



THE INTERNATIONAL SOCIETY OF WOMEN AIRLINE PILOTS
A Non Profit Corporation
www.isawp.org



ISA+21 Commemorative Book

Write a story for
the ISA+21 book of
flying stories and
be a part of ISA's
history!

Details on page 12



WHAT A GREAT CONFERENCE!



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**WELCOME
RECEPTION**

Our 2016 auction was another unqualified success! Check out our scholarship winners and their progress on page 10.



CHAIRWOMAN'S REPORT

Hello all, how is the summer treating you? Busy flying and enjoying the warm weather? I am writing to you from Germany, on a TDY at my airline's new base, flying with a lot of new colleagues and several new destinations. It is nice to have a change after 27 years with Transavia out of Amsterdam!

Since the last newsletter we held a quite successful conference in California. More than 60 pilots attended. Linda Wright put together a great event! Some of us continued to Santa Barbara, enjoyed the atmosphere there, visited wineries—including one where Linda's daughter used to work—and explored the unique Danish community of Solvang. Last but not least the weather gods smiled on us and we had a wonderful sail on Karen Kahn's yacht after a stroll down an interesting Sunday morning art fair along the Santa Barbara beach promenade. Once again a great time was spent with ISA friends old and new. Next year the conference will be held in Toronto—the last one to be held in the second week of May as in 2018 we will try the last week of April as our new date in order to help with bidding and avoid clashes with graduations, etc.

ISA has repeatedly been approached by various media asking about the dearth of women in the cockpits of today's airlines. We seem to be getting a bit of a name as a source of information regarding women in the industry. Similarly at IFALPA our rep, Tara Traynor Cook, was approached to join panel discussions on this subject. I know many of our members do outreach at many different levels, so please send us photos of and articles about any such events you participate in, encourage your fellow women pilots to "spread the word" whether to school groups or adults. The more exposure we get the better. Many girls could be inspired by seeing one of you in uniform talking about your passion.

At the General Board Meeting we also discussed the need for a membership drive and action to retain members once they join. It would be great if each member could get one more to join—especially our newer and younger members. You are the future of the group. Tell your flying friends what you like about ISA and encourage them to join us in Toronto or at WAI. Spread the word with women pilots you meet while traveling; it would be great if we could become really "International" again like we were before 9/11.

Our next board meeting will be held in Washington, DC, on the 20th of September and a large group of us (65+ at last count) are going to the show "Come from Away" along with Beverley Bass on whom the story is based. Please see the website for details. Please make regular visits to our website. Kathy McCullough has done a great job adding fresh information, news, and photos.

If you have any suggestions regarding what you are missing from ISA and/or improvements that could be made in any area, please write to me or any board member. Remember we are all volunteers doing what we can to keep this group going and hoping to make it thrive. We appreciate new ideas and constructive criticism, and of course if you have skills or time that you can donate to ISA we will be very appreciative.

That's it from me for now. Enjoy your summer season and I am looking forward to seeing many of you in Washington and Toronto.

Liz Jennings Clark



MEMBERSHIP: Gar Robison

A huge welcome to all our new and returning members!

- Catherine Burton, British Airways, Barry, UK**
- Maggie Byrne, American Airlines, Alta Loma, CA, USA**
- Judy Cameron, Air Canada, Oakville, ON, CA**
- Christina Darnell, UPS, Indianapolis, IN, USA**
- Ulrike Fay, Republic Airlines, Cape Coral, FL, USA**
- Diana Hoogvorst, KLM, Ulestraten, NL**
- Jennifer Metzler, Atlas Air, Harwich Port, MA, USA**
- Micheline Metcalfe, Air Canada, Guelph, ON, CA**
- Irene Mutungi, Kenya Airways, Nairobi, Kenya, AF**
- Ana Peterson, GoJet Airlines, Raleigh, NC, USA**
- Lori Rossier, United Airlines, Norwich, CT, USA**
- Sarah Rovner, Skywest Airlines, Houston, TX, USA**

ANGELS

Cash Donations January—August 2016

This illustration does not include the awesome donors of our auction items!

