



# SAFECON 2008

DAILY



Edition 3: Thursday, May 8

## Cirrus Aircraft contributes \$10,000 to NIFA SAFECON



Cirrus Aircraft this year, in addition to being the sponsor of the Short Field Landing Event and placing an advertisement in this year's program, is sponsoring the President/Industry Reception. Cirrus has been a supporter of NIFA for several years now and this is the first year that Cirrus has sponsored the Industry Reception. We look forward to working with them into the future.

## Pinnacle Airlines supports NIFA with a \$5,000 contribution

Cynthia Cunningham, Flight Op Recruitment Specialist for Pinnacle Airlines, presents a check for \$5,000 to Adam Linton, SAFECON President, and Gary Hemphill, NIFA Executive Director. Pinnacle in addition to exhibiting, is the sponsor of this year's unlimited soft drinks during NIFA.



### Just when you thought classes were confusing... From a British Airways notice:

"There appears to be some confusion over the new pilot role titles. This notice will hopefully clear up any misunderstandings.

The titles P1, P2, and Co-Pilot will now cease to have any meaning, within the BA operations manuals. They are to be replaced by Handling Pilot, Non-Handling Pilot, Handling Landing Pilot, Non-Handling Landing Pilot, Handling Non-Landing Pilot, and Non-Handling Non-Landing Pilot. The Landing Pilot is initially the Handling Pilot and will handle the take-off and landing, except in role reversal when he is the Non-Handling Pilot for taxi, until the handling Non-Landing Pilot hands the Handling to the Landing Pilot at eighty knots.

The Non-Landing (Non-Handling, since the Landing Pilot is handling) Pilot read the checklist to the Handling Pilot until the Before Descent Checklist completion, when the Handling Landing Pilot hands the handling to the Non-Handling Non-Landing Pilot who then becomes the Handling Non-Landing Pilot.

The Landing Pilot is the Non-Handling Pilot until the "decision altitude" call, when the Handling Non-Landing Pilot hands the handling to the Non-Handling Landing Pilot, unless the latter calls "go-around," in which case the Handling Non-Landing Pilot, continues handling and the Non-Handling Landing Pilot continues non-handling until the next call of "land" or "go-around," as appropriate.

In view of the recent confusion over these rules, it was deemed necessary to restate them clearly."

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## NIFA Spotlight: Wally Funk

There are generally a few things you can count on for NIFA nationals... lots of ambitious pilots, lots of pushing airplanes, the "NIFA front," and of course, Wally Funk. For yet another year, you'll find Wally out on the ramp, keeping a watchful eye to help keep everyone safe, and ready with a welcome-back hug for everyone.

Wally has definitely covered a great deal of ground since jumping off her daddy's barn wearing a superman cape at the age of five. That short flight into a pile of hay was more than enough, though, to tell her she wanted to fly.

She first became involved with NIFA as a competitor with the Stephens College Flying Susies, from Columbia, Missouri, and then with the Oklahoma State University Flying Aggies. During her three years as a competitor, she competed in every single event, and did very well, receiving top pilot awards, among others.

NIFA looked a bit different then; with many schools lacking the money or know-how to organize a team, there were only approximately ten teams in the entire country, and the only events were navigation, power off and power on landings, and bomb drop. Most of those events have remained relatively the same, but Wally can remember doing bomb drop with "real bombs" ...five pound sacks of flour! She flew in an Aeronca, half hanging out of the plane, going about 40 mph, and "whomping" the sack of flour out at the target. It was easy to tell where it had hit, since all she had to do was look for the flour cloud. While her three years of competing are well behind her, Wally has remained involved for a total of 49 years. During that time she has served as a judge in many events, and has judged safety for roughly 15 years.

Wally can also boast a very busy career. She has been a chief pilot at a number of schools, an FAA inspector, and she spent ten years as the first woman NTSB accident investigator. After seeing the same accidents repeated time and time again, she decided to start traveling and lecturing at schools and organizations to teach people how to prevent themselves from being yet another repeat of the same accidents she had spent so many years investigating. Today, she also

teaches high school kids to fly, since she has such great enthusiasm for seeing young people succeed in aviation.

