

The Honorable Linda Hall Daschle
Deputy Administrator
Federal Aviation Administration
"The Spirit of Dakota"
Huron, South Dakota
October 2, 1994

Thank you very much for that very warm welcome.

It's good to be back home, and with my family and friends.

I would like to first thank the Spirit of Dakota Committee and the Huron Chamber of Commerce for inviting me to take part in this wonderful celebration.

This occasion and the Spirit of Dakota award are now a splendid tradition in the state. So it is a very special honor for me and Tom to be here this evening.

I would also like to recognize and thank [dais guests, other VIPs] for their kind support and their help today.

I am following in the footsteps of some rather remarkable women who have been asked to speak at this banquet program.

Elizabeth Dole.
Meredith Brokaw.
Betty Turner Asher.
Lorraine Mintzmyer.
Mary Ellis Borglum Powers.
Sylvia Henkin.

These women embody the "Spirit of Dakota." Their outstanding record of public service is testimony to the kind of values and character that comprise that spirit. I am proud to stand in their company.

The Spirit of Dakota Award, as you know, is awarded annually to an outstanding South Dakota woman who has demonstrated exceptional leadership qualities -- a person who is recognized for her vision, courage, strength of character and commitment to her community.

I am pleased to have the chance to extend my personal congratulations to this year's recipient (NAME) and to join you in celebrating her achievements.

We know that the inspiration for this award is drawn from Dale Lamphere's dramatic sculpture which captures, in stark detail, the courage, character and strength of the pioneer women who braved the unknown and journeyed here more than one hundred years ago.

The women who settled this land overcame terrible hardships and challenges, armed with little more than their courage and their commitment to this place and their families.

They encouraged their husbands and educated their children in a strange, new place, while taming the land.

They worked tirelessly to build a community and a future -- undaunted by the ravages of disease, the harshness of nature and the endless, wide sweep of the prairie.

The Spirit of Dakota is a special combination of energy, force and gentleness that blesses this magnificent state and its people.

I know. I'm a Kansas girl, who has proudly made South Dakota my home.

I know, because I have been warmly embraced by the good people of South Dakota.

You have welcomed me into your homes and into your lives. Your hospitality and warmth have been extraordinary -- quite overwhelming and very much appreciated. Friendship and community . . . the Spirit of Dakota

The Spirit of Dakota is also reflected in South Dakota's dynamic contribution to the economic strength of the nation. From this rich and fertile land, we proudly produce sunflowers, soybeans, corn, wheat and alfalfa. Hardworking South Dakotans nurture the soil, till the fields and bring our state's agricultural excellence to the markets of the nation and the world.

The Spirit of Dakota also lives in strong, confident, and capable Dakotan women, who play critically important roles in American aviation today. Women like Ann Bormolini, from Madison, who is the Chief of Staff to Federico Pena, the Secretary of Transportation.

Cathy Jones, who is the Rapid City Flight Standards District Office (FSDO) Manager. Kay Frances Dolan, from Brookings, the Director of the FAA's Office of Personnel. And Gerri Hall, from Groton, who has an influential position on the Senate Commerce Committee.

These are South Dakotan women, who are working hard everyday to ensure that an industry made in America remains the best in the world.

At the FAA, where I work, we are striving to bring the Spirit of Dakota to the challenges and promise of America's aviation future. I'm talking about the innovation, the creativity, the determination, and the pride that are hallmarks of our state and our people.

At FAA, we are working hard to ensure that South Dakota will harvest the benefits of new aviation technologies, which will strengthen our economy and produce many new jobs.

I am proud that we are moving quickly to introduce new satellite technology, which will open the skies of South Dakota to increased air passenger and freight traffic.

Few new technologies have so captured our imagination as satellite-based navigation. GPS is a satellite-based system designed to replace land based navigation systems. With GPS, the airlines and general aviation pilots will be able to use more direct routes, resulting in fuel savings and increased capacity of the aviation system.

Like the stars that once guided the pioneers across the prairie, GPS today can guide aircraft through the nation's sky.

As recently noted by the Congressional Research Service, "on-board computers linked to GPS may eventually enable pilots of even the smallest aircraft to locate their exact position and altitude. In emergency situations, these systems will guide the pilot to the nearest suitable airport, and if there is no time for that, the nearest suitable emergency landing site. On the order of 1,000 lives could be saved annually on worldwide basis, primarily among general aviation users."

