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Aviatrix- the future of the skies

Dreams are the cherished aspirations, ambitions and ideals we often think about. Turning them into reality comes with a lot of work most of the time and requires a well-thought out plan. In the 21<sup>st</sup> century, we often say that impossible things don't exist, yet we look in the past and get inspired by innovators who discovered things that we currently use and see on a daily basis, like electricity or flight. When it comes to our career goals we could find a very similar pattern of dreaming about a specific job and then following the steps to get hired. Unfortunately, some industries make getting those jobs much more difficult and reject the candidates based only on their gender or race. This bias can also be found in STEM, the Science Technology Engineering and Mathematics industries, where male candidates are the majority. "Aviation, in particular, is one of those nongender-neutral occupations. It had been historically considered to be a fixed masculine occupation" (Walton and Politano 68). The aviation industry, for a long period of time, didn't welcome women with open arms. In order to become a pilot, a candidate has to pass all the medical exams and theoretical exams, which are very hard and eliminate approximately 60% of people. Since the beginning of the history of flight, women had to face prejudice on top of already difficult requirements. Nowadays, there are fewer female pilots than men because the industry characteristics continue to be built on male needs, which by nature discourages more women and stops them from succeeding.

Even though becoming a pilot is supposed to be available to everyone, almost everywhere you go, women don't have their place at the airport, and it's been that way for a long time. "Aviatrix" is a term created for female pilots in 1907, which was when the first women flew a powered aircraft. After almost 70 years, in 1970, women were finally allowed to join aviation military services like the Air Force. Noticing that the majority of pilots are men, we can also draw a relation between the success rate and the number of existing mentors. Not everyone is a trailblazer, ready to pursue the unknown career path, which could explain why nowadays the percentage of commercial female pilots is only 5%.

Women and men differ not only physically but psychologically as well. Scientists and researchers keep monitoring and looking for proven facts about our brains and capabilities versus our gender. (Nowadays, we don't even classify gender anymore, we stand strongly for equality, but when we go back to the past we discover a pattern where men fall into a different category than women across many parts of life, especially in the professional world.) Women were often found as caretakers, cleaning ladies, cooks and stay-at-home-moms, kept far away from any responsibilities such as executive careers, finance, science, technology or sports. The communities seem to decide that women do a better job at those tasks that require some emotion, care and patience while men were better at making decisions, handling stressful situations, inventing and building the world's future. It became a natural assumption to us humans that women are simply not meant to do some jobs and they have no interest in "male" fields. Why then agree and support women who want to become a pilots, which is a typically male profession? Isn't it scary and dangerous to let women fly? Based on cold scientific calculations, women are more likely than men to cause an accident because throughout the entire history of flight women have had less opportunity to spend time in the cockpit. On the blog, "Fly with Eva" Captain Eva shares her

stories from the flight deck. In one post she tells the audience a story about a flight where one of the passengers, upon seeing her greeting other passengers said to her, "You? Pilot? You have got to be joking! This does not feel right. Tell me, do you even know the left from your right?" (Marseille 1). Those situations indicate that people don't trust women as pilots and believe that they could cause a lot of tension or possibly an unsafe flight.

As humans, we often tend to fall into stereotypes and judge everyone and everything we see around us. Sometimes those judgments can cause more harm than we expect. In the aviation field, women have to face prejudice every single day, proving to their male coworkers that they know what they are doing and that they are great at it. Even though it might not seem like that big of a problem, it does affect female performance due to the buildup of anxiety and stress. Even those friendly colleagues who genuinely believe in female capabilities, tend to doubt in their skills in critical situations. Neurosexism, <sup>who? needs clarity here</sup> is what we call sexism based on our gender and brain capabilities, <sup>but</sup> it can be found everywhere around the world, mostly in STEM careers where women are seen as incapable of doing their job. In the article <sup>written</sup> by Lise Eliot, "Neurosexism: the myth that men and women have different brains," she describes many pieces of research and sums it up with the conclusion that "most of us remain strapped in the biosocial straitjackets" <sup>single quotes here</sup> that divert a basically unisex brain down one culturally gendered pathway or another" (Eliot 1). <sup>This</sup> which leads us to understand that even though our brains might differ due to our height or weight, they are made the same way and the culture we live in has much more to do with our interests and capabilities than gender itself. There's no proven facts that women are less capable of flying airplanes than men. very good info here

