



# SUCCESS!

That's what this year's Women in Aviation Conference was...an unqualified success.



About two hundred people attended our social. What a night!



Prizes, announcements, laughter and fun.  
Aubrey Reel is having twins! (Pictured above with Linda Friedman)

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# Scholarship *Karen Guadagni*

We had a very competitive group of women to choose from this year for our scholarships. I am absolutely delighted that we found enough scholarship money to cover **two** additional B-737 types this year.

### Multi-engine Instructor Rating:

Lenka Kubina—Originally from the Czech Republic, now residing in Oakley, Utah. Lenka is a flight instructor at Trans Pac Academy.

### B-737 Type Ratings:

Tanya Kletke—Winnipeg, Canada. Tanya is a captain for Perimeter Aviation.

Connie Nicholson—Phoenix, Arizona. Connie is a first officer at ExpressJet.

Jennifer Johnson—Houston Texas. Jennifer is a first officer at ExpressJet.

Kimberly Osborn—Originally from Korea, now residing in Loveland, Colorado. Kimberly is a first officer at ExpressJet.

We truly had plenty of international representation in our International Society of Women Airline Pilots scholarship applicants!



## Thank You ISA!

One of the reasons I choose a career in the Aviation field is because of the people. The men and women I am privileged to work with are caring, supportive of each other, and share a mutual and genuine interest in a safe and efficient career progression.

Today I couldn't find words to describe the emotion I had when I heard I was selected as the winner of the ISA+21 Boeing 737 Type Rating Scholarship. So, true to "the Kimberly way" of doing things, I laughed, shouted, and cried, all in one moment. Yes—that can really happen at the same time.

I am deeply humbled with the privilege of being awarded this scholarship. ISA+21 Scholarship Chair Karen Guadagni reinforced that I "earned" this scholarship. But I could not have earned any of this without my incredible support group, mentors, and friends. A HUGE thank you to Justin Keeler, Justin Latterell, and Alison Bartlett for reviewing my essay and their feedback, time, and insight. A HUGE thank you to ISA+21 for volunteering their time and their tireless effort and commitment to the success of their pilot group.

Thank you to Paul and Shirley Zindler, Jenny Pitmon, Tiffany Daly, Villavicencio and Sherrell Spoelma, and Shawna Franco for their support, friendship, love and words of encouragement. A loving THANK YOU to Kelly Kim Knebel for her friendship and mentoring me. I will never forget our chance meeting in Santa Fe and her encouragement to apply at GLA and start my flying career.

Thank you to my beloved son Andre who "cooked" me a special celebration dinner. My son is my pride and joy, and continues to inspire my career progression as we work to create our future together.

*Kimberly Osborne*, Scholarship winner

Kimberly Osborne, left, with Sarah Fraher at our social.

### **AUCTION**

Don't forget to let Mary Bardon know what items you are bringing to Berlin. She has only received two notifications so far! Putting an auction together is hard work, so let's make it easier for her:  
[marymaxb@hotmail.com](mailto:marymaxb@hotmail.com).

If you have an auction item but you can't come, let Mary know how to *list* it for you. Remember, don't bring large or heavy items...consider taking a picture and sending it to the winner after returning home.

All money raised goes to fund our scholarships!



## Women in Aviation *Kelly Knebel*



Our booth at WAI this year was a huge success, and we accomplished everything we had hoped for. We signed up **39** new members, advertised who we are and what we do, and had a fantastic time doing it!

We wanted our prospective new members to see that we are a group of professional female pilots, in different stages of our careers, working together to support future airline pilots and enjoying each other's company by attending our annual conferences.

Our dedicated full-time volunteers this year did all that and more. They were: Linda Wright (United 787 captain) and Pamela Perdue (United 787 first officer). These “dreamy” ladies worked both ISA and United booths, and managed to send many prospective members our way. Additional helpers included Kyoko Kimura—now a Delta new-hire who's done a great job at WAI the past few years, and Aubrey Reel—an Endeavor first officer who graciously took care of our transportation, storage, and food runs. We are so grateful for Aubrey and her husband, Sacha!

