



ISA Summer News



Making Strides



787 Captain: Michele Stull
First Officer: ISA Member,
Linda Friedman.
IRO: Deon Byrne.
Houston to London
April 27, 2014.



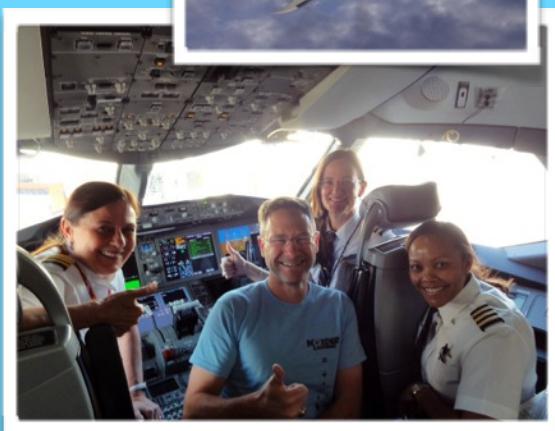
Is the career worth it?

It is.

Are we making a difference?

We are.

Spread the word!



ISA Rocks!

Being an ISA+21 member is rewarding and fun!

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What's the hardest part about the airline job?

Captain Tracy Leonard put this question to her friends. Tracy couldn't think of anything unique to the job for women, because, like Amelia, she has no pets and no kids! But her friends had answers galore:

Family issues...spending quality time with my daughter...

Financial difficulties of being a single mom...

Not being able to fly part-time so that I can be home with my children...

Commuting as a parent and missing so much being away...

The juggling act between children and my job...foregoing upgrades...

Difficult pregnancies and spending quality time with my kids...

Leaving my job to be a stay-at-home mom...

Ask Amelia

As one respondent said, more women would choose and stay with this career if we had more flexibility in our contracts and could make this a family-friendly career choice. Maybe this is a project we should all work together on!

For the complete survey, go to the ISA website: iswap.org.

Tracy Leonard, all tied up trying to answer this question...



Jean Harper (pictured below) was honored for her aviation achievements June 14, 2014 in Amelia Earhart's birthplace of Atchison, Kansas and her name was placed near her state tree. The Forest of Friendship was a gift from the City of Atchison, The Ninety-Nines, and The University of Kansas Forestry Extension in 1976. It was intended to be a living, growing memorial to aviation and aerospace. Also attending the induction ceremony were ISA members and friends: Laurie Reeves, Norah O'Neill and Ann Kieffer (right).





First female Surinam Pilot-in-Command Completes Mission

APRIL 12, 2014 · BY STABROEK EDITOR

Astrid Deira, the first female Surinam Pilot-in-Command to fly a Boeing 737, guided Surinam Airways (SLM) Flight 421—her inaugural flight—to the Cheddi Jagan International Airport (CJIA) this morning, a release from the Ministry of Public Works said. Captain Deira told media operatives that through determination and sacrifice her dream was fulfilled.

Captain Deira began working at Surinam Airways 27 years ago as an Administrative staff “doing books.” However, during that period the bilingual pilot was saving money to obtain her pilot license. Captain Deira (left) in this Ministry of Works photo.[sic]

The SKY Is the Limit

Women have helped shape commercial aviation into an industry that generates more than \$2.2 trillion in economic activity annually.

By Michelle Mohr | Photos by Brian Gomsak

THIS year marks the centennial of the birth of commercial aviation. Since that first flight on January 14, 1914 — from St Petersburg to Tampa, Florida — with just a single paying customer — the industry has grown to connect more than eight million travelers each day with people and places all over the world.

From the early days of commercial flight, and despite restrictions and discrimination, women have played a critical role in the industry. They now hold positions as flight attendants, pilots, customer service, fleet service, and reservations

agents, engineers, maintenance technicians, and airport and corporate managers.

Although women have had their wings since 1908 when France's Therese Peiper became the first woman to pilot an aircraft, they were mostly limited to flying private planes. Women later gained full access to military and commercial flight decks

but still represent a small percentage of commercial air transport pilots in the U.S.

