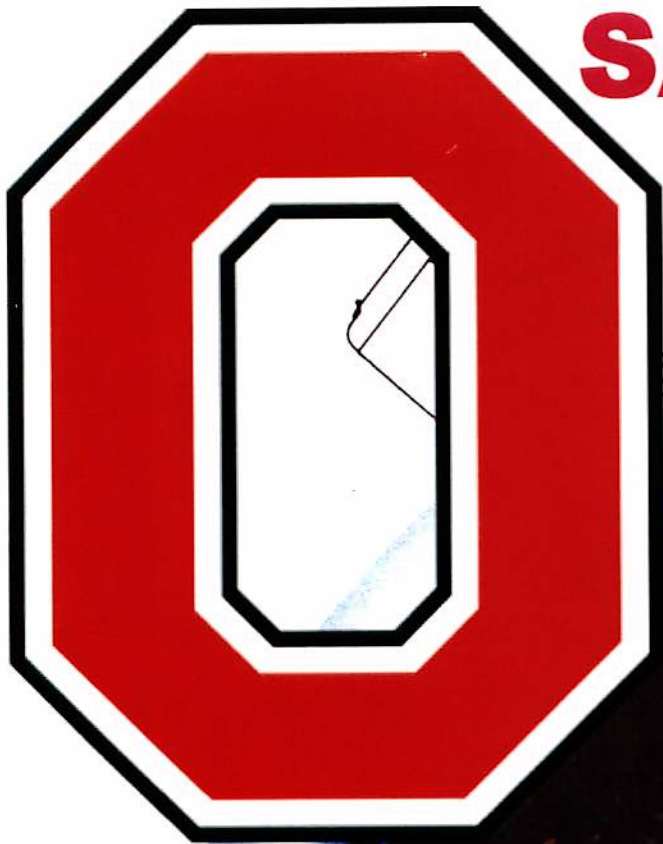


SAFECON 2002



69" MAX.

7'-7 1/4"

THE OHIO STATE UNIVERSITY

MAY 14 - 18, 2002
Columbus, Ohio



85°
80°
75°

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THE STUDENTS OF NIFA

WOULD LIKE TO EXTEND A VERY SPECIAL THANKS TO
THE FOLLOWING NINETY-NINES WHO HAVE MADE DONATIONS
TO NIFA DURING THE PAST COMPETITION YEAR.

CHAPTERS:

Brazos River

Central New York

Chicago

Colorado

Columbia

Dallas

Detroit

El Paso

Fort Worth

Golden Triangle

Greater Detroit

Houston

Indiana

Lake Tahoe

Memphis

San Antonio

Wisconsin

INDIVIDUALS:

Norma Freier

Gene Nora Jessen

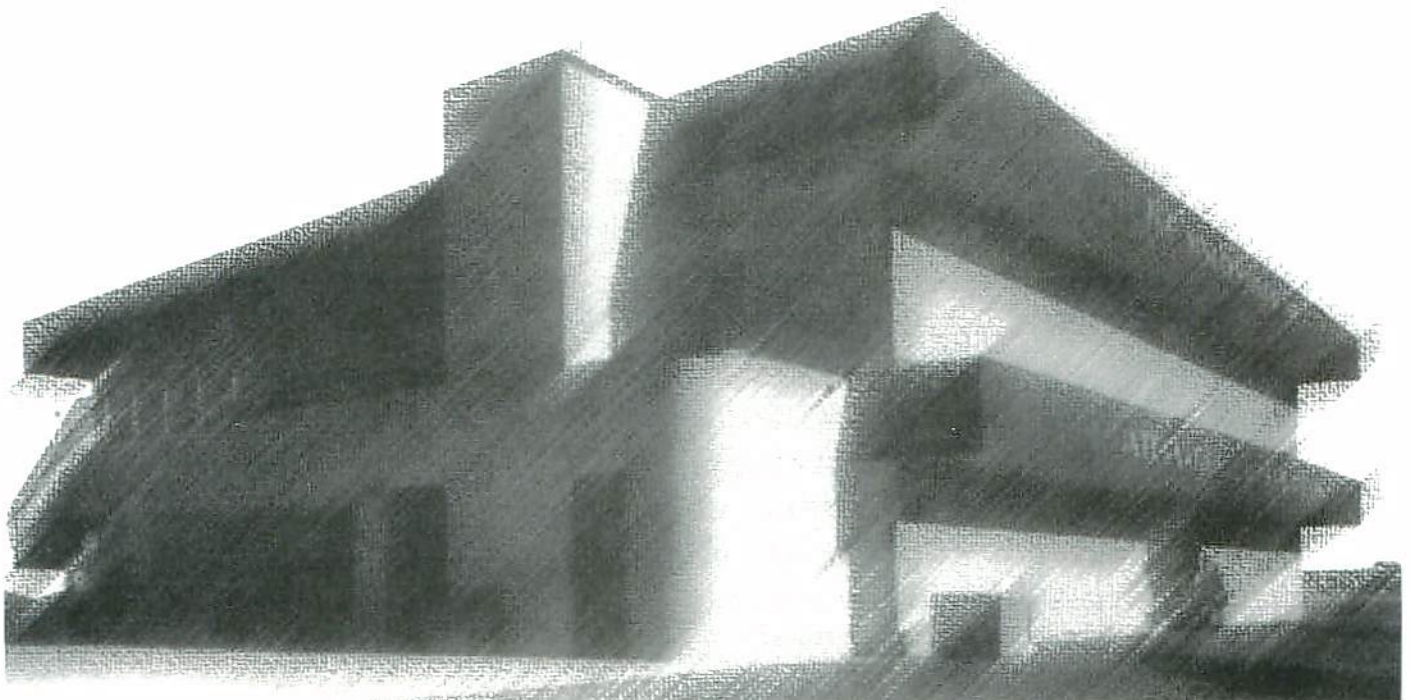




Table of Contents

Nifa Officers

President
John Roth

Vice President Conference
Brian Hart

Vice President Contest
Jeff Lichtenberg

Secretary
Jay Griffith

Treasurer
Kristin Holby

SAFECON Advisor
Captain Scott van Ooyen

Chief Judges

NIFA Senior Chief Judge
Jody McCarrell

SAFECON Chief Judge
Trine Jorgensen

SAFECON Associate Chief Judge
Taylor Newman

Welcome from the Dean of the The Ohio State University College of Engineering7

Welcome from the NIFA Executive Director, Gary Hemphill8

Welcome from the President of NIFA, John Roth9

NIFA Officers10

SAFECON 2002 Chief Judges11

SAFECON: History of Winners12

Awards Banquet Guest Speaker, *Richard G. Smith III, NetJets*13

The Ohio State University Story14

SAFECON 2002 Awards18-19

Schedule of Events20-21

NetJets: The Best Pilots in the Skies22-24 and 46-47

SAFECON Competitors (*Not all competitors are listed below*)

Central Missouri State University30

Delta State University30

ERAU - Daytona31

ERAU - Prescott31

Florida Institute of Technology32

Hampton University32

Kansas State University33

Lewis University33

Minnesota State University - Mankato34

Mt San Antonio College34

Southern Illinois University35

Spartan School of Aeronautics35

Texas State Technical College36

The Ohio State University36

The United States Naval Academy37

University of Illinois at Urbana-Champaign37

University of North Dakota38

Western Michigan University38

SAFECON Competitors not pictured39

NIFA Directors39

FlightSafety International48

Regional Map49





May 14, 2002

Dear SAFECON 2002 participants,

Welcome to Columbus and NIFA National SAFECON 2002! The Ohio State College of Engineering and the Aviation Department are honored to host this year's National Competition, and to have all SAFECON participants as our guests at Ohio State University Airport at Don Scott Field. I hope you enjoy your stay with us this week.



**Welcome
from the Dean of
The Ohio State
University
College
of Engineering**

My congratulations go out to all participants on reaching the 2002 SAFECON competition. Today more than ever, our nation's concern for air safety is paramount, and your participation in this event is a testimony to your continued commitment to air safety now and in the future. I congratulate all participants for the principals of academic excellence and the high standards of performance that are exemplified here, and I urge you remain focused on these qualities as you continue your training in the classroom and in the field.

