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REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION
ELIZABETH HANFORD DOLE
TO THE WOMEN'S TRANSPORTATION SEMINAR
WASHINGTON, D.C.
MAY 18, 1984

I am truly honored to receive the Women's Transportation Seminar Woman of the Year Award. When I became Secretary of Transportation last year, I pledged to advance the interests of transportation in America and to help expand opportunities for women in transportation. I still feel those commitments keenly and this award means a great deal to me. I am deeply grateful to you for it. Over the years, you have honored many women in transportation, and I am pleased to join their distinguished company. I am also proud to be a member of the Women's Transportation Seminar, a premier organization in the transportation industry.

What a joy it is to be here today in the company of these women pioneers in aviation. Captain Brooke Knapp is President and Chairman of the Board of Jet Airways, Incorporated, and a world record-setting pilot. Dr. Sally Ride is an astronaut who last year became the first American woman in space. Her example is an inspiration to young women who are drawn to the sciences and wish to explore all the opportunities they offer for the future. With one flight, Sally Ride did more for women--showing them options many didn't know existed--than countless speeches ever did.

Ann Wood courageously served as a pilot for the British Air Transport Auxiliary during World War II. And Fay Gillis Wells, along with Amelia Earhart, co-founded the Ninety-Nines, the international organization of women pilots, more than 50 years ago. Actually, the Ninety-Nines serves as a common bond for all of us on this platform today. All of the pioneers have joined the organization at some point in their careers. And I am pleased to serve as a judge for the Ninety-Nines' Amelia Earhart Memorial Scholarship Awards this year.

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It was a privilege to speak to the Ninety-Nines last year at ceremonies marking their Third International Flyaway in Atchison, Kansas. Over the years, the Ninety-Nines--both as an organization and through its individual members--have contributed mightily not only to the progress of aviation, but to the growth of international friendship and the expansion of aerospace education as well.

We regret that our fifth honoree, Anne Morrow Lindbergh, could not be here today. She is a woman who has earned our deep respect and admiration as an aviator and author. As co-pilot with her husband Charles, Anne Morrow Lindbergh furthered the cause of flight in exploring transcontinental routes for commercial aviation and through countless goodwill tours. But her contributions go much further. A gifted writer, she evoked in prose the sensation and magic of flying. I have read a number of her books and have been personally inspired by the philosophy she brings to her life and her work.

We also have two special guests in the audience today. Claudia Oakes is the only woman curator at the Smithsonian Institution's Air and Space Museum. And Allison Butts is the 13-year-old great-granddaughter of Glen Curtiss, famed designer of World War I flying boats and the renowned Curtiss Jenny, a workhorse of military aviation. Allison, I hear you are interested in learning more about flying. You have certainly come to the right place.

It is appropriate that we meet at this historic forum during National Transportation Week, a time when we pause to consider the tremendous resources of our national transportation networks. Women have helped shape the growth and progress of transportation in America, joining in the spirit of adventure that is perhaps unique to our exciting field. Brooke Knapp expressed it well earlier this year as she was preparing to set another world speed record. "It's the biggest challenge of my life," she said, "and it's going to be loads of fun up there."

Wilbur Wright's short flight at Kitty Hawk, North Carolina, at the turn of the century spanned only a few seconds and about 120 feet. But the Wright Brothers that morning ushered in the era of powered flight that fulfilled the dream of centuries. No sooner had the airplane been invented than women joined men in the air. Bessica Raiche built a Wright-type plane in her Long Island living room and without any previous flying instruction, took to the air in September 1910. Shortly afterwards she received a gold medal inscribed, "The First Woman Aviator in America."

In the late 1920s and 1930s, Amelia Earhart's generation of women pilots found more opportunities in the air than on the ground. Nor were they daunted by temporary setbacks. Miss Earhart herself, who once crash-landed in a field of cabbages, remarked that the incident didn't lessen her love of flying, but it certainly changed her taste for cabbage.

We have come far from those early days when women worked as demonstration pilots for aircraft manufacturers whose advertising slogan was, "If a woman can fly it, anyone can." But perhaps we have not come far enough. Sally Ride became the first American woman in space amidst a crush of publicity and remarked, "I think maybe it's too bad that our society isn't further along, and that this is such a big event."

But years of pioneering efforts by women -- such as the distinguished guests we honor today -- have made a difference. Women now make up 33 percent of the aviation

work force. There are over 5,000 commercially rated women pilots -- a 200 percent increase in their ranks over the last 10 years. Dedicated, talented women also work as flight instructors, aeronautical engineers, air traffic controllers, mechanics, flight navigators and parachute riggers. Years ago Anne Morrow Lindbergh described the attraction of aviation. Her words still hold true today: "There was no limit to what the eye could seize or what the mind hold -- no limit, except that somewhat blurred but inescapable line of horizon ahead."

At the Department of Transportation, we too are looking ahead. We are developing a highly sophisticated air traffic control system that will double the capacity of our airspace, meeting aviation's needs into the next century. This multi-year program is the most extensive non-military aviation undertaking since the Apollo man-on-the-moon project. Replacement of present air traffic control computers with new state-of-the-art technology is the centerpiece of our program. We're also acquiring new and better radar, equipped with separate weather channels, providing terminal area controllers a display of current weather conditions "live and in color." Another development of great importance is the microwave landing system. It offers us a whole new precision landing capability, a vast improvement over the Instrument Landing System first used 40 years ago. The microwave landing system can land a pilot so accurately that on final approach, she is within one tenth of one degree of the centerline.

