

South Central Section Ninety-Nines
2017 Spring Scholarship Report

Happy New Year to all SCS members! The SCS AE Scholarship Committee has completed its review of 2017 applications. I can't tell you the results yet, but I can tell you we had a challenging year and I'd like to share some insights from common mistakes and issues that we work through, not just this year, but most years. Hopefully this information will help your future applications and help your chapter representatives help you!

Disclaimer! The information presented below is up to date at the time of this writing for the 2017 AE applications. Scholarship requirements and forms are updated or changed annually. It is up to the applicant to verify information at the time of her application.

First, I would like to explain the differences between the AE scholarship specifically and some of the scholarships administered through the AE Trust. AE scholarships are broken down into Academic, Flight Training and Type Rating requests. The basics for all the scholarship requests the AE trust administers are noted below. *Note: In all cases, please refer to the 99s website and specific instructions for each scholarship category!*

	Purpose	Membership required/length	Dollar Amount	Notes
Amelia Earhart	Flight Training, Academic, Type Rating	Full / 1 year Student /1 month	Varies per request	Fully licensed pilot
Vicky Cruse	Emergency Maneuvers/Aerobatics Intro	Full/can be a new member	Varies per request	Has to be 99s member but no length
Kitty Houghton	Flight Training or Education in her country	Student/can be a new member	~\$3000USD	Not for G20 countries. "Has begun working on pilot's license"
Fly Now	Private Pilot License	Student /1 month	Up to \$6000	Benchmarks/Mentorship

Kitty Houghton Memorial Scholarship. The Kitty Houghton Memorial Scholarship is unique due to the fact that it is NOT available to 99s or student pilot members in G20 countries (see list at www.ninety-nines.org/scholarships.htm). This is a good scholarship opportunity for some non-U.S. and Ambassador Chapter members to apply for, and specifically for those members in "emerging countries".

Vicky Cruse Memorial Scholarship. The primary focus is spin and emergency maneuver training, with some exposure to pure aerobatic flying, enabling the pilot to become safer and more confident in their skills

You - the applicant - are responsible for the application. I want to emphasize that it is ultimately up to the applicant to verify and scrutinize *each and every detail*. It is up to YOU to make sure that nothing is missed (not your Chapter representative or the SCS scholarship committee). Your Chapter representative should be there to *help* review, make recommendations and get things tightened up before it hits the committee, as well as verify your projected costs in Part III and write the chapter recommendation in Part IX. The devil is in the details and some of the tiniest detail missed may lead to disqualification.

Digital signatures. A major change and issue this year were "digital" signatures and completing

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the application in a PDF format. The instructions specifically state that the PDF file has to be viewable on a computer - **not a smart device**. There are several PDF programs, form filler programs and electronic signature programs. Not all of them are viewable across computers unless you have the same software, but all of them add a date and time stamp on the electronic file that must be readable if transmitted electronically. Filling out the forms using Adobe and sending a "native" file caused a lot of problems this year. Often when we open the file, whole sections or pages were blank! Bottom line, typing your name in the electronic signature blank does not suffice for a "digital signature". Hopefully there will be better advice/instructions about this in the 2018 application packet.

My best advice is to fill the application out using Adobe, save it, print it, and sign and date it in ink. Scan it back in using your printer/scanner function. Why the extra steps? Often your scanner/printer will "flatten" the document, which makes it a smaller file, but more importantly we can read all of it! Sending us PDF's when they weren't saved properly created a lot of work chasing down other versions that could be viewed on our computers.

Parts VIII & IX 99s certification and recommendation. Either your Chapter Chairman or the Chapter Scholarship Chairman must write Chapter certification and recommendation letters. There are **six specific** questions to be addressed by the Chapter representative in the 99s recommendation:

- 1) How has the applicant been a participating Ninety-Nine?
- 2) How did your Chapter (or Section) make the decision to submit this application? Was a vote taken?

Goals:

- 3) What has she accomplished toward her goal?
- 4) How realistic is her goal? What are her opportunities for advancement in aviation?

Financial:

- 5) How has she established a clear financial need?
- 6) How does her requested funding relate to her requirements for completion and to rates in your region?

Your Chapter representative must address these questions specifically! A flowery recommendation without the required elements will disqualify your application. The committee spends a lot of time each year having recommendation letters redone. We would highly recommend just using the question/ answer format - not forgetting to remind your Chapter AE Chairman to sign and date the recommendation - and be done with it!

