



SAFECON 2008

DAILY



Edition 4: Friday, May 9

NetJets, Inc. contributes \$40,000 to NIFA and SAFECON

Glenn McConnell, Director of Flight Schools - NetJets, and Kristy King, Executive Assistant with NetJets presents their check to Adam Linton, SAFECON President, and Gary Hemphill, NIFA Executive Director. This is NetJets' 7th year as a sponsor of NIFA's SAFECON. In addition to their sponsorship of the Collegiate Aviation Progress Award and their ad in the program, NetJets is sponsoring the Awards Banquet again. NetJets also supports NIFA by hosting the annual NIFA Golf Fundraiser each fall.



Cessna supports NIFA with a contribution of \$15,000

Michael Gomm, Cessna Fleet Sales Manager, presents a check for \$15,000 to Adam Linton, SAFECON President and Gary Hemphill, NIFA Executive Director. Cessna has supported NIFA for several years now and in addition to their sponsorship of the National Championship Trophy and an advertisement in the program, Cessna is once again sponsoring the Friday Night Social.



Weather Forecast

Today
High: 63
50% prob.
Scattered T-storms



Tonight
Low: 47
Partly cloudy



Saturday
High: 67
Low: 46
50% prob.
PM T-storms



Sunday
High: 61
Low: 42
30% prob.
Few Showers



NIFA SAFECON

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NIFA Spotlight: Wilson Riggan

Once you get bitten by the flying bug, there's no stopping the desire to fly. Wilson Riggan, this year's judge for the American Airline's Safety Award, knows this well. His first introduction to aviation was at such a young age that he doesn't even remember his first flight!



His parents both took flying lessons when he was only five years old, and they often took him to the airport with them. While they were out on their lessons, he loved hitching rides with their friends, so often, when they returned, he would be out on a flight of his own. From there, he started taking lessons of his own when he was 15,

and soloed on his 16th birthday. Ironically, the FAA entrusted him to fly his family's 182 (which cost approximately the same as their house) by himself, but the state of North Carolina didn't trust him to drive to the airport. His mother had to drive him to the airport since it was a Sunday, so he couldn't take his driver's test!

His first exposure to NIFA was when he competed with the Middle Tennessee State University team in the 70's, and then in 2005 he was invited to return to help judge the American Airlines Safety Award. He enjoyed it so much he decided to come back this year, the 45th year of the award, and hopes to continue returning through at least the 50th year of the award.

Today, Wilson is a captain for American Airlines, flying 767's internationally. He has been there for approximately 23 years, but it was an indirect path that led him to where he is today.

After leaving MTSU, he flight instructed, and in '76 he took a test for air traffic control. He completely forgot about the test until he got a call asking if he was still interested. He decided it was an interesting opportunity and took a job at Indianapolis Center, where he worked for 4 years, making full performance level.

Then in 1981, he found himself looking for work due to the PATCO strike, and President Regan's unex-

pected move which fired all striking controllers. While there were many things they expected to happen, but never did, being fired was one of the decisions they never expected Regan would even consider.

He decided he wanted to go back to school, get back into flying, and eventually work for one of the major airlines. He went back to school at Embry Riddle Aeronautical University for 3 semesters to finish off his education. While he was there he also flight instructed and got his ATP. After ERAU, he held a variety of jobs, first at a small commuter service, then he was chief pilot for a charter company before moving on to a corporate job flying a Cheyenne.

In the mid '80's, he met a retired American captain who tried very hard to persuade him apply. Wilson didn't want to though, because the policy at American at that point included hiring new pilots at half the pay rate of their existing employees. However, he changed his mind when he realized this man was trying to give him a gift. He had nothing to gain by Wilson's going to work at American, so there must be something special at that company.

With that realization, he applied, was accepted, and by the time he finished new hire school, an agreement had already been reached to end the B scale pay. He was only on the B scale for six years. This was much better than expected, since originally the airline had intended for this to be permanent, but gave it up when they needed concessions from the pilots' union.

In addition to his American Airlines career, Wilson also serves as the National Flight Safety Officer for the Coast Guard Auxilliary, the uniformed, but volunteer component of the Coast Guard. He also serves on the safety committee for his pilots' union, and has served on the FAA Air Traffic Procedures Advisory Committee for a number of years, four of them as Chairman. His experience as both an airline pilot and air traffic controller have served well in this capacity.

His advice to all the students this week is to "Pay attention to relationships. We don't think about it early on because you think you're seeing a little bit of a great big business. Flying is a very small business, and the contacts you make now are people who you're going to need to remember 5, 10, 20 years from now because they're the people who will still be in the business. The relationships you make now are going to last throughout your career."

N I F A S A F E C O N

D A I L Y

NOTAMS:

- ✈ Contestant ID lists are available at the comm desk.
- ✈ Please check the lost and found in case you have misplaced anything.
- ✈ The CFI event will be conducted in the nav planning room building. Enter at the blue awning.
- ✈ AA Safety Award interviews are in Room 103 of the terminal building.
- ✈ All guests must stop by the comm desk for a visitor badge before going onto the ramp.
- ✈ 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 today 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.

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	Terminal 103
	Loening trophy interviews	Building 250
	Womens achievement interviews	Building 250
	Mens achievement interviews	Building 250
1400-1530	FED EX CRM Presentation	Airport
1800-2200	Preflight aircraft event	T-Hangar 14, CFM
	Friday Night Event	Airport



If Burt Rutan had designed the B-17...

Question of the Day: What's the best way to spend a rainy day around the hangar?

Sleeping on a chair bed or making friends with other teams - Florida Institute of Technology team

Watching airplanes taxi - Richard Allabaugh, Florida Institute of Technology

Checking out planes - Heather Beale, Averett University

Taking pictures of planes - Christopher Smith, Averett University

Listening to older pilots tell stories - Jummy Nahal, Lewis University

Talking to reps and getting good deals - Barbara Jones, Schenectady County Community College

Clear out tables, make room, and play football - Grady Sponaule, U.S. Air Force Academy

Meeting people and networking - Luca Vezzuto, San Jose State University

Playing on your blackberry-Cessna Aircraft representatives

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