We had several members who registered for the full conference come by to help us out, including Jo Halverson, Lynn Rippelmeyer, Mary Lou Johnson, and Katie Coffman. Diane Helly, Kim Bodoczky, Patricia Jimenez, Maria Haddad, and Cynthia Dawson assisted at our social. Thank you all for your work and for representing the very best of ISA.

I believe this year was a huge success mainly due to our dedicated volunteers and the hard work of ISA Vice-chair Denise Terpstra who spent many hours perfecting the signs, brochures, and business cards for the conference. We couldn't have pulled it off without Denise and my hat's off to her!

This was the first year we implemented the new WAI exhibitor badge policy changes and we are very pleased with the results. With fewer badges this year, we were able to manage the booth more efficiently. We hope to see everyone in Nashville for next year's WAI conference!

Jo Halverson and Lynn Rippelmeyer, right.



# Membership

*Denise Terpstra*



ISA had one of the best Women In Aviation Conferences anyone could have imagined. The booth looked fantastic. WAI Director Kelly Knebel did a beautiful job. Her husband Robbie was our lead HALP. He provided a tremendous amount of help! ISA owes them a huge thanks and kudos. They poured their heart and soul into the booth and it paid off with big rewards for ISA.

The ISA booth became the buzz of the Exhibit Hall. Kelly (pictured right with husband, Robbie) did things this year in the booth that added extra special touches to it. We heard numerous individuals talking about our booth, saying it was the best booth in the Exhibit Hall. The rewarding thing about hearing these comments was that the people making them had no idea there were ISA members within earshot. We also heard feedback that Peggy Chabrian said the ISA booth is the place to be—fun, busy, and always something going on. It's pretty safe to say that we surpassed our wildest expectations. (Denise Terpstra and Maria Haddad pictured above left)



There is not enough space here to tell the membership how amazing Aubrey Reel and her husband Sascha Rice are. Wow! They were happy to do everything we asked of them and they added a tremendous amount of knowledge, suggestions, and fun to the ISA booth. Aubrey and Sascha are huge stars in our eyes. (Aubrey is pictured, left, staring at Kathy McCullough's wine glass while Lisa Mrozek looks on.)

The results of the third annual ISA social on Friday night will likely floor our membership. At first, we worried that no one would show up. Once again, ISA members came through, and in a huge way. The social was packed, wall to wall. Folks were still going strong at 10pm. We estimate as many as 200 were in attendance. The bar sold over \$1100 in drinks.



Our twelve door prizes proved to be very in-demand items. We had some of the same items that we had last year, but we also changed things up a bit. Everyone who won a door prize complimented its quality. That was a great feeling and a few individuals were overheard on the way to the elevator talking about the ISA door prize bags. Once again ISA was the buzz of the conference.



Our new membership pins have been fantastic. We did not sell all 150 of them, but we received rave reviews. Almost everyone was thrilled with the new logo, the size, and the quality of the pin. Amy Jayo hit a home run on this, as did our vendor, *Beyond Zebra*. The remaining pins are now available for member purchase in the ISA store.



### MEMBERSHIP WEBSITE TRICKS & WARNINGS

Do not check “Active—Auto Renewal/Payment” unless you also enter and store your current credit card information. If you have checked “Auto Renewal/Payment,” and you do not have a valid credit card on file (or it has expired) you will receive notification that your payment has failed.

Without your membership payment, your ISA membership (not your credit card, just your ISA Membership) will retain a “pending” membership debit even if your membership expires.



The hotel was nice—the best of the three used in rotation by WAI...Dallas, Nashville and definitely Orlando. However, the hotel caterers were quite difficult to work with. They also tried to get us to pay more than we had agreed to for the beverages at our social but we fought hard and got them to stay within the contract that they had signed. We won our case but this further emphasizes why we keep detailed documentation.



The cheese tray was sparse at first, but Communications Chair Kathy McCullough worked with the hotel staff and they brought out more cheese for an improved presentation. We provided feedback to the hotel catering department about the difficulties we had working with them once the conference was over. They apologized, asked for another chance at the next Dallas conference and charged us half of the quoted price for the food. We'll provide the same feedback to WAI when they send out their survey.