Sincerely,

James C. Williams
Dean
Ohio State College of Engineering



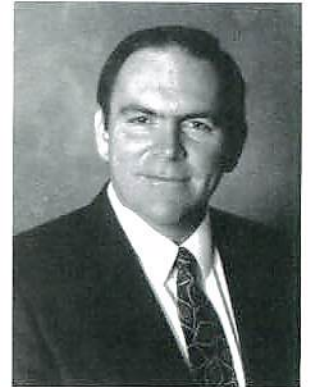


**Welcome
from the
NIFA
Executive
Director**

May 14, 2002

Dear SAFECON Competitors:

As Executive Director of the National Intercollegiate Flying Association, again I have the privilege and pleasure to welcome you to another SAFECON on behalf of NIFA, the judges, our sponsors, and the SAFECON staff. I know that each and every one of you are excited to be here and are ready to give your very best during the rest of this week's competition.



There is little doubt that the aviation world is far different than it was last year at this time when we gathered for SAFECON 2001. As a result of the terrorist's attacks on September 11th, it became necessary to postpone and eventually reschedule most of our fall regional competitions. But, like the people of our great nation, we have recovered from the tragedy. On April 13th, the last two rescheduled SAFECONS were completed, and the field of teams for this national Safety And Flight Evaluation CONFERENCE was finally determined.

Many individuals have spent thousands of hours planning for this one very special week of competition. Their efforts will be rewarded by your participation, the successful completion of SAFECON, and by the friendships they have made. They have demonstrated their leadership ability and are ready to take their place along the side other professionals in the aerospace industry. Where one day too, many of you will join them.

As we begin this week of competition, I would like to wish each of you the very best of luck. I ask you to join with me in my belief that it is through NIFA's commitment to education that we can achieve the highest degree of safety possible. And it is through competition, that we recognize the achievement of excellence.

Sincerely,

Gary A. Hemphill
NIFA Executive Director



May 14, 2002

Dear SAFECON 2002 Participants:

The SAFECON 2002 organizational committee and The Ohio State University would like to formally welcome all Judges, Coaches, Industry Sponsors, and Competitors to this year's event. The SAFECON 2002 officers have been working hard along with the National Committee, Airport Personnel, University Staff, and Industry sponsors to provide the most favorable conditions for the competition this year. As former competitors, we respect the many long hours you have all devoted in preparation for SAFECON. We look forward to seeing the best and brightest from all over the nation put their skills to the test.



**Welcome
from the
NIFA
President**



A great deal of work has gone into the competition this year, most of which goes on behind the scenes. The NIFA officers would like to give special thanks to the members of the National Committee for once again making this all a reality. We would also like to extend our gratitude towards the Corporate Sponsors and the Judges for their ongoing support of NIFA.

Best wishes and luck to all the competitors of NIFA SAFECON 2002 hosted by The Ohio State University. Once again thanks to all the Judges and volunteers for making it all possible.

Sincerely,

John A. Roth
NIFA SAFECON 2002 President



NIFA Officers

John Roth, President

John Roth is presently a full time flight instructor at The Ohio State University. Originally from Knoxville, Tennessee he was drawn to Columbus by Ohio State's outstanding staff and flight training department. Shortly after enrolling he became involved with the university flight team and has been involved with NIFA ever since. In the past four years he has attended three national SAFECON events of which will be drawn upon to organize, run, and continue the ongoing tradition of quality at this year's competition. John is looking forward to the dynamic environment commercial aviation offers, and plans to work his way into a position with a commercial carrier or private flight department.



John Roth



Brian Hart

Brian Hart, Vice President Conference

Brian is a recent graduate of The Ohio State University and a four year member of the OSU Flight Team. Currently Brian is working on his Multi-Engine Instructor rating and is employed as a Senior Logistics Coordinator with Executive Jet Aviation. Brian also volunteers his time as an assistant coach with the OSU Flight Team. His career goal is to fly for Southwest Airlines. Brian's hometown is Milford, Massachusetts.



