

NEW HORIZONS

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Path to Career in Aviation



Eastern Kentucky University boasts the nation's first FAA approved 1,000-hour power, 2+2 degree pathway, and it easily accessible across the Commonwealth, thanks to ECU's partnerships with four institutions in the Kentucky Community and Technical College System: Ashland, Owensboro, Hazard and Middlesboro.

Those four community and technical colleges were selected because of their proximity to airports, which obviously play a critical role in the arrangement, as well as the colleges' interest in adding aviation coursework opportunities for their students.

Graduates of the ECU aviation program now have a quicker, more convenient and less expensive path to the airways as licensed pilots, with a four-year college degree to further enhance their career opportunities.

In 2013, after multiple revisions were made to the University's bachelor's degree program in aviation (professional flight concentration) to meet the FAA's eight new academic requirements, the FAA granted ECU special authority. This authority allowed Eastern to designate its Aviation-Professional Flight baccalaureate graduates as eligible to take the restricted Airline Transport Pilot (R-ATP) check ride at 1,000 total flight hours, instead of waiting until they reached 1,500 total aircraft hours.

The FAA has also recently added ECU's Aviation-Aerospace Technology (AT) degree to its federal register of approved "1,000-hour power" degrees. This 2+2 AT degree was originally designed as a degree-completion concentration for Kentucky community college students completing their two-year studies in airframes and power plants (A&P), air traffic control (ATC), and unmanned aerial vehicles (UAV). In order to extend degree-completion flight opportunities to community college students interested in pursuing their FAA flight certificates at a KCTCS campus, minor changes were made to the AT concentration.

Now, with this most recent FAA approval, community college students in Kentucky and across the U.S. can complete their FAA private pilot through instructor pilot certificates and ratings, their associate degree, their bachelor's degree, and simultaneously earn their 1,000-hour power certificate, all by partnering with ECU Aviation.

Students participating in the 2+2 aviation partnership will earn an associate degree at one of the four partnering community and technical colleges, where they complete their lower-division college courses taught by community college faculty. Simultaneously, they will take lower-division aviation courses taught by local instructors hired through ECU. Ultimately, they will complete the upper-division baccalaureate degree courses by taking entirely online courses through Eastern.

"It's our goal to have partnerships with all community colleges co-located with a regional airport," said Ralph Gibbs, director of ECU's Aviation Program. "I'd love to see Kentucky become the state of choice where people go to get an aviation degree in flight."



The Aviation Museum of Kentucky

Aviation Camps 2015 (ages 10–16)

Summer of 2015 at the Aviation Museum of Kentucky® in Lexington (located at Blue Grass Airport); and other sites in Kentucky

Lexington camps held at the Aviation Museum of Kentucky

Dates	Ages
June 8 – 9 (Level 1)	10 and 11
June 11 – 12 (Level 2)	12 and 13
June 15 – 16 (Level 1)	10 and 11
June 18 – 19 (Levels 1 – 3)	10 to 16
June 22 – 23 (Level 3)	14 to 16

Interested?

Download a camp application and calendar:
aviationky.org/camp.asp

Email:
camps2015@aviationky.org

Leave Voice Mail:
 (859) 353-0467 (We'll respond.)



Help fly an actual airplane like this.

Get a camp T-shirt and flight log.

Lunch & snacks provided.

Learn about:

- Aeronautics
- Navigation
- Weather
- Flight simulation
- Aircraft design
- Careers in aviation and more!

Camps outside Lexington

Ages 10 – 16 all camps

City	Dates
Hazard (Wendell H. Ford Regional Airport)	July 1 & 2
Bowling Green (Bowling Green – Warren County Regional Airport)	2 camps July 7 & 8 or July 9 & 10
Louisville (Bowman Field)	July 16 & 17
Pikeville (Pikeville – Pike Co. Regional Airport – Hatcher Field)	July 22 & 23



New Documentary tells the stories of ground-breaking Kentucky Women



When women demanded the right to vote a century ago, men scoffed.

"Masculine females, members of the shrieking sisterhood," Henry Watterson, editor of *The Courier-Journal* in Louisville, called the suffragettes. "I doubt nine of 10 women would know what to do with the ballot if they had it. Politics will only pollute their domestic interests and coarsen their feminine character."

Such comments did not deter several Kentucky women who would gain national prominence as progressive reformers, including Josephine Henry, sisters Laura and Mary B. Clay and Madeline McDowell Breckinridge, whose husband edited the *Lexington Herald*.

"Kentucky women are not idiots," Breckinridge wrote to Gov. James McCreary in 1915, "even though they are closely related to Kentucky men."

These four women's stories are among 40 featured in a new film, *Dreamers & Doers: VOICES of Kentucky Women*, sponsored by the Kentucky Commission on Women.