The whole experience with this hotel has given us a new perspective on how hard our Events Chair must work for our ISA Conferences. We now understand how many details and issues Shannon has to deal with. Working on a small ISA social made us aware how difficult this can be and how amazing Shannon is.

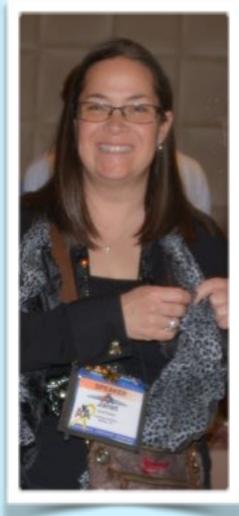
We started the conference on Wednesday morning with 342 active members and closed on the last night (March 8, 2015) with 383 active members. How amazing is that? The ISA events at the Women In Aviation Conference for 2015 were a smashing success thanks to the fantastic members of ISA, the *crème de la crème*.



Wally Funk, Kathy McCullough, and Mary Ana Gilbert at our social. Wally donated the money for our cheese tray!

# Membership

Denise Terpstra



## Newest ISA Members

- Cindy Allen—United Airlines
- Jessie Smith—Skywest
- Melanie Rogan—World Airways
- Lisa Agee—Skywest
- Cyndi Dawson—American Airlines
- Cristina Acosta—SkyWest
- Drew Albright—SkyWest
- Natalie Berman—Spirit Airlines
- Bailey Billen—Endeavor Air
- Laura Bourguignon—Shuttle America
- Allison Britton—SkyWest
- Sarah Bull—United Airlines
- Michelle Corey—SkyWest
- Evey Cormican—United Airlines
- Kathy Cosand—American Airlines/TWA/USAFR
- Meghan Fridley—United Airlines
- Jessica Hines—Envoy Air Inc.
- Jenny Hitzges—Endeavor Air
- Zalak Hoover—ExpressJet
- Drew Irwin—Comair
- Melanie Jarvi—American Airlines
- Albane Koenig—Mesa Airlines
- Cherie Krasovich—United Airlines
- Danielle Loder—Compass Airlines
- Kizna Loosle—SkyWest
- Kirsten LoRusso—Delta Air Lines
- Jacqueline Marty—Alaska Airlines
- Kimberly Matthews—ExpressJet
- Kimberly McCommon—jetBlue
- Rebecca Mohn—ExpressJet
- Bebe O’Neil—United Airlines
- Kathleen Patterson—Republic Airlines
- Riley Rees—United Airlines
- Kristi Rodriguez—SkyWest
- Lisa Ruedy—Compass
- Kathleen Scrivner—SkyWest
- Catherine Stefan—SkyWest
- Jessica Teasley—Gojet
- Amanda Wagner—ExpressJet
- Courtney Wheatley—ExpressJet
- Samantha Wilkerson—Envoy Air Inc.
- Christine Zoerlin—SkyWest
- Jamie Wright—ExpressJet



### Returning ISA Members

- Mary Trusler—United Airlines
- Jalyn Wadden—Emirates Airlines
- Katina Malliarakis—United Airlines
- Patricia Jimenez—American Airlines
- Paige Davies—United Airlines
- Florence Sanders—FedEx
- Debbie Bartz—United Airlines
- Rosella Bjornson—Pacific Western/Air Canada
- Susan Horstman—Pan Am
- Julie Clark—Charter Member
- Karlene Petitt—Delta Air Lines
- Jill Brown—Alaska Airlines

### Membership Totals

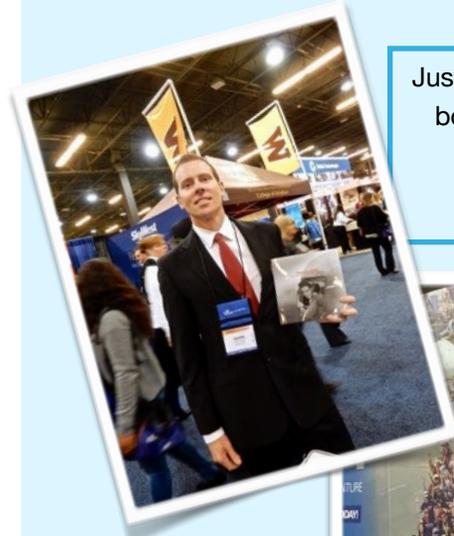
Active: 389

International: 26; 6.7% International Members in 12 countries not including United States  
Pending—3

