



SAFECON 2008

DAILY



Edition 1: Tuesday, May 6



Welcome to SAFECON 2008!

It's that time of year again, time for another SAFECON! Airplanes have been lining up on the ramp, and practices have been going strong. We've got the hotbox marked out, and Elaine is once again manning the comm desk, ready to handle anything that comes her way. Many of you have already signed up for interview times, so don't forget to grab some time for yourself and your team too.

We kicked things off last night with the opening ceremonies... with a very interesting role call, and followed it up with aircraft recognition. Hopefully you got plenty of sleep

while you could, because it's going to be a long, busy week! So have fun, and we wish you all the best of luck. In the middle of studying for all your events, take some time to meet your fellow competitors, and make some new friends. Most importantly of all, remember to keep an eye out for each other, and help make this week a safe one for everybody. Good luck!

Weather Forecast

Today
Mostly sunny
High: 81



Tonight
Mostly cloudy
Low: 57



Wednesday
High: 80
Low: 63
Partly Cloudy



Thursday
High: 75
Low: 54
T-storms 70%



Friday
High:
Low:
Partly cloudy



The Comm Desk has a phone number! If you need to reach Elaine, call her at the following number:
615-459-9525



Today's Schedule

0700-1600	Navigation Planning	Executive Air Building
0800-1700	Navigation Event	Ramp
	Ground Trainer Event	Airport
	IFR Simulated Flight Event	Airport
	CRM/LOFT Event	Wings of Eagles
	CFI Event	Bldg 250
	Safety Interviews	Bldg 250
	Loening Trophy Interviews	Bldg 250
	Women's Achievement Interviews	Bldg 250
	Men's Achievement Interviews	Bldg 250
	Preflight Aircraft Event	T-Hangar 14, CFM

NIFA SAFECON

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NIFA Spotlight: John Haacke

John Haacke is returning for another busy week as the Director of Corporate Relations for NIFA. It's his job to work with NIFA's industry supporters to make sure good relationships continue and NIFA can continue to operate. He first became involved in '90, before he ever began competing, when he was part of the support staff for a competition. From there he went on to compete on the '91, '94, and '95 UND National Champion teams in short-field and power-off landings, navigation, SCAN, E6B, and aircraft recognition.

The rest of the year, you'll find him working for Airbus as a technical pilot. As a technical pilot, John test flies new planes and checks out the check airmen for airlines. He also does line training, serves as the technical representative for 15 U.S. airlines, and frequently travels to Toulouse, France to work on developing projects.

He'll be the first one to tell you that his job is all because of his involvement with flight team. The dean at his school knew of his involvement with NIFA and asked to talk to him about a job opportunity. Airbus was looking for a way to get younger instructors, since most of their current instructors were retired military, and they decided to use him as a test case. Their main concern was that he had a flight instructing background, so despite having no turbine time, they hired him and sent him off to Miami for training and to build time. Wanting more time in the plane versus sims, he went to Chautauqua in '99 flying the Embraer 145 out of LaGuardia, followed by DaimlerChrysler flying GIV's and USA 3000 flying A320's again before going back to Airbus in 2005. He says it's a great job, and due very much to connections he's made. With that in mind, his biggest advice for this year's competitors is to get involved and meet people. In the end, it's not all about grades, so start making connections now.

Making It Into The Aviation History Books...

In 1896... After four years of work and failed flights, Samuel P. Langley succeeds in obtaining good results with his steam-powered, model-size, tandem-wing airplane. His model No.5 makes a flight of 3,300 feet.

In 1908... The Wright brothers fly for the first time since 1905, at Kitty Hawk. Wilbur pilots the 1905 Flyer III, modified so that the pilot and a passenger can sit erect, on a flight of just over 1,000 feet.

In 1919... The first commercial flight, from Canada to United States, occurs as a Canadian Curtiss aircraft flies 150 pounds of raw furs from Toronto to Elizabeth, New Jersey. It is not a non-stop flight.



In 1941... Igor Sikorsky pilots the Sikorsky VS-300 helicopter in Stratford, Connecticut, on a flight of 1 hour, 32 minutes, 26 seconds, a world endurance record for a helicopter.

Can't Work When It's Too Quiet? ...Find Your Background Noise!

- 88.3 — college radio
- 88.7 — christian
- 92.9 — soft rock
- 94.7 — oldies
- 96.3 — mix
- 97.5 — rock
- 97.9 — country
- 101.1 — rap
- 102.9 — hard rock
- 103.3 — country
- 105.9 — classic rock
- 107.5 — pop



NIFA SAFECON

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NOTAMS:

Shirts are on sale at the concessions by the comm. desk. Short sleeve shirts are \$12 and long sleeve shirts are \$15.

Applicants for the men's and women's achievement awards should pick up the forms at the comm. desk if they haven't already.

Lost something? The lost and found is located at the comm. desk. See Elaine to retrieve your belongings!

Question of the Day: What's the strangest thing you've ever heard on the radio?

Tower: "Maintain visual, a Sikorsky will intercept you on downwind."
- John Michopoulos, Metropolitan State College of Denver

A bonanza pilot who identified himself as "bonanza heavy"
- Jim Schlup, St. Cloud State University

A burping controller
- Sean Sims, Delta State University

A pilot making elephant noises
- Jason Schappert, Jacksonville University

"Tower, I have to go pee... can I get a straight in for runway 12?"
- Scott Guidry, University of Louisiana—Monroe

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