

# AUTUMN 2012

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ISA + 21 is a charitable, non-profit organization of career women airline pilots whose purpose is to: celebrate camaraderie; support informational exchange and social interaction among its members in a healthy environment; provide aviation scholarship opportunities for career-seeking women; and inspire future generations of women aviators via educational outreach.



# Chairwoman's Report

By Nancy Novaes

Summer is waning as I write this. Days are noticeably shorter and my summertime *al fresco* dining sometimes requires a light sweater. My NJ tomato plants are concluding production and the final sailboat races are taking place on our community lake. We are looking forward with happy anticipation to Autumn and our Fall Board Meeting, which I will host in my house in Summit, New Jersey. We will be dealing with the continuing evolution of ISA. Foremost among these is the re-emphasis on the ISA HUPER Committee.

In the course of my career, I have benefitted tremendously from the support and advice of fellow ISA pilots. I participated as a committee member for several years, with ISA and with ALPA, providing Pilot Assistance to members dealing with difficult workplace issues, including harassment, "Captaining" skills for women, parental leave, drug/alcohol problems, etc. Our reinvigorated HUPER committee is made up of highly experienced women pilots, many of whom have successfully dealt with such issues. Many thanks go to HUPER Chair Lynn Rippelmeyer for her organizational work, continuing the dedicated work of former chair Aileen Watkins.

Scholarship will have a new approach to handling applications under the experienced hand of Tiana Daugherty. Education and Archives, with Kathi Hurst at the helm, is available to assist members with information and support in response to inquiries for speakers from schools, scout troops and the industry. Communications has a new look with our exciting newsletter and an active web presence. To find out just what these and our other committees are doing for 2012-2013, read this newsletter and also check our website at [www.iswap.org](http://www.iswap.org)

Enthusiasm and ability combined have enhanced our benefits and services, helping ISA keep pace with our industry and communications. If you would like to be part of our action teams, contact me at [chairwoman@iswap.org](mailto:chairwoman@iswap.org).

Thanks for participating!

## Become a Member

If you are not a member of ISA, but you would like to be, check out our requirements and see if you qualify. If you are an International Airline Pilot, some exceptions may apply. Go to: [www.iswap.org](http://www.iswap.org) and select "Membership Requirements" from the left-hand menu.

- Renewals are accepted only through the website [www.iswap.org](http://www.iswap.org)
- You must maintain a valid email address for renewals, voting rights, and newsletters.
- Payment by credit card is preferred, although checks are still accepted.
- Questions? Please email [membership@iswap.org](mailto:membership@iswap.org)

## Budapest 2013



# Voting Results

By Nancy Novaes

The Bylaws changes addressed at our May 2012 Conference have passed. With twenty-eight members voting, we have now greatly reduced our Treasurer's workload by using a normal calendar year for our fiscal year, and making membership renewals date-to-date instead of per calendar year. We have reflected our online centricity with appropriate language changes that better describe our operations.

Updated Bylaws will appear on the website for inspection and download after the completion of the Fall Board Meeting, October 2, 2012.

Our two Conference Honorees, Lisa Clark and Karen Stemwell have been confirmed as Honorary ISA Members. Though Honorary Members may not attend the General Business Meeting or vote, all other ISA activities are open to them. We look forward to welcoming them at our 2013 Conference.

Keep checking the website for information about our upcoming meetings and member news.

## COMMUNICATIONS

by Jo Halverson

\* ISA was recently contacted by Francine, a military language instructor seeking donations for three incredibly courageous young Afghani women who want to become pilots. As it came across the Communications inbox, I was able to correspond with Francine and find out more about these three ladies. Even though she sent pictures and letters written by the three, it was determined that it would be best to protect their privacy. Their letters speak from their hearts, and they take pride in being able to fly for their country. In that way, there is not much of a difference between them and the rest of us.

There is no doubt they have many challenges ahead, and if we can at the very least provide toiletries and other items requested, it will go a long way in making their everyday lives easier. Kathi Hurst has volunteered to organize the packaging and mailing. As with all endeavors, it's always wonderful to receive help, so please step up, if you can.

\*Elizabeth Snowbarger writes passionately and eloquently about the plight of the Afghani women in a piece that was coincidental with our being contacted by Francine. Yet, it's a sober reminder of how fortunate we have been to achieve our dreams...

\*Speaking of dreams come true, when you read Katherine Wallace's story about her *little* bike ride (which makes my bike rides look positively pedestrian), I think many of you will feel as I did about her "race"—overwhelmed and tired just reading about it, but impressed with her drive.

\*I want to thank Carolyn Pasqualino for whetting my appetite to attend next year's Conference in Budapest. Her consistent attendance for the past quarter century speaks volumes to me about the friendships she has forged and her dedication to this group of outstanding women. While chatting with her all the way from SEA to ORD, post 2012 Conference, I also learned Carolyn is a published author—Polar Three is eReader available on Amazon.com.