In addition to sharing her passion for aviation as most people think of it, Wally is also very enthusiastic about space flight. She just finished a tour of several schools talking about a Mercury 13 book written by a friend. While many people know about the Mercury 7, there was a second, all-women group, the Mercury 13, which also underwent astronaut testing.

In 1960, Wally saw Jerrie Cobb's photo in Life magazine. Jerrie was the first woman in the U.S. to undergo astronaut testing. When she saw the magazine, Wally knew she wanted to go into space too. She got on the list of candidates, and was accepted immediately because of her age, and living in a high altitude city meant her pulmonary system was in great shape.

The youngest of the group, she had to take more tests than the men, and more difficult tests than the women who followed her. While most astronaut candidates do testing as a group, the Mercury 13 went by themselves. Since she didn't have as many family and career ties, she made it further in the program than many of the other candidates, for which she considers herself very lucky. After making it through three phases of mercury astronaut testing though, she was never allowed to continue with NASA because she didn't have an engineering degree.

That didn't stop her though, and she traveled to Russia to train with the cosmonauts, and hopes to go back in the next year or two, and sees her goal of getting into space still within her grasp. The things that can slow Wally down are few and far between, so don't be surprised to hear of her making it into space, one way or another!

While she will be more than happy to impart her know-how to those of us on the ramp, her message to all the competitors this week is to "Have fun, help each other, pay attention to what you're doing... safety is utmost." All the judges and volunteers are here to ensure safety, but there will always be little areas where we can all improve.



# N I F A S A F E C O N

## D A I L Y

### Today's Schedule

0745-0800	Short Field Landing Event Briefing	Airport
0800-1400	Short Field Landing Event	Ramp
0800-1700	Ground Trainer Event	Airport
	IFR Simulated Flight Event	Airport
	CRM/LOFT event	Wings of Eagles
	CFI event	Building 250
	Safety interviews	Building 250
	Loening trophy interviews	Building 250
	Womens achievement interviews	Building 250
	Mens achievement interviews	Building 250
	Preflight aircraft event	T-Hangar 14, CFM
1900-2100	Presidents/Industry Reception	DoubleTree Hotel

### Weather Forecast

Today  
High: 73  
80% prob.  
strong Storms



Tonight  
Low: 57  
80% prob.  
T-storms



Friday  
High: 72  
Low: 53  
Cloudy



Saturday  
High: 77  
Low: 62  
Partly cloudy



Sunday  
High: 71  
Low: 48  
40% prob.  
Scattered t-storms



### NOTAMS:

- ✈️ All guests must stop by the comm desk for a visitor badge before going onto the ramp.
- ✈️ Tickets for the industry reception are available at the comm desk. Friday Night Event and award banquet tickets are on sale at the comm desk.
- ✈️ Shirts are on sale at the concessions. Short sleeve shirts are \$12 and long sleeve shirts are \$15.
- ✈️ Applications for the men's and women's achievement awards are available at the comm desk.
- ✈️ Nominations for the following awards are due Friday at 1600:  
Outstanding team member  
Red baron team sportsmanship  
Coach of the year
- ✈️ Please check your mailbox and the message board at the comm desk.



### Question of the Day: What your dream job be?

Fly for Royal Australian Doctors Service, flying into the out-back and landing on roads, to pick up patients  
- Bill Bennett, Middle Tennessee State University

Flying sightseeing tours in Alaska in a F-18  
- Kevin Romer, San Jose State University

Flying rock stars  
- Central Texas College guys

Sponsored aerobatic pilot flying an Extra 300  
- Quincy Dalton, University of Louisiana—Monroe

Owning an airline  
- Alan Burgess, University of Louisiana-Monroe

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## Making It Into The Aviation History Books... May 8

In 1926... The first federal legislation regulating civil aeronautics is passed by the U.S. Congress. The Air Commerce Act authorizes the Weather Bureau to provide meteorological service over routes designated by the Secretary of Commerce.

In 1935... The U.S. Commerce Department announces in Washington, D.C. that blind-landing radio equipment developed by a U.S. Army Air Corps team under Captain Hegenberger is to be installed at all major airports between New York and Los Angeles.

In 1973... The Airbus A300B prototype makes the type's first fully automatic landing in Toulouse, France.