Newest—Loosle (SkyWest) Mar 17, 2015

Newest Returning Member—Jill Brown (Alaska Airlines) March 31, 2015

Justin Rinehart (Terry’s son), left, holding the book with his grandmother on the cover.  
Ashley and Mary Ana, right.  
The three “anas” below!



## Connie Tobias' Retirement *by Lucy Young*

ISA member, long time friend and colleague Connie Tobias recently celebrated her retirement from Piedmont/USAir/USAirways/American Airlines. I was honored to fly on the jumpseat for Connie's last flight, from Minneapolis to Charlotte on March 17th. She turned 65 years old the next day, and the day after that, she jetted off to Paris to celebrate.

With a little finagling and luck Connie was able to assemble an all female crew, with FO Jan Zweber flying with her the first two days, and Captain Lori Cline, a check airman, flying right seat for the last and only leg on the third day. FedEx FO Jen Johanson, whom Connie had mentored, flew on the other jumpseat. The air traffic controllers had been alerted about her last flight so a "remark" was appended to each flight data strip, so they all congratulated her on the radio as we flew south. She got the water cannon "salute" upon taxi-in at CLT. Her long time friend, customer service agent and photojournalist, Jay Selman captured the action digitally. This group photo is at the arrival gate with additional friends. Connie is fourth from the left.

The festivities continued at the Galway Hooker Irish pub in Huntersville, which on St. Patrick's Day was party central. Connie welcomed many friends from throughout her airline career and it was old home week. She received many gifts and cards and can now decorate her house with some new mementos. Heartiest congratulations to Connie on a fantastic career from May 7, 1984 to March 17, 2015, over 30 years!



What a great day it was! The women in the photo are from L-R:  
Robin Steen (AA FO), Lucy Young, Lori Cline, Connie Tobias, Cheryl Stearns, Jen Johansson (FedEx FO), Cammy McHenry, Xandi Newell (Xandi is a Med flight pilot for Carolinas Medical Center), Duana Hodges. The rest of the usual suspects are USAirways!

# Connie Tobias' Retirement



<http://worldairlinenews.com/2015/03/20/jay-selmans-an-inside-look-connie-tobias-an-aviation-legend-retires/>



## Cheryl Peter's Talk at Piedmont Day NC Transportation Museum, February 28, 2015 *by Lucy Young*

Connie Tobias, Cheryl Stearns, and I, all former Piedmont pilots, went to the NC Transportation Museum on Feb. 28th, 2015 to hear Cheryl Peters speak about her experiences as the first woman pilot hired at Piedmont Airlines in June 1974. It was a packed house and many Piedmont colleagues and enthusiasts were there.

Cheryl put the early 1970s in perspective as she outlined her early aviation career, mentioning such events as the Civil Rights Act of 1974, the space program, Vietnam, inflation, and the OPEC oil embargo. The Equal Rights Amendment passed both houses but was not ratified by the states. The issue pitted women against women and there was "women's lib."



## Cheryl Peters, Piedmont Day, continued

Cheryl (Ritchie) Peters was a stewardess at Eastern Air Lines in 1965. She was living in Miami, where she was into skydiving, motorcycles, and “adventure was my middle name.” The EAL strike in 1965 caused her to move back in with her parents in Roanoke where she grew up. Her dad paid for flying lessons. She soloed in July 1966 and got her private certificate in April 1967. In 1970 she was a CFI, and flew charter and pilot service. She earned her Commercial, Instrument, AGI, MEI, and ATR certificates. (ATR is today’s ATP)

Emily Howell had been hired at Frontier in 1973, so Cheryl put her application in with Piedmont. She drove to Winston-Salem, NC, with her resumé and sat on the bench outside the chief pilot’s office all day until they interviewed her. At 5pm she got an interview with Gil Kyle. Piedmont had her fly the 737 simulator in manual reversion, at 5’5” and 116 pounds, before they hired her!