# BUDAPEST

Well, it's time to plan for Conference 2013!! We had a number of practical and financial issues with our first and second choices (Moscow and Istanbul) and finally settled on Budapest, Hungary. I think you will love this history-packed city - we certainly have great rates from a 5-star Hilton hotel in the historic Castle District. It is located in the hills of Buda looking out over the Danube and Pest. Buda and Pest were separate cities that grew together but still retain their own characteristics.

So first things first - the Conference starts, as usual, on the second Tuesday of May, so please bid off for at least the 14th to 16th of May. We are looking at side trips both before and after (with the train or coach to Prague or Vienna or even a cruise on the Danube).

I visited the Hilton in Budapest in July and was totally enchanted. It is located in the Castle District - a UNESCO heritage site that is a semi-pedestrianized area: only taxis, buses and local traffic are allowed. The hotel itself is the only 5 star Hilton in Hungary and built into and around the ruins of an ancient - 13th (!) Century - monastery. See link for more info [http://www.vistahungary.com/index.php?lang=en&id=15&menu\\_id=38](http://www.vistahungary.com/index.php?lang=en&id=15&menu_id=38).

Just stroll around and drink in the atmosphere!...

The hotel has all the amenities you would normally expect from a 5 star Hilton. All rooms are pretty much the same size but some have Danube views, the others have views over the historic rooftops of the old city, or views over the Dominican monastery. The room prices are as follows - 160 euro (\$203USD) for a normal view-double (including breakfast for 2), or 180 euro (\$228USD) for a double with the Danube view, also with breakfast. This is so much value for the money - I really don't know what to say!

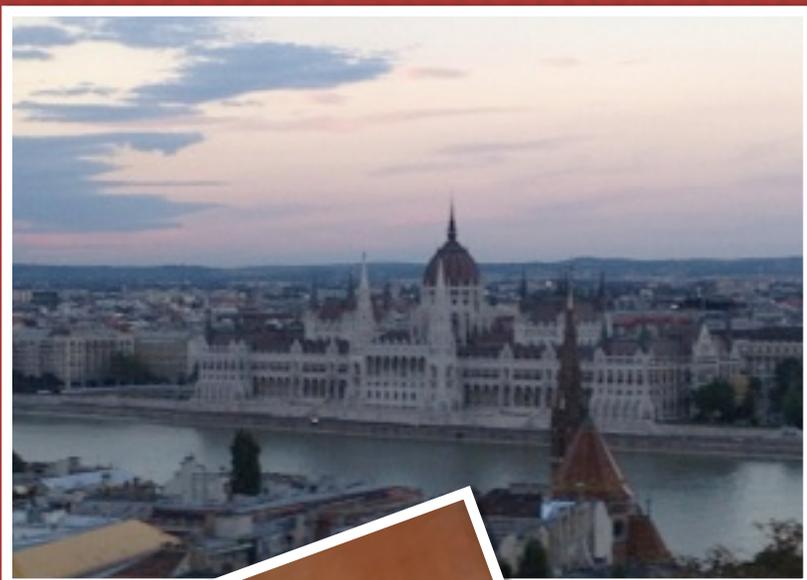
Budapest enchanted me. I haven't been able to make all the arrangements, as yet, for the pre- and post-conference tours, but would advise you request as much time off as you can!! As many of you know, this will be the last time I organize an event for ISA, so believe me I am hoping to go out with a conference to remember. And I must say I have a good feeling about this hotel and this city.

Please feel free to  
Contact me if you have  
any questions.

Liz Jennings Clark  
[events@iswap.org](mailto:events@iswap.org)



# PHOTOS FROM BUDAPEST



# 25 In a Row!!

*By Carolyn Pasqualino, United Airlines*

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When Jo Halverson asked me to write about my attending 25 conventions in a row, I wondered how I can even begin to condense 25 years into an article small enough to fit in the newsletter. She asked me how and why I did it; that was the easy part.

How was actually not difficult. I am fortunate that at my airline, vacation years start in May and you can always get a May vacation. The only conventions which I didn't get vacation for were Atlanta in 1993 (just upgraded to 737 Captain and lost my May vacation) and Cyprus in 1999 (ditto the upgrade—this time to 757/767 Captain).

Nonetheless, in order to make it to Atlanta, I flew a red-eye to ORD from the west coast, grabbed the suitcase I had sitting in operations, and jumped on a flight to Atlanta. Needless to say, I spent much of that first day in bed at the hotel! Cyprus in 1999 required some groveling at the feet of a flight manager. I needed to leave for London on the Sunday prior to the convention, to make the connecting flight to Cyprus. The only work schedule I could get for the week of the convention had me working that Sunday. No problem, I thought—I'll just trade it. Oops, that happened to be Mother's Day, and United Airlines never needs much of an excuse for embargoing trades! Thank goodness the flight manager took pity on me and gave me a drop.