AUCTION: Mary Bardon

Once again, the ISA Scholarship fundraising at the annual conference was tremendously successful. We had a huge Silent Auction this year, and it brought in \$6,440! The Non-Raffle raised \$2,035. Plus \$450 in direct donations, the ISA Store \$298, and ISA pin sales of \$100, our grand total this year was **\$9,323!**

Our members and guests donated an amazing array of wonderful items. We sincerely thank Karen Nathan, Jean Harper, Karol Welling, Tracy Leonard, Brenda Robinette, Carolyn Pasqualino, Kathleen Malone, Tiana Daugherty, Betsy Young, Eva Brock, Karen Kahn, Keith Johnson, Becky Howell, Linda Wright, Nell Justice, Alicia Kubida, Strike Fongeallaz, Mary Poplawski, Kathy McCullough, Glenys Robison, Linda Friedman, Pam Perdue, Laurie Reeves, Mary Shipko, Judy Lee, Terry Rinehart, June Viviano, Maria Haddad, Kim Bodoczky, and the amazing Lynn Austin, who arranged for some incredible high-value items. Thank you ladies!

This year, we had a tremendous amount of items brought for the Auction, and we thank you for every single one! I couldn't have possibly run the Auction without the wonderful members and guests who volunteered their assistance. My Right-Hand-Gal was Becky Howell. Her assistance was invaluable. A huge THANK YOU to Karol Welling, Jennifer Palmer, Ellen Palmer, Uli Fay, Tricia Jimenez, Laurie Reeves, Tracy Leonard, Tiana Daugherty, and Strike Fongeallaz for all of their hard work to make it such a big success.

Our conference attendees are some of the most generous people I have ever known. On behalf of myself, and the future ISA Scholarship winners, *thank you very much!*

Mary Bardon



FALL BOARD MEETING

Tuesday, September 20, 2016

We are coordinating our fall board meeting to coincide with our "Play date" in Washington D.C.

Sandy Anderson arranged for us to meet at **8:30am—5pm** at the Florida House on Capitol Hill:
Number One Second Street Northeast, Washington, DC, 20002
Phone: 202-546-1555 <http://floridaembassy.com/>

All members are welcome to attend!



We are meeting at the Ford Theater and the play starts at 7:30pm.

Our group rate tickets (\$50) are under account #4975748.

Call Josh Feldman at Ford Theater group sales: (202) 638-2367.

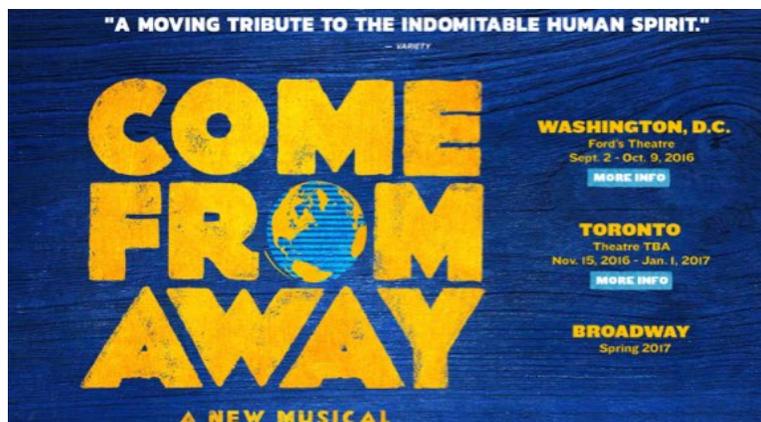
Mention the International Society of Women Airline Pilots or Kathy McCullough to book.

Sixty-five of us are meeting so far, including ISA+21 member Beverly Bass, the American Airlines pilot the play is centered upon. **Our group rate tickets available until August 20th.** You can still get tickets after that date if they are available, but you might not be sitting with the ISA+21 group.



Some members are taking a tour of the theater during the day. I will email you on ticket pickup and the tour. Details will be on the website, WhatsApp, and our closed Facebook page. We have two: "ISWAP" is now a "closed group," based on discussion and feedback from our recent conference in SNA. Also, the name of this "closed" group was changed to "ISA+21/ISWAP" in May.