The Aviation Safety Institute says that the expeditious adoption of GPS for landings and takeoffs in poor weather is absolutely essential for flying safely into thousands of small airports in the United States.

Everyone has been quick to realize that with a system like GPS, places like South Dakota can be freed from many of the constraints which have been holding back its growth.

With GPS, we will sharply reduce the cost of modernizing old airports and building new ones. There will be less need for all the complex installation of ground-based navigation equipment which is becoming increasingly expensive to buy and maintain.

And from the standpoint of key navigation technology, there will be a diminishing difference between the giant urban airport facility and the tiny, remote airstrip next to a wheat field in Kansas or in South Dakota.

With this kind of technology, we can keep South Dakota in the mainstream of the nation's commerce.

At FAA, we are also working hard to develop alternative aviation fuels which will benefit both South Dakota farmers and American aviation. We believe that ethanol, from corn, can be used as a cost-effective fuel additive which can save many millions of dollars in energy costs.

At the same time, use of ethanol in aviation fuels will provide another lucrative market for South Dakota farmers.

In the end, all Americans will benefit, and South Dakota again will have played a vital role in strengthening our national economy and our national security.

Some of you may be wondering what someone raised in Kansas knows about the Spirit of Dakota. Well, I'm also the daughter of a Baptist minister, and I can tell you that there is no one more passionate and committed than a convert -- a true believer.

The Spirit of Dakota is courage in the face of adversity -- and opportunity.

It is self-reliance and also knowing we can rely on each other.

The Spirit of Dakota is the rich heritage of the Native American people and their reverence for the earth. It is also Wounded Knee.

It is the grandeur and mystery of the Black Hills and the shrine to democracy carved on Mount Rushmore.

The Spirit of Dakota is the shadows of clouds moving silently across the plains and the first cool scent of evening after a rain.

From Big Stone Lake to Harney Peak, from Yankton to Aberdeen, from Watertown to Spearfish, the Spirit of Dakota is the frontier spirit -- creative, conscientious and courageous -- it is the spirit of America.

You can see the Spirit of Dakota in the proud eyes of a mother as she watches her child go to school on a chilly autumn morning.

You can see the Spirit of Dakota in the love and respect that a husband and wife have for each other.

I know. Because my life has been blessed by the love, dedication, and respect of a very good man, who has welcomed me into his family and his life and given me a new place to call home.

Love, respect, family and home. That is the Spirit of Dakota.

And finally, the Spirit of Dakota is something that is alive in every heart and every mind across this great state -- deeply rooted in our past and guiding our future.

The Spirit of Dakota is not the virtues and values of a bygone era. While time may have changed the nature of the challenges we face, what remains is the character and courage we need to overcome them. Today, our borders are global, not national. We are standing at the edge of a new frontier as surely as the pioneers were more than a century ago.

Tonight, we are here to celebrate this enduring spirit and to recognize (NAME OF RECIPIENT), whose commitment to her community has demonstrated its power.

Thank you.

10/27/94

Remarks
Deputy Administrator
Linda Hall Daschle
International Aviation Women's Association

Thank you for those kind words of introduction.

In this election period, I am reminded of the presidential candidate who was introduced with free-flowing accolades, who nodded in seeming agreement with each excessive phrase, who smiled with pleasure as each adjective and superlative filled the room.

When the introduction ended, he rose, almost taking off on the winds of praise, and floated to the microphone. He leaned forward and announced, "There is no harm in listening to such an introduction if you don't inhale."

That candidate, of course, was Adlai Stevenson in 1952.

Years later, another candidate, more familiar to most of us and more successful in getting elected than Stevenson, but one frequently subjected to unrelenting criticism rather than praise, no matter what he did, noted after a rare, warm introduction, "My father would have applauded those words; my mother would have believed them."

That was ... dare I be political ... Lyndon Johnson.

So, Dot, thank you for that introduction. I have inhaled and I like it. I think no permanent damage has been done.

I sometimes think speakers come to these gatherings not so much for the obligatory applause at the end, as for the words at the beginning . . . but I want you all to know that I would have come even if there were to be no introduction. I am honored to join the illustrious list of speakers who have appeared before the International Aviation Women's Association.

I am not an astronaut, a Senator, an academic, a pioneer in aviation, as some of your earlier speakers were. But I share with you, as all of them did, an intense interest in aviation, a passion for educating ourselves and others about this field of endeavor, and particularly for enhancing the role of women in it.