They were more uncomfortable than she was and even had a different doctor for her. Some male pilots had sued to change the hair regulations in the age of longer hair for men and mutton chops so she was encouraged to cut her hair to male specifications. Cheryl went to Winston-Salem and met with the attorney for the lawsuit. She was based in Norfolk on the YS-11. It was unique to hear a woman on the radio and there were many comments when people heard her voice. Hired on June 14, 1974, there were eight in the class including Carl Gamble, a black man, Tony Sipe, and Ted Restel. Tony passed around a photo of their new hire class and the recent article in the Winston Salem newspaper. Her name was Cheryl Ritchie at the time. She later divorced and changed her name.

She served on the ALPA Appeal Board and testified during the Piedmont/USAir seniority list merger. She was not inclined to join female pilot organizations. While attending a luncheon at the National Aviation Club she sat next to Scott Crossfield who had flown at twice the speed of sound. Cheryl had Chuck Yeager’s book with her, hoping to meet him, and Scott said, “I can’t get away from that fellow no matter where I go.”

Cheryl was one of the first women jet captains in the United States. She flew with her husband Phil Dorsey when they were on reserve in Atlanta. They would swap seats, both being captain qualified. There is a book about occupations called *Butcher, Baker, Cabinetmaker* (now out of print, alas) that mentions her in text and photographs that introduced women employed in jobs traditionally reserved for men. She flew with fellow female pilots Suzanne Alley and Becky Rose in the early 1980s.

Her speech was thoroughly enjoyed by all and we enjoyed chatting with her husband Phil Dorsey and many other colleagues. We then heard from Captain Bill Wilkerson who brought us up to date on the Piedmont DC-3 restoration, *The Potomac Pacemaker*.

Connie Tobias, Cheryl Peters, Cheryl Stearns, and Lucy Young.



# National Geographic Expedition Into Delight

*Norah O'Neill*

I touched a week-old baby gray whale, awed that this smooth and rubbery being would outlast me by more than 100 years. His intelligent eye peered into our zodiac raft as he rolled over his mother's barnacle-encrusted back. She watched us for minutes with her baby sometimes resting on one of her fins, then she swam away. Magdalena Bay, formed by barrier islands, is one of the three protected places in Baja California, Mexico, that gray whales come to give birth and nurse their young for a few months before the long trek up the Pacific Coast to their summer feeding grounds in the Arctic.



Up with the dawn each morning, my two children and I raced to get ready for the first adventure of the day, either rafting among the dozens of mommy and baby whale pairs with marine biologists or exploring a barrier island with naturalists. The islands seemed untouched with a giant whale skeleton lying in perfect formation, its vertebrae like round ottomans on their sides, sand dollars as big as plates, flowering vegetation flowing across the tops of dunes and birds flying overhead.

When we returned to the mother ship for lunch, we sixty passengers could watch the whales passing by and get coached on camera use by National Geographic photographers whose work we've admired for years in books and magazines. Our tables included explorers who spoke of their latest adventures. Before dinner each evening one of the scientists would give a lecture over cocktails, always accompanied by slide shows and movies.

After three days in Magdalena Bay, my 28-year-old son said, "If this ended right now, it would still be the best trip of my life."

The wonders had only begun. We motored south along the coast of Baja watching whales, dolphins, and rays leaping along the way and passed the arches at Land's End around dawn before turning north into the Sea of Cortez.

On a stark, rocky, island jutting out of the tossing sea, we saw a sea lion colony and birds nesting on the jagged spires. We were cautioned as we prepared to snorkel that sea lion babies were as playful as puppies and sometimes nipped so we should never touch them and always keep our hands fistled and close to our bodies. As my son and I snorkeled and watched mommy and baby sea lions cavorting acrobatically below us in 40 feet of water I felt an odd, fluttering, pressure on my back. I lay still and looked to my son who was suddenly treading water and rapidly snapping the shutter of his waterproof camera. I didn't know what was happening but felt the pressure on my back moving forward, then a long fin flashed by my left eye and then another by my right eye then a nose cleared the side of my mask. A baby sea lion was riding on my back and now exploring my head. I started grinning; my son had a matching smile and laughter in his eyes.