Among them are US Airways' Air Marshal Williams and Capt. Lucy Young. Williams and Young both started their careers with the airline in the 1980s, and their work helps

US Airways published a story in the March 14, 2014, issue about ISA members Lucy Young and Mary Ana Gilbert. To read the article, click on the link below:

US Airways Magazine article



Capt. Lucy Young
Airbus A321
Pilot

Lake Williams, Captain Lucy Young knew she wanted to be a pilot. She wanted a career in an

aviation job, "In my senior year of college

I took flying lessons through the Navy RJCIC and got my pilot's license at age nineteen," says Young.

Young was encouraged by her parents and health

careers but also wanted to join the military, she says. "My dad was in the navy during World War II, and one of my brothers was a naval aviator. That inspired me."

Young was among the first class of women to be selected for Navy RJCIC after graduating from high school in 1976. She majored in biology at Pendleton State University and graduated with a minor in education for her career as a pilot. "My mother really helped me understand highly technical systems and mechanics, both of which are fundamental to flight operations," says Young.

After serving as a navy fighter pilot and flight

instructor, she performed flight tests on aircraft, engines, and navigation equipment for FAA certification. Young joined Piedmont Airlines in Winston-Salem, North Carolina, in 1996 as a Boeing 737 flight attendant. Piedmont Airlines is one of the heritage carriers that came together to form today's US Airways. Young now works for US Airways out of Charlotte.

Over the course of nearly 30 years with the airline, Young has served as an international first officer on Boeing 757 and 767 aircraft, a Boeing 777 captain, and today is qualified as captain of US Airways Airbus A321 family aircraft. Her work takes her throughout the U.S., the Caribbean, Mexico, and Central America.

"I always wanted to fly and travel. I was going to work 16 hours," Young says. "My job and travel benefits have afforded me opportunities to explore destinations throughout the world. I've gone to Pittsburgh for a concert, visited the Paris Air Show, and have seen a lot of baseball parks thanks to the profession I chose."

Young would like to see more women in flight

operations. To encourage that, the mentors aspiring aviators meet through a mentorship in profes-

sional associations. "Follow your passion and seek out opportunities to learn and grow. You can be established in their field," says Young. "Network with them and get positive."

Thanks to women who have made significant contributions to the industry and the determination and enthusiasm of US Airways employees, the flight path is clearer for women who want to embark on careers as commercial airline aviators. ■



PHOTO COURTESY OF US AIRWAYS

FLYING FAMILY

Karen Nathan

Our father was a pilot for TWA for 28 years, retiring as the Chief Pilot in JFK. Our mother had been a stewardess back in the early 40s, when they met. So, we were raised in a flying family. My brother, Chuck, took to the bug quite a bit earlier than I did. He was hired by Ozark in 1974, of course went on to fly for TWA, finishing his career with American. Not many pilots can claim to have worked as an airline pilot for over 40 years!



I had never had the opportunity to be on one of his flights, so as his retirement date neared, I told him how much I really wanted to be on his last flight. We were able to pull it off, and I was honored to join my big brother on that special occasion. The whole day was very moving, culminating with a water cannon salute in Miami. It gave me a glimpse of what to expect for my own retirement, which is not too far away!





Question: Where am I?

This is the coldest, windiest, driest and highest continent.*
It is also the quietest place on the planet!

Answer: Then, it could only be Antarctica!

Julie Abston (#23)



Often called the 7th continent because so few people ever have the chance to visit, and really, very little is known about it. It is not a “country,” it has no government, and no permanent population. You cannot get your passport stamped “Antarctica” because no one can claim it. There are no native people. Quite a description for someplace approximately the size of the United States and Mexico combined!

But, I did venture to Antarctica on a fabulous Expedition earlier this year and if you are an adventurer, photographer or continent collector you Gotta Go! Years ago flying in Alaska, I had the opportunity to cross the Arctic Circle many times, so for me crossing the Antarctic Circle was a must!