During the summer seasons at every flight school there are always a lot of new faces <sup>and as well as</sup> the same groups of old friend pilots, practicing and enjoying the time they spend in the air. It is a very friendly but also competitive community where mistakes are not forgiven and can often lead



to death. For those reasons, even while pilots try to maintain a nice attitude with each other, harsh and constructive criticism is present on a daily basis. Pilots, especially student pilots, watch each other's landings, take offs and flights, looking for the smallest mistake. The very presence of women at the airport is often found to be uncomfortable and uncommon. For ages it has been a male ground where sexist jokes and rude comments about each other's flights are a daily routine. When women enter this male world they have two choices: fit in and act like a guy not to stand out in the aviation environment, or act like a women (what people assume is: delicate, shy and feminine) which wakes up men's hunting spirits and stops them from focusing on their flight lessons. Those are some main reasons why men don't like to train with women to become pilots.

*Find a way to integrate into sentence*

*number consistency*

It simply doesn't fit into the standards made by men and it's another stereotype that makes women less successful than men. They are also way more judgmental about women's performance which leads to another stress factor, knowing that everyone at the airport will be watching every second of your flight waiting for your mistake. As a women, you feel like you can't make a single one, because you will not be forgiven. Men tend to joke about the high tendency of women crashing airplanes and it is a truth that if a female pilot caused accident you will hear about it more than if a man would do it. People also tend to blame female pilots, as it's her mistake while when men cause an accident, it is more likely that the machine failed. This shows us the bias found within the aviation community and a huge lack of trust in women's abilities to fly.

*So what you're saying here is, if women act "stereotypically" in flight school, this distracts the men and that's why they don't want them there?*

Looking at the accident rates and the place of women in the aviation industry from the stereotypical way of thinking, it is clear that the hangar is not a place for women. Research and statistics show something different though. According to Bazargan and Guzhva "male general aviation pilots are taking more risks than female pilots and those risks lead to more fatal accidents" (Bazargan and Guzhva 966). Those are not facts people would like to talk about, because they



change the standard point of view and our imagination. When we think "pilot," we imagine a man, possibly wearing leather bomber jacket, sunglasses called "Aviators" and maybe is accompanied by a feminine woman wearing beautiful dress. To realize that men are less safe pilots than women changes our system of trusts and beliefs. (When we see a woman in the cockpit we often fear and say a little prayer in our head, just to be on the safe side. What if we should have done it whenever a man is the captain?) Another research done at Naval Postgraduate School in Monterey, California, was meant to discover and study bias, discrimination and success rates amongst student pilots. According to Miller, "White male students succeed at a rate 10-20 percent greater than female and minority students for the overall flight program" (Miller 10). At the end of the research, Miller asked hundreds of students about their experiences at Naval School and their responses varied. Some student pilots were amazed and highly satisfied with their training, some expressed disappointment due to discrimination and harassment. A majority of female student pilots mentioned biases at their training, which could be the reason for their lower success rate. Women should be respected and appreciated even more, not only for becoming outstanding pilots, but for facing a terrifying amount of discrimination on a daily basis. They learned to cope with it and keep their head up, despite the pain and sadness, probably due to their love for aviation. As the above research showed, not only are women not worse pilots than men, but they are better than other gender. They are highly skilled in multitasking and choosing safety over adrenaline and risks, which is what makes them better aviators.

I might have moved this to the bottom of page 3 where you have the "cold scientific facts." "Might." It feels a bit as if you deviated from this point w/ the other stuff. The other stuff is important, it is merely about flow and order. But it also maybe works where it is. You might be interested to see what happens when you re-order the paragraphs.

We should be praying that whomever is in the cockpit delivers the souls safely.

while

Same for this

Have you ever been to the Air Show, where all the crazy passionate aviators meet and bring their airplanes from different centuries? The most famous ones are the old models from World Word II with unique paintings on the nose of the airplane. Widely known "Female pin-up art" dominated World War II nose art, seeing its Golden Age through the Korean War, tolerated by

