

SAFECONdaily

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FLIGHT TRAINING
POWERED BY >>>

FRASCA
FLIGHT SIMULATORS

I'm From the FAA... I'm Here to Help!



On a beautiful summer day, my student and I decided on a trip to Paola, KS for some barbecue. Arriving at the restaurant, we saw the typical airport crowd, dressed in t-shirts, shorts, and ball caps... and one man who's appearance screamed "I'm a fed!" FAA inspectors aren't known for their ability to blend in, and this guy was no exception. As we ate lunch, I watched the FAA inspector get into his car, drive onto the ramp, and start poking around on the airplanes.

Run and hide, it's a ramp check! What I saw and heard was absolutely shocking. I *never* thought I would hear men in their 50's saying things like, "He's doing ramp checks, I'm going to hide in the restroom until he leaves!" Here we had a group of adults, all certified pilots, hiding in the restroom. Really? Didn't we outgrow that tactic when we finished kindergarten? Determined to prove a point, I proceeded straight to our airplane, protesting student in tow, and the FAA inspector standing right there.

I introduced myself as the flight instructor responsible for the airplane, asked to see some identification, had a nice conversation, and learned a few things from him. My student was absolutely dumbfounded that here was a FAA Inspector who was helpful! If you're doing what you know you should, a ramp check is nothing to fear.

Usually we regard the phrase "I'm from the FAA, I'm here to help!" as a joke. Truth be told, your local FSDO is a great resource. Don't hesitate to call them up or talk to them when they visit your airport. This year we are fortunate to have FAA Inspector Dan Keen (Indianapolis FSDO) at NIFA SAFECON. He'll be doing some ramp checks while he's here, but don't worry... he's from the FAA, and yes, he *really* is here to help.

- by Karrie Shank



NOTAM's

- The preflight event has been moved to inside the Quonset hut
- Check your school mailbox at least 3 times a day
- Shortfield landing cards should have been turned in already. If you haven't, turn them in ASAP, or we can't start flying!!
- Concessions are in the NE corner of the hangar



- The CFI event lesson plan will be chandelles
- The message drop scale is available at the Comm. Desk
- The projector for competition presentations is at the Comm. Desk for you to test and pick up before your presentation.
- Lose something? The

- lost and found is located at the Comm. Desk.
- School ID tags are available at the Comm. Desk. Judges and volunteers can pick up their ID tags in the terminal.
- Every airplane **must** have a penalties document in it. Copies are available at the Comm. Desk.
- Coach of the Year Award nominations must be submitted by 1700 on Wednesday. Information was placed in each school's mailbox.
- Meal vouchers for Louise's Café are \$6 at the Comm. Desk. They do not have to be used the day you buy them.
- There will be no logbooks in the preflight aircraft.
- American Airlines Safety Award information is available on the NIFA website.
- The smoking area is located on the east side of the SAFECON hangar. Smoking is not permitted on the ramp!
- Please notify the Comm. Desk ASAP if you need a projector or screen for a competition presentation.

Question of the Day: where do you think Murphy's law came from?

"Murphy's' mom got struck by lightning 5 times in one day and then he lost his lottery ticket... and then he got bit by something, and his grandma got run over by a reindeer"

- Hannah Northern, Embry-Riddle Aeronautical University—Daytona

"a helicopter pilot!"

- Brad Wooden, LeTourneau University

"It came from the guy who's parachute DIDN'T open."

- Chris Moyers, Mercer County Community College



"anyone with the last name Murphy has a sixth sense which lets them understand anything that could go wrong, and therefore they are more aware of it."

- Paul Martin, San Diego Christian College

"A man named Murphy who every time he flies in Cessna 152, he has catastrophic engine failure, lands in a 747's wingtip vortices, and has electrical fires... and he wrote a book about his plane blowing up."

- Nate McClure, San Jose State University



"Charles Nifa taking the first trip in the man van, racing an airplane through a barn, and farmer Murphy came out and was shooting at them."

- Nathan "Nate-a-saurus" Lincoln, Southern Illinois University

"a guy named Murphy... I forget his first name... how about us congress?"

- Joe McElwee, University of Illinois

Introducing the REAL Murphy!