Traveling alone I flew from my home in Atlanta, Georgia, for 3 days in Buenos Aires, then continued to the Argentine town of Ushuaia, the “fin del mundo” or southernmost city in the world from here the ship sailed south to Antarctica for 15 days.



As a card carrying Senior Citizen this was indeed an arduous physical adventure. We began with 3 days of rough seas crossing the Drake Passage. Yes, we got the “Drake Shake” and not the “Drake Lake” in both directions! My comfortable cabin had a window and view of the passing sea and icebergs. Then twice a day, weather permitting, we layered on multiple pairs of long underwear topped with multiple fleece layers and finally a fireman style rubber coat with hood, two hats and two pairs of glasses. Add to that knee high rubber boots a backpack, walking stick and well, you get the idea. Now waddle through the ship to the outside to the exterior stairway (think fire escape), down the metal steps to a small floating platform and jumping into the bouncing inflatable Zodiacs to glide around spectacular icebergs and walk along beaches covered with thousands of penguins! Along the way were many close encounters with whales and seals and pelagic birds. Outside air temperature was usually just at freezing but the reward was close up views the continent’s greatest variety and concentration of wildlife.

Antarctica was a fantastic trip. Maybe the best yet? Australia is my personal #7, and I will be there next year!

For sure this is a once-in-a-lifetime break-the-bank-expensive tour, but I got every penny's worth back in excitement. The company I chose was Quark Expeditions on the longest voyage they offer: 15 days at sea. Very few tour operators offer a trip of this length to get deep enough into the Southern Ocean to actually cross the Circle. The time to go is our North American winter as the southern summer is the only time available to explore Antarctica.



This tour was a hybrid expedition, not just adventure but a nice luxury accommodation on a 200 passenger cruise ship with many opportunities for shore excursions—something that is not common for Antarctic travel. You are invited to contact me if you have any further interest or contact Quark at the link below.



Email to: abstonje@gmail.com (Please put ISA in the subject line for me)

www.quarkexpeditions.com

Julie's Antarctica Photos

You may click on the individual photos or select "Play slideshow" and it will only take about 2 ½ minutes to get photo overload of the icy place.



*Antarctica statistics:

Average elevation 7,500 feet

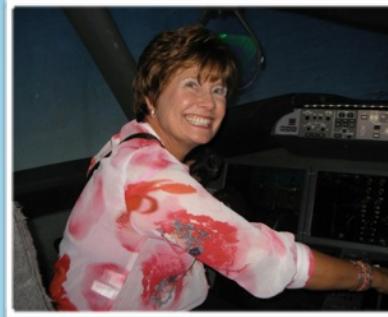
Coldest recorded temperatures on earth

Highest recorded wind speed on earth

The area of Victoria Land looks like Mars and has not seen rainfall in 2 million years!

Remembering Sherry...

By Joani Schaffer



I met Sherry in 2009 in a class we were both taking. Sherry was a seasoned captain at United Airlines and I was a newer captain at a regional. I knew I wanted children one day, but wasn't sure how it would work in this industry. I asked Sherry about it since she and her husband were both pilots and they had a daughter. She told me all about her experiences and gave me hope that I could have kids and a successful airline career. Talking with her about schedules, training, kids, and life was invaluable. When our class ended we were so ready to go home that I never thought to ask for her contact information or that of any of the other ladies' that also gave me inspiration during that trip.

By the summer of 2013, I had two children and was still a captain at a regional with a good schedule, but still trying to achieve my goal of working at a legacy. I had applications in, seven years of PIC turbine time and ten years of Part 121 time. That's about average for the 13,000 applicants out there. I needed to do something else to stand out. I applied for the ISA+21 737 type rating scholarship—after the time off with two pregnancies and the reduced schedules afterward, a type rating was way out of my financial budget.