Jeff Lichtenberg

Jeff Lichtenberg, Vice President Contest

Jeff is a recent graduate of The Ohio State University and a four year member of the OSU Flight Team. Jeff is beginning his Certified Flight Instructor training and helps as an assistant coach for the OSU Flight Team. His future goals are to fly for the commercial airlines. Jeff's hometown is Wyoming, Ohio.



Jay Griffith

Jay Griffith, Secretary

Jay is a junior at The Ohio State University majoring in Aviation with concentrations in Aircraft Systems and Aviation Management. Jay is currently training for his multi-engine certificate. He is the treasurer for the OSU chapter of Alpha Eta Rho and works in the line service and customer service departments for Pro Aero at the Butler County Regional Airport in Hamilton, Ohio. His goal is to fly as a corporate aviation pilot and eventually fly for the Netjets program of Executive Jet Aviation. Jay's hometown is Cincinnati, Ohio.



Kristin Holby

Kristin Holby, Treasurer

Kristin Holby is a graduate of The Ohio State University where she received her commercial, commercial multi-engine and CFI ratings. In 1999 she was the recipient of the Aviatrice of the Year Award at Ohio State. She also earned a scholarship from Flight Safety International to receive initial training in a KingsAir 200. Currently Kristin is kept busy at Ohio State training the next generation of aviators and preparing to begin work on her CFIII.



Captain Scott van Ooyen

Captain Scott van Ooyen, SAFECON Advisor

Scott is a Captain/Check Airmen in the B-737 for Southwest Airlines based in Baltimore, Maryland. He is in his tenth year at Southwest. Captain van Ooyen is also the Head Coach for the Ohio State Flight Team. As a previous NIFA competitor he took Top Pilot in Region III (1986) and national champion in the Preflight Event in 1987 at SIU. Scott also teaches an aerodynamics and performance class at Ohio State. This will be Captain van Ooyen's final year as Head Coach.



NIFA Senior Chief Judge, Jody McCarrell

Jody McCarrell has been involved with NIFA since 1970 where she served in just about every position in both regional and national events including chief judge. Jody holds a Commercial license with Instrument, single and multi engine aircraft and CFI. Jody serves as International Vice President of the Ninety-Nines, is also a member of AOPA, NAA, and WIA. She was one of the first three women appointed as a judge by the Federation International Aeronautique for World Precision Flying. Jody was involved with the running of the 1985 World Flying Event held in Florida and was the competition director of the 1996 World Precision Event held in Fort Worth, Texas. Jody was a corporate pilot for ten years with experience in most every model of single engine aircraft and several turbine aircraft. Jody sits on the NIFA Council Board and is head of the judging committee. She lives in DeQueen, Arkansas with her husband of 47 years, Wayne.

SAFECON Chief Judge, Trine Jorgensen

Trine obtained her Private Pilot's certificate in 1984. After spending a year in Norway she returned to Metropolitan State College in Denver to earn a degree in Aerospace Science. While at Metro, Trine was in Alpha Eta Rho, Secretary and Captain of the flight team. She finished all her instructor ratings after graduation and spent time working at her local flying club. She has judged both regionals and nationals since 1991. In 1991 she was told that the Colorado State Patrol was hiring and would eventually need new pilots. She was hired as a trooper but, never did get the opportunity to fly. She did, however, get to be a part of the Motor Patrol and was the first female motor officer for the state of Colorado, and rode a Harley Davidson.

In the years as a trooper she never quit flying but in 1996 it was time to get back to flying full time. She instructed, flew in Alaska, flew for the commuters and Air Tran where she was the first female to fly the new Boeing 717. "I can now say I am proud to be a part of the Delta team, flying the MD-88".

"NIFA gave me the best leg up when it came to meeting people, learning more about aviation and getting help and guidance for my aviation goals. I come back year after year because, I always enjoyed it as a competitor and as a judge. I want you to have as many opportunities and as much fun as I did. Judging gives me the opportunity to give back to aviation what it has given to me. The people you meet here will always be in your future, let the judging staff help you as they have helped me."