<http://www.fords.org/home/media-center/releases-and-updates/casting-cfa-fords>



<http://variety.com/2016/legit/news/come-from-away-musical-broadway-1201706791/>

Fresh off sold-out runs in Seattle and San Diego, the new musical "Come From Away" tells the heart-warming true story of how a small Canadian town cared for 6,579 airline passengers stranded there on 9/11. When 38 planes were diverted to its doorstep, the town of Gander doubled in size, playing host to an international community of strangers and offering food, shelter and friendship. Featuring a rousing score of folk and rock, "Come From Away" honors the better angels of our nature, revealing hope and humanity in a time of darkness. The production marks the Ford's debut of Tony Award-nominated director Christopher Ashley. See this hit musical prior to its Broadway engagement!

Length: 1 hour and 45 minutes with no intermission. Recommended for ages 12 and older.

EVENTS: Linda Wright

Thank you to all the members and guests who attended our conference in Newport Beach. I know that everyone is so busy these days so thanks for making the effort!

Every organization must always be looking for ways to maintain and improve its annual conference if they hope to have members attend and return yearly. At the conference in Newport Beach this year I passed out a questionnaire with several subject areas. I really wanted the input from members who make the effort to attend the ISA conference. I received over 40 completed questionnaires out of about 65 members attending. The synopsis follows.

The first question was about conference locations. There was a lot of talk last year about how expensive it is for some members to attend the conference. I asked if it was better to hold the conference in a location that may not be as exciting but easier and cheaper or a more exotic location that would be more difficult to get to and cost more money. Pretty much the concessions was that members liked the location to vary, some years being a easy location and other years being an exotic. I also received several suggestions for future conference cities. The problem is that some of the locations were far away from large airports. I'm not sure how many members would come if it involved long bus trips to cities only served by a small number of commuter flights. If you feel passionate about a city for future ISA conferences please look on our web site to see the requirements.

The second question involved the side trips. About half of the members who attend the conference also sign up for the Thursday side trip. The Friday side trip is even smaller. The consensus was that we should either do away with the Friday side trip, have a tour company set it up, or have our members plan one themselves. The last option seems to work well with plays, etc., so that might be the future of side trips.

The third question involved the registration costs. Almost everyone agrees that the registration price for what you get was fine. They liked the fact that the Wednesday night dinner was an option, helping to keep the cost down for members who only had time or money for the main conference. One member complained about the guest cost being too high. The guest receives everything that the member gets except for the photo, thus the cost. Everyone liked the food at the reception however it was about 40% of your registration costs. Providing enough food so that we can all stay together and talk is very important. Having said that, a few members couldn't understand why their friends couldn't just drop in for the "cocktail" party. For our conference in Toronto next year I am calling it a dinner buffet reception in the hopes that everyone knows that it's more than cocktails and is actually part of the conference agenda. Which brings up another remark from the questionnaires. Yes, the cocktails at the reception were expensive but that what happens at hotels, especially resort hotels. They actually were very good about not giving anyone grief about bringing their own "Starbucks."



EVENTS (cont.)

The fourth question was about the raffle and whether or not to reinstate it. The BOD this year decided to suspend it in the hopes that the luncheon wasn't interrupted with people running items and shouting names on the PA. The member's answers were a split with the larger group preferring the quieter lunch/reception. The loss of income was a concern for some members. Mary Barton conducted her own raffle after the luncheon and perhaps this is the best idea. We can sell tickets at check in, have them available at the reception (but no PA sales) and after lunch hold a raffle for those interested. That way you don't feel pestered to buy them during the reception party and the lunch itself is calmer and quieter. While it did bring in almost \$1000.00 most of that money was cash donations from members.

Now for the fifth question which was about conference dates. Our traditional second Tuesday in May is a difficult date for planning, both for the members and the conference chair. Most members do not have their bid results until late April. That is less than 3 weeks before our second Tuesday in May conference date. I asked about the possibility of moving the date to the last Tuesday in April. Almost all of members liked this idea. This date allows members to wait until their bids are closed. Working members can commit sooner. For the conference chair this really helps as most hotels need our numbers at least 3 weeks prior. There was a member who was worried about the lack of side trips that early while others worried about kids' spring breaks.

If anyone wishes to comment on any of these questions or didn't have a chance to turn in their questionnaire please contact me at events@iswap.org.

In closing I want to thank everyone who stepped up and helped to make our conference a success. It truly takes a village to have it all come together.

