

SAFECONdaily

ISSUE 1 • MAY 17, 2010

FLIGHT TRAINING
POWERED BY >>>

FRASCA
FLIGHT SIMULATORS

Weather Forecast

Today: Monday
T-showers
High: 65 F



Tonight
Showers
Low: 51 F



Tuesday, May 18
Few showers
High/low: 67/50 F



Wednesday, May 19
Mostly cloudy
High/low: 70/53 F



Thursday, May 20
Mostly cloudy
High/low: 69/57 F



Friday, May 21
Scattered t-storms
High/low: 77/60 F



Saturday, May 22
Isolated t-storms
High/low: 81/60 F



Sky King Airport

Sky King Airport was built over 50 years ago by Mr. Herman Brown. Mr. Brown was a huge aviation enthusiast who could not put his love for aviation into words. Wanting more kids to be involved, Mr. Brown went to Indiana State University and proposed an aviation program for students to learn how to fly and become professional pilots. Mr. Brown, of course, was met with heavy resistance and his proposal was denied.

Mr. Brown did not give up. He kept fighting for several years, working out how an aviation program would be beneficial and doing his best to prove it. Finally, after a few years, ISU accepted Mr. Brown's idea and with his help and knowledge, created the aviation program at ISU.

Mr. Brown's son, Steve, now runs the flight school and his primary focus is the same his father had: student instruction. Brown Flying School is a family owned and operated business that also takes care of Sky King Airport as well as the flight school. Brown Flying School is the longest-running flight school for ISU, and has been keeping students flying for over 40 years.



Today's Schedule

0830—1000	General Contestant Briefing	Tilson Hall at ISU
1000—1130	Computer Accuracy	Tilson Hall at ISU
1100—1830	Landings Practice	Hulman Field
1130—1300	Judges School/Briefing	Tilson Hall at ISU
1330—1500	Aircraft Recognition	Tilson Hall at ISU
1600—1730	SCAN	Tilson Hall at ISU

Sign up sheets are available at the Comm. Desk for CRM/LOFT, IFR, and Ground Trainer event for practice sessions only.

Sign-up sheets for competition events will be available starting Tuesday.



Looking for something good to eat? Louise's Café is right here on the field, serving breakfast and lunch, Monday through Saturday. They're ready and waiting for everyone here for SAFE-CON. They've even decided to have special extended hours, just because of NIFA. Purchase a \$6 meal voucher at the Comm Desk, and take it to Louise's for your choice of one of five lunch boxes. If you're looking for something a little bit "slower," you can

enjoy your food at the restaurant, and choose from their full menu. The special box lunch options are:

1. Hamburger or cheeseburger with french fries and drink
2. Turkey club with chips and drink
3. BBQ port sandwich with french fries and drink
4. Philly beef sandwich with french fries and drink
5. Grilled chicken breast sandwich with french fries and drink



Today in Aviation: May 17



- In 1900... French-born gliding pioneer Octave Chanute replies to a letter from the Wright brothers. He recommends they study gliding tests carried out by a number of innovators, including Louis-Pierre Mouillard and Percy Pilcher.
- In 1919... The War Department in Washington, D.C. orders the use of the national insignia on all U.S. military aircrafts.
- In 1997... The

first flight of the McDonnell Douglas X-36 tailless fighter technology demonstrator, power for which is provided by a 700 lb. s.t. Williams International F112 turbofan. The fighter takes off from Edwards AFB, California.



Did You Know... there are people who WANT to pay for your college?

Everyone knows it only takes two simple things to fly: airspeed and money! If you've got the money, the airspeed part is easy... the problem is, it doesn't work the other way. No matter where you go to school, flying is expensive, but there's good news! There are many organizations that award scholarships for aviation students each year. Some of these scholarships even go unawarded because nobody applied. If you're willing to do a little work, it's possible to get an entire certificate or rating paid for with scholarship money. Here's a few sites to help you start: www.young eagles.org, www.aopa.org, www.uaa.aero, www.wai.org,



www.nbaa.org, www.ninety-nines.org, the military, and may more.

There are many little ways to help you make a good impression on a scholarship committee. Type everything. Find a typewriter if necessary; everyone likes a clean, legible application. Save everything! There's probably more than one scholarship requesting an essay on your future plans in aviation. Follow directions; including extra items or leaving things out says you don't pay attention or follow directions. Most of all, don't give up! Just because you apply one year, and aren't selected doesn't mean you won't get it next year. Apply again!

Question of the Day: what do you remember most about your first solo?

For many pilots one of the most memorable moments of their aviation careers is their first solo, a pilot's first brush with the reality that they are now aviators who can successfully take off and land an airplane



with their own knowledge and skill. Although nerve racking for many pilots, the first solo is the one flight that seems to stick with every pilot throughout their careers. From the first moment of lift-off, to the reality that you are now alone in an airplane, to that beautiful sound of squeaking tires on pavement after the first successful landing, the first solo seems to be the one christening event of a new pilot into the elite club of aviators. Here are some stories about some of the NIFA member's first solos

"During my first solo cross country my engine quit on take off in an aeronca champ. Fortunately I was able

to land the aircraft off field with no damage. The engine quit as a result of a bad magneto ground wire, and maintenance was able to repair it and send me on my way.

-Jim Klick, NIFA Judge

"I noticed how quickly my aircraft took off without the extra weight of my heftier flight instructor"

-Steve Halcomb, Associate Chief
Judge of NIFA

"On my first solo I had a run in with the FAA. They decided to do a maintenance ramp check on my aircraft, needless to say I had no clue what that was or what it entailed. Fortunately my flight instructor noticed what was happening and came to the rescue by distracting the FAA with questions about my flight."

-Ian Downey, Lewis University and
NIFA competitor

"During my first solo, tower wanted me to change runways to runway 23. Since I had no idea how to amend my pattern to make left traffic to runway 23, I came on the radio and said 'Negative on the runway change, crosswinds make for a better pilot.' Of course the tower controllers, and all the instructors got a laugh out of that professional use of radios."

-Andrew Carboneau, NIFA Exec
Board, secretary

NOTAM's (all the "good to know" stuff)

- The answer sheets for tests have been revised this year. Check them out on the download site before you take the test!
- No logbooks will be in the preflight aircraft
- Information for the American Airlines Safety Award is available on the nifa.us website and at the Comm Desk.
- Don't forget to sign up at the Comm Desk for practice sessions for the CRM/LOFT, IFR, and Ground Trainer events.
- A projector and screen are available if you need it for a competition presentation. Let the Comm. Desk know ASAP when and where you need them.
- **Absolutely no smoking on the ramp.** If you wish to smoke, you must be within arm's length of the loading dock east of the SAFECON hangar.
- The Pre-flight aircraft will be in the Quonset hut hangar to the east if the weather does not permit displaying it outside the SAFECON hangar. It has not yet been determined how long it will be available for viewing, so stay tuned!
- Food and beverages will be available at the concession stand, starting today.
- Sorry folks, there are no SAFECON t-shirts this year.
- A recycling bin is located next to the Comm. Desk

