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## Statement of Gloria Allred

Today I am here with our client, Shari Drerup, an experienced female pilot who has been flying for 14 years and who has logged approximately 4,000 flight hours as a pilot in a cockpit.

Despite her background, training and experience, however, Shari has become a victim of sex discrimination and a double standard for female vs. male pilots in her employment. That is why she has filed a lawsuit today. Ohio attorney Laren Knoll and my law firm represent her in this lawsuit. My law firm is seeking to be admitted to co-counsel.

Shari applied to be a pilot with NetJets Aviation in July 2015. NetJets extended an offer of employment to her and based on that offer she resigned from her employment with Mark Hankins Ministries.

According to her lawsuit, Shari successfully completed the Indoc portion of her training on the Phenom aircraft and she received her gold medal, NetJet's wings for her uniform jacket.

An issue arose, however, when she attended Phenom training at Flight Safety. She passed the oral exam but faced a problem with the simulator, because her legs were too short to push the rudder pedal to the floor.

Shari had been type rated to fly five other jets and she had never encountered this problem in flying other aircraft. Her instructor told her that her legs were simply too short for the Phenom and he wrote in her training record that her stature precluded her from attaining sufficient control authority.

A representative of NetJets told her to get a booster seat or some tall shoes. Shari did purchase shoes with thicker soles and she purchased back pads to move her close to the rudder pedals but they did not help.

Shari was told that if she was too short to fly the Phenom, then she would be too short to fly any of NetJets other aircraft. Shari told the representative that she had a type rating in at least two of NetJets current fleet, so she was not too short to fly their other planes.

Despite this knowledge, NetJets terminated Shari.

Prior to her termination, NetJets reassigned three male employees who were too tall to fly the Phenom to fly other jets in their fleet. Shari was type rated to fly five other jets, including the Encore Plus jet, but she was not reassigned. She was terminated.

Why was a male pilot offered that opportunity, but Shari was denied it?

In my opinion, this constitutes sex discrimination and is clearly a double standard for male and female pilots.

This is just one of a number of examples of sex discrimination in employment to which Shari was subjected.

When Shari was interviewed for the job, she had asked NetJets how many pilots they employed and how many of those pilots were women. She was told that they had 2700 pilots and 71 were women. This means that only approximately .026% were women. According to the Center for Pilot Aviation, women are approximately 4% of all pilots in the U.S., so NetJets was below the national average in their employment of female pilots.

It is time to end the discrimination against female pilots and the double standard in the treatment of men and women, which often results in denial of important employment opportunities to female pilots solely on account of their gender.

We look forward to supporting and fighting for Shari as she continues her battle to end sex discrimination and afford equal employment opportunity to women pilots.

Attorney Gloria Allred  
Representing Shari Drerup  
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