When I joined United in January 1985, I had never even heard of ISA+21. For our younger members, you have to realize it was a very different time then. There were no women pilot groups other than the 99's, no internet, and few women pilots at all. Sometime in 1986, one of our pilots put an application form in my work mailbox. I immediately joined, as I was quite intrigued at the thought of meeting other women airline pilots, since we rarely saw each other at the airport. I couldn't attend the convention in 1987 as I was in 737 F/O school, but vowed to make the one in 1988 and haven't missed one since.

Why have I attended so many conventions? Again, easy! I have made friends with women from around the world. Friendships that will last a lifetime! *Did I mention I love adventure too?* And oh, the adventures we have had! Elephant riding in Thailand, jungle walks in Costa Rica, wonderful adventures all. And oh, the memories! If you younger F/O's will indulge an old Captain just a little longer, I would like to list them all, but I'll condense them to one liners (if I can):

**1988 Rome**, meeting this marvelous group of accomplished women for the first time.

Jump seating on a Pan Am 747 along with another United woman pilot.

The captain had never had one woman pilot in his cockpit, let alone two!

**1989 Maui**, sharing a condo with five other United ladies.

Does anything really need to be said about Hawaii!?

**1990 Washington, D.C.**, dinner at the Saudi Embassy!

Sitting on the floor in our cocktail dresses.

**1991 Helsinki**, first convention my husband attended. Cruising on a Russian tramp steamer

to St. Petersburg. Having creamed peas for dinner on the ship

and again at breakfast the next morning!

**1992 San Francisco**, attending hilarious dinner theatre.

**1993 Atlanta**, getting inducted into the Captain's Club

with Emily Warner presenting my plaque.

**1994 Vancouver**, Alaska cruise with my parents for their 50<sup>th</sup> Anniversary.

**1995 Bangkok**, the above mentioned elephant ride plus rafting down a jungle river on a

bamboo raft, as Nancy Novaes floated by, asking if I thought we'd still

be having these adventures when we were old (yes!).

**1996 Fort Worth**, riding the mechanical bull at Billy Bob's! DC-3 ride to Galveston.  
Dinner at the Johnson Space Center with several astronauts.

**1997 Amsterdam**, Ah the tulips at Keukenhof Gardens!  
The wonderful evening at the aviation museum.

**1998 Las Vegas**, the 20<sup>th</sup> Anniversary! Largest convention ever with about 250 in attendance. Side trip to the Grand Canyon. Hiking down the canyon with Kathleen Malone.  
Wanting a mule to take me back up ☒

**1999 Cyprus**, dinner and street dancing in a beautiful little Greek town.

**2000 Costa Rica**, flying my Debonair down there was a huge adventure as was having to land at a Mexican Air Force Base without permission on the way home, when we developed a huge oil leak! The volcanoes, the weekend at Tortuguero National Park with the howler monkeys.

**2001 Anchorage**, my favorite layover destination. Once again, we flew our airplane there.  
Flying the Al-Can highway is a wonderful adventure.

**2002 New Orleans**, all still suffering shell-shock from the aftermath of 9-11. Beautiful hotel in the famous French Quarter and wonderful dinners at some of the city's great restaurants.

**2003 Zurich**, the enormous beauty of Switzerland. Spent extra days there driving around the country, and had to stop at Liechtenstein. Took 20 minutes to drive the length of that country!  
Side trip to Zermatt, at the foot of the Matterhorn.

**2004 Phoenix**, outdoor dining and country dancing in the desert.

**2005 Boston**, harbor cruise & dinner. Walking the Freedom Trail with Kathleen Malone.

**2006 Kona**, ah Hawaii again! Beautiful sunset dinner with friends. Dolphins at the hotel, all-day big island tour. Spending time on Kauai before the convention.

**2007 Park City, Utah**—Zip line and target shooting at Olympic Park.

**2008 30<sup>th</sup> Anniversary, Ft. Lauderdale.** Everglades Airboat Tour, Parrot Jungle Tour.

**2009 Montreal**, beautiful city, great side trip to Quebec City.

Bus broke down on way back to Montreal!

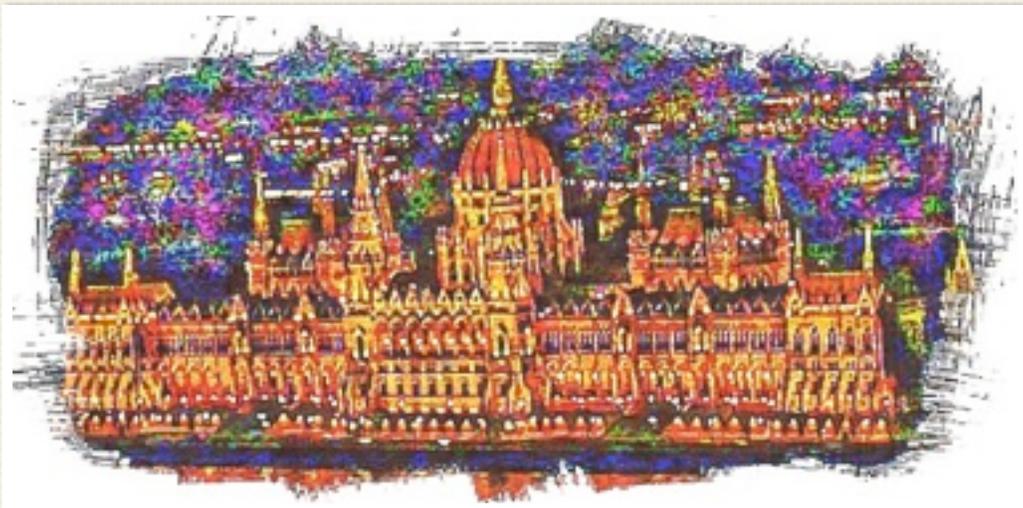
**2010 St. Louis**, first convention I ever drove to as it was only five hours from my house and easier than getting there on the airlines. Bones, Blue Owl and Boeing tour. Loaded up my Explorer with friends and drove south to the Cave Winery.