In February of this year, two days after it happened, I read about the awful plane crash that took the lives of three pilots, two of which were Sherry and Sherman Andersen. I was in disbelief. It couldn't be the same Sherry. I had to find pictures; more information. When I came to the realization that she was in fact in that plane, I felt sick, regret and extreme sadness. I took for granted her kindness and openness; yet I never kept in touch. She and the other two ladies in that class were the first and the last women from major carriers who talked to me openly and freely about their lives, experiences, the industry, and

answered any of my questions without judgement. And I never told her (or the other two for that matter) how much influence that she had on me and my decisions. Nor did I tell her how much I loved being a fly on the wall as the three of them talked amongst themselves and laughed and had a camaraderie that I envied. I emailed the other two ladies for my own comfort and information. I couldn't sleep for days praying for her daughter and wishing I had reached out and kept in touch.



Remembering Sherry, continued.

After the Women in Aviation Conference in March, I received the news that I was one of the four recipients of the type rating scholarships; two of the scholarship awards had been added in the name of Sherry and Sherman. What a bag of mixed emotions! I couldn't be more thrilled about the opportunity to get a type rating, and now in honor of Sherri. I had a heavy heart. I wish I could tell her. I wish I could tell her about my experiences with having two kids, my husband and I, working opposite schedules and what we found that works for us.

I scheduled my type rating opportunity on the first days that fit my schedule. I immediately updated my applications and resumes to reflect that I was a scholarship recipient. Wouldn't you know that I received a call from United Airlines for an interview while I was in training! That was fast! Interview prep and 737 type rating training to be done in two weeks. This is it, this is what I've hoped, wished, and dreamed for. I worked at both the type rating and the interview prep day and night which was a blessing because it kept my mind off of missing my kids for two weeks.

The interview at United was June 3rd and it was one of the best career experiences of my life. Everyone was incredibly friendly, yet professional. I felt at ease, like I was talking amongst friends. I received a phone call June 11th with a job offer! I am so happy, ecstatic and honored, words just can't describe. I know one thing for sure though: I didn't get to this point on my own. I had guidance, encouragement, and support from so many others in this industry. Most of them were women. Women I worked with at my first regional, women I work with at my current one and the three who inspired me to continue in my career past the regionals. I hope to give back any inspiration and advice that was given to me. I try to create my own camaraderie within my current regional.

Again, I wish I could share this experience with Sherry. Instead I will try to be the person she was to me to my fellow colleagues.

Joani and her family in Taormina, Sicily
June 2014 for ten days visiting family.





Mother Nature Strikes Again Elle Brinks

Early the morning of May 28, 2014, a major thunderstorm passed over the Houston Intercontinental airport, less than two weeks after our ISA convention. (Editor's note: Remember the thunderstorms around San Antonio the first night?)

Awakened by the storm around 2am I listened to it hammer northeast Houston until 5am when I finally drifted back to sleep. Just before nodding off, there was an especially loud boom and I thought it seemed really close but didn't think too much of it. Around 8 that morning, I woke up to a text message from a friend that said, "Is your apartment on fire? The local news is at your apartment complex!" The first thought through my head probably isn't proper for a newsletter, however, the second thought was, "Why didn't the smoke detector work? Ahhhh, if John took the battery out because he burned something, again, and forgot to put it back in...." I texted my friend back that, "If my place was on fire I better get out, but I hadn't smelled any smoke yet!"

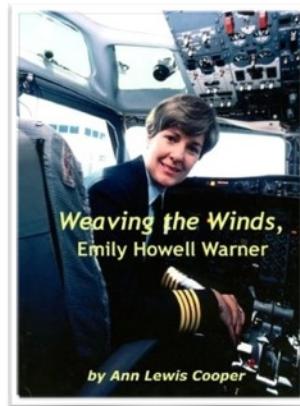


It turned out a building in my apartment complex less than 100 yards from my place had been struck by lightning which started a two-alarm fire. A good Samaritan driving by noticed the fire, the fact that no one was outside and she pulled in and started waking up the residents affected. The firefighters worked tirelessly from 6am to 1pm to put out the blaze, resulting in one firefighter being taken to the hospital with minor injuries stemming from falling debris.