The documentary by Lexington filmmaker Michael Breeding will have its first premiere in Frankfort, followed by three more across the state, including Lexington, and will eventually be shown on KET. DVDs of the film will be sent to every state middle and high school.

"We came to the conclusion that the role of women in Kentucky had never been recorded and disseminated as widely as it should be," said Linda Roach, a commission member. "We want people to see this and say, 'I never knew about that woman! Look what she did!'"

Trying to do justice to Kentucky's long list of outstanding women in an hour-long film was a challenge for Breeding, an independent filmmaker who has a dozen shows in the KET catalog, including last year's, *Kentucky Governor's Mansion: A Century of Reflection*. Breeding started with 69 names from *Kentucky Women Remembered*, an exhibit at the State Capitol. In the final selection, he looked for racial and geographic diversity and pioneering women who made contributions in a variety of areas, including politics, education, medicine, the arts, athletics and entertainment.

Some women featured in the film are familiar figures: politicians Thelma Stovall, Georgia Davis Powers and Mae Street Kidd; singers Rosemary Clooney, Loretta Lynn and Jean Ritchie; and Frontier Nursing Service founder Mary Breckinridge.

But what makes the film fresh are the stories of many lesser-known but no-less fascinating Kentucky women.

Rose Monroe, a Pulaski County native, became a feminist symbol during World War II when she worked at a Michigan factory building B-24 bombers. She was the model for the "Rosie the Riveter" image on the iconic "We Can Do It!" poster.

An even bigger contributor to the war effort was Willa Beatrice Brown of Glasgow, a pioneering black female pilot, aircraft mechanic and flight instructor. She earned business degrees from Indiana and Northwestern universities, but continued her education at Chicago's Aeronautical University, earning commercial pilot's and master aviation mechanic's licenses.

Brown and her husband, Cornelius, operated a flight school in the 1930s that trained nearly 200 pilots who became part of the famous Tuskegee Airmen unit during World War II.

"These women ... opened doors that other women walk through," Roach said. "It's important for girls today to look at these women and say, 'If she could do it, why not me?'"

Ephraim McDowell Regional Medical Center to Relocate Helipad



Due to a new mandate from the superintendent of the Kentucky School for the Deaf, Ephraim McDowell Regional Medical Center will relocate its emergency helipad.

Vicki Darnell, president and CEO of the hospital, Facilities Director Clayton Denny and Tammy Ensslin of the hospital's general counsel received approval Wednesday from the Danville Architectural Heritage Board to relocate the helipad from KSD's property at 217 S. Third St. to a hospital-owned parking lot on S. Fourth Street, adjacent to Centre College and Preston-Pruitt-Spurlin Funeral Home. The helipad would be at the far western end of the lot.

"The current administration over at KSD is extremely nervous about a helicopter service coming in over their campus and flying over their buildings," said Denny. "It's been there since 1985, and they would like us to relocate it to somewhere way, way away or definitely off their campus." Ensslin added that the primary concern is the safety of the children.

According to Denny, Superintendent Walter Hulett, who replaced John W. Hudson following his death in 2013, met with hospital representatives several times and agreed to allow them to continue service until the end of June, but would then have to halt service to the property.

"Unofficially, we met the new superintendent back last summer," said Denny. "He's the superintendent for the Kentucky School for the Blind and the Kentucky School for the Deaf. He's a gentleman from London. We met him on more than one occasion."

Darnell responded to questions raised about the economic impact of continuing to provide air evacuation services.

"There is an economic impact as it relates to the air evac system according to the folks out at the Stuart Powerll Field," said Darnell. "Because the air evac is now in our community, the increased fuel expense that is given to the airport has risen about three or four times. As the airport has grown, it has been part and parcel to the fact that the air ambulance is out there."

Darnell said the helipad is an integral component in keeping the hospital's trauma center at a Level 3 designation.

"We are able to care for the community, and part of that is being able to get people in and out safely and quickly ... so the economic impact is huge. We would very likely not have air evac in the county without the helipad."

Asked why the helipad could not be relocated to the parking garage, Denny said the structure was not built strong enough to support the weight of a 3,000-4,000 pound helicopter.

According to Denny, the hospital has received approval for the project from the Kentucky Department of Aviation Inspector Branch and Centre College has given its thumbs up for the relocation near its facilities building.

Members of the AHB voiced concerns about the noise but were told by Bridgette Lester, director of codes and financial enforcement for the city, that the helicopter is exempt from the city's noise ordinance.

The hospital averages 1.6 emergency flights per week.

Heli-Expo 2016 at the Kentucky Exposition Center in Louisville, Ky., March 1-3 2016



With a full day to go, Heli-Expo 2015 was on track to establish new benchmarks for exhibitor count, aircraft on display and attendance. The 17,774 registered attendees far eclipsed the total count of just over 16,000 reached when the show was last in Orlando, in 2011. The 735 exhibitors, more than 312,000 sq ft of display area and 57 aircraft on display also convincingly exceed totals from that record-setting year.