**2011 Ah, Rome again!** Left a week early for a train tour of Munich, Venice, & Florence with the husband. Tour of the Vatican & Sistine Chapel.

Side trip to Pompeii and Sorrento. Didn't want it to end!

**2012 Seattle**, another favorite city. Fabulous tour of Boeing. Seeing my cousin, a Boeing engineer, for the first time in about 20 years.

I'm planning on making the next 25 conventions—hope to see you there!



**2013 BUDAPEST**

# SCHOLARSHIP

*By Tiana Daugherty*

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Scholarship – it is not just about handing over money, it is about helping other women get closer to realizing their dreams. A couple of major changes were made to the program during the Seattle Convention. The biggest news: ISA members CAN apply for a scholarship. The Board also increased the percentage of donations received in a year that can be awarded.

Women still comprise less than 6% of professional pilots. With age 65 retirements beginning this December, new airplane orders and very little hiring in the past years, the timing is good to increase our numbers.

I am asking for a little help from each member. Encourage every female pilot you see to apply. ISA has only had 11 applicants each of the past two years try for a scholarship. The process of applying is a great way to get your paperwork together for future job applications. Our interview process is an excellent warm-up for their airline interviews.

The scholarship application and qualifications will be on the website soon.

## PART 2:

Fundraising / Grant Writing. I am looking for ideas (and contacts if you have any) of companies that might support our scholarship program. I believe companies that specialize in women products (Avon, Estee Lauder, Coach, etc.) might have a foundation that would promote women, especially since our percentages are so low. Let me know of your ideas and if you might want to help.

P.S. I had a member approach me during the Seattle luncheon about helping with Grant Writing and I have misplaced your information. Please contact me again.

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\*Attention United Airlines pilots: A list is being formed exclusively for the L-CAL & L-UAL pilots by F/O Pam Perdue, whose motivation is “a shared concern on many issues we face at this airline...”. Information will only be shared with those on the list:

[UALVenusList@gmail.com](mailto:UALVenusList@gmail.com)

On Subject Line: Add Me  
Name, EM, Cell, Base/Equip.



# HUPER

*HUman PERformance by Lynn Rippelmeyer*

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As I near the end of my career, I find myself continually looking for ways to help other women who want to fly. Since Richard Bach gave me the \$100 check for my airplane fund, I have wanted to keep passing it on to other female fledgling pilots. Soon after I was hired by a major airline, I found my most effective route for my contributions of funds, time, and effort to be via an organization now called ISWAP - International Society of Women Airline Pilots.

I joined ISWAP in its infancy, when there were fewer than 30 of us working for all of the airlines in the country, possibly the world. Twenty-one of these aviation pioneers gathered in 1978, as I was being hired by TWA. The next year, I found them by fate, as I drove by a hotel in Miami with a sign that said "Welcome Women Airline Pilots". I did a u-turn, asked about the group at the front desk and was directed to the pool. There they were - the most gorgeous, friendly, interesting group of women I had ever met. I was in awe - and they evidently liked me, too. I was invited me to join them in 1980 and attended my first convention in Cancun, May of 1981. Soon after joining, I assumed the duties of treasurer for a term, began the annual tradition of contributing to the scholarship fund for aspiring female pilots and helped to conduct the interviews to determine who should be the lucky recipients.

The purpose of the organization was and is solely social and supportive. Back then, we were each the first or among the first females at our airlines, breaking new ground and bumping up against many of the same challenges in the cockpit, within the industry, and at home. Through this organization, we could provide help, information, and support to each other - and we could have fun! Each year a conference was scheduled in a different city, alternating domestic and international sites, where we gathered and enjoyed each other's company as well as all the sights the hosting city had to offer.

Over the last 34 years, I have made wonderful friends of the women I've met in this group while attending our conferences held in all parts of the globe. I missed my friends and our gatherings during my marriage years, but I was able to stay in touch via the group's newsletter.

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After my divorce, I once again attended as many of the conferences as my schedule would allow.

One of the committees that submits a quarterly report to the newsletter is HUPER - standing for HUman PERformance. The HUPER chairperson is in charge of collecting the latest personal and professional status changes and reporting it - marriages, births, changes in name, airplane, airline, etc.