See you in Toronto, May 9-11, 2017.

Linda Wright



Toronto promises to be great fun, with its many pubs, and the St. Lawrence market in old town.

COMMUNICATIONS: Kathy McCullough

It has been a busy summer so far. I've received frequent requests from reporters and writers asking for ISA's take on various news stories. I tell them I can't speak for all 400 of us and can only offer my opinion. Usually I pass the requests on to one of our members who is more qualified and actively flying, i.e., *not retired*.

Speaking of stories, our book committee is busy putting our commemorative book together. I was flying on 9/11, so I used my story about hearing ATC close the continental United States behind us and how quiet the sky became that day. You don't have to be a prolific writer or a professional to submit an interesting piece. We have ten stories so far. These don't have to be airline stories. They can be from any part of your life that involves flying: funny experiences and things people have said to you, close calls, checkouts, etc. There are more ideas on our website. Bonnie Tiburzi says that even a one page story would be welcome and they are hoping for fifty stories.

Thanks to Lucy Young for her help with the conference photos—many of them are now complete with names of attendees. Alicia Kubida has been helping me put names to photos on our website. Remember to upload yours! Check out the menu additions on the website, too. *Kathy McCullough*

CAPTAIN'S CLUB: Brenda Robinette

Five members were present in Newport Beach for induction into our Captains Club this year:
Janet Craig, Katherine Wallace, Amy Himic, Mary Poplawski, and Kimberley Bodoczky are pictured below with coordinator Brenda Robinette.
Congratulations!



Liz Jennings Clark and Brenda Robinette pictured above.
Katherine Wallace will be taking over the job of coordinator. Thank you so much for all your time, Brenda!

SCHOLARSHIP: Karen Guadagni



Amanda Langer (left) of Air Wisconsin was a winner, but accepted a job with American Airlines. Carrie Regamey and Inga Chalmers completed their type ratings in the 737NG. Winners Emma Farley and Diane Helly are scrambling to find days off to train. Laura Settle took her interview preparation at Emerald Coast and was pleased with her experience.

Congratulations!

I am so honored to have been selected for this scholarship!

My name is Amanda Langer, and I am very proud to be able to call myself a Woman Airline Pilot. My love for aviation began at a very young age. At an airshow with

my dad, holding his hand as the Blue Angels flew overhead, I looked up and said, "that's what I'm going to be when I grow up!" He looked at me, "what are you going to be?" and I responded, "a pilot of course!" From that point on, all dreams turned towards the sky.

Several years later, I began my life long involvement with the Experimental Aircraft Association and became a Young Eagle. My parents quickly became my airport chauffeurs, along with my other activities. In high school I received a scholarship from the EAA to attend the Young Eagles Air Academy, in Oshkosh, WI, which solidified and fueled my love for aviation.

Two weeks after I graduated from high school, I was headed to Melbourne, FL to attend the Florida Institute of Technology to begin my flying career by achieving my private pilot certificate. I literally flew through my ratings completing: private, instrument, commercial, and multi-engine all within 1.5 years. I was involved in the Falcons Precision Flight Team, on a Regional and National level all four years, competing in multiple events, and becoming an officer and coach. During this time, our team was able to demonstrate the highest level of safety and was awarded the American Airlines Safety Award from NIFA SAFECON. I soon attained my CFI and CFII ratings and began flight instructing for FIT Aviation part time. The following summers I was a two-time recipient of the Cliff Robertson Scholarship from the EAA. Where I once was a camper, I was now able to be a camp counselor and flight instructor. Flying the EAA's RV6A and a GlaStar III, right out of Pioneer field, were by far, the best summers of my life.

Soon after I graduated college, I started my commercial aviation career at an airline out of Appleton, WI, called Air Wisconsin Airlines Corporation. I spent 8.5 wonderful years flying the CRJ200, and two years as a captain. In April I started training at American Airlines, I was awarded the Airbus 320 international and will be based in Miami.

SCHOLARSHIP (cont.)

"I want to thank the Women In Aviation International and International Society Association of Women Airline Pilots for the 737NG scholarship. I completed the training in the early weeks of June 2016. I had such an amazing experience with Flight Training International while in Miami at the Boeing Training Center. The instructors were so supportive and gave you the tools to pass and complete the FAA requirements."
Carrie Regamey



"I am so proud and happy to be a part of the airline world and to have the honor to fly as Captain! Thank you Ladies of ISA+21 for the amazing opportunity to get the 737 type rating—it made me a better aviator and helped immensely to prepare me for the left seat.