Everyone was ok overall, just shaken, and our neighborhood put on a clothing drive to help out the people affected. The Red Cross took over and helped all the families in need find shelter and gave them food and supplies. It was especially nice to have a couple of our own Houston girls help out by donating some clothing as well. Thanks for all the support, well wishes and donations from my ISA family! You ladies ROCK!



Remember: There are six individuals being enshrined at the NAHF annual formal ceremony in Dayton, Ohio on October 4, 2014. One of those to be enshrined is **Emily Howell Warner**, one of our ISA+21 Charter Members. A Black-Tie dinner ceremony to honor the aviators will be held at the National Aviation Hall of Fame Learning Center and the adjacent National Museum of the United States Air Force. The "America's Oscar Night of Aviation" is open to the public and reservations are available. ISA+21 will have more details about the event soon. For now you can visit the NAHF website at www.nationalaviation.org or call 937-256-0944 ext. 10.





Pam Perdue (above) says, "I was able to raise \$3333 for MAKE A WISH Central and South Texas *and* put a serious dent in my fear of heights. Loved doing this. My fear of heights has been dealt a serious blow. I think it helped!"

More pictures: [Pam Perdue Rappelling](#)



Captain Courtney Barnhorst and First Officer Kari Harris have best buddies since flight school. The last time we'd flown together was in a Cessna! CRJ-200 for Endeavor Air, a DAL connection carrier.

A "Qualifying Pilot" is a woman who serves as a Flight Crew Member and holds a seniority number at a FAR Part 121 or 129 Air Carrier or ICAO equivalent and possesses an Airline Transport Pilot Certificate or ICAO equivalent. A "Qualifying Aircraft" is any aircraft that weighs over 40,000 pounds or 18,000 kilos flown on the certificate of a FAR Part 121 or 129 Air Carrier. Non-U.S. applications shall reflect corresponding qualifications.

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.

We want your pictures and your stories! Flying with other female crew members? Get their permission to use a photo in our newsletter and send it to:
newsletter@iswap.org

captainsclub@iswap.org

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Sandy Anderson

The Female Pilots of Vietnam



Read more: <http://tuoitrenews.vn/features/20029/the-female-pilots-of-vietnam>

WHO ARE YOU?

Nouf Al Afifi

Words by Chiranti Sengupta



Some jobs are intrinsically stressful. And it's no secret that the job of an air traffic controller is one of them. But, instead of cracking under the pressure, 23-year-old Nouf Al Afifi, the UAE's first female air traffic controller, is taking it in her stride.

How did you arrive at the control room of the General Civil Aviation Authority (GCAA) in Abu Dhabi?

I have always been fascinated by airplanes and as a child I wanted to fly one. While I was preparing for an interview at an airline, I learnt about air traffic controllers and how they guide pilots and ensure the safety of each and every flight. I was drawn to the challenge of the high stress operations of air traffic control.

How is life at the control tower?

The UAE has a small yet complicated airspace with an ever-increasing volume of aircraft. So it is a challenge for us to maintain the safe and orderly flow of air traffic. Another challenge is that I control planes flown by men. So I've really had to prove myself, dealing with male pilots, who are older and more experienced than I am. From the age of 18, I was the only girl working in a male dominated industry but I've never given up.

Where do you see yourself in five years?

I am currently pursuing my master's in aviation safety management and have almost completed my flying training as well. I also hope to get my instructor and supervisor ratings in the next five years to work in the aviation safety department [of the GCAA].

Who are you inspired by?

Aisha Al Hameli, the first female Emirati pilot, is a good friend and my inspiration. She is also the first woman to represent the UAE in the International Civil Aviation Organisation (ICAO). I have also been able to influence others, including my siblings, to make non-traditional career choices. While my brother is following in my footsteps and studying to be an air traffic controller, my younger sister is aiming to become a fighter pilot.



Turkey Keeps Celebrating! (Turkey's First Woman to Fly in an Aeroplane 101 Years Ago & Women Pioneers In the Turkish Aviation)

<http://www.canerel.com/v2/images/publication/20140405TurkeyCelebrates.pdf>

Rwanda's First Female Pilot!

[Read about her here, on CNN](#)