Assistant Chief Judge, Taylor Newman

Taylor has been involved with NIFA for 9 years, 3 of those as a competitor and 6 as a judge. He has served in various regional and national judging positions including Chief Judge for Region VIII. Taylor graduated from Middle Tennessee State University in 1995. He holds a commercial license in single and multi-engine aircraft, and is a Gold Seal Flight Instructor in single and multi-engine aircraft, as well. Taylor is self-employed. His endeavors include an aircraft leasing and charter company, a flying club, a concrete service company, and a natural gas distribution company. He resides in Chattanooga, TN with his wife and 2 daughters.

SAFECON Senior Judges



Jody McCarrell



Trine Jorgensen



Taylor Newman



SAFECON Winners

Year	Host School	Loening Trophy	National Champions
1949	Texas Christian University	-	-
1950	Stephens College	-	-
1951	University of Oklahoma	-	-
1952	Oklahoma State University	McAlester College	-
1953	University of Minnesota	Texas Christian University	-
1954	University of Illinois	University of Illinois	-
1955	Texas Christian College	Oklahoma A&M	-
1956	University of Oklahoma	Oklahoma A&M	-
1957	Oklahoma State University	Oklahoma A&M	-
1958	McAlester College	Oklahoma State University	-
1959	University of Illinois	Oklahoma State University	-
1960	The Ohio State University	Oklahoma State University	-
1961	Texas A&M	St. Cloud State University	-
1962	Oklahoma State University	Oklahoma State University	-
1963	Southern Illinois University	Ohio University	-
1964	Montana State University	Oklahoma State University	-
1965	Purdue University	Oklahoma State University	-
1966	University of Colorado	Ohio University	-
1967	Southern Illinois University	Oklahoma State University	-
1968	Ohio University	Parks College of St. Louis	-
1969	Parks College of St. Louis	San Jose State University	-
1970	Montana State University	San Jose State University	-
1971	San Jose State University	San Jose State University	-
1972	Purdue University	Oklahoma State University	-
1973	Southern Illinois University	Broward Community College	-
1974	St. Cloud State University	Southern Illinois University	-
1975	University of Albuquerque	Oklahoma State University	-
1976	Embry Riddle Aeronautical University - Daytona	Oklahoma State University	-
1977	Oklahoma State University	Southern Illinois University	-
1978	Middle Tennessee State Univ.	Southern Illinois University	-
1979	Northeast Louisiana University	Oklahoma State University	-
1980	University of North Dakota	Oklahoma State University	-
1981	Northeast Louisiana University	University of Illinois	-
1982	Palomar Community College	Oklahoma State University	Southern Illinois University
1983	Western Michigan University	Western Michigan University	Western Michigan University
1984	U.S. Air Force Academy	Oklahoma State University	Southern Illinois University
1985	The Ohio State University	Oklahoma State University	University of North Dakota
1986	Texas State Technical College	Oklahoma State University	University of North Dakota
1987	Southern Illinois University	Mt. San Antonio College	University of North Dakota
1988	Northeast Louisiana University	The Ohio State University	University of North Dakota
1989	University of North Dakota	Embry Riddle Aeronautical University - Prescott	University of North Dakota
1990	University of Illinois	Oklahoma State university	University of North Dakota
1991	Nicholls State University	Embry Riddle Aeronautical University - Prescott	University of North Dakota
1992	Northeast Louisiana University	Oklahoma State University	Embry Riddle Aeronautical University - Daytona
1993	Central Texas College	Oklahoma State University	Embry Riddle Aeronautical University - Prescott
1994	Parks College of St. Louis	Parks College of St. Louis	University of North Dakota
1995	Delta State University	Central Texas College	University of North Dakota
1996	Embry Riddle Aeronautical University - Daytona	Central Texas College	University of North Dakota
1997	Western Michigan University	Ohio University	Embry Riddle Aeronautical University - Prescott
1998	Kansas State University - Salina	Central Texas College	Western Michigan University
1999	Kansas State University - Salina	Minnesota State Univ. - Mankato	Embry Riddle Aeronautical University - Prescott
2000	Delta State University	Ohio University	University of North Dakota
2001	University of North Dakota	Minnesota State Univ. - Mankato	University of North Dakota
2001	The Ohio State University	TBA	TBA