And, nowhere, I believe, is it more important than at the FAA that we soar to new heights in being a place for women to make their mark in aviation. We can be an example, we can set the standards.

I am pleased, of course, that your president elect,

Dot Etheridge, is, like me, an employee of the FAA.

My first job for the FAA, 19 years ago while I

attended Kansas State University, was as a weather observer.

There were few women in aviation then watching the weather or flying through it, and, in fact, there are not so many more of us now. Yet, while we may still be relatively few in numbers, we make up for it with intensity, dedication, perseverance and commitment.

While I left the FAA, I did not give up my involvement with aviation or my belief that women make a significant contribution to aviation -- as lawyers, engineers, corporate executives, administrators within the government, or working in the cockpit or traffic control towers., We may not yet be the engines that power aviation, but we can be the gyroscopes which give it direction.

Our relative rarity was brought home to me soon after I became the Deputy Administrator. One day when I was driving myself off to a lunch meeting, a member of my staff came racing down to the garage, hoping to catch up to me, with an urgent message . When he couldn't find me, he asked a guard whether he had seen the Deputy Administrator. The guard said he had not seen the Deputy for several months, that some woman had been parking in his spot, and whoever she was, she had just left.

That guard was not alone. Each of us has sensed -- at times -- the attitude of others that we are filling some man's slot. That guard spoke with no malice. He undoubtedly loved his mother, his wife, and his children of both sexes.

Yet he spoke for much of society. As women in aviation -- doing all sorts of things at a variety of professional levels, -- we are, even today, a kind of blur of anonymity there, but not quite there; a presence, but not one always to be reckoned with; figuratively on the plane, but not often on the flight deck.

It is interesting to know that this habit of perception -- shall I say misperception -- has been with us for a long time, literally for all the time American women have been involved in aviation. A history of flight in America lists the fact that Blanche Stuart Scott in September 1910 made a solo flight at the airport in Hammondsport, New York.

The report reads, "According to some accounts, however, the flight was an unintentional one caused by wind which lifted her taxiing aircraft off the ground."

C'mon.

Can't you just imagine that morning when Ms. Scott left home, telling her mother, "I am going to taxi that little Curtis Pusher airplane up and down the dinky runway. That is my dream. That is all I want to do... be an airplane taxi-er."

If you believe that, you, of course, must also believe in the tooth fairy, that the moon is made of green cheese, that all Marines tell the truth, that women are paid as well as men for the same work.

What Blanche Scott proved is that women had a place in aviation before they received full voting rights and long ... long ... long before there was equal opportunity in the workplace -- which will be coming along any day soon, we hope.

I hope to accomplish much in my time at the FAA, and this much I know this much I promise you: I will work to make sure while I am there that women in aviation are not simply accepted, but rewarded for their work -- with equal pay, with promotion when it is due, with responsibility, including supervisory and policies roles, in this historically man's world.

When I leave, I want my record to be, if nothing else, that I worked hard, challenged the agency to operate more like a business with a focus on customer service, and that I made opportunity a more natural condition for the next generation of women. And I know that all of you are my allies, my peers, my sisters in this effort -- not just at the FAA, but in aviation generally.

I read not long ago a quote from a book on ecology, ... words which should apply as well to the fight all of us must engage in -- the fight for equal opportunity, equal compensation, equal recognition. and, simply, justice as we make our way toward gender equity.

The quote reads, "Once our personal connection to what is wrong becomes clear, then we have to choose; we can go on as before, recognizing our dishonesty and living with that the best we can, or we can begin the effort to change the way we think and live."

Each of you, certainly by your actions even if you utter no "feminist" words or join in association with other women in seeking equity ... each of you has made a personal effort to change the way in how women are viewed and treated professionally. In a world beset by endless, complicated, debilitating problems, to exclude what women have to offer is to hobble half the wisdom, (and maybe more than half), that should be and can be applied to making our industry, our society, our world, a better place to live.

We do not have to live with moral dishonesty.

Indeed, we cannot ... for to do that is to give in to old patterns of sexism, discrimination, stupidity ... to turn our backs on tomorrow and accept the world of Tailhook and tomcats, the failed world of yesterday.

There is another quote I like -- an ancient Chinese proverb which says, "Unless we change direction, we are likely to end up where we are headed." You don't have to be in an airplane to test that wisdom.