*Dreams do come true!" Inga Chalmers
 (The photo is from my first flight as PIC!)*

40th ANNIVERSARY COMMEMORATIVE BOOK

The International Society of Women Airline Pilots is creating a book commemorating our 40th Anniversary in 2018.

We are asking each member to write of a favorite flying story, from 1–6 pages, with a photo of their choice. Your flying story can be from work or free time, big planes or small ones, humorous or serious...see below. All active or inactive members can contribute. We would like your story by the end of September, but our deadline is flexible and can be extended.

All Profits Go to the ISA Scholarship

Questions?
Where to send your story?

- Mary Bush Shipko: shipkobush@gmail.com, cell 567-698-2647
- Bonnie Tiburzi: flikaflys@gmail.com
- Jo Halverson: jo.halverson@gmail.com
- Denise Blankenship: captaindenise@me.com
- Becky Howell: bek.howell@gmail.com

[There is more information on the website. Excerpts are on the next two pages.]



Bonnie Tiburzi, above.
Mary Shipko at Oshkosh, left.

BOMBS by *Kathy McCullough*

Taking off out of Seattle’s Seatac Airport I never guessed what the day would hold. The sky was clear and our freighter roared into it, waking up the people below. We turned north and the controller gave us a clearance direct to Anchorage, Alaska. It was early morning and we were alone in the sky.

We leveled at 32,000 feet. I monitored the radios; the captain unplugged and leaned his head back, tired from moving to a new house. The flight engineer was back making coffee and using the lavatory. It was a glorious day to be flying and I took everything in. Victoria, Canada passed below us—we had vacationed there a few years back. I could see the ferry boats moving between Victoria and Vancouver. My kids loved putting Canadian loonies into the massage chairs on those ferries.

“Our reports are that a light twin has just hit one of the twin towers in New York City,” Air Traffic Control said.

What? The controller was talking to another pilot on a different frequency.

“No, no other information yet. It was either a twin or an airliner.”

Surprised, I looked over at the captain. He was still unplugged. I told him what they were talking about and he just shrugged, uninterested. I kept listening.

Both towers had been hit. The flight engineer came back up front and I relayed the conversation to him. “What have you been smoking while I was gone?” he asked, laughing.

“At first they thought it was a light twin,” I said. “Then the report came in that it was an airliner, now they’re saying two airliners.” Finally, the captain sat up straight in his seat. By now we were all listening to the radio. It was surreal. Air Traffic Control closed the continental United States airspace behind us as we flew north.

GOONEY BIRDS by *Mary Bush Shipko*

We got our green light for takeoff from the Davis-Monthan Air Force Base control tower. I swung the Douglas DC-3 onto the runway and shoved the power levers forward. My co-pilot, Charlotte, locked the tail wheel into place and checked all the engine instruments as we rolled down the runway. We held our breath for a moment because it was the first time this particular airplane had flown in more than a decade. To our relief everything seemed fine. Of the airplanes in our group a few of them would eventually be used for spare parts—that wasn't a comforting thought.

Read more online under “ISA Commemorative Book Excerpts”

PETROPAVLOVSK EMERGENCY LANDING by *Gar Robison*

“We have a trip for you tomorrow skipper, a three dayer to Shanghai, are you interested?”

After twenty-five years of domestic flying I had finally made it to my dream job—flying around the world left seat on a B767, and the call from crew scheduling had me stoked. I’d never been to Shanghai but my sister had lived there in the 1980s and I was thrilled to be going to a place that she loved.

This would be my third trip as a B767 Captain and I needed to prepare. I pulled out books and charts and spent a few hours reviewing the route, alternates, weather forecasts, and company briefing notes on Russian and Chinese airspace. The next morning I arrived at the airport very early to print weather charts and NOTAMs and to talk to the company dispatcher who planned the flight. There are often active volcanoes in Russia and I was concerned about one that was rumbling near our route.