"From my perspective, the show is going great," said Matt Zuccaro, president and CEO of show organizer Helicopter Association International, which organizes the annual show. "People are upbeat and excited, and early reports indicate that a lot of business is being done on the show floor."

More than \$2 billion in transactions and orders are usually booked during Heli-Expo, and this year's edition appears on track to keep that trend moving upward, a perception bolstered by comments from numerous exhibitors.

"An outstanding show, with a lot of traffic and buzz," said Kristopher Burson at Lord Corporation. Guillaume Faury, president and CEO of Airbus Helicopters, pronounced his team "proud and excited" at attendees' response to the new H160 medium helicopter and customer service initiatives the company unveiled here. Suzanne Steiner, a first-time exhibitor of HeliTrak said attendee reaction has been "beyond our wildest dreams."

Off the floor, conference and meeting rooms are hosted a full schedule of symposiums, forums and technical briefings, while the number of safety programs was increased for this year's show. Additionally, the Helicopter Foundation International, HAI's sister organization, hosted successful mentoring sessions for students, and the annual Career Fair drew more than two dozen companies looking to hire pilots, maintenance technicians and other professionals.

With the industry and its premier gathering continuing their ascensions, attention now turns to Heli-Expo 2016 at the Kentucky Exposition Center in Louisville, Ky., March 1-3 2016.

Cincinnati/Northern Kentucky Airport Restructure Bill Dead

A bill that would restructure the CVG board will not get a full floor vote in the House. It now remains a longshot for it to get passed into law with very little time left in the session.

The legislative effort to restructure the board that oversees the Cincinnati/Northern Kentucky International Airport appears dead in the House of Representatives, the Enquirer has learned. The bill, aimed at reapportioning control of the airport, seems to have been a victim of timing as well as politics.

The bill, as currently written, proposes expanding the existing Kenton County Airport Board but, in effect, diminished control that the county that owns the airport would have. In addition, it gives Cincinnati and Hamilton County potential influence over two of those seats.

Kentucky state House majority leader Rocky Adkins, D-Sandy Hook, said in an exclusive interview Thursday that the bill that would remake how the board is appointed would not get a full floor vote this session, even though it passed overwhelmingly out of the House transportation committee earlier this week.

“He did express to me reservations about the representation of Kenton County, which does own the airport, under the proposal,” said Adkins, who oversees what measures are called for a vote by the full House.

Specifically, as it stands now, the bill proposes expanding the existing executive board from seven members, all appointed by the Kenton County judge-executive, to 13 seats. Kenton County would receive eight appointments. But Boone County, where the airport is actually located, would get two full voting seats. Campbell County would get one seat. Grant County would get one seat. And the governor of Kentucky would be given the authority to fill the final post.

“I do have concerns about it, and I expressed reservations about that to our party leadership,” said Simpson, who has previously said he wants Kenton County to be reimbursed for relinquishing control of board appointments. He also has said he wants other airport boards such as Lexington and Louisville to be restructured.

Indeed, the bill is not officially dead. Bill sponsor Rep. Diane St. Onge, R-Lakeside Park, whose district includes CVG, said that she was still seeking other opportunities for passage. Options to save it include getting someone in the Senate to fast-track a version of the bill, or to get it attached to a session-ending omnibus “catch-all” bill.

“It’s unfortunate time ran out to hear this bill on the House floor. Other avenues for passage will be pursued,” St. Onge said in a statement.

The initial proposal was spurred by recommendations from Edelen following a “special investigation” by his office into excessive travel and dining spending by the Kenton County Airport Board and power struggles between board members and airport administrators.

Edelen initially launched his investigation into CVG and the board after **The Enquirer** disclosed that the board had spent upward of \$250,000 on dining and travel over the span of five years. In addition, former board chairman and local real estate magnate Jim Huff continuously sparred with CVG Chief Executive Officer Candace McGraw, trying at first to get her fired and then plotting to demote her and replace her with former board Vice Chairman Larry Savage, a now-retired health insurance executive. The airport is now chaired by local attorney William (Bill) Robinson III.

The airport recently reported its first year of annual passenger growth after seven years of declines in passengers and flights, although CVG continues to have the highest airfares in the nation.

“Obviously I’d like to see the efforts and support of every Northern Kentucky caucus member (but one) come to fruition, but the session isn’t over yet,” Knochelmann said in a statement. “Reforming the board is expected by the community so I hope that will be the final result.”

Edelen testified this week in favor of the bill before the House transportation committee, saying that while it did not include a full appointment from Cincinnati or Hamilton County, it was “a step in the right direction.”

“Auditor Edelen is still hopeful that this reform legislation is still alive – as he has on a number of occasions said, the status quo up there is unacceptable,” Edelen spokeswoman Stephenie Hoelscher said Thursday.

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