I have often said safety is one of my highest priorities. I've appointed a task force within the Department to conduct safety reviews over all forms of transportation. As part of this review, my office is working with the Federal Aviation Administration to draw up long-term safety needs and goals. We've already increased the FAA's inspector work force by 25 percent. If more inspectors are needed to keep an eagle eye out for safety deficiencies or infractions, we'll hire them. We have recently completed a "white glove" inspection of 350 air carriers. While we did not find any system-wide shortcomings, the inspections have proven their worth. We have uncovered some concerns -- largely in the record-keeping area -- which need our attention. We have, first and foremost, a safe system, and I am going to continue our efforts to see that it remains the safest in the world.

Of all the changes affecting aviation today, none has gained as much attention from public and press alike as deregulation. Economic regulation has gone the way of the biplane, open cockpits and goggles; it is a relic of aviation's past. Under deregulation, today's air travelers have a far wider choice of carriers, fares and services than ever before.

Without economic regulation there is no need for an economic regulator. And so the Civil Aeronautics Board, as scheduled, will sunset at the end of this year. For our Department and other Federal agencies, this will mean increased responsibilities in consumer protection, international aviation matters and essential air service for small communities. We want to assure the smoothest possible transition and intend to have all the necessary regulations for implementing these functions in place by January 1, 1985.

We have found a new frontier for our deregulation efforts. Three months ago, the President designated the Department as the lead Federal agency for commercial space developments using expendable launch vehicles. For firms wanting to send payloads into space, we will streamline the clearance process, eliminating unnecessary

regulations. Our job is to ensure this industry -- which promises to be a multi-billion dollar space launch business -- every opportunity to establish itself in a free, competitive market.

As crucial as these policies and programs are, there is also a human side to the Department of Transportation. Any commitment to our concern for people must begin where we are. Thus, we continue our efforts to improve human relations at the Federal Aviation Administration. We plan to meet again with Larry Jones -- who leads the task force on management-employee relations -- to assess the progress of our human relations program.

When I spoke to you last year, I announced our nine-point program to improve opportunities for women at the Department of Transportation. Women comprise less than 20 percent of our work force and in a Department of 100,000 people, it takes many women to move that percentage up even one point. But we are totally committed to the task. We are pleased that the number of women air traffic controllers is increasing. We are helping more women enter this field through our pre-development program for Federal employees -- the latest class is 70 percent women -- and through our air traffic controller program for undergraduate students, where women comprise almost half the program.

Through other parts of our program, we have brought in women undergraduate and graduate students in work-study programs, and women are gaining new experience in upward mobility positions. We have initially identified 150 temporary assignments in offices throughout the Department as part of a mobility assignment program to give mid-level candidates the opportunity to expand their skills. Some placements have already been made and we look forward to receiving additional assignments in the future. Our Seminar for Prospective Women Managers has been very successful and women who have taken the course have been very enthusiastic about the experience.

We have added a tenth point to the program -- a training course in career planning for top-level technical and clerical employees whose jobs are at a plateau in terms of career advancement. I might add that this addition was made as a result of input from our employees and we were pleased that working together, we were able to address this need. And at the executive level, more women are entering the Senior Executive Service Candidate Development Program as well as participating in other valuable training opportunities. If you would like to know more about our program, please stop by our exhibit table in the lobby. A representative from our personnel office is there to talk with you.

It is especially satisfying to be here among such a distinguished group of natural allies in what I like to call America's "quiet revolution," the tidal wave of qualified and talented women who are entering the work force in record numbers. According to Janet Norwood, Commissioner of Labor Statistics, "the dramatic increase in the participation of women has been the most striking change in the U.S. labor force in recent decades."

As the first woman Secretary of Transportation, I hold an appreciation for each one of you who has quietly -- well, maybe not so quietly -- blazed a trail of opportunity for others to follow. Today's event has brought together four women pioneers in aviation and many women pioneers in transportation. More than half of all American women now work. We have to convince more of them to join us in transportation.

The women we honor today have made significant contributions to the world of aviation and while their exploits are often the subject of museum exhibits, let us not forget that their careers were the result of years of careful preparation, many long hours and -- at times -- sheer determination. In honoring the achievements of these women pioneers, we must show young Allison Butts -- and others of her generation who want to learn more about aviation -- that this field is open to anyone with an active mind and a spirit of adventure.

For women in aviation, words like unachievable, unattainable, impossible and unimaginable have never been a part of their vocabulary. This spirit gained women entry into the field and has helped them excel.

At times, though, the challenges are enormous; the demands heavy. So where does the power come from to see the race to its end? Eric Lyddle, Scotland's beloved Olympic runner, both asked that question and answered it. The power, as portrayed so beautifully in Chariots of Fire, comes from within.

And with this strength, women have taken to the skies since the early days of flight. The attraction of aviation was best described by Anne Lindbergh in one of her earliest books. After one of her first flights in 1927, she wrote, "I felt the real sensation of going up -- a great lift, like a bird, like one's dreams of flying. It was a magic caused by the collision of modern methods and old ones...accessibility and isolation."

Women today are leaving isolation behind and giving their talents and capabilities access to a wider range of opportunities -- not only in the world of aviation, but in business, government, law, management and numerous other fields. In pursuing their dream, they are building on the old to usher in a new society of greater opportunity for women everywhere. It is a society of opportunity this organization promotes, I endorse and is well represented by those we honor today.

Thank you very much.

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