I slowly rose to a vertical position and the baby stayed on my shoulders but moved in front of me to explore my mask. His body rested on my breasts with his fins on my shoulders and as he pushed his nose to mine I snuck a forbidden stroke down his back. He was as soft and furry as my cat. I touched his tail fins; he allowed it. Then he crawled onto my back again and started chewing on my snorkel treating it like his private pacifier. The longer he chewed on it the more aggressive he got. I could tell that he was trying to get the snorkel off my mask and he figured out a way to do that. With one fin around my neck and one on top of my head he had the leverage to pull his binkie free. I was proud of his perseverance.



After minutes with me, he hopped off and swam to my son immediately going for his snorkel. My son had the presence of mind to know that the camera was attached to his wrist and if he wanted to record the event, it would have to be a selfie. That fast-learning baby had Bren's snorkel detached in a minute and Bren snatched the end of it. The baby berated him for not sharing then swam off.

Bren and I looked at each other mutually enchanted by the magic of the interaction of human and animal.

The week with my children, full of learning and adventure, was priceless.

**Note: The National Geographic Expedition, Baja California and the Sea of Cortez: Among the Great Whales** is only available for two months out of the year. Consider booking a year in advance because it sells out quickly.



[captainsclub@iswap.org](mailto:captainsclub@iswap.org)  
 Brenda Robinette  
[chairwoman@iswap.org](mailto:chairwoman@iswap.org)  
 Nancy Novaes  
[communications@iswap.org](mailto:communications@iswap.org)  
 Kathy McCullough  
[conventiondonations@iswap.org](mailto:conventiondonations@iswap.org)  
 Mary Bardon  
[education@iswap.org](mailto:education@iswap.org)  
 Kara Hatzai  
[events@iswap.org](mailto:events@iswap.org)  
 Shannon Jipsen  
[pilotassistance@iswap.org](mailto:pilotassistance@iswap.org)  
 Maria Haddad  
[ifalparep@iswap.org](mailto:ifalparep@iswap.org)  
 Karen Kahn  
[memberaid@iswap.org](mailto:memberaid@iswap.org)  
 Linda Wright  
[membernews@iswap.org](mailto:membernews@iswap.org)  
 Maria Haddad

[membership@iswap.org](mailto:membership@iswap.org)  
 Denise Terpstra  
[newsletter@iswap.org](mailto:newsletter@iswap.org)  
 Kathy McCullough  
[scholarship@iswap.org](mailto:scholarship@iswap.org)  
 Karen Guadagni  
[scholarshipawards@iswap.org](mailto:scholarshipawards@iswap.org)  
 Tiana Daugherty  
[secretary@iswap.org](mailto:secretary@iswap.org)  
 Eva Brock  
[store@iswap.org](mailto:store@iswap.org)  
 Amy Jayo  
[treasurer@iswap.org](mailto:treasurer@iswap.org)  
 Liana Hart  
[waievent@iswap.org](mailto:waievent@iswap.org)  
 Kelly Knebel  
[webmaster@iswap.org](mailto:webmaster@iswap.org)  
 Kim Bodoczky  
[archives@iswap.org](mailto:archives@iswap.org)  
 Sandy Anderson

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.

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.



**CALLING ALL CAPTAINS!!**  
**For inclusion in the ISA+21 Captain's Club**

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip/Country \_\_\_\_\_

Airline \_\_\_\_\_ Position \_\_\_\_ Equipment \_\_\_\_ Country \_\_\_\_\_

Date First Signed Release\* \_\_\_\_\_ Aircraft Type \_\_\_\_\_

*(\*After Initial Operating Experience, OK to solo, or whatever your company may call it)*

**Send to:**  
 Captain Brenda Robinette  
 2285 Hwy 107  
 Chuckey, TN 37641  
 Email: [captainsclub@iswap.org](mailto:captainsclub@iswap.org) or  
[bren737@comcast.net](mailto:bren737@comcast.net)

Form updated 03/15

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