

General Arrival / Safety Briefing

Welcome to SAFECON 2011 hosted by The Ohio State University in Columbus, Ohio. This guide will provide you with some general and essential information for the SAFECON including the following:

- Contact Information
- Arrival / Departure Procedures
- Airport Diagram (Link on Chief Judge Web page)
- Tie-down & Parking Requirements
- General Staging Procedures
- Safety Items of Emphasis
- Penalty Changes
- Pattern Altitude

A COPY OF THIS GUIDE MUST BE KEPT IN EACH COMPETITION AIRCRAFT AND COMPETITORS MAY BE ASKED QUESTIONS BY SAFETY JUDGES ABOUT THE CONTENT.

Contact Information

Chief Judge:	Steven Halcomb	(815)258-6813	illini737@msn.com
Assoc. Chief Judge:	Spencer Hyatt	(303)482-5029	spencerhyatt@gmail.com
Assoc. Chief Judge:	Darryl Stubbs	(757)761-5067	dstubbs404@msn.com
Senior Chief Judge:	Jody McCarrell	(870)642-2508	jody99@ipa.net
NIFA President:	Brad Hock	(937)371-7832	blhock@osuairport.org
Chief Judge Webpage:	https://sites.google.com/site/safecon2011chiefjudge/		
Host School Webpage:	http://www.safecon2011.org/welcome.aspx		

We are here to ensure that everyone has a safe and enjoyable competition. If there is anything we can do, please don't hesitate to contact us. We will do our best to assist or connect you with someone who can. Frequently check the Chief Judge Webpage for updates and other information.

Arrival / Departure Procedures

KOSU will be utilizing standard arrival and departure procedures for all SAFECON aircraft. All aircraft are encouraged to utilize radar services from nearby Port Columbus until operating on KOSU Tower frequency on their arrivals. After landing, contact ground control and advise them you are “NIFA Competition” or a “NIFA Support” aircraft. Competition aircraft and Support aircraft will be parked in separate locations to ease ramp congestion during flying events. Please refer to www.safecon2011.org website prior to departing for KOSU for any updates on arrival/departure information.

All aircraft must read back all runway hold short instructions with call sign and runway (active, inactive, closed).

Airport Diagram

Please reference the airport diagram on the Chief Judge webpage. Ensure that you have a current airport diagram before departing to KOSU with the most current NOTAMS, and check the Airport Facilities Directory for updated information.

Tie-down & Parking Requirements

Only NIFA competition aircraft will be allowed to park on the NIFA ramp. Other support aircraft must be removed no later than May 12th. This will ensure that our host school will have sufficient room to accommodate all competition aircraft upon arrival. Support aircraft may need to park off the apron in the grass in order for each school to have enough room. Please be considerate on this matter so that every school has parking space on the pavement.

Aircraft on the NIFA ramp should be parked tail to tail as tightly as possible. All aircraft must bring appropriate tie-down & anchor equipment for both pavement and grass surfaces.

General Staging Procedures

- Every aircraft must have its own tow bar and *in the aircraft* ready for use.
- All aircraft must be towed from the NIFA ramp to the Hot Box.
- Please utilize only 4-5 people to stage an aircraft.

- All non-essential personnel must stay off the NIFA ramp to avoid congestion.
- Upon staging in the Hot Box, all non-essential personnel must leave the area.
- Starting May 12th, all aircraft will require a staging judge for clearance to start engines which includes off airport practices.
- Fuel aircraft before leaving the airport in the evening or permit sufficient time in the morning to refuel in order to meet practice times and any competition briefings.
- Aircraft, pilot, and keys should be ready in the Hot Box no later than 20 minutes prior to scheduled departure time. Staging Judges will generally have you started and taxiing 5-10 minutes before your slot time.
- If you will not be flying during your practice slot, notify a Staging Judge as soon as practical to so that other schools can utilize the limited practice slots.
- If you choose to depart KOSU and operate at another airport or practice a VFR Navigation Route, see a Staging Judge for instructions.
- Each school is required to have adequate ground support personnel ready to recover aircraft in the Shut Down area.
- All personnel must remain clear of Shut Down area until all the aircraft from a heat have turned off their engines and a Staging Judge has given clearance to approach the aircraft.
- **Cell Phones must be OFF on the NIFA Ramp during the Navigation Event!**
- **Please limit cell phone usage at all other times on the ramp and remain vigilant of towing aircraft and airport vehicles.**

Safety Items of Emphasis

The following is a comprehensive list of safety criteria that will be monitored throughout SAFECON 2011. Though not all inclusive, the items listed below are specific areas that will be examined by our Safety Judges and Judging Staff. The cumulative results contribute towards the safety awards at the conclusion of competition.

Ground Operations:

- PIC has pilot certificate, medical certificate and photo ID available to inspect upon request.
- Aircraft contains all required documents. PIC should locate and identify those documents upon request.
- Aircraft contains only equipment and supplies necessary for operations and be kept in a clean and orderly condition. Box or tote for supplies is acceptable.
- Proper weight & balance documents and evidence that weight & balance has been calculated for all crew configurations. This only has to be done once.

- PIC does proper preflight planning. (takeoff distance, weather, reserve fuel, charts, NOTAMs, and diversion)
- Contingency Planning. (knowledge of lost/recovery, diversion planning, etc.)
- Missed preflight items. (low tires, missing screws, low fuel)
- Attitude. (Is PIC serious about his/her task)
- Awareness of environment during engine start-up. (chocks, ramp vehicles, fuel trucks, other aircraft, personnel)
- Ramp safety practices of non-flying team members. No unnecessary team members on the ramp and around the aircraft.
- 4-5 persons required for moving aircraft. (two wing walkers, 1-2 pushers, and a nose tow person) If fewer people are allowed by school/team standard operating procedures, the Chief Judge shall be notified in writing by the team advisor prior to the contest.
- Awareness of the prop arc (even when not turning) and staying clear at all times. Demonstrate proper tow bar attachment to avoid prop arc.
- Sign to readily identify to passers-by that:
 - Keys are out and in full view from the exterior
 - Magnetos are off
 - Mixture is full lean
- Pilots perform hot magneto check before shutdown. Team advisors shall notify the Chief Judge in writing if POH or School Maintenance Practices deem otherwise.
- Once aircraft is positioned in hot box, all other airplane movers remain clear.
- Secure aircraft when being moved towards hot box (chocks) or fully secure aircraft when not being attended to (tie-downs).

Taxi Operations:

- Proper power setting, braking and aircraft separation (approx. 2 plane lengths) while taxiing.
- Proper run-up area alignment, separation and position. (10 ft. minimum separation between wingtips)

Flight Operations:

- Landing pattern spacing as not to create a hazard to an aircraft in front or following in a non-landing event. Judges will examine landing cards for disqualifications.
- In non-landing event, landings will be watched for safety related performance.
- At tower controlled airports, compliance with ATC procedures will be monitored.

- Go-Around Procedures. If go-around was because of close interval spacing, clear view of runway or airplane ahead in sight.
- Any flight event disqualification for safety item.
- Team ATC arrival and departure procedures to the host airport in compliance with instructions.
- Team member understanding and compliance with the safety briefing. Team members will be given a written copy of a safety briefing which will include:
 - 1. Safety related disqualifications
 - 2. General safety rules
 - 3. Current penalty descriptions as presented in “Recent Page Changes” on the NIFA website. The Judges Manual is out-of-date and is currently being revised to reflect these changes. **DO NOT** use the Judges Manual for guidance on how the Landing Events will be judged.

Penalty Changes: Since the fall Regional SAFECONS, it is highly recommended that everyone view the 03/03/2011 “Revised Landing Events Penalties” entry on the NIFA website.

General –

In the event of a landing that could have possibly damaged an airplane (hard landing, porpoise, tail strike, nose wheel first, wheel barrow, etc.), the Landing Judge shall communicate this to the Chief Judge, Safety Judge and Staging Judge to make sure the airplane is inspected and released for flight, according to school procedures/policies and FARs, before the airplane is allowed to continue participating in flying events."

A Card –

Scoring criteria for crosswind landings:

If a crosswind exists, crosswind rules as outlined in the NIFA Red Book are in effect. Contestants in the active landing heat will not be notified that crosswind rules are in effect as has been done in the past. Pilots should make every landing according to PTS: fly a stabilized approach to a touchdown with no drift and with the airplane's longitudinal axis aligned with and over the runway centerline. The judges will determine the landing distance score based on winds at the time of touchdown. Landing Judges shall have a flag (s) or other means to give an accurate wind direction and approximate wind speed in the touchdown area.

G Card -

Go-Around (Contestant's Fault) (300 points)

Go-around due to poor planning or spacing by the contestant. This will be the score given if a contestant does a go-around during a scored landing and it is the contestant's fault. No landing score will be written on the A Card. At least one scored landing must be made and used to get a landing score. If one scored landing is not made, a "Did Not Land" (DNL) score shall be entered for that contestant who would appear in the rankings ahead of the disqualifications (DQ), but with zero points.

Improper Crosswind Technique (200 points)

Failure to use proper crosswind correction techniques. Upwind aileron should be up and downwind aileron should be down. Additionally, if there is a crosswind, the upwind main landing gear wheel must touch down first with no drift and the airplane's longitudinal axis aligned with and over the runway centerline..

Other -

Used for any unsafe action taken by the contestant that is not listed in any of the above penalties or disqualifications. A very late go-around just to avoid landing long out of the landing box to get the reduced penalty points defeats the purpose of this penalty change. Reducing the own go-around penalty was to give an incentive to go-around rather than pushing over for the box, or landing fast with a resultant unsafe touchdown. This "gaming" of the touchdown by a last second go-around is unprofessional and could be judged as unsafe and a disqualification given.

Pattern Altitude

The traffic pattern altitude is 800' AGL.