While all of this is interesting and in some way does affect our performance as pilots, what I REALLY needed then and early on in my career was someone to call who could relate to what I was going through, who could offer advice and support for the challenges I was finding in my path.

I remember wishing so much that there was someone to call when:

I was the only female in my aviation classes.

I had to choose between my flying and my fiancé.

The guys resented my "special treatment" and rules for appearance and uniform.

Their "jokes" were demeaning and insulting.

I wondered about flying a "heavy" or upgrading to Captain.

There was no maternity clause in the pilot contract.

My new husband didn't support my flying.

- I struggled with pregnancy, miscarriages, step-children, depression, stress, divorce.

- As a single mom with 2 small children, I returned to fly after 10 years off.

- I needed a friend who knew what I was going through and could add some balance to my life.

Way back then, when I was struggling alone, so were many of my cohorts, each also dealing with it the best she knew how. It doesn't have to be that way any longer. We now have the first generation of women to complete careers as commercial airline pilots. We hold valuable information and experiences that can benefit those following in our wake. We can offer the support we so sorely needed.

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So, when I was recently asked to take on the position of HUPER chairwoman for ISWAP, I agreed with the understanding that it would become a committee role with the purpose of interactive support and help for our members. I recruited eight of my peers to join me. Each has 30-40 years in aviation, and has experienced being the first or among the first woman in her position. During their careers as female pilots, they faced many of the same challenges as I, plus others, such as various forms of discrimination and harassment, radiation concerns, cancer and other health issues, loss of medical license, addiction, deaths and losses, personal and professional hurdles.

I asked them to help me in providing what we could only wish for when we first started - someone to talk to who had been there, done that. The steps this next generation of women are taking do not have to be into the great unknown as it was for us. Now, they can ask for assistance and answers from *Ask Amelia*, ISA's HUPER committee. My hope is that the service offered here, can help the female pilots of tomorrow, making their ride a little smoother, their skies a little brighter.

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***Pierce Henry Kendrick***

was born to Susan and Joshua Kendrick on March 8, 2012.

He was 8 pounds 1 ounce and 20.5 inches.

Pierce joins big brother Preston (age 2 1/2) in the Kendrick family.

Susan has been on maternity leave for the past several months but will return to flying for FedEx in September.

She will be switching from 727 flight engineer to MD-11 FO.



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# ISA ANGELS

*By Liana Hart*

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**June 2011 – May 2012**

**Gold Angels (\$250 - \$500)**

Karen Kahn  
MegAnn Streeter  
Krisan Wismer

**Silver Angels (\$100 - \$249)**

Wally Funk  
Jean Harper  
Angela Masson  
Denise Mowat  
Diana Raymond  
Angela Sherzer  
Nancy Waylett-Berra

**Bronze Angels (\$50 – \$99)**

Nancy Novaes  
Eileen Weingram

**Pewter Angels (\$5 - \$49)**

Jenny Beatty  
Brenda Robinette  
Jessica Stearns

**Corporate Angels**

ARKAY Foundation \$1,000  
AXA Foundation \$200 (matching funds)  
Grace Harris Foundation \$5,000  
UPS \$5,000

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# MEMBERSHIP

*By Mary Ana Gilbert*

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Summer is a slow season at Membership, but we are glad to welcome a few new members and welcome back a couple more. Now that it's fall, I challenge each of you to extend the membership invitation to the women pilots you encounter. Too many times, when we see other women pilots, we are in a rush, don't want to intrude, or feel nervous about rejection and therefore, don't introduce ourselves. I challenge you to put forth the effort, take the initiative, and make a new friend. We all need reaffirmation from our peers and that's what ISA is all about. SHOW them exactly WHY being with ISA is great – the inclusiveness, the support, and the friendship. Let's include everyone we meet!! Thanks in advance!

We are in the beginning stages of planning an official ISA social at the Women In Aviation Conference being held March 14 – 16, 2013, in Nashville TN. It will be for all members and prospective members at the conference. It will be a great opportunity for you to bring someone who wants to know more about ISA and find out what's so special about our organization. Stay tuned to the website and future newsletters for more information.

AND – If anyone is interested in helping during the event, please let me know!! It should be a great time!

## **WELCOME TO NEW MEMBERS:**

Mary Johnson, Express Jet

Anne Schroeder, Delta Air Lines

Anna Wakelin, Tiger Airways, Australia

Kyoko Kimura: *Read more about her in this issue*

## **WELCOME BACK TO:**

Kerri Ballard

Barbara Price (Cook)

Leisa Dupuy

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# Afghani Women

*By Elizabeth Snowbarger*

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Recently, a woman stationed at Shindand Air Base, located in the Herat province of western Afghanistan, reached out to ISA for ideas in assisting some Afghani women currently being trained in a joint venture between the United States Air Force, NATO and the Afghan National Army. Through this training these women have the opportunity to learn English and other skills, which may include pilot training.