Prerequisite rating in progress. If your scholarship application is for a rating that is predicated upon the completion of a rating currently in progress, make sure you send us supporting documentation such as written test results. Let us know if your check ride is scheduled, or if you pass it in the interim. This is otherwise known as an UPDATE. Updates to the Section chairman need to be done ASAP between the time that you submit to your Chapter representative and the time that the Section committee reviews them.

Applying for a certificate or rating you are ready for. Does the rating you are applying for really (*really*) make sense? The lack of PIC cross-country time is the biggest killer of commercial certificate and instrument rating requests. The applications make it clearer that time building hours and costs may not be built into the scholarship request. But, what is not clear is how an

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applicant is going to obtain the needed hours on her own prior to the deadlines. For example, if an applicant only has 10 hours PIC XC and 50 is needed for the rating, the training for the rating requires 5 hours of PIC XC, how does she plan on obtaining the other 35 hours prior to any deadlines? If there is no explanation and she is not flying regularly the committee can only guess. We don't want to leave any assumptions to be made! Explain how you will obtain the required hours of PIC XC (or any other required flight hours) in the time between your application submission to your chapter representative and the final deadline (March 1st) set by the trustees for completion of prerequisites.

Type Rating Issues. Type ratings are another rating that always brings up the question of "Does it really make sense at this time for this applicant?" A common example is a 99 applying for a 737-type rating with low total time, no turbine time of any kind, and no crewed aircraft experience. A type rating makes for a really large leap! We are not saying you have to be a Chuck Yeager! BUT, success is built upon previous experience and successes. In this case, a transport category (jet engine) aircraft is flown by a crew of 2 pilots; if you have no recent flight time, no turbine engine experience, and no experience working with another pilot (previous dual flight instruction doesn't count) in this kind of professional environment, it is unlikely your application will be forwarded.

Part IV Applicant essay. Your personal essays should tell us your story (briefly), and your goals must be clearly stated and specific. The AE instructions state that this no longer has to be a career scholarship, but that does not mean to say that the applicant shouldn't be focused and specific with her goals. Tell us how the rating you are applying for will work into or lead you to the end goal. Please sign your letter, just as you would if you were writing a letter to your family.

Part V Letter of personal recommendation. Personal letters of recommendations are to be written by **non-aviation** people and address specific questions about you outside aviation. The instructions are clear on this! Ask previous supervisors from work, church members or clergy, and leaders from other volunteer organizations/activities. Have them date and sign their letter. Dates and signatures are very important, without them it could appear that anyone could have written them at any time. If we cannot verify who wrote the letter and when it was written, your application could be disqualified. If we don't verify at the Section level, you can be assured that the Trustees will.

These last few items may seem small, but in reality it really comes down to details, details, details!

Part III Flight training course & funding requested. We have found missing info on the funding request section, to include but not limited to missing aircraft types, missing funds for DPE's or aircraft usage (\$ amounts) for check rides. Even though your flight school or flight instructor usually fills this out and signs and dates this part, it is the applicant's responsibility to check of completeness and the Chapter AE Chairman's responsibility to verify costs are appropriate for the local area.

Use the correct application form. Please use the current year's application and forms! The applications are changed or updated in some form or fashion every year. Using an outdated application is a disqualifying action.

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Part VI Documentation - Logbook pages. Logbook pages should be dated at the top with the year and signed at the bottom of each page. For the purposes of the application if your last logbook page is not complete, it is ok to pencil in amounts brought forward and totals at the bottom. This helps us out immensely and allows you to update easily as you acquire more hours!

Pilot certificates. Permanent pilot certificates should be signed. Every license you have should be signed on the back. They really are not valid without a signature!

These suggestions are not intended for just the applicant, but also the Chapter Scholarship Chairman. These are the kinds of details that you should **all** be looking at. I will reiterate one point: *every detail should be scrutinized and it is ultimately up to the applicant* to make sure that every "i" is dotted and "t" crossed. Every word in the instructions should be read and taken literally. When the SCS Scholarship Committee has completed their review and makes recommendations to forward applications to the Trustees you can be sure that we have sent the most complete application possible and one that will reflect well on the applicant, Chapter and our Section.