Army Air Force officials to help boost the morale of the soldiers fighting in stressful wars with high probabilities of death" (Messynessy 1). Female pin-up presents a woman with very feminine shapes, usually not fully dressed, which is characteristic of the 20<sup>th</sup> century. Its impact on aviation is visible to this day, which makes it very uncomfortable for every aviatrix, female pilot. What woman would love to fly an airplane full of naked girls? It is sexism that in the past had its reasons to support soldiers, but nowadays it is found comforting and maybe even funny only to men. This is another reason why women simply don't fit in the aviation community that is based on male needs. Another example is the design of some gliders, an aircraft that is similar to the airplane but doesn't have an engine. A glider is meant to take a pilot for a long few hours flight. In those scenarios, the human body, that needs constant hydration at thousand feet above the ground, needs to urinate as well. Unfortunately, gliders were constructed in a way that only male pilot could use the toilet. As Daryll says in his aviation blog "I'll describe here the system that I think is by far the best ... Sorry this discussion is a male centric I don't have any advice for women glider pilots" (Daryll 1). What should an aviatrix do? Probably don't fly in the first place? Tinoco and Rivera highlighted in their research that "These three chapters reiterate the need for cockpit design and the human-machine interface of advanced flight deck systems to consider key gender differences in their design, test, and evaluation. Female pilots continue to be underrepresented in the evaluation of aviation equipment" (Tinoco and Rivera 106). A lower percentage of aviatrixes could tolerate being behind an aircraft that is not designed for female needs.

From Amelia Earhart to Anne McClain and Christina Koch, women keep achieving more than men could ever even imagine. "Currently, women make up 34 percent of active NASA astronauts. At the end of the month, NASA astronauts Anne McClain and Christina Koch are scheduled to perform the first ever all-women spacewalk" (Women in the world 1).



Those determined aviatrixes ~~that~~ never gave up on their dreams and despite the characteristics of aviation community that tends to favor men, stayed persistent and are now part of the aviation history that has a huge impact on our world. Women in Aviation International is an organization for every single aviatrix around the world that focuses on female success and reunion. There are many more organization like that, including the Ninety-Nines, International Organization of Women Pilots which was found in 1929 by ninety nine women pilots. Their main goal is to support young pilots with many available scholarships and to make sure that all the female pilots will fight for their dreams even though they constantly have to fight for their place and prove themselves at the airport. All the organizations for women have the same idea, to make sure women feel at home at the airports and in the sky, because they do belong there and deserve to be there as much as men. They work as hard as men, if not harder and their place in the aviation community must be available and reachable. As Mitchel, Kristivics and Vermeulen said "The aviation industry, in an attempt to encourage women to take up flying as a career, needs to address many latent issues that provide disincentives to women" (Mitchell, ~~and~~ Kristivics and Vermeulen 55). Women can try to help each other and be the support system, but the main problem needs to be addressed and fixed. (Discrimination and stereotypes have to be forgotten and those can be only accessed from the male side of the community.) *Very good here*

*Good point. Might consider making 2 sentences.*

*(Overall, even though the aviation industry prefers male candidates, women are equally suited, if not, better suited pilots, and their success rate shouldn't be dependent on the level of anxiety that a man causes.)* All women should be given equal chances to get hired as pilots because they have a lot of knowledge and skills that are irreplaceable. With our world constantly changing and needing improvements, more and more scientists and

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pilots need to join the team to improve our quality of life and help technology evolve. With women on board this will happen much faster. Let's leave the stereotypes behind, focus on the future and let women become the best version of themselves, the aviatrixes that reach even higher. ✓

Nice wrap up here



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leave  
Double  
Spaced

Reflection Piece

Aviation is a passion of my life that made me who I am today. I started flying at the age of 16 and as a girl amongst all the men I experienced a lot of discrimination, which I didn't understand at the time (From my current perspective, it is visible that women's success rate, if lower, is caused by the biases, discrimination and harassment that sometimes not visible, builds up in our minds and stops us from success.) <sup>are</sup> The exigence, which is what prompt me to write this argumentative essay, <sup>Revise</sup> is my own experience and need to argue whether women's success rate is lower due to discrimination and whether the lack of women in aviation is caused by the industry favoring men. I believe that both of those questions are important, need to be heard and need to change, that's why writing this paper was valuable to me.

The genre of this paper is an argumentative essay, which main role is to inform, present the argued topic and then argue it. The writer always comes up with a thesis, which is the main argument and then picks a side on which he would stay throughout the paper. An Argumentative essay should explain the topic well, that's why it is good to first write an informative essay to explore the topic. In our class, we did the expository essay first, which showed me even more topic to argue.

My stance is very passionate as flying is my own hobby and I went though the described path myself. It is very personal to me to speak about women in aviation while I am one of them. Even though I could understand why men don't like presence of females at the airport I can't understand why they underestimate our value. It's outdated and I will never agree with them.

passionate and firm.

The only way to make change is to make people uncomfortable and get them talking.