This is indeed amazing considering the severe restrictions that had been imposed on Afghani women under Taliban rule and the harsh punishments they faced for pursuing the basic human rights and freedoms we may too often take for granted as women, blessed to be living in a free country. My contribution to this edition of the ISA Newsletter briefly describes their history under the Taliban regime but, in no way, does it do justice to their plight -- or the challenges they face going forward.

Likely, you have all seen the images of Afghani women shrouded – literally enveloped – within the burqa's, or *chadri's*. These tents conceal every inch of their bodies, leaving only a small opening around their eyes, further covered by netting, from behind which they peer out into their oppressed world. Many of my fellow pilots complain of wearing their hats and uniform jackets. Though I am proud to wear mine, I confess, at times, to feeling a bit shrouded when covered - nearly head to toe - in the black, wool blend fabric of my airline's double-breasted Navy "Service Dress Blue"-inspired (male) uniform. I am indeed humbled at the thought of their consequences of non-compliance with the Taliban "uniform police" and immediately thankful for the rights I am afforded to freely walk through an airport.

We have heard stories of the oppression of Afghani women: confined to their homes (their windows painted over); required to have an escort in public (a male-relative); denied healthcare, unable to work, be educated, have a career, or to participate in the political process and vote. I recall telling my family that I wanted to become a pilot: they did not believe I was serious -- in 1986! It is difficult to imagine living under such tyranny and fear.

Many people believe the treatment of women in Afghanistan changed for good in 2001 when the Taliban was overthrown. However, it is not difficult to find current articles detailing the growing fear among women there, as this extremist, Sharia Law-based regime slithers back into power. They are regaining a foothold within the government and beginning, through resurgence, to influence daily life in country. According to a recent report, over 550 schools for girls have been closed as students are kept home out of fear for their safety and security. Hundreds of girls and their teachers were recently poisoned. (And we complain about crew meals!)

Next time you walk out the door of your layover hotel, looking for a bite to eat, consider this woman's decision:

*The day was much like any other. For the young Afghan mother, the only difference was that her child was feverish and had been for some time and needed to see a doctor. But simple tasks in Taliban-controlled Afghanistan today are not that easy. The mother was alone and the doctor was across town. She had no male relative to escort her. To ask another man to do so would be to risk severe punishment. To go on her own meant that she would risk flogging.*

*Because she loved her child, she had no choice. Donning the tent-like burqa as Taliban law required, she set out, cradling her child in her arms. She shouldn't have. As they approached the market, she was spotted by a teenage Taliban guard who tried to stop her. Intent on saving her child, the mother ignored him, hoping that he would ignore her. He didn't. Instead he raised his weapon and shot her repeatedly. Both mother and child fell to the ground. They survived because bystanders in the market intervened to save them. The young Taliban guard was unrepentant -- fully supported by the regime. The woman should not have been out alone. (Source: <http://www.state.gov/j/drl/rls/6185.htm>)*

If you look carefully, you will see the many reports of beatings, stonings, acid attacks and honor killings being carried out on women in Afghanistan and other Muslim countries even to this day (honor killings are increasingly occurring within the U.S. and Canada). Their plight is discouraging and should prompt us all to get involved and educate ourselves as to these threats -- which have global repercussions.

## ورزیدل جونئی

(Fly, Girl!)

(Pashto Translation Sources:

<http://dsal.uchicago.edu/cgi-bin/philologic/getobject.pl?c.1:1:3729.raverty>

<http://dsal.uchicago.edu/cgi-bin/philologic/getobject.pl?c.0:1:3348.raverty>)

Afghan women wearing burqas when going outside in northern Afghanistan.

Photo by Steve Evans,  
<http://babasteve.blogspot.com>



# Extending our Charity

Dear ISA+21 Members,

Last month we received an email regarding Female pilots in Afghanistan. As you are aware, there are very unique challenges these fellow aviators face due to the simple fact of their gender. We, as ISA members, were asked if we could donate items for these women as they continue with their training. These items are basic items that they do not have easy access to. When we received this email, I suggested that we start a program in which we "adopt" these women and maintain continued support in giving items on a regular basis. I have volunteered, on the behalf of ISA, to both coordinate, package and mail these items. I am in the process now of continued communication with Francine, who is working with these women in Afghanistan, on the logistics. Here are some of the items requested:

- Small hand weights 3-5 pounds
- Yoga mats
- Exercise bands
- Anything light you can send that won't cost a fortune to mail. (The females cannot exercise freely when the males are around, so they go from 4am- 6am to avoid men)
- Size-small exercise bras/workout gear
- Jump ropes
- Boxing gloves/punching bag
- Food items: They love green tea, nuts and sweets (hard candies) to drink with tea. It is a ritual to drink tea with females and some of the males in the evenings and talk/study their English. Cups would be a good thing too as they are using disposable plastic cups for hot tea and their PX has no cups to purchase at this time.

For further information, please contact me at:

[educationandarchives@iswap.org](mailto:educationandarchives@iswap.org)

I will continue to update our members on information from Francine regarding the women as I get it. Thank you all for your generosity and help. I know it is greatly appreciated!

