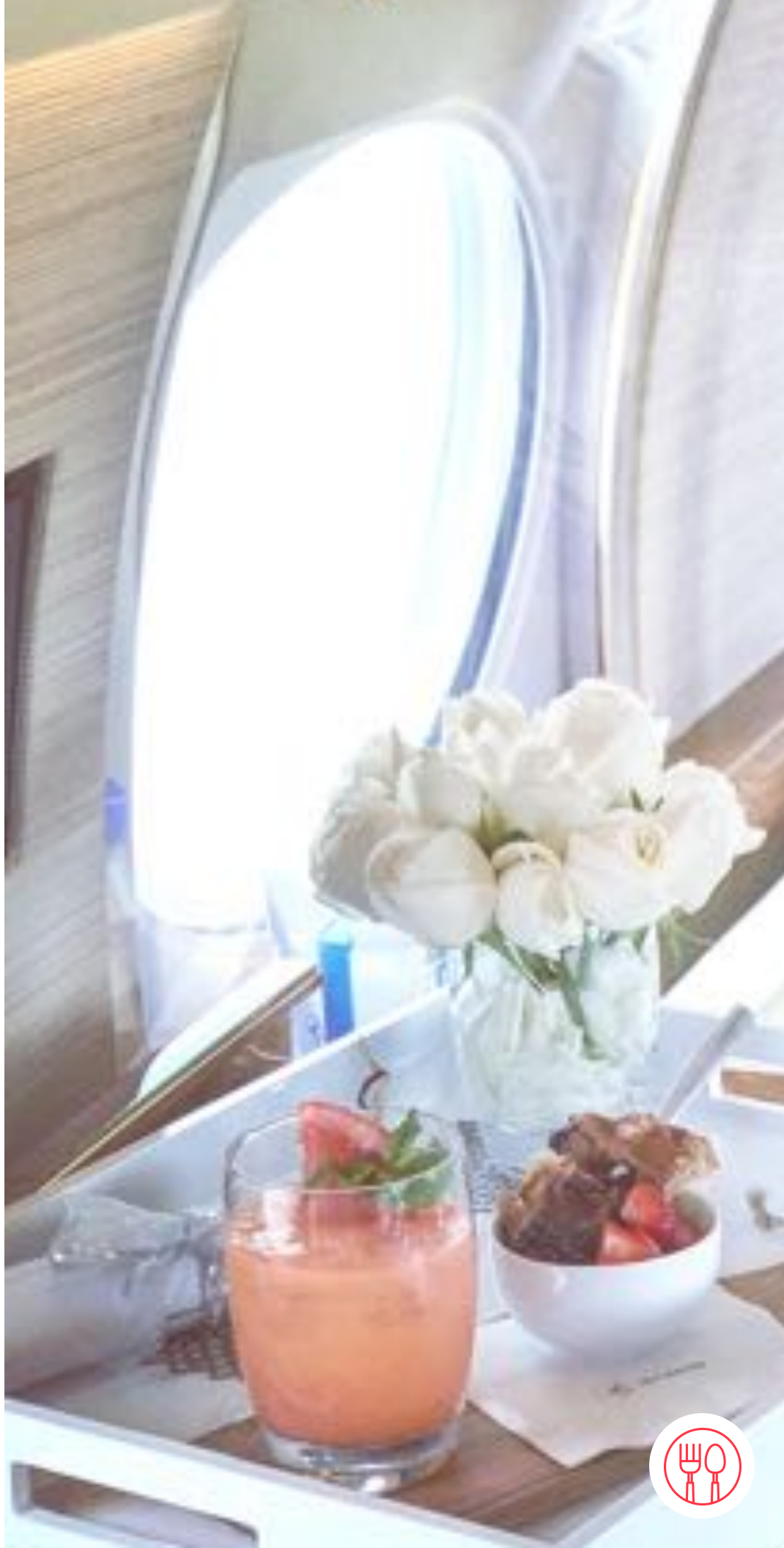


FLIGHT ATTENDANT LIFE

10 SECRETS TO A SIX-FIGURE CORPORATE
FLIGHT ATTENDANT INCOME

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10 SECRETS I USED TO MAKE A SIX-FIGURE INCOME AS A **CORPORATE FLIGHT ATTENDANT**



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1. Find a Cliff Holt (AKA a Mentor)

It was a chief pilot of a large aviation company, who became my 'Aviation Angel,' a mentor, and how I would get most of my contacts and work. I could be honest with him when I was struggling to break in and he would always offer a word of encouragement. He believed in me more than I believed in myself. If it wasn't for him, I probably wouldn't have survived and thrived. Having a mentor or support system as a corporate flight attendant is critical to success. It's a foundational reason to why I was able to build a consistent schedule so quickly.

2. A willingness to start anywhere and do anything (even if I wasn't paid for it).

I stated in one of my very first interviews for an entry-level position in private aviation that, "It's ok if I'm not flying for awhile. I'll DO ANYTHING." This attitude got me that job and has since carried me further than I could have ever imagined. Never act entitled. Never expect that you will get what you deserve. Just start where you are and do what you can. When you strive for excellence and not just a paycheck, you will get compensated fairly and find joy in what you do.

3. I stuck with it EVEN when the only thing 'sticking' was me to the ground.

I was so close to going back to the airlines— SO close. I hadn't had much luck with flying on private jets. I was discouraged. By fate, more than by choice, I stuck with it and not too long after, everything started to click. I got so busy with flights, I started to turn trips down. It was hard to stay with my goal of being a corporate flight attendant that actually flew when I was beyond 'grounded' and nothing was going my way. I know, for I have proof, that things turn around when you choose to stick with them.

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4. I took an industry standard training (FlightSafety, FACTs, CAPS recommended).

Before I took one of the most widely accepted Corporate Flight Attendant training courses, I took a different training. Although part of my journey, I would have saved myself time and money had I first invested in what actually works in the industry—FACTs or FlightSafety. Once I was FlightSafety trained, I was added to four private jet operators contract list in one week! That little (big) piece of what training I had really changed everything for me.

5. I developed REAL relationships with more experienced cabin attendants and pilots.

It always bothered me how everyone would tell me becoming a corporate flight attendant was all about ‘who you know.’ Yes. That’s true, but saying it that way makes it sound so superficial and fake. You will need to develop real relationships in private aviation if you hope to find success in the industry. One of the secrets to my success was that I became good friends with corporate flight attendants who would go out on a limb and request that I sub for them on their full-time plane. I began to gain the respect of pilots for my work ethic and positive personality. People mattered to me and creating relationships was always from a real and authentic place. These relationships did end up helping me in my career.



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6. I never let pilots or chief flight attendants know how inexperienced I really was.

Very early on in my career, I got a trip on a private A320— the size of aircraft that JetBlue operates, but configured for a billionaire (I know?!?! Just imagine that!). Going into that flight I remember thinking, “This crew has no idea how much or how little experience I have or don’t have. Own it, and show them that you belong here” So, I walked onto that plane with more confidence than I actually felt inside and took on the once-in-a-lifetime experience. The trip actually went so bad that the principal got really angry and chewed out the lead captain over how terrible the flight attendants were (me and another girl), but both of us were offered a full-time position after the week-and-half was over. And, that captain still doesn’t know my experience level. It’s all about marketing and in private aviation, YOU are the brand!

7. I used a major setback to lead to an incredible comeback (and became all the more GRATEFUL in the process).

Right when I started to land flights, I broke my ankle while kitesurfing. The injury ended up taking, in total, not eight weeks to heal, but ten months! I was not flying for five of those and for five months, working on a broken ankle. My time in recovery was challenging and heartbreaking. I almost lost sight of the beauty still in store for me. As I began to heal, flying opportunities came out of nowhere and I found myself more grateful in the process. I found myself just happy that I could take steps without pain or a ‘boot.’ I saw how ‘taken care’ of I was by Someone bigger than myself and found faith amidst the chaos. Due to the circumstances, I don’t even feel like I can take credit for all that occurred as my life and achievements truly feel miraculous. But, I really believe your greatest successes often follow your biggest failures. Just try one more time.





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8. I calmed my soul and spirit with positivity and purpose.

I have never been in a more anxiety producing career. I struggle with worry and fear and had to learn to lean on practices that would help my mindset. I take dedicated time in the mornings to invest in meditation, prayer, and journaling. I read and listen to podcasts that bring in good things to my life. I invest in relationships with other individuals who choose to live with a mindset of abundance and possibility. I cannot handle how crazy my contract flight attendant career without my faith and my friends. These two elements have been crucial to my success.

9. I saw every flight as a job interview and NEVER felt like I was 'in.'

No matter how many times I flew with a certain set of pilots, had been on that particular aircraft before, or served the clients in the past, I saw every flight like a first impression. I took it as a job interview and if I did well on this evaluation, maybe I would get another evaluation and another. Treating my career like a job interview may have added more stress to my life, but it also kept me on my toes. It's never good to get comfortable in private aviation. Maybe I was paranoid, but I always wondered if the flight I was on would be my last, so I consciously remembered to put my best foot forward and be grateful for the opportunity.

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10. I just said, “Yes.”

One chief flight attendant I interviewed with actually reiterated my statement of “just saying yes” making me realize how important that decision was for my career. I had a habit of, when someone (a scheduling department, pilot, or lead flight attendant) asked me if I was available for the trip on certain dates, I would just say yes. Before I knew where the trip was going. Before I knew who I was flying. Before I knew who the pilots were. I did this because I knew that someone (a scheduling department, pilot, or lead flight attendant) had little time to figure out who to put on the trip and if I quickly told them if I could fly or not, it would make their job easier. Often, at the point of when a decision maker asks a flight attendant to work a trip, they have little info anyways. They just need an answer. Of course it’s nice to have more details and know what you are getting into, but if that’s your personality type, you should probably pick a different career.

There are more secrets that created the success that I experience as a corporate flight attendant and help continue my success. To discover the rest of my secrets, look for the online course that will be launching soon!!!

Sign up for our newsletter so that you don’t miss what’s up next!!!

You won’t want to miss it!!