It was a beautiful day that started without a hitch. My crew consisted of a first officer and cruise relief pilot. The F/O was another woman pilot that I’d flown with early in her career and I knew her to be a very competent and keen pilot. The junior crew member—the relief pilot, was new to me, but I learned he’d been in the Canadian Air Force flying CF-18s and now with the airline he frequently flew the route we were on. I was happy to have such a great crew as we worked our way westward, passing from Vancouver to Anchorage ATC and on to the more demanding Russian airspace.

With the first officer on her break in the back and the relief pilot and I chatting about what we expected ahead, a call came from the Flight Attendant in-charge. “I have some bad news,” he said. “The four aft lavatories have quit.” While we were going through some reset procedures in the flight deck and trying to get a patch through to our company maintenance, the In-Charge called again to say he had some really bad news—all of the lavatories in the aircraft had quit. Losing four lavatories on a long flight would be challenging but losing all eight could quickly become a crisis. We began to consider our options. Anchorage was 2000 miles behind us, Japan 1500 ahead, and Shanghai was another 1000 miles beyond that. No matter which way we turned we had several hours before we could find a suitable landing spot.

While talking with the company on a high frequency radio patch, we got our third call from the back. The In-Charge now reported that a passenger said there was smoke coming from the mid-lavatory. The relief pilot leapt out of his seat and returned in seconds, “It’s bad,” he said. “It stinks of electrical smoke.”

Read more online under “ISA Commemorative Book Excerpts”

SECRETARY: Eva Brock

The minutes from the Newport Conference Board of Director meetings and the General Business Meeting can be found at <http://isa.clubexpress.com/> under the menu item “Minutes.”

ARCHIVES: Sandy Anderson



OSHKOSH
2016
ISA+21 Ice
Cream Social

Kimberly Johnson of Texas Women’s University reports that to date the following work listed below has been completed:

- All the scrapbooks have been scanned.
- Each page has been scanned and saved to preservation standards—600 dpi TIFF.
- All scrapbooks have been assigned a unique number.
- All photos within each scrapbook have been assigned a unique number.
- Every page in each scrapbook has been numbered (front and back, 1, 2, 3, and so on).
- For the purposes of the inventory, we have counted all the images contained within each scrapbook and the number of pages per scrapbook.

Next Steps:

- The scrapbooks pages will be assembled into one document (for each scrapbook) and saved as PDFs.
- The scanned images (provided to us on CDs) will be renamed with the unique identifying number.
- We will cross reference the scrapbooks with the scanned images to make sure everything has been scanned. Any that we find that are not yet scanned, will be scanned according to preservation standards (600 dpi TIFF). An access copy will also be made at the same time (600 dpi JPEG).
- The scans for any photos that have been identified as not to upload to the ISA Digital Archive will be moved to a separate folder titled “Not for Virtual Upload.”

TWU will continue working on the inventory and looks forward to receiving more oral histories, photos, and other memorabilia from ISA+21 members. Go to <http://isa.clubexpress.com/> and look under Archives in the menu for more information.

MIRACLE ON ICE

“Dream on, dream on, dream on, dream until your dream comes true.” Aerosmith, 1973

On a cold Sunday morning in February of 1980, a young, aspiring girl pilot watched an impossible dream come true. Little did she know at that time the profound impact it would have on her life. Everything changed on that day.

After watching the impossible dream come true, she immediately called her dad at his fire station and told him in no uncertain terms, “One day, your daughter will skate with this team.” She also announced her plans to mom then proceeded to write this same statement down on a small piece of paper. The note was given to her parents for safekeeping. The request was made to keep the note until further notice. For some strange reason, the parents kept the girl's note for the next 36 years. Maybe they knew something special would happen one day. Who knows.

There were two dreams in life that the girl never gave up on—flying airplanes for an airline for a living and skating with her beloved team. The first dream was realized in 2000 upon completion of her IOE with Frontier. When would the next dream happen, if ever? That was the burning question.

Fast forward to early 2015, when the girl, now a medically retired B737 First Officer with Frontier heard about a fantasy ice hockey camp. Right then and there, she knew that her impossible dream was about to head into the home stretch. It was too late at that time to register for the 2015 camp, but 2016 would work just fine. They say there is a reason for everything—apparently the dream wasn't meant to happen until 2016. The stars weren't aligned quite right. Her husband was “informed” about the camp after the first payment was already on the credit card. He had no idea of what the next year of training and hard work was about to bring. Lucky him!