Kathi Hurst

Note from ISA: If you are interested in making a monetary donation, please contact Liana Hart: [treasurer@iswap.org](mailto:treasurer@iswap.org) or Nancy Novaes: [chairwoman@iswap.org](mailto:chairwoman@iswap.org)



Budapest 2013



# The Toughest Bike Race in the World?

*By Katherine Wallace*

So what do 9-11 and my bicycle have in common? Not much really. But, through a series of events, they're connected. After being furloughed from American Airlines in late 2001, I spent the majority of the next two years cycling my way through Asia...slowly, taking in the scenery, with plenty of rest days, just enjoying the lifestyle. But two lessons I learned during that time were just how little I needed in life to be happy. And how much I really enjoyed riding my bicycle. Really, *really* enjoyed riding my bike.

After re-establishing the flying career part of my life, I continued to pursue opportunities to ride when I could. But, what really attracted me to cycling wasn't quite your typical bike ride. I enjoyed riding on roads, but I'm not real fast. I enjoyed riding down mountains, but a technical mountain biker I am not. I really enjoyed meeting people, seeing the countryside and camping. Put that all together and you come up with a new type of adventure travel called 'Bikepacking'...kind of camping and hiking, but faster, and with a bike. Perfect! I was in heaven.

I soon discovered a cycle route developed by the non-profit *Adventure Cycling Association* called the 'Great Divide Mountain Bike Route.' It traces the length of the Continental Divide, extends Northerly into Canada, and the Southern terminus is the US/Mexican border in New Mexico. Yep, it's quite a way. About 2750 miles. I was hooked! Somehow, riding this route was going to be in my lifetime. Somehow. However, squeezing a 'bike ride' like that into my rather junior vacation schedule was not looking too promising. Then I heard of *The Race!*



The race, (called “Tour Divide”) developed over a few years from a loose knit community of cyclists that also liked to ride long, *long* distances. The race seemed impossibly difficult, only for extremists, and far out of my league. I mean really, who could race continuously, for Twenty-Eight Hundred Miles? All by yourself. Yes, all by yourself. The race’s founding principle was that it be totally self-supported. I.e. you did everything yourself. Absolutely everything.

Outside help and support was not only discouraged, but prohibited. The only services you could avail yourself to, were those available to every racer along the route. For example you could shop at any grocery store or gas station you wanted to stop at, but you couldn’t pre stash supplies along the way. You could meet and interact with the locals, but none of my friends or family were allowed to meet me along the way and offer any type of support, be it emotional, mechanical, food, water or shelter. The racers were on their own, to get from Banff, Canada, to Antelope Wells, NM, as fast as they could. The clock ran continuously. There were no stages, no rest stops, no aid stations with cold drinks and massages. There was nothing. Just a route, a map, and a ticking clock.



‘Outdoor’ magazine did an article on the race a few years back, and began their story with: “The Toughest Bike Race In The World, Is NOT IN FRANCE.” I was hooked. I started planning, researching, reading, just absorbing everything I could on the race. The current women’s record holder had written a book on her experience and I devoured every word. Slowly, it became more and more achievable (in my mind at least). Like most life events, sometimes just getting to the starting line seemed like it was going to be the hardest part.

The second Friday of June every year, constitutes the agreed upon date for the “Grand Depart.” A date where racers from all over the world gather in Banff, to depart on this adventure at 8am sharp. There is no entry fee, there are no prizes. Just a bunch of neat people, that like to challenge themselves, the route, and each other. I finally felt ready to throw my hat in the ring, and I flew to Banff early this June to turn up at the start line with a bunch of strangers to attempt what still felt like the impossible. I had a one-way ticket. The only way out of town was to bike or eat a lot of humble pie and purchase a return flight home.

It took months of planning and training to get my mind, body and soul ready for this. I told very few people initially. I really wasn't sure I'd make the start line, let alone the finish line. The challenge seemed insurmountable. Many race veterans spoke of the mental game that was so essential to completing the race. You had to be very independent and self-reliant...a self-starter, a problem solver, calm in stressful situations. You had to plan when to refuel, you had to navigate. You had to schedule your rest (not too little but not too much!) and carefully maintain your steed. Starting to sound just like a piloting career huh?

There were some very interesting parallels in my flying and this type of event. But aside from the mental game, I had also to keep my body and bike fueled and functional. There were showstoppers everywhere. Countless people scratched due to physical ailments. And the Tour Divide just eats bicycles. Every year, this one included, bicycle frames literally crack under the stress of the route. Now extend that stress and fatigue onto the human engine. The race is very, very hard on your body. Holding it all together, mentally, physically and mechanically is the key to successfully completing the race. The fastest cyclist will not necessarily win.

There is also a lot of luck involved. Although we started this race with atrocious weather, the majority of the days were very kind to us. Headwinds however, may be cursed from the cockpit, but try cycling into one, for 12 hours at a time. It really changes your perspective!

