



E A A CHAPTER 302 NEWSLETTER



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AUGUST 1984

EDITOR: Marcia Sullivan

Meeting: Saturday August 11th - 10AM at Conservair, Montgomery County Airport

Refreshments: Jim Goebel and Stella Anthony

Program: As of Friday August 2nd, this information is not available due to the unscheduled detainment of El Presidente and his two passengers in 30319, somewhere in Arkansas! It would be fairly safe to assume that the program will be a report and rehash of OSHKOSH '84.

STAY TUNED TO THIS SPACE NEXT MONTH FOR THE FULL DETAILS!

Meanwhile, a few highlights for those of you unfortunate enough to stay behind.

EAA Fly-in record crowds attracting

Except from daily Newsletter put out by Flying Magazine each day at Oshkosh

OSHKOSH RECOVERS FROM RECORD WEEKEND CROWDS

7-31-84

Wittman Field returned to something near normal yesterday after record smashing crowds on Sunday. Though the Monday crowd was as large or larger than ever, it seemed positively quiet after a weekend crowd estimated to be near one-half million people.

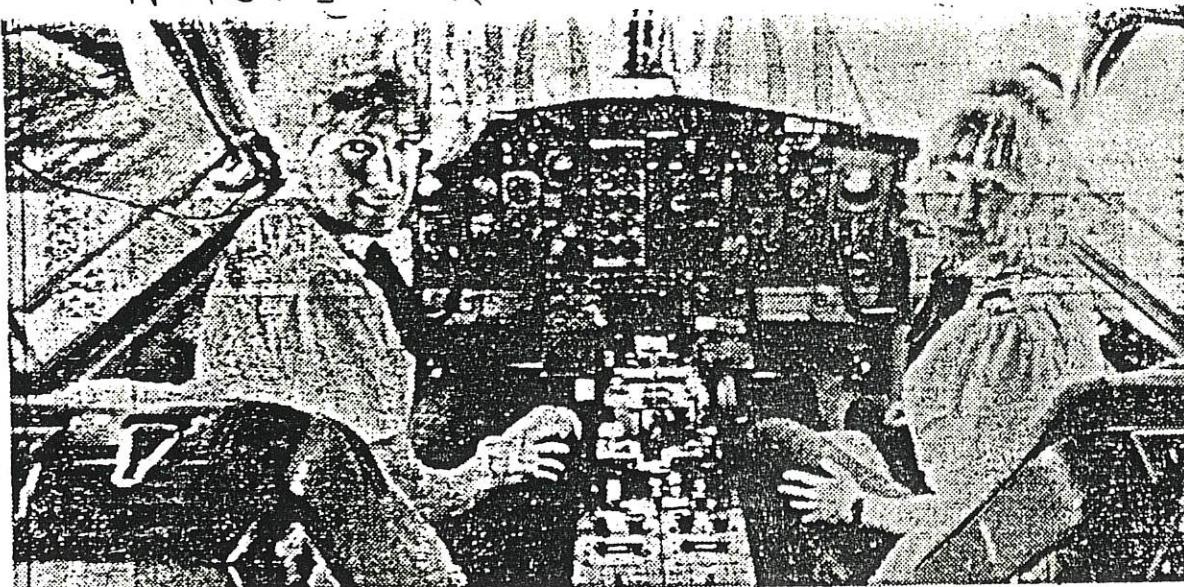
Stars of the weekend show were the bombs, smoke and noise of the Warbirds show and the quiet, soft arrival of the Rutan Voyager which touched down after Sunday's airshow.

Everyone agreed that the Warbirds smashed all records for noise with Sunday bomb blasts that shook the entire airport and sent up huge clouds of black smoke. A mixture of dynamite and gasoline provided the special effect.

In contrast, the long spindly Voyager which had circled high over the entire Warbird show drew massive crowds with its near noiseless arrival. The Voyager is, of course, the airplane the Rutans have built to fly non-stop and unrefueled around the world. Dick and Burt Rutan have been mobbed everywhere they have gone on Wittman Field since the Voyager arrived.

Aircraft departures and arrivals were heavy all day Monday as people returned home, only to be replaced by a new batch of aviation enthusiasts. Good VFR weather kept the traffic moving as the tower controllers gave their non-stop directions to airplanes in the pattern. Controllers with hand signals sent the departures on their way.

What's In the News?



United Press International

Capt. Emily Warner, left, and First Officer Barbara Cook teamed up to make the first all-female cockpit crew in commercial airline

history when they flew a Frontier Airlines flight from Denver to Lexington, Ky., according to a Frontier spokesman.

Frontier makes history with female crew

DENVER (UPI) — Frontier Airlines teamed a woman pilot with a woman co-pilot Saturday for a flight from Denver to Lexington, Ky., in what one official said was the first all-female crew in commercial airline history.

Bob Schulman, spokesman for the Denver-based Frontier, said the airline did nothing special to bring Capt. Emily Warner of Denver together with First Officer Barbara Cook of Denver.

"That's just the way the rotation came up," he said.

Mrs. Warner became the first woman pilot hired by a major airline when she joined Frontier in 1973.

"I figured I'd be flying with a gal one of these days," she said.

Mrs. Warner, who has been a captain for about a month and previously was a Frontier co-pilot, said the carrier has two other women pilots besides herself and Ms. Cook, but all except herself are first officers serving as co-pilots.