Aviation is still viewed as a man's world and the time is long past for that atmosphere and attitude to change more rapidly than it has.

Yesterday's direction leads nowhere we want to go,
no where we intend to end up.

We are a force to be reckoned with. A recent study done by the Women's Bureau at the Department of Labor noted that "women make up 47 percent of the workforce" and that "99 percent of women in the United States will work for pay outside the home at some point in their lives." Both the burdens and pleasures of work are the lot of women, virtually all women, yet the report continues, "Women make about three-quarters as much as men.

Is it any wonder that, as the report notes, "while 79 percent expressed satisfaction with their jobs, about half of those surveyed said they were not being paid what they thought they were worth. Is it a surprise to anyone that "women listed better health care, improving pay, on-the-job training and equal opportunity as their key concerns.

I noticed the other day, by the way, a newspaper article which quoted a recent report by the National Council for Research on Women which stated that only 5% of all foundation dollars are "earmarked for programs that benefit women and girls." This is not to say that 95% is devoted to males, but simply that women don't even get equity in charity. But charity is not what you and I are most concerned with.

We care about having the chance to do our jobs well, without patronizing treatment, without artificial obstacles.

I am proud, therefore, to be part of an administration where the new day is not just accepted, but encouraged and welcomed. The President and Vice President Gore wrote in Putting People First that "It's time not only to make women full partners in government, but to make government work for women."

This Administration has invested in the economic and personal security of women through the President's economic plan, the Family and Medical Leave Law (the first bill signed by President Clinton), the Earned Income Tax Credit, the Brady Law, and the Violent Crime Control and Law Enforcement Act.

They have advanced women's rights through a series of executive and legislative actions that allow women the freedom to make their own reproductive decisions and to do so safely, with accurate information and without obstruction. They have put women's health concerns at the top of the medical research agenda by dramatically increasing the government's commitment to research cures for breast cancer, ovarian cancer, and osteoporosis.

Finally, the Administration has changed the face of governing by giving women a greater voice in all branches of the federal government, including Cabinet-level posts never before held by women. Janet Reno, Donna Shalala, Hazel O'Leary, Alice Rivlin, Laura D'Andrea Tyson, and Madeline Albright. That is not tokenism. That is power.

With the women on the Hill, both in the Senate in greater numbers than ever and in the House, we know the Old Boys Club -- is crumbling. That means that the issues of importance to us will be decided by a government in which we are really included and that the role models for the next generation of young women will include a new generation -- should I call it a *genderation* -- of leaders.

We need to move forward and with that growing base, I think we will. Yet, this is not the easiest time for making gains at the FAA or in government generally. Our agency will be going through many changes in the months and years ahead. Some restructuring is likely, a smaller workforce is inevitable but what will remain is a shared, pre-eminent allegiance to safety and performance, to doing things right the first time.

This industry is not still Orville Wright at Kitty Hawk.

American aviation carries 480 million passengers a year. Within the next two decades, we will have invested \$32 billion in capital investments to upgrade and improve the entire air traffic control system.

Across the globe, travel and tourism have become a trillion dollar business employing 127 million people, and aviation produces 6 percent of the world's gross national product.

Everything we do -- as women in aviation -- has an impact on that industry, but I choose to think of it rather as affecting millions of people and their safe journeys. I see their faces. I hear their voices. This approach may not come only because I am a woman, but, sisters, it helps.

Somehow, I believe, women in aviation have brought a sense of mission, a commitment to safety, and a dedication to the public good that is special. We have fought for the opportunity to be of service to this industry. It was not our birthright, or so it seemed. Someone else had the parking space and we only usurped him. We fought our way here over obstacles and with excellence. No unexpected wind lifted us up. We did not intend to stop at the end of the runway.

Whether we are in the private sector or the public one, we are all, in its truest sense, public servants.

And that is why I am so pleased to be with you tonight. I attended a dinner honoring Senator George Mitchell recently and he said something that moved me. He said, "Public service gives work a value and meaning greater than mere personal ambition and private goals. Public service must be and is its own reward, for it does not guarantee wealth, popularity, or respect."

Some of us may become popular, if we are not already; some of us may receive deserved, if sometimes begrudging, respect. Some of us, I suppose, may even find wealth, but what makes this day, this event, special to me is that all of us are working to keep America's aviation system the finest in the world.

Thank you for inviting me. I hope my parking space is still there when I get back to the office.

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