“Where do you think Murphy’s law came from?” might seem extremely random for a question of the day, but believe it or not, it really is aviation-related! There are a lot of versions of how the phrase was acquired it’s nickname, but the real story started with WWII pilots.

WWII brought about incredible advances in aircraft design, resulting in airplanes with higher G-tolerances. This was great news for the aircraft, but not so great for the pilots. Suddenly, the military was receiving reports of pilots occasionally “fainting at altitude.” Since flight data recording was in its infancy, there wasn’t much data on what the airplane was doing when the pilot lost consciousness. This sparked the interest of Col. John Stapp.

Col. Stapp, a highly educated man, was an Air Force doctor in the 1940’s, working in biophysics. He worked on a variety of projects, such as testing oxygen systems in unpressurized aircraft at altitudes up to 40,000 feet and conducted research on the condition we commonly call the bends, before being assigned to deceleration force research in 1947.

Stapp had an entire team working for him on his various research, but out of concern for their safety,



Stapp only allowed his team to participate in the lower risk experiments. He used himself as a crash test dummy for the high velocity crashes (up to 46.2 G’s), sat in a pizza oven wearing a Nomex suit, and even flew “open cockpit” at speeds up to 570 mph! His research provided the military and civilian world with valuable information, which can be seen in everything from parachute harness designs and HALO insertion techniques, to today’s automotive safety measures.

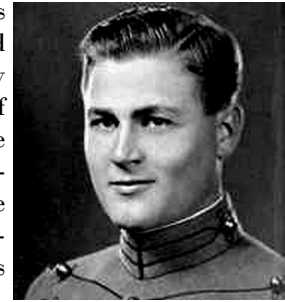
Stapp’s deceleration research, which used a rocket-powered sled, earned him the title of “the fastest man on earth,” but the nickname didn’t come cheaply. He voluntarily subjected himself to experiments that resulted in broken limbs, broken ribs, detached retinas, permanently burst blood vessels in his eyes, and temporary blindness. After a while, the military realized that Stapp was an extremely valu-

able asset, but that there was a strong possibility he would kill himself through one of his experiments.

This is where Murphy comes in! Capt. Edward Murphy was the man appointed to make sure that Stapp did not kill himself. The phrase “if anything can go wrong, it will” was already in existence, but had no real nickname. Murphy adopted the saying as part of his crusade for “defensive design,” the practice of looking for the absolute worst case scenario, and instead of designing a project for how it is intended to go, plan for that worst case.

Apparently Stapp was a collector of phrases, and even kept a journal of them all. That trait rubbed off on his team, and it was among that group that the phrase was first referred to as Murphy’s Law.

So the next question, naturally, is, “What happened to Col. Stapp?” Well, if you think he eventually killed himself, you’re wrong... died peacefully at home, at the age of 89!



Captain Edward Murphy

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Today in Aviation: May 19

- In 1934... The first flight of the Russian Tupolev Ant-20 Maxim Gorkii, at this time the largest aircraft in the world. Powered by eight engines, capable of carrying 80 passengers, it is used mainly as a mobile propaganda office.
- In 1949... The U.S. Navy flying boat Marshall Mars lands after flying from Alameda, near San Francisco, with a record 301 passengers.
- In 1959... The first Boeing 707-436 Intercontinental destined for British Overseas Airways Corporation (BOAC) makes its maiden flight, landing at Boeing Field, Seattle, after 1 hour, 11 minutes in the air. BOAC ordered 15 Intercontinentals in 1956.



Weather Forecast

Today
Mostly Cloudy
High: 70 F



Tonight
Showers early
Low: 52 F



Thursday
Partly cloudy
High/low: 74/59 F



Friday
Scattered t-storms
High/low: 70/61 F



Saturday
Mostly sunny
High/low: 84/66 F



Sunday
Mostly sunny
High/low: 90/66 F



Today's Schedule

0800—1800	Navigation	Hulman Field
	Ground Trainer Event	Hulman Field
	IFR Simulated Flight Event	Hulman Field
	CRM/LOFT Event	Hulman Field
	CFI Event	TBA
	Safety Interviews	Hulman Field
	Women's Achievement Interviews	Hulman Field
	Men's Achievement Interviews	Hulman Field
	Preflight Aircraft Event	Hulman Field