

Endowment chairman claims rise in test scores is no reason to rejoice

By Irvin Molotsky
New York Times

WASHINGTON — William J. Bennett, chairman of the National Endowment for the Humanities, has warned that a report last week of a modest rise in the average verbal and mathematics scores on the Scholastic Aptitude Test possibly reflected a "bottoming-out that is not a cause for self-congratulations."

"I note the 'surge' of one point," Bennett said of the rise in the mathematics test result. "It is not a cause for trumpets."

After 18 consecutive years of decline or no change, the average SAT score for seniors who graduated from high school this year rose two points to 426 on the verbal part of the test and one point to 467 on the mathematics part. Scores on the test, which has become a leading barometer for measuring the quality of the nation's schools, range from a minimum of 200 to a maximum of 800 for each part.

Bennett expressed regret that the number of people studying the humanities had eroded. Although he did not

link that directly to the long-term decline in SAT scores, it clearly was on his mind as he presented a list of things the endowment was emphasizing to encourage the study of the humanities.

He said the erosion of interest in the humanities was caused partly by the spread of "false notions of careerism," a "lack of invitation" by teachers to students and a surge of experimental courses.

"We are not Luddites, we are not opposed to technology," Bennett said in disclosing that the endowment would support a "children's media" program with a strong humanities content. The endowment-backed effort, he said, would put worthwhile material on television "in the marketplace of ideas to attract children's minds."

The endowment has awarded three of five such planned radio and television grants to help pay their costs. Grants were awarded to these projects:

- A two-hour television program, *Tales of the Unknown South*, which will include short stories by Edgar Allan Poe and others. The host will be James Dickey, the author.

- A drama, *Booker*, based on the childhood of Booker T. Washington.

- A series of 100 radio programs, *The Spider's Web*, dramatizing classic works by such 19th century American writers as Nathaniel Hawthorne and Herman Melville.

Two other grants are to be awarded in October 1983, with the grants for the project from the National Endowment for the Humanities totaling \$1.5 million. Bennett said the programs would be made available to both commercial and public radio and television stations.

He also announced that the following college professors would lead summer seminars for high-school teachers seeking to learn more about the humanities:

- Walter Capps, University of California at Santa Barbara; "Religion in a Democratic Society: Tocqueville's *Democracy in America*."

- William R. Cook, State University of New York at Geneseo; "Three Approaches to History: Thucydides, Plutarch and Bede."

- Michael Cooke, Yale University; "Conrad, Ellison,

Garcia Marquez: *Estrangement and Self-Fulfillment*."

- G. Karl Galinsky, University of Texas; "The *Iliad*," "The *Odyssey*" and "The *Aeneid*."

- Miriam Gilbert, University of Iowa; "Shakespeare: Text and Theater."

- Sol Gittleman, Tufts University; "Three German Texts and the Road to Hitler."

- W. Turrentine Jackson, University of California at Davis; "Classics on the American Frontier Experience."

- W. Carey McWilliams, Rutgers University; "Federalists and Anti-Federalists."

- Russell Peck, University of Rochester; "Chaucer's *Canterbury Tales*."

- Franz Schneider, Gonzaga University; "The Quest for Love and Knowledge in *The Divine Comedy* and *Faust*."

- James Shenton, Columbia University; "Classic Studies in American Ethnic and Racial History."

- Frank Seaborn, Ohio State University; "War and Peace: The Novel as Total Experience."

— Scores, C7

Close-ups

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Clipped wings

Problems in airline industry send new breed of pilots into a tailspin

By Marlene Aig
Associated Press

NEW YORK — As a teen-ager in New Haven, Jean Haley Harper would watch her father fly crop-dusting planes with more than a casual interest. She figured she could do that so she started flying lessons at 16.

"My dad was thrilled that I was interested in flying," she recalls.

Then, four years later, in 1970, she got her first job, and began racking up flying time and licenses by hauling sky divers and doing some crop-dusting herself. She was determined to be a pilot for a major commercial airline.