So how did it go? Great! I was determined that I was out there to have fun. It had to be fun or it wasn't worth doing. I was in my element, out in the wilderness, riding over challenging, scenic terrain, and pushing myself physically and mentally day in, day out. I was able to beat the standing women's record, which had held for many years. Another female racer rode faster than I did, so she holds the new world record, but I did finish as the second female, and 13<sup>th</sup> of approximately 100 starters.



**How many miles did you ride a day, and how long did the race take?**

I rode an average of 127 miles per day, and it took me 21 and 1/2 days.

**What type of bike did you use?**

I rode 'Salsa Fargo' which is a mountain bike, but slightly different, in that it had no suspension, and used dropped handlebars. It was made of titanium, and put together for its light weight and reliability.

**Who carried all of your gear?**

I did. All of it had to be on the bike with me. Or I left it at home.

**Did you have an iPad, laptop, cell phone?**

Only a cell phone (not even a smart phone) and a camera.

**Where did you sleep, could you use a hotel?**

Yes, you can sleep in hotels along the way, but they take time to check in & out, and they may not be located at the end of your day, cutting your cycling mileage short. Therefore I carried a tent, sleeping bag and mat with me, and camped most nights. I did have three nights in hotels, one on a bar floor, one under a stairwell of a full lodge, and two in Forest Service out-houses! (they're warm, dry, clean, and have lockable doors!)

**What did you eat? Did you carry a cooker for meals?**

No, a cooker (and fuel, pots, etc.) would have been too much weight to carry. I tried to get one cooked meal per day as I passed through a town, but it was not always possible. The rest of my meals and snacks came from gas stations, grocery stores, and the odd Subway. Finding high quality nutrition along the route was one of the most difficult aspects of the race. Meals and snacks consisted primarily of 'junk' food with the odd sandwich and omelet along the way. The sheer number of calories that I had to consume each day was nothing short of amazing. A rough estimate was 10,000 calories per day! It was almost impossible to eat enough.



## **So it was easy to get food in towns so you didn't have to carry any?**

Well not really, as we cycled through many small towns with very limited services and hours, so part of your strategy was to make sure you hit these towns during business hours. Also, there were at least two stretches where there was no food and very little water for over 150 miles! These stretches required careful planning of my food and water strategy.

## **How did you navigate?**

I had a moving map GPS with the route displayed on it, paper cues, and an old-fashioned bike computer as a back up.

## **Did you really ride all day?**

Yes, pretty much. I was up at 4:30 - 5am each morning, and often didn't pitch my tent until 11pm at night. At least two evenings I pushed through to 1 - 2am to get to my destination. I had lights on the bike and my helmet for this reason.

## **What was the terrain like? What type of trail were you on?**

The terrain was extremely mountainous. The route crosses the Continental Divide 30 times, so I felt like I crossed every mountain pass in the US. I was frequently cycling over 10,000 feet elevation. The route is very remote and is 90% USFS gravel roads. About 5% is single track, and another 5% is sealed.

## **Did you see any Bears? Wolves?**

Yes to all the above! Two black bears near the beginning of the race. I carried a large can of bear spray until Colorado. I did also see foxes (no wolves), elk, deer, wild horses and lots of other wildlife.



Hello,

My name is Kyoko Kimura. I was born and grew up in Tokyo, Japan. After graduating from college, I moved to Boston to attend graduate school (M.A. in Intercultural Relations). I've lived in Boston, New York, and now Chicago in the last 20 years since I came to the U.S. I've worked as a teacher, a flight attendant and a flight instructor before getting hired as a pilot for American Eagle Airlines, where I fly the EMB-145 as a Captain today. I took flight lessons at American Flyers in Islip, New York, and instructed for 2 1/2 years. I share a house in the Northwest suburbs of Chicago with my boyfriend, Vince, and Jack, our 17 month-old black labrador. Vince is a corporate pilot, so Jack spends time at doggy daycare when we both have to go flying. I happened to stop by at ISA +21 booth at the 2012 WAI conference, and thought it would be great to meet other female airline pilots and share stories and experiences. I was very fortunate to receive a B737 type-rating scholarship from Delta Air Lines last year at the WAI conference and I was very excited to add the type-rating on my license! When I'm not flying, I love cooking, gardening, hanging out with Vince and Jack! I'm not sure if I could go to the Budapest conference, but I'll be looking forward to meeting some of you at the 2013 WAI conference in Nashville.



**Greetings from the Flight Deck: New ISA member Kyoko Kimura**

**A shout out from Barbara Snoden:**

**I am working as an Aviation Analyst in the Air Carrier Fitness Division, Office of the Secretary, Department of Transportation, Washington, D.C. My daughter Kelly, the first baby born to a Southern Air Transport pilot (!), is now in her second year of college at the U.S. Merchant Marine Academy in Kings Point, New York.**

**Transportation runs in the blood, only in her case ships rather than airplanes. Would love to hear from you. I've updated my contact information at the ISA website!**

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