Richard G. Smith, III has been Executive Vice President of Executive Jet since 1990. Mr. Smith began his career at Executive Jet as a line pilot in September of 1978. During his career at Executive Jet, Mr. Smith has held positions as Director of Pilot Training, Chief Pilot and Director of Flight Operations. He currently advises the Office of the Chairman on the company's flight operations, security, maintenance and labor relations activities. Mr. Smith is responsible for negotiating all Company support agreements, selected Company vendor agreements and all Company collective bargaining agreements and is also responsible for operational long range planning within the Executive Jet organization.



**Awards
Banquet
Guest
Speaker -
Richard G. Smith III**



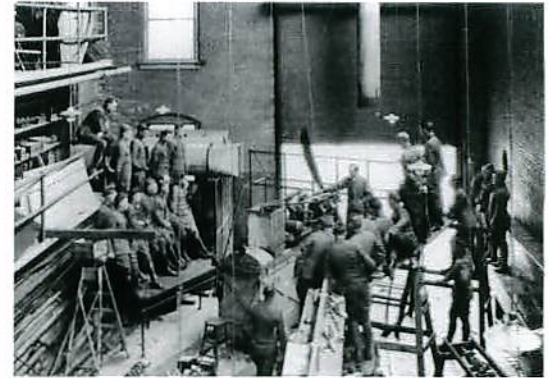
Mr. Smith is a Trustee of The Aviation Safety Institute, a Columbus, Ohio aviation safety organization and is a member of the Ohio State University Aviation Department Advisory Board. Mr. Smith serves as a member of the Board of Advisors to Duncan Enterprises, Inc., a Lincoln, NE - based aviation services company. Mr. Smith is a Trustee of The Hillsdale Fund, a Greensboro, NC - based charitable foundation. Additionally, Mr. Smith is a Director of The Richardson Corporation, a private, Greensboro, NC - based real estate investment company and is also a Director of Piedmont Financial Company, a private, Greensboro, NC - based financial services company. Mr. Smith holds a position as a Limited Partner of the Piedmont Associates/Southeastern Associates/Harbor Fund mutual fund group. Mr. Smith holds the position of Secretary as a Board Member of ProMusica, Inc., a Columbus, Ohio chamber music orchestra. Mr. Smith is a member of The Crichton Club, a Columbus, Ohio organization dedicated to promoting the works of selected authors. Mr. Smith is an active pilot, type-rated in five business jets. Mr. Smith is a graduate of The Asheville School and holds a B.A. in Political Science from Davidson College.



**The
Ohio State
University
Story**



The Ohio State University has played an integral part in advancing the aeronautics field, while evolving into one of the nation's premier Aviation programs. Less than 14 years after the first flight, World War I created the need for qualified military pilots. In spring 1917, the War Department established Schools of Military Aeronautics at six Universities, including The Ohio State University.



Aerolab Class on Campus - 1918

The School of Aeronautics opened May 21, 1917, when the first "squadron" or group of 16 cadets reported. At the end of the first two weeks of intensive military training, the squadron undertook five weeks of theoretical and technical instruction in military aeronautics, consisting of signaling, gunnery, airplanes, engines and aerial observation. The first pilot squadron graduated July 16, 1917. After training roughly 1,300 men, the school closed August 31, 1918.

In 1917 and 1918, three other United States military schools were opened at Ohio State. Between October 19, 1917 and June 26, 1918, the School for Engineering Officers trained 36 cadets as aero-squadron engineer officers. From January 12, 1918 to July 13, 1918, 887 men were trained as aero-squadron adjutants through the School for Aero-Squadron Adjutants. Finally, the School for Balloon Officers, the only one of its kind in the nation, trained 219 men between March 13 and August 3, 1918.



Aircraft Demonstration on "The Oval" - 1927