Her dad's enthusiasm cooled under fears that Jean's hopes would be "dashed by the cold world out there." Women, after all, didn't fly commercial airliners.

"He didn't think it could be done," she said. "He felt I was wasting my career preparation on something that was hopeless."

But in 1973, Frontier Airlines hired Emily Warner as the first modern major-airline pilot and, despite ribbing from the men in general aviation, Mrs. Harper kept at it — flying charters, teaching, doing anything to gain experience.

"I got angry," she said. "Not discouraged." In January 1978, it all paid off when Jean Haley Harper became the third of what were to be 30 women pilots hired by United Airlines. "There wasn't a happier daddy on the block," she said.

It was a small club that Mrs. Harper joined. There are 43,000 commercial pilots in the United States, and only about 175 are women.

And as Jean Haley Harper's father feared, the "cold world out there" has dashed — or at least delayed — the dreams of half of them. Like more than 3,700 other pilots, they are now on furlough.

For Mrs. Harper, it means she has spent the last year in her Aurora, Colo., home, trying her hand at free-lance writing.

For Denise Brown, laid off in 1980 after flying for Western Airlines, it means loading boxes for United Parcel



With her career on hold, Mrs. Harper has time on her hands and is doing free-lance writing.

Service to pay the mortgage and tuition for an airline-mechanics course.

For Cyd Fougner Edwards, furloughed from Western the same year, it means working as a flight data specialist for the Federal Aviation Administration. The job, created after the air-traffic controllers strike, is primarily clerical.

What bothers these women, they say in interviews, is not that they have been laid-off in disproportionate numbers. That is a product of a seniority system they all accept.

"We really don't want to be differentiated as a minority," said Karen Kahn, a pilot with Continental and president of the International Social Affiliation of Women Pilots.

Each pilot is given a seniority number the day she or he is hired. The number dictates the order of furlough — and the order of rehiring.

"Numbers know no color, race or sex," Ms. Kahn said. "We're qualified,

but airline jobs are not real plentiful right now."

"It's frustrating," said Lynn Evans, furloughed from United's friendly skies in 1980 after 22 months. "But it's part of the aviation business and I knew it was part of it."

What bothers these women most is that their careers were grounded almost as soon as they had taken off.

Denise Brown remembers working 80 hours a week, holding down four jobs, to get the hours and licenses needed to become a commercial pilot.

"I was furloughed," she said wistfully, "just as I was sighing with relief at being successful."

For many, it was a hard ascent.

Barbara Gamzkow, 33, started her career in aviation as a flight attendant. After long — and expensive — training, she landed a job with Flying Tigers. But the furlough notice came in April, after 3½ years.

"When you're a female pilot, people think you're special and you get to thinking you're special, too," she said. "Then the rug is pulled out from under you. You can't settle for less excitement."

Ms. Gamzkow has spent three months singing backup for the San Francisco rock band Explosion. She plans to do some lead singing and is even talking about forming another band with some of Explosion's members.

"I would like to make a living, but I still have to go back to flying," she said.

Like Ms. Gamzkow, many female pilots are using the time to reassess a career choice that took so much time, effort and money that it is too hard to abandon without regrets.

Furloughed in December 1980 from United, 28-year-old Molly Flanagan has a new appreciation for the degree she earned in marketing.

While working in the family almond business in Chowchilla, Calif., she does some corporate flying and thinks about what other skill she should cultivate. And she realizes the personal price she paid for flying.

"I have little social life," she said. "I was so caught up in the job."



In 1978, Jean Haley Harper realized her dream and was hired by United Airlines as a pilot. Today, she is

one of 3,700 pilots who have been furloughed since the decline in the airline industry.

Mingle or stay single — the choice is simple

The poor guy on the telephone probably didn't expect to get landed on verbally, but I couldn't help it.

He was easily the 10th person I had heard from in the last week who told me he or she didn't go to singles dances or answer singles ads in newspapers because everyone at the dances or in the ads had to be "losers."