I wrote this essay mainly to my classmates and Professor Danielle Carr, but I also shared it with my <sup>friend's</sup> <sup>fellows</sup> aviatrixes, my husband (who is my biggest fan) and my family. My audience could be every single student pilot in the flight schools in Long Island, which is the only place to learn how to fly in New York City. I wish they could give them my essay as a part of theoretical training to make sure they will make aviation community a better place. I would also like to consider my audience every single STEM student at City College of New York, especially at Grove School of Engineering. (The other day I was talking to my friend, Electrical Engineering student, who expressed to me how badly he felt for every single woman in STEM. He realized how hard it is and how uncomfortable it could be when facing all men at the new job, new class or when presenting to entire group of men. I wish that all the men could see it in that way and treat us equally, not only in aviation but everywhere else.) My essay could help many people see the reality of discrimination. Another group of people who could read my essay are flight instructors. They are the teachers and they should give their student a lesson how not to treat female colleague at the airport. → sensitivity training

This is how you start dialogue and work towards change.

I always consider this when I teach writ for Engineers

This could also connect to exigence. Good anecdote here

The media I chose for this assignment is multimodal, because first we submitted our paper online using the Blackboard website, which makes it a digital form, I will also print my paper to make it easier to read which makes it a print. I also chose to create a PowerPoint presentation with the information in my essay to present to my class and my teacher which makes it an oral form of media.

The purpose of this essay is to show and prove why there's not so many women in aviation. People would think it is their choice, but even if they are right, what made women make that choice ~~and~~ <sup>not</sup> to become a pilot? Those arguments are presented in my paper.

*the kick of  
women in  
creation.*

Another purpose is to change ~~it~~ and hopefully after my audience will read my essay they will understand how hurtful trusting stereotypes could be. It literally leads to people doubt themselves and changes <sup>in</sup> their lives. Following stereotypes, we stop ourselves from growth. I truly hope that my essay could open the eyes of every single person who still believes in them.

With this assignment I hit Course Learning Outcomes. The first one is CLO number 1 which is "Explore and analyze, in writing and reading, a variety of genres and rhetorical situation". Writing this essay helped me understand the structure of different types of essays, including the informative essay and argumentative essay- which is the one I'm reflecting about. Argumentative essay requires deep analysis of the chosen topic, exploration of it and arguing chosen thesis.

Second CLO I <sup>learned</sup> learnt from this project is CLO number 2, which says "Develop strategies for reading, drafting, collaborating, revising, and editing". Though writing this essay I practiced and almost perfected process of drafting, revising and editing, which was completely unknown to me prior to this assignment. Now I feel confident about my organization of writing, steps that are needed to write a great paper and understanding the editing process.

Third CLO I gained from this lesson is CLO number 4, which says "Engage in the collaborative and social aspects of writing processes". While in class, we practiced peer reviews, as well as digital reviews that took place on the Blackboard platform. I enjoyed both and I found it very precious to hear someone else's opinion about my paper. There are things that we don't see about our own writing that other people can simply point out and change our perspective.

Forth CLO I became more familiar with is the CLO number 8, which is "practice systematic application of citation conventions". It was the hardest part of my last assignment and this time I



found it so natural and helpful to do. I think that is very important to avoid plagiarism and note the author's thoughts, ideas and citations. Someone else's work should never be taken away from the author but showed and admired. Learning MLA citation helped me become a better more knowledgeable writer whose paper will look solid and trustworthy.

In Engl 220, we shift to APA!  
That is a riot!

Another CLO I <sup>learned</sup> learnt is CLO number 5, which is "Understand and use print and digital technologies to address a range of audiences". This essay will have multimodal format, as I will print it, I will also send it as a digital form and I will present it in front of the class using PowerPoint presentation. Those three forms are different way of delivering my paper and they could address different range of the audience. Print would be easier to read for my Professor, while the oral form of presentation, PowerPoint, will be much more likely to be remembered by my classmates since they will see my performing my speech along with some visuals such as photos, videos being screened the same time.

Ewelina,  
Very well composed and considered.  
Very well argued, very informative. You exposed the audience to many of the smaller ~~nuances~~ nuances of aviatrix discrimination as well as put it into a larger context to women's discrimination in a workplace. Before this I truly never considered that all pilots I have been exposed to were men. Mostly white men at that. (And from my place in the world I generally pick up the lack of diversity and inclusion in many areas.) Now everytime I fly I will be looking for aviatrixes!

Your effort and passion are very visible in your paper here.  
Very good work!

Well done on the reflection paper as well, marked improvement!

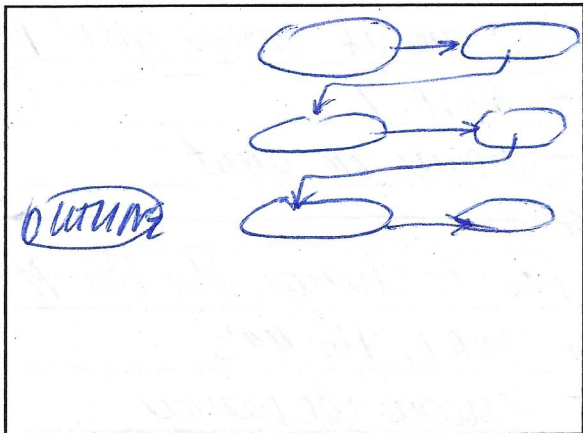
$$\frac{46.5}{50} = 93$$





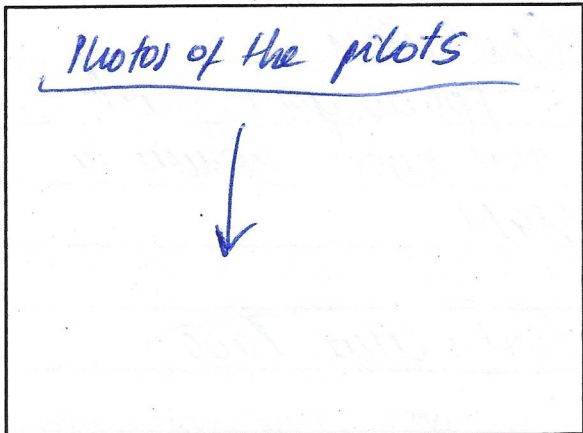
title page

"AVIATION"  
The Future of the Skies



Outline

- Intro
- Women shouldn't fly
- Women are great pilots
- How to increase # of aviators?
- Conclusion
- Works cited page

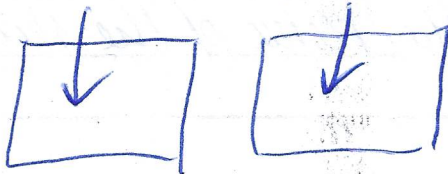


Women in Aviation

INTRO

- FACTS
- HISTORY
- THEMES

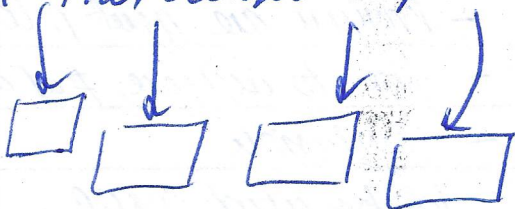
Photo of glider  
Photo of equipment that  
can't be used by women.



Why women shouldn't fly?

- What people say...
- Equipment for men only
- Other arguments

- x Photo of aviatixes
- x NAVY PILOTS
- x WAI photos
- x Pilot's conference photos



What makes women great pilots?

- NATA %
- women are great

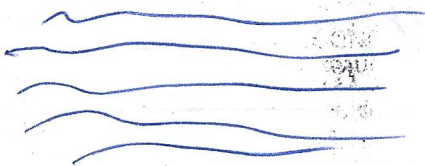


How to change the low # of aviatixes.

- WAI, the 99's
- encourage women

Thank you!

Works Cited Page



Conclusion

- Follow your heart  
and support women in  
N&M

Works Cited Page



Evelina Randall

# Presentation Rubric

	1-2	3	4	5	Your score
<b>Organization</b>	Audience cannot understand presentation because there is no sequence of information.	Audience has difficulty following presentation because student jumps around.	Student presents information in logical sequence.	Student presents information in logical, interesting sequence.	5
<b>Content</b>	Student does not have grasp of detailed information about the subject(s).	Student is able to convey only rudimentary information about the subject(s).	Student is at ease with conveying detailed information about the subject(s).	Student demonstrates full knowledge of the subject(s).	5
<b>Pictures</b>	Student used no pictures.	Student used pictures but did not relate them to the presentation.	Student used pictures and related them to presentation.	Student used pictures to reinforce presentation.	5
<b>Mechanics</b>	Student's presentation had four or more spelling errors and/or grammatical errors.	Presentation had three misspellings and/or grammatical errors.	Presentation has no more than two misspellings and/or grammatical errors.	Presentation has no misspellings or grammatical errors	5

Correct MLA format?  yes  no 0-5pts

- Email was late 2 presentation

Total Presentation points (25x2): 23(2) = 46

Argumentative Essay

Reflection Paper (50 points): 46.5

Total =  $92.5/100 \approx 93$