She said she originally set out to be a stewardess

and had no plans to become a pilot. She said she was 18 at the time and had to wait until she was 21 to apply for an airline job.

"In the meantime, I didn't know if I'd like flying or not, so I decided to

try it," she said. "I took flying lessons and pretty soon I got hooked on it."

Mrs. Warner said she worked for a private aviation company in Denver for the next 15 years and then joined Frontier at

age 33. "The first year was probably the toughest," she said. "I think the pilots just sat back to see if this was a publicity thing and to see if I could handle it. Even the flight attendants

were a little bit standoffish, and they were like women."

"After a year, I could feel the change in people, a real acceptance feeling," she said. "Now it's old hat."

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Air safety too important to play union games with

Air traffic controllers have started a push to form a new union. At roughly the same time there are criticisms that the air traffic control system is being overburdened by too many flights and not enough controllers.

Whether this is coincidental or not, it is not going to serve the cause of air traffic safety to mix these two matters.

If there are any reasonable concerns about the air traffic system, they stand to lose almost all credibility if there is a perception that such concerns may be surfacing or arising out of unionizing efforts on the part of the controllers.

It has been a little less than three years since the Professional Air Traffic Controllers Organization went out on an

illegal strike against the government, got 11,400 of its members fired, was decertified as the bargaining agent and went out of business. Few have forgotten that a primary tactic of the union was the claim that the air traffic system was, or would not be, safe without accession to their demands.

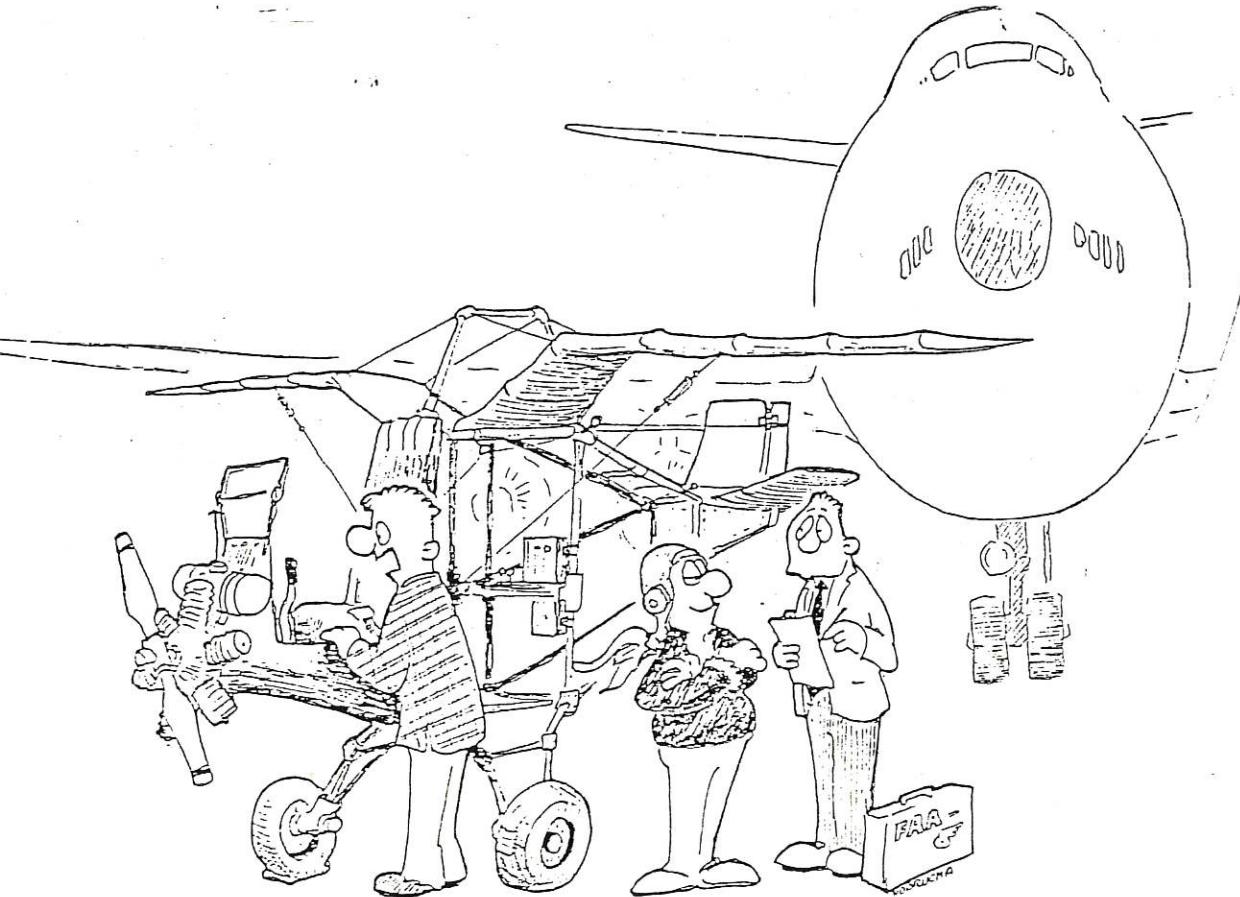
If there is anything that is seen to be something of a replay of that wretched situation, it will be next to impossible to take a dispassionate look at the air traffic control system for any possible problems.

Air traffic safety is too important to be playing any union games with it, or to be refighting any old union grudges from three years ago.

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"He's right, AL . . . it does have an encoding transponder!"