This man had called in response to a letter from a woman in my column. She was divorced after 25 years of marriage and wrote poignantly of loneliness and longing for the right man. "I just haven't found the bush he is hiding under," she said.

The man had phoned hoping to meet that woman. "Nice men aren't hiding under bushes," he said. "We're out here hoping to meet nice women, but where are they?"

His words echoed those in a letter I received the same day from a Phoenix man who also said the men the women were looking for weren't hiding under a bush.

"They are right in plain sight. They are not riding on a white horse dressed in shining armor. Nor do they hang out in bars or nightclubs.

"Instead they are working at jobs in industry and offices. They are looking for women just like those that you wrote of.

"But where are the women you talk about? How can we find them? But most important,



Reflections

Ginger Hutton

how do we get acquainted without being looked upon as being 'on the make'?"

Ah — I love that term: "on the make." I've heard it over and over again as an explanation for why people don't go to singles clubs, singles dances etc. "Everyone there is 'on the make.'"

The man on the phone said that was why he didn't answer singles ads, also. "Those women are obviously on the make." (I suggest everyone who is looking for a relationship is on the make — including him.)

He also doesn't try to meet women in church groups. "I go to church to worship God, not meet someone." And he doesn't attend meetings of singles organizations. "I don't have the time."

And he listed all his career and home obligations.

"What you're saying," I told him, "is that you don't want to make the effort to meet

someone. You want some perfect person to conveniently land in your lap without you going out of your way.

"The fact is," I continued, "the reason all you nice men and women don't get together is that you've decided not to. You've decided not to go to places where singles meet. And you use all these excuses about the people at these places being 'losers' to justify your lack of action."

I don't minimize the problems of meeting and I know a lot of excuses made by single men and women cover up feelings of insecurity. I also realize that if you are not gorgeous and rejection older (especially women), you suffer getting older more often.

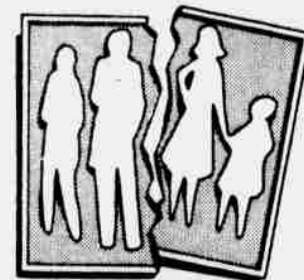
The man on the phone described some of the "losers" as not being good looking, while he described himself as "nice appearing."

Pardon my indignation, folks. But looks don't make the loser or winner. Nor does a singles dance. Nor does a singles ad.

And, while I still intend to do articles on how singles can meet at a later date, I have one suggestion right now:

Get out and meet people. Advertise, dance, go to church, go to parties, go anywhere other singles are. And get rid of all those snobbish stereotypes you've drawn of people you don't know.

Look at it this way: If all you "winners" get out to the places you've said the "losers" are, there'll be a lot more winners there.



Families divided

Overworked agency will pursue child support outside the state

Answers to legal questions have been provided by members of the family law section of the Maricopa County Bar Association and are based on information supplied in the letters.

QUESTION: I have three children. When the law cracked down on my ex-husband, who had not paid child support for eight years, he went to Texas. Can I do anything? He wants to be \$10,000 to \$13,000 in arrearages.

F.S., Peoria

ANSWER: Cases like yours are handled by the family support division of the Maricopa County Attorney's Office, which will pursue him outside the state of Arizona for collection of arrearages and payment of currently accruing child support. However, be prepared for a long, long wait. The office is overworked,

understaffed and short on money.

Q: I am going through a divorce and trying for custody of my daughter. When the Conciliation Court does a custody study, in what percentage of cases does the custody go to the father instead of the mother?

L.G., Mesa

A: Pat Ferguson, assistant director of Conciliation Court, said 1981 figures show that the recommendation was in favor of the father 55 percent of the time. No figures have been compiled for 1982.

Ms. Ferguson cautioned that they are recommendations only. Whether or not they are followed depends on the testimony and on the judge or commissioner hearing the case.

Q: My son and his wife were divorced

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