DeniseTerpstra with the 1980 Olympic Hockey Team members.

MIRACLE ON ICE (cont.)

Three weeks before this year's fantasy camp took place, the pilot's mom sent the above mentioned note back to her daughter. The note had long been forgotten about but when it arrived, it was one of the most emotional moments ever. It really was going to happen. The dream was about to become reality.

In April of 2016, the dream of skating with the team finally happened. The second annual "Miracle On Ice Fantasy Camp" took place in Lake Placid, New York, at the rink where the Miracle happened, the Herb Brooks Arena. The dream lasted 13,187 days but it was worth every single day of the wait. Sixteen of the nineteen surviving members of the 1980 US Olympic Ice Hockey team members were at the camp along with their Assistant Coach, Craig Patrick.

The girl's team (the blue team) finished third in the tournament but it really doesn't matter what the standings were and which team took home a certain color of medal. What is important are the lifelong friendships that were made and the dreams that were realized over that five day period. There's a Bruce Springsteen song called "The Ties That Bind." At camp, ties that will forever bind us all together were made, the 2016 Miracle On Ice Fantasy Campers.

Fantasy Camp brought life changing moments and highlights every single day. There are so many highlights it is impossible to remember them all, let alone list them. As a hockey player (a right/left winger), it is pretty overwhelming to look back at your defenseman and realize it is Mark Johnson, who scored two goals against the Soviet Union in the game now known as the "Miracle On Ice." Those goals and that game are on YouTube if you ever have the desire to watch them.

But there is one highlight that will forever stand above everything else. Nothing will surpass it even at the 2017 Camp. The Wednesday night "award" dinner party brought the girl pilot the "Flying Ace" award. This award means more than anyone could ever imagine. It also came with a signed puck, ticket, and a hand written note (the contents of which will forever remain private) from 1980 Olympic Gold Medalist and Miracle On Ice team member Steve Christoff.

Those three items are even more special because in addition to being a Miracle member, Steve is a Captain for Endeavor Air. Although he was not able to be present at camp this year, he took the time to do something incredible for a fellow airline pilot. Who says pilots and hockey players aren't very ok people? When you get the very rare combination of both in one person, you know you are dealing with someone who is indeed quite unique. Who would have ever thought that out of an impossible dream, would come two airline pilots who both played hockey? Pretty remote odds to say the least.



MIRACLE ON ICE (cont.)



2016
Miracle
On Ice
Fantasy
Camp
Blue Team

ISA member Denise Terpstra is the girl hockey player whose dream came true this past April. She'll be back at camp in 2017 with more dreams to be accomplished. She's training hard, working every day at hockey, incredibly motivated (as if she needed any motivation at all) and hoping she'll finally get to meet Captain Christoff. Perhaps a bit of that good old fashioned CFI nagging will do the trick to get him to camp.

Special thanks go to Miracle On Ice Fantasy Camp Director and Director of Events at Olympic Regional Development Authority, Katie Million who makes the magic happen. Very special thanks to Steve Christoff for allowing me to write this article. You are the best of the best.

“Dream on, dream on, dream on, dream until your dream comes true.”



From left to right:
Blue Team
member Mike
Bufano, 1980
Olympic Gold
Medalist Bill
Baker, DDS,
Denise Terpstra,
1980 Olympic
Gold Medalist
Dave Silk; 1980
Olympic Gold
Medalist Mark
Johnson.



Our boat rides are always fun!





Shopping trip or side trip?
Is there any difference?
Thanks so much for
volunteering to arrange our
Las Vegas conference in
2018, Karol Welling!



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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.

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.

Please, please, please go onto the ISA+21 website and update your information, especially with a picture of yourself. It makes it so much easier for us!

Pictured left:

Our awesome proofreader Becky Howell, with her mate David Mandot, at the 45th SW Airline’s Anniversary Banquet. (Becky’s 25th year with SWA!)



FACEBOOK

We have a closed
ISA+21 page:
122 members.

Ask Maria to let
you on!
lilcad@gmail.com

More photos of higher quality
are on the website. Don’t
waste your color ink printing
these!