FLIGHT

NMC female aviation student

FROM PAGE 1

After much preparation, Amy had enough hours logged in to make her solo flight. While most students flew to Pellston, because of scheduling, Brown cruised her Cessna to the Gerald Ford International Airport in Grand Rapids, which was a plus because Grand Rapids has a tower and Pellston does not.

Meanwhile, Amy's parents were burning calories pacing the Cherry Capitol Airport's observation area, willing their daughter's plane to hurry back.

"I heard all these men (the controllers) communicating with other pilots. Then finally I heard Amy's little voice talking back to them," said Mary Brown.

When asked how does Amy's student instructor knows if she is doing everything correctly during her solo flights, she said that even when alone, "there are eyes on her."

"The tower will report any mistake that students make during a solo back to the instructors."

Without the tower, Brown would still report any issues to her instructor so that "they can work it out."

According to her, a pilot must be able to multi-task. And unlike a car, there is no room for soft drinks, cell phones, or music. Sitting "leg to leg," in a cramped, busy cockpit with her instructor, Brown said that his first piece of advice to her was to "spread your focus on what you are doing on the inside of the plane while keeping your eye out for other people.'

How does it feel up there in the front of a cockpit all

"When I took off on my

solo flight to Grand Rapids, I felt like I was on top of the world and all alone. I'm 6,000 feet in the air. A short time after landing, I was waiting my turn to take off from Ford International with a line of these huge commercial jets waiting behind me. That was weird," she said. "And on the way back to Traverse, I could see the sun setting over Lake Michigan. That was awesome."

"Typically, people who pursue aviation as a career have a passion to fly. They love the challenges, flying various aircraft," said Buttleman.

Brown encourages more people to try flying, especially women.

"People don't try flying because they just figure it would be too hard," she said.

Hard for Brown is cleaning her room. On the ground, she has a rose garden, is making a quilt and plays the flute and piano. She is not afraid of airplane crashes, but avoids public speaking and swimming in murky water

For the record, she feels safer in the air than on the road.

"Pilots have such good training," said Brown. A member of the Aircraft Owners and Pilots Association, she takes great pride in being among the ranks of other female aviators, past and present.

Even at 5-feet, 5-inches tall and 115 pounds, Amy said that she "can pull a 1,000-pound Cessna by its tow bar from the hangar to the ramp."

Buttleman has no doubt about her physical capabilities and the possibilities that await her. As for her size, he doesn't hesitate: "No question. Large jets have hydraulic assists on the controls. Some large aircraft are more challenging than others, but many women are out there flying them today."

The aviation program at

NMC does assist graduates with job placement. The program has trained a captain for United Airlines, a captain for Ford Motor Co., a first officer at Northwest Airlines and a traffic controller, just to name a few success stories.

Can you stay in the area as a career pilot? Buttleman contends that it is very feasible for pilots who love the area to work in the industry.

"Given the right career path, one can live in the TC area and fly out of Chicago, Detroit, Denver...and many other places," he said.

He suggested that people who show an interest in pursuing a career in aviation build up their curriculum to include mathematics, science and hone their communication skills. He advised that students should stay physically active and be in good health. It is vital that a prospective pilot avoid legal problems, such as speeding and problems with alcohol.

The program isn't a lark. The final check ride alone with a certified instructor that a student must take before given a private pilots' license will cost around \$300.

"The program is expensive," said Buttleman. "The flight rating alone will cost over \$25,000, but in today's world, many colleges are close to that for just tuition and expenses per year. The



Record-Eagle/Douglas Tesner

Flight student Amy Brown checks the fuel on a Cessna 152 aircraft.

potential return on the investment (aviation degree) is phenomenal."

For an example, he added that a senior captain for a major airline can earn in excess of \$250,000 annually.

Most NMC students take advantage of the many scholarships, loans and grants available to them. The majority of the department's students are from Michigan, while some are from surrounding states and foreign countries. Students' ages vary, as do their goals. Some are learning for pleasure alongside those who will pursue a career in the field of aviation.

"We currently have room

in the program for additional students. I expect in the not-too-distant future that we will have a waiting list," predicted Buttleman.

If fear is a factor for putting the brakes on a person who dreams of flying, Bob would like both parents and students to know that safety is a key factor in his program.

"77 percent of aircraft accidents are pilot error." he said. "We teach our students not to be part of that 77 percent."

Buttleman, Brown and others who get the chance to fly can surely relate to what 16th century artist/inventor Leonardo da Vinci only could have imagined: "Once you have tasted flight, you will forever walk the Earth with your eyes turned skyward, for there you have been, and there you long to

return." Michelle Arntz is a local freelance writer.

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