



AIR LINE PILOTS ASSOCIATION, INTERNATIONAL
1625 MASSACHUSETTS AVENUE, N.W. • WASHINGTON, D.C. 20036
703-481-4440 • MEDIA@ALPA.ORG • WWW.ALPA.ORG

These talking points may be used by ALPA leadership to congratulate Capt. Emily Howell Warner on her induction into the National Aviation Hall of Fame. Warner was the first female pilot to be hired by a scheduled U.S. carrier in 1973.

Emily Warner Talking Points

- On behalf of the Air Line Pilots Association, Int'l, it is a pleasure to congratulate Capt. Emily Howell Warner on her induction into the National Aviation Hall of Fame.
- Capt. Warner joins more than 200 air and space pioneers who have been elected into the National Aviation Hall of Fame since its inception in 1962.
- Through her training, skill, perseverance and love of flying, Captain Warner earned her seat in the cockpit, becoming the first female pilot to be hired by a scheduled U.S. air carrier in 1973, with Frontier Airlines. Three years later, she became the first woman to become a U.S. airline captain.
- She also had some other firsts with our very own Air Line Pilots Association, Int'l specifically: In 1973, Capt. Warner was accepted to Apprentice membership with the Air Line Pilots Association, and in February 1974, she became an active member of ALPA.
- During her career, she flew more than 21,000 flight hours and performed more than 3,000 check rides and evaluations.
- While serving as a pilot for Frontier, Capt. Warner flew the DHC-3 Twin Otter, CV 580 and the B-737. She then went on to fly for Continental Airlines and then then serve as captain for United Parcel Service.
- In 1990, Capt. Warner accepted a job as a flight inspector for the Federal Aviation Administration. She later served as an aircrew program manager for United Airlines.
- However, Capt. Warner did not become a commercial pilot overnight.
- As a child, Capt. Warner had an interest in airplanes and explored becoming a flight attendant after she graduated high school.

- But her experience sitting in the cockpit of a DC-3 during a flight home to Denver changed her mind and her destiny, and inspired her to become a pilot.
- Capt. Warner began flying in 1958, when she was 19 year-old. With her parents' permission, she enrolled in flying lessons and worked as a receptionist for Clinton Aviation Company in Denver to help pay for her training.
- Within a year, she obtained her private pilot license.
- Upon completing her flight training, Capt. Warner flew as a first officer on the Convair 580s and de Havilland Twin Otters for Clinton Aviation. She later was promoted to flight school manager and chief pilot.
- In 1967, as Capt. Warner began to see other flight instructors get hired with major airline carriers, she decided to apply to United Airlines, Continental Airlines, and Frontier Airlines.
- After some time passed, she realized landing a pilot job was not going to be easy and would require a lot of persistence and initiative.
- She crafted a letter to Audrey Six, the wife of Bob Six, then president of Continental Airlines, about her interest in becoming a pilot, since she seemed proactive in women's issues. She also camped out in the reception area of Frontier Airlines every couple of weeks. However, the demand for commercial pilots was not there.
- It wasn't until 1972 that the job market for pilots picked up. When she noticed that a flight instructor with less experience and flight time was hired by Frontier Airlines, she decided to apply at Frontier Airlines again.
- At this point, Capt. Warner had accrued 3,500 flight hours as a pilot and 7,000 as a flight instructor. In sharp contrast, her students at the time were hired with only 1,500 to 2,000 hours of flying time.
- Upon review of her application, Capt. Ed O'Neil, vice president of Flight Operations, invited Capt. Warner in for an interview. But unlike other applicants, she was asked to conduct a check in a Convair 580 simulator. The check went well, and Capt. Warner received a class date in January 1973 as a 2nd officer on the B-737.
- Once a pilot, she still needed to prove herself to her colleagues. It took about a year for her peers at Frontier to warm up to the idea of a woman

pilot, but since then, she has earned their respect and has paved the way for other women to seek careers as pilots.

- Over the years, she has received several honors, including the Amelia Earhart Woman of the Year award in 1973 and inductions in the Colorado Aviation Hall of Fame in 1983 and the Colorado Wings over the Rockies Museum in 2000.
- Additionally, her Frontier pilot uniform sits in the Smithsonian's National Air and Space Museum.
- Today, we salute one of our own, who has taken to the skies, and has transported thousands of passengers and has paid it forward, by serving as a skilled instructor and as an inspiration to other women who want to become pilots.
- On behalf of the Air Line Pilots Association, I wish you our sincerest congratulations for your induction into the National Aviation Hall of Fame.

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