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Keep up with the latest daily buzz with the BuzzFeed Daily newsletter! When Bette Nash began her career as a flight attendant, Dwight D. Eisenhower was president and I Love Lucy was airing her final episodes. Plane meals consisted of lobster and carved meats, and tickets cost somewhere about \$12 and didn't require any reservations. And while times (and the aviation industry) have certainly changed, Nash's job title isn't: at nearly 82, she just celebrated 60 years of service with American Airlines, making her the company's oldest flight attendant. Nash's love of flying began in his late teens, when he took his first flight from Reagan National Airport (DCA) in Washington, D.C.area, to Ohio. Then, in 1957, at the age of 21, he began his career with Eastern Airlines, whose routes passed to American Airlines in 1989. Unsurprisingly, the requirements for being a flight attendant in the 1950s were a bit different from the current ones. You had to be a certain height, you had to be a certain weight. It used to be horrible! Nash told ABC7. You put a few kilos and you had to keep weighing yourself, and then if you stayed that way, they'd take you off your payroll. Of course, there were also brighter aspects to the so-called golden age of travel: Nash recalled the days of fine dining in flight and passengers wearing pillbox dresses and hats. He also got to serve the Kennedys when they were traveling to Boston.Nash has his choice of routes, but prefers to fly the same leg up and down the East Coast. Courtesy American AirlinesFor most of his career, Nash flew the shuttle from DCA to Boston and then back to DCA, so he could return to his Manassas, Virginia, home at night to be with his son. Millions of miles later, as the airline's oldest flight attendant, he can choose to fly whatever route he wants, and still flies the same shuttle several times a week. But the work has always been more about customers than about the destination for Nash, and customers have definitely noticed. I think the most surprising and impressive thing about Bette is the way she warms up the entire plane, said Simon Johnson, a passenger who has flown nash's shuttle since 2008, in an American Airlines press release. Go ahead, meet her, know your name, remember the conversation she was having with you yesterday or last week or a month ago. The feeling of appreciation is mutual. On November 3, American Airlines launched a diamond jubilee celebration at Reagan National Airport in Nash, the same airport where he first decided to become a flight attendant. A crowd gathered to CEO Doug Parker announced a \$10,000 donation to sacred heart catholic church food bank in his name (Nash regularly volunteers and donates there). In addition, American Airlines Vice President Jill Surdek presented Nash with diamond diamond earrings Nash, being a flight attendant is not only a profession, but a real passion and a true vocation of life - and she has no plans to retire anytime soon. My favorite part of the flight over the years has been greeting my passengers as they board and deplane, Nash said during his jubilee. People are really charming, and it was really a joy. What do you do when you're trapped with an irate customer 30,000 feet in the air? American Airlines has just and find a solution, allowing flight attendants to take away frequent miles of flyers on site. Normally if the in-flight entertainment screen turns off 10 minutes in the purpose of a dog, a flight attendant would shrug off and suggest writing a letter to the airline's customer service when you land, which leaves customers popped up, bored, and never know the horrors of A Dog's Purpose.This month, American Airlines is implementing a program that allows its flight attendants to assign frequent flyer miles to passengers who come across in trouble. This means that when the video screen extends, flight attendants can quickly offer miles to soothe the wild passenger. According to CNN, the number of miles depends on the severity of the problem and the duration of the flight. Passengers who do not have frequent flyer accounts, however, will have to delay their gratification and give the flight attendant their email address to receive some other form of compensation for their suffering. The program is similar to what Delta Air Lines has in place where passengers can request return in the form of miles -- and maybe some extra packets of Biscoff cookies. The flight attendant's pay is a complicated metric. Airlines pay flight attendants for every hour in flight, meaning they could be on duty for 14 hours but only be paid for the six-hour flight, according to Taylor Garland, a union representative for the Association of Flight Attendants. The basic salary also varies depending on the level of experience of a flight attendant, which part of the plane they serve, the total hours worked and the airport from which they fly. Flight attendants can fly high (many hours in the air) or low (part-time), Garland told Business Insider. It really is up to the contractual provisions and what best suits their needs. Working as a flight attendant presents a particular set of challenges, from facing disrespectful passengers to exhausting schedules. But they have also faced more serious challenges. For example, Delta airlines flight attendants told Business Insider new uniforms that make them burst into hives, lose their hair and uncontrollably. In addition to these problems, pay has fallen significantly for flight attendants over the past 40 years: average hourly wages fell by 26% from 1980 to 2007, adjusting for inflation, according to the Population Reference Bureau. Some flight attendants work overtime to pay their bills and even for food stamps. Another important factor contributing to the pay variance of flight attendants is the carrier on which they fly. While flight attendants in the U.S. earn an average of about \$49,000, pay may vary depending on whether they work for Alaska Airlines, Southwest, or Spirit. The remuneration of flight attendants on regional carriers may be about 45% lower than that of workers in major airlines. Some flight attendants have reported their salaries on job ad sites like Glassdoor and PayScale to help potential candidates better understand their hours. These salaries are self-reported to websites and are an average of all flight attendants they chose to write -- counts ranged from less than 10 to over 100. (For two carriers, the number of responses from flight attendants was not available.) Here's what flight attendants say about 10 major carriers, according to data on Glassdoor and PayScale. Apparently July 27 was a bad day flying out of New York's JFK Airport, thanks to severe thunderstorms in the area that prevented flights from taking off or landing. It was an even worse day to be on Delta Flight 621, which walked away from its gate only to be cancelled before taking off. At that point, the asphalt was so congested that the plane could not return to the gate for several hours. How many hours, exactly? This fact is in question, with passengers claiming seven and Delta saying there were five. However, it was a long time, especially since flight attendants only disused water and, according to one customer, warmed Sprite. To its credit, Delta will offer refunds and help with alternative travel arrangements Considering the outrage that followed a similar incident on JetBlue last year, you'll think customers and industry experts would be arming on this latest asphalt stranding (though, to be fair, the JetBlue tarmac incident was accompanied by 1,000 cancelled flights). Well, not so much, and there's actually very little coverage of this. Which begs the question: why? Perhaps we are all so desensitized by the recent trend of bad airline news that our expectations are low enough to accept seven-hour (or five) delays on the tarmac. Or maybe it's just because this situation wasn't really Delta's fault: there's not much the airline can do for the weather or congestion on the ground, is there? So, as customers, should we ask for a passenger rights charter, or should we simply be grateful that the sector is still in business? Leave a comment below and tell me what you think. We hand-choose everything we recommend and select items tests and reviews. Some products are sent to us for free without any incentive to offer a favorable review. We offer our impartial opinions and do not accept compensation to review the products. All items are available and prices are accurate at the time of publication. If you buy purchases through our links, we can earn a commission. Eighteen months after the first report that Delta Airlines uniforms for flight attendants and other service employees were giving them rashes, the company announced that they will dare to new ones... at the end of 2021. The current uniforms were designed by Zac Posen for Lands End in 2018. Shortly after they were distributed, employees began to notice that they were bursting into hives, losing hair or having coughing attacks. A lawsuit was filed in Wisconsin (where Lands' End is based) on behalf of 525 Delta employees, mostly flight attendants. Delta's flight attendants union issued a statement on the announcement saying: This is welcome news and appropriate action, though eighteen months late. However, they recommended that the toxic uniform be completely removed quickly and replaced with the alternative. Currently, some Delta employees are allowed to wear other non-uniform clothes to work - they just need to be approved. In response to our employees, we have taken steps in recent months to respond to feedback received about the uniform, including offering alternative garments, hiring tissue experts, and conducting comprehensive chemical testing, said Ekrem Dimbiloglu, director of WSB-TV Atlanta's new uniform program. Delta flight attendants aren't the first to complain about health issues related to their uniforms. Alaska Airlines and American Airlines flight attendants sued in 2012 and 2016, respectively. The symptoms are all similar: rashes, urticaria, blisters. Delta employees also reported sinuous symptoms or migraines. In the Alaska Airlines case, the uniforms were replaced, but the airline did not recognize the link between uniforms and symptoms. The National Institute for Safety and Health at Work also found no link between the symptoms and the uniform manufacturer, Twin Hill. Similarly, a study commissioned by Delta found no chemicals that could have caused the reactions in the uniforms (shortly after, Delta flight attendants unionized). However, it can be due to a combination of chemicals rather than one in particular. For Business Insider, an industry official said processes that make resistance to stains, wrinkles and flames uniform can also make it toxic to the people who wear them. Since flight attendants wear their uniforms in a closed environment for a long period of time, they are more exposed to those chemicals. For example, the Alaska, American, and Delta Airlines uniforms all contained formaldehyde, but not enough to make them according to OEKO-TEX, a group that tests harmful chemicals in tissues. It is important to note, as a study at Harvard did, that the chemicals used are not only used in uniforms - chemically treated clothing is also available to consumers, and the are not listed normally on the label. Flight attendants only make a particularly good Petri dish to see how these chemicals actually interact with our skin. Delta flight attendants deserve better than toxic uniforms

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