home so I was not worried about driving in the snow. What a night.

In the morning there were plans to meet at the top of the mountain at a certain time, ski a couple of runs, and meet for lunch. When a large group tries to coordinate their skiing activities, somehow it isn't always picture perfect at first, and then it all 'comes together'! We missed ski runs, joined ski runs, met new ISA members along the way, and eventually all found their speed in the greens, blues, or blacks as the case may be. Some found comfort in the double blacks or bumps, but more stuck to the not so "black hole". You know the ones I'm talking about!

Evening of Wednesday, January 25, 2006: We reconvened at Jim and Cindy Ernst for the wine and cheese party. The original plan of the party being at the recreation center didn't pan out, but we made a top shelf elegant gathering ourselves. Some brought food that was befitting of a "wine & cheese" party besides just the wine and cheese. There were salmon, crackers, and many deserts, and let's not forget to mention the wine and cheese. I brought wine myself to contribute, but my wine had an unfortunate fate. It stayed in the car in the freezing temperatures of Colorado over night....

What do you suppose happened to it? Well, we didn't drink it because; you don't want to serve a meal that wasn't already tested in the kitchen before hand. The cork popped off and it was frozen for sure... we let it thaw and Cindy and Jim have to let me know how it eventually tasted. There was enough other wine for all to befriend in the end: see pictures below. There was a contest of most entertaining story for a particular bottle of wine with runners-up to boot. All were tasty and enjoyable! Luckily for us, they now tell us that wine is 'beneficial'. I'm thankful for it!

Jennifer Neal
Newsletter Editor



Bob Watkins, Jim McHenry, Jim Ward, Elmer, Jeff Martin, Bill LeRoy

Things of Interest

Food on the mountain



Sandy Hawkins, Elmer, Luan Meredith, Keith Johnson



Donna Miller, Bill LeRoy, Jim & Cammy McHenry



Jeff Martin, Krisan Wismer, Jennifer Neal, Tracy Leonard

Tex-Mex Dinner at Cindy's



Keith Johnson, making dinner!



Bill LeRoy, Donna Miller, Sandy Hawkins, Jennifer Neal, Krisan Wismer, Tracy Leonard, Bottom: Luan Meredith

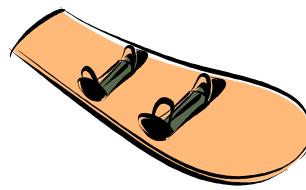


Donna Miller, taking a picture of someone taking a picture of her ☺





Things of Interest



Excerpt by Bill LeRoy (Donna Miller's Friend)

Well, it was yet another pagan winter ski festival, attended by Type A professional women aviators and the men who tolerate them. And of course, when I say "tolerate," I mean those brave, stalwart males who are not intimidated by hell-bent-for-leather aviatrixes who've strapped high-tech, carbon fiber boards to their feet and rocket past you at near transonic speeds.

The skiing was great, the weather beautiful, and NO waiting in the lift lines. And there were no casts, limps, or (visible) elastic bandages at the gala après ski events hosted once again by Cindy and Jim. Well actually, Jim was NOT there (and the mailman did NOT show up!) There were two gala events, and most, but perhaps not all, remember them. So I will recap for the benefit of those who could not attend, or who attended but whose mental faculties were somewhat impaired due to the, ummm, errrr.....cold weather!

Tuesday, after the lifts closed, we gathered at Cindy's for a Mexican buffet. Donna's sweetheart, Bill, took his place in the kitchen, demonstrating his finely-honed culinary skills with fresh salsa and guacamole. In addition he lent a hand with the fajitas and in testing each batch of margaritas. What a guy...Donna's sooooo lucky!

Wednesday's skiing was particularly trying for the male ego as all but Elmer stuck to the "double green diamonds" while the ladies went bombing down bumps on the blacks. Sandra, Jen and Keith led the pack.

Wednesday evening there was a plethora of tasty delights available (Jane Saddler brought salmon from Alaska), a veritable smorgasbord of good taste, all accompanied by gallons of delightful (but in the true aviatrix tradition, cheap) wine. And the highlight was selection of the top wine for the evening. A sampling of "volunteers" presented their wines, accompanied with stories (factual or not) regarding the wine's origin and quality. Krisan Wismer acted as Mistress of Ceremonies.

Sandra and Elmer's Orgasm CWW (cheap white wine) story was indeed based in fact and quite amusing, as was the wine. Though the wine lacked the oaken overtones of similar vintages, it had a fruity bouquet, a hint of spice, and precocious without being pretentious. (Yes, the BS flowed well.)

Tracy Leonard's wine took top honors in the dry red category...it was free. A great value and so inline with the airline pilot mentality. Keith's wine, an "Elvis" impersonator, scored mega points as it marked a successful interview with FedEx procured in no small part by pure chicanery...the interview, not the wine.

Bill and Donna's wine took first prize in the evening, simply because Bill's pointless yet intriguing story rambled on to those who were two-and-a-half-sheets to the wind. No one could even remember the name (Whoop Whoop) or vintage of their wine, but he did invite everyone to the sweat lodge in Westcliffe.

Jim showed up just as dessert was being served. We enjoyed a fabulous cake and coffee and tea with Bill's world famous mello melts. (Shameless plug)

So all-in-all, it was a great weekend! We thank Cindy and Jim for the hospitality, opportunity for camaraderie, and a medicine cabinet full of ibuprofen and aspirin.



**The competition began with the best wine story
at the Wine and Cheese Party at Cindy and Jim's House!**

Tracy Leonard, Cammy McHenry, Jane Saddler, Keith Johnson, Krisan Wismer

Cammy & Jim McHenry

Jane Saddler, Donna Miller, Keith Johnson, Bottom: Sandy Hawkins

Things of Interest

Wine ~ Women ~ Winners



The WOMEN:



Top: Sandy Hawkins, Keith Johnson, Cammy McHenry, Aileen Watkins, Tracy Leonard, Krisan Wismer
Btm: Jane Saddler, Donna Miller, Cindy Ernst - Katrina, Jennifer Neal, Luan Meredith

Stephaine Wallach Retires- 1st Woman at Alaska Airlines at age 60

Hello friends,

(Written by: a passenger on last flight)

I was privileged today to participate in a bit of history that I would like to share with all of you. I was a passenger on Alaska flight #467 from San Diego to Seattle; the final flight command of retiring pilot Captain Stephanie Wallach. In 1975, Captain Wallach was one of the first women in the world to become a commercial airline pilot. Her career history is outlined at http://www.alaskasworld.com/NEWS/2005/12/29_wallach.asp. She became a commercial airline pilot 31 years ago and today she became the first female Alaska Air pilot to have worked to the mandatory retirement age of 60.

Was this a significant day in the history of the world? You be the judge, but I tend to be a bit of a sentimentalist about such events, so I say, yes, this event was significant.

There was really no great fanfare regarding Captain Wallach's retirement. The Flight Attendants announced her retirement, said that they were honored to be on this flight, gave us a handout outlining Wallach's career and let us know that her son, her brother, and several of her friends were on the flight. Upon final decent, the Captain delivered her final thank you to the Alaska Air passengers, and gave her final instructions to the flight crew to prepare for landing. All attending applauded as Captain Wallach made her final commercial landing (very smooth I might add).

In the brief on-board biography handout, Captain Wallach speaks about how she thought that her initial dreams of becoming a pilot were a fantasy. She talks about how she worried about telling people of her dream to become a professional pilot because she was fearful that people would laugh at her. With the encouragement and financial support of her parents, she moved forward in the pursuit of her dreams as an aviator. I felt choked up while reading this, especially realizing that this occurred such a short time ago; the early 70s.

I arrived home and told my 16 year old daughter of this Feb 1, 2006 happening. Her response was, "Wow Mom, that's crazy". Current day translation: "That's wonderful Mom, tell me another story from the Stone Age". But I am light hearted and persistent in reminding her that anything is possible for her, and Captain Wallach's story confirms this. Our daughters can confidently glide on the skids greased by women such as Captain Wallach and I'm ecstatic that our daughters no longer need to spend a lot of time worrying about (nor even thinking about) the things that Captain Wallach had to consider. I'm as happy that our generation can remember and appreciate those that blazed that trail.

Hope all is well with all of you!

Lori, -passenger on Captain Wallach's last Alaska Airlines flight

By Christy True

When Capt. **Stephanie Wallach** retires next month after 23 years of flying MD-80s with Alaska Airlines, she will be the first female Alaska pilot to have worked to the mandatory retirement age of 60.

Capt. **Paul Ries**, a 737 pilot and aviation history buff, said making it as a commercial pilot for 30 years, as Wallach has, is tough for anybody, but especially for women who had more obstacles to overcome than the men.

"We have a walking, talking piece of history walking out the door here in a couple of months," said Ries of Wallach, whom he has not flown with but has met socially.

Wallach is used to being a trailblazer. The Medina, Wash., resident started her career as a pilot at a time when flying was not considered a viable professional option for women. While there was a clear career path for men who wanted to become pilots, women had to make their own way with far fewer opportunities.

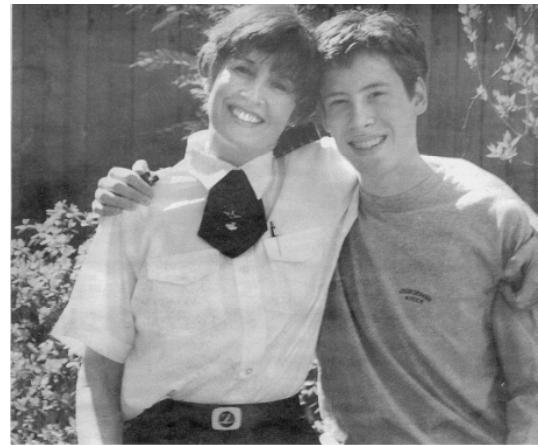
Even though her parents raised her to believe she could do anything a man could do, and to be independent, it took a while for Wallach to see that becoming a pilot was even a possibility.

She had majored in French and philosophy in college. When she graduated, most of her female classmates were seeking work as receptionists or secretaries – the only jobs that seemed to be open to women in the late 1960s.

Wallach took the most interesting job she could find – an assistant film editor in New York City. She saved money for a vacation, but on a whim, decided to spend it instead on a flight lesson.

On that first flight, she "fell in love" with flying. She wanted to fly "day and night," but it took a while before she seriously pursued it as a career.

"I thought there was no future in it. It was out of the question," she said. "It seemed like a fantasy. I was afraid people would laugh at me if I admitted to wanting to be a professional pilot."



Stephanie Wallach, with her son Tommy, in a photo taken about five years ago.

Continued from previous page:



Wallach was also the first woman in the United States to fly a Boeing 727 on a passenger flight.

After remaining out of the work force for a little over a year, Wallach applied at Alaska Airlines and was hired in 1983. The airline had hired its first female pilot (Gayle Doyle) in 1976, and several others before Wallach, but the other women pilots have left for medical reasons or retired before the age of 60.

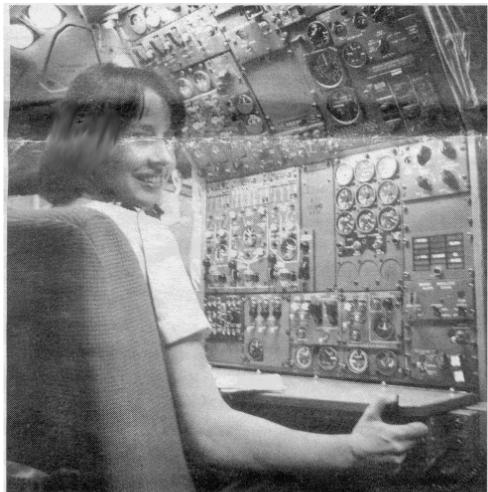
Being one of the first women in what is still an overwhelmingly male fraternity (95 percent of pilots are male nationwide) was difficult at first – sexual harassment and rumor-mongering were commonplace – but has slowly become easier as more women have joined the ranks and barriers have fallen, Wallach said.

Ries, who started his pilot career 25 years ago, agrees it was hard for women in the 1970s. "The women coming in were not welcomed with open arms by all the men. They had to roll with the punches. It took a gutsy woman to do that," he said.

Wallach played a part in paving the way for other women as one of the two founders of the International Society of Women Airline Pilots, known as ISA+21, which was started in 1978 by 21 women pilots as a way to exchange information. The organization now has 390 members from 64 airlines, providing networking and scholarships for aspiring women pilots.

"We all knew each other then. You could go months without seeing another female pilot but when you did, you would always talk," she said.

As a feminist, Wallach has tried to find a balance between



Wallach began her airline career as a flight engineer on the Boeing 727.

Wallach began her airline career as a flight engineer on the Boeing 727.

standing up for herself when appropriate and cutting people some slack when they make stereotypical assumptions. Years ago, when pornography was sometimes left in the cockpit, she complained to her co-workers about it. However, even now, if a passenger mistakes her for a flight attendant and asks her for a pillow or coffee, she'll cheerfully get it for them.

"I think I have been strident at times, but only when it was the only way," she said. "I always choose to read (sexist) comments from passengers as playful, not insulting," she said.

She faced other challenges as well. Working in a profession where it is hard to juggle family even with two parents, she continued working while raising a son as a single parent.

"It was really hard. It was an unbelievable juggling act," she said, but worthwhile as her son Tommy has grown into a well-adjusted young man with big dreams – dreams as ambitious as his mother's dreams must have seemed 30 years ago.

He is now 22 and recently graduated summa cum laude from New York University.

So what does this jet-setter have planned in her retirement? Travel, yes, but not the kind where she's on an airplane every day.

"Maybe I'll go and rent a house in France and just stay there for six months," she said.

For this aviator, the sky has been her only limit

By Sherry Grindeland
Seattle Times Eastside bureau

Stephanie Wallach made Alaska Airlines history Wednesday when she hung up her captain's hat following her final flight. The Medina resident became the first female Alaska pilot to reach the Federal Aviation Administration-mandated retirement age. She turns 60 today.

It was one of many firsts that have highlighted Wallach's flying career. She was one of the first 10 female commercial pilots, the first woman to pilot a Boeing 727 passenger jet and a founding member of the International Society of Women Airline Pilots.

What she wanted after studying French and philosophy at Wells College in New York was a job that didn't involve typing.

She became an assistant film editor. She was developing a career and saving a bit of money when she started thinking about taking a trip. Instead, she took her first flying lesson.

"I fell in love with flying," Wallach said. "I was obsessed."

She plowed through lessons and studies, earning advanced ratings. Film editing was left in the prop wash as she became a flight instructor and ferried planes for people. On a whim, she drove cross-country with a friend to Los Angeles. She stayed. "There was an airport every five minutes and I could fly all year around, which I couldn't do in New York," she said.

Next came flight engineer school. Although she had enough credentials to be an airline pilot, the engineer rating was required in the 1970s. It cost \$5,000. "That was a lot of money in 1974," she said. With that rating in her log book, Wallach applied at the airlines. She was the second female pilot Braniff hired and the only woman in training class. Within two years she was first officer on 727s, flying out of New York to South America and throughout the United States.

Female pilots

Licenses: 625,581 total pilots; 36,757 women (5.88 percent)

Commercial pilots: 121,856 total; 5,807 women (4.77 percent)

First (verified) female commercial pilot: Helen Ritchey, Central Airlines, hired Dec. 13, 1934; forced to resign in October 1935 because the all-male pilots union refused to let her join.

Source: The International Society of Women Airlines Pilots, Women in Aviation

When she found another female commercial pilot lived in her apartment building, Wallach and Beverly Bass became instant friends. They were founding members of the International Society of Women Airline Pilots, referred to as ISA+21. (The 21 stands for the number of commercial women pilots when they started the group. Today it has nearly 400 members.)

Being a female pilot in the early years came with challenges.

Passengers sometimes assumed she was a flight attendant, something Wallach learned to treat lightheartedly. She would hand them a pillow or blanket in passing and would relay a request for a drink to a flight attendant.

The most difficult part was the rumors in the piloting community.

"A classmate called me with one rumor, which wasn't true, that I had been crying during an approach in bad weather," Wallach said. "I heard that Sandy, the other Braniff woman pilot, had turned the wrong fuel valve and dumped fuel at the gate. She hadn't." In one-on-one situations, Wallach found the male pilots supportive and helpful. When she was testing to move up in rank, they volunteered their books and their expertise.

Although the pilots knew Braniff had financial woes, Wallach was stunned when the airline shut its doors on May 12, 1982. Three days later she discovered she was pregnant.

Things of Interest

"No one would have hired a pregnant pilot in 1982," she said. "Now they do."

After her son was born, Wallach looked for a flying job.

Alaska hired her in September 1983, and she moved to Washington. She had to start at the bottom of the seniority list again and work her way through the ranks. By 1990 she was a captain.

Her hobbies have been few. Being a single working mother — her son, Tommy, graduated from college this year — and keeping up her house have consumed her spare time. She still speaks fluent French and is a big baseball fan.

Friday she relished the memory of her final commercial flight as the pilot in command. For career pilots, the final flight represents a rite of passage as important as a student pilot's first solo.

Friends and family were aboard Flight 457 from San Diego to Seattle Wednesday to help Wallach celebrate. The flight crew announced the special event and when she landed the 727 at Seattle-Tacoma International Airport, the passengers burst into applause.

Kevin Finan, executive vice president of operations for Alaska Airlines, said the company is proud Wallach reached retirement. Of Alaska's 1,445 pilots, 56 are women. "Stephanie is a terrific aviator," Finan said. "She's been a wonderful role model for all pilots and for women."

Wallach says she's not sure what retirement will hold.

"Maybe a little travel," she said.

Sherry Grindeland: 206-515-5633 or sgrindeland@seattletimes.com

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Women at Philippine Airlines join ISA+21

Eden writes:

An update on my first letter to you, four of us are pushing thru with our intention to join ISA namely Lavina Ramnani, Yvonne Sunga, Lilybeth Tan and I. My mom who's residing in Texas will be sending to you within this month of February our filled out application forms together with the respective \$55 checks for our membership fee.

Looking forward to taking part in the May convention in Hawaii.

Sincerely yours,

***EDEN ALEGRE
First Officer B747-400
Philippine Airlines***

Look for them in KONA!!

Alegre, Eden	B747-400 First Officer (former member)
Leoncio, Iris Matilde	B747-400 Second Officer (new member)
Ordinario, Melane	A330-300 Second Officer (new member)
Ramnani, Lavina	A330-300 Second Officer (new member)
Sunga, Yvonne	A330-300 Second Officer (new member)
Tan, Lilybeth	B747-400 Second Officer (new member)

Remembering our loved ones

From Jennifer Neal, Newsletter Editor:

Laurie Reeves' husband died and this is a small tribute to him. Laurie, we at ISA, thank you for all your hard work being our treasurer and we are with you, in our thoughts, during this difficult time.

From Laurie Reeves, Treasurer:

The poem is untitled, and author unknown. I don't recall from what source I cut it, so I won't be able to credit the source. The photo is titled Ed Reeves 1935 - 2006. My husband was an aircraft mechanic, hence the connection to the poem.



Through the history of world aviation many names have come to the fore - Great deeds of the past on our memory will last as they're jointed by more and more.

When man first started his labor in his quest to conquer the sky he was designer, mechanic and pilot, and he built a machine that would fly.

The pilot was everyone's hero, he was brave, he was bold, he was grand, as he stood by his battered biplane with is goggles and helmet in hand.

But for each of these flying heroes there was thousands of little reknown, and these were the men who worked on the planes and kept their feet on the ground.

We all know the name of Lindbergh and we've read of his flight of fame - But think if you can, of his maintenance man, can you remember his name?

And think of our wartime heroes, Gabreski, Jabara, and Scott - Can you tell me the names of their crew chiefs? A thousand to one you cannot.

So when you see mighty jet aircraft, as they mark their way through the air, remember the grease-stained man, with the wrench in his hand, is the man who put them there.

Convention Registration Form

28th ANNUAL ISA CONVENTION
May 16th-18th, 2006
Hilton Waikoloa Village
Waikoloa, HI

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

COUNTRY: _____

PHONE#: _____ FAX#: _____

E-MAIL ADDRESS: _____

AIRLINE: _____

AIRCRAFT/POSITION: _____

First Convention? (Check one) Yes _____ No _____

GUESTS ATTENDING: (indicate age of children)

HALP: _____ Name: _____

Name: _____

MEMBER REGISTRATION FEE: (Includes: Cocktail Party, Wednesday Luncheon, and luau)

By April 1st: \$220 _____

After April 1st: \$250 _____

GUEST FEES: (Please indicate number of guests and children)

Guests: \$220 (or \$250) x (#) =_____

(Includes: Cocktail Party, Wednesday Luncheon, and luau)

Children: \$220 x (#) =_____

(Includes Kid's Camp, Wednesday Luncheon, and luau)

SIDE TRIP \$70 per person x (#) =_____

CONVENTION TOTAL =_____

MEMBER ASSISTANCE DONATIONS: Total =_____

If you would like a Vegetarian Meal at the Luncheon? How Many? _____

Please make checks in US funds to "ISA" (preferred method)

Or you may use Visa or MasterCard (Circle which if using credit card)

Name on card _____ Card Number _____

Card Expiration date: _____ Signature _____

Send Registration Form to:

Cammy McHenry

ISA Convention Registration

5498 Falcon Lane, West Chester, OH 45069-1000

PH/FAX 513.777.6554

Email: c.j.mchenry_1997@att.net

(Email is not secure)

Things of Interest

ISA Membership Application/Renewal Form

Membership* USD \$55 Contribution New Member Renewal

Name _____

Address _____

City, State, Zip, Country _____

Telephone _____ Cell Number _____

E-mail Address _____

Airline _____ Domicile _____

Position/Equipment _____ Date of Hire _____

*If you are currently on leave, retired, or furloughed, you may be eligible for Inactive Membership (USD \$20 contribution), which will entitle you to full participation at a reduced rate. Please include this information below.

Previous airlines/positions/equipment flown (please include employment dates): _____

Certificates and Ratings Held: _____

Background: Military Civilian

Do you have other skills, talents, or interests you may be willing to share with us? (e.g. writing, public speaking, fundraising?) _____

Children? Names and ages _____

Spouse/Partner name _____

How/from whom did you hear about ISA? _____

By your signature on this membership application/renewal, you agree that all photographs, reproductions, articles, software and other properties and information submitted by you to ISA have not been previously copyrighted and henceforth become the property of ISA unless otherwise agreed upon in writing.

Signature _____ Date _____

Please make check or money order in US funds to "ISA."

All members may also use VISA or MasterCard

Name on card: _____ Card Number: _____

Card Expiration Date: _____ Signature: _____

Mail to:

Jane Saddler – ISA Membership Chair
4818 NE 86th St.
Seattle, WA 98115

ISA+21 welcomes all women pilots who are employed as flight crew members or hold seniority numbers with an air carrier (Part 121 or int'l equivalent) which operates at least one aircraft with a gross weight of 90,000# / 41,000 kgs or more. Applicant need not be flying that large an aircraft to qualify for membership.

Things of Interest

Change Address? Change Phone #? Change Email?

Please let us know right away so we'll know how to get a hold of you!

Name: _____ NEW Email: _____

NEW Address: _____ Country: _____

NEW Phone (H)(C)(Fax): _____

Send to Jane Saddler (@ 4818 NE 86th Street, Seattle, WA 98115) or (@ isa21membership@comcast.net)

2006 Airline Staff Youth Exchange Program!

Now in it's 11th year of matching airline families with other families worldwide.

The International Youth Exchange Program for Families of Airline Employees (IYE) is currently accepting applications for worldwide, two-week exchanges for airline employee family members.

Youth, ages 14 - 19 years of age are matched with youth their own age. Each youth hosts in their home for a time period of two weeks.
The youth are together at both homes.

Coordinated by a retired airline employee, IYE has facilitated over 900 exchanges for airline youth since it began in 1994.

Costs for the exchange:

- an airline pass
- spending money
- application fee of \$225 (refundable if no match is found)

For an application form or more information please email: [Camille Wheeler at: cwhee23773@aol.com](mailto:cwhee23773@aol.com)

or contact: IYE, PO Box 211065, St. Paul, MN 55121-2465, USA

ATTN: ALL ISA MEMBERS: TELL US ABOUT YOUR NEW BABY? HUSBAND? TYPE RATING? AIRLINE JOB? ACHIEVEMENTS? RETIREMENT? UPGRADE? FAMILY NEWS?

Name: _____ Email: _____ Phone #: _____
(include both your family & married names)

Address: _____

Airline: _____ Position: _____ Equipment: _____ Country: _____

New NEWS: _____
(Continue to another sheet if more space is needed!) _____

Send to: Jane DeLisle (@ Mailing Address: 2390 Ocean Shore Blvd., Ormond By The Sea, FL 32176) or (@ Email: PlaneJaneA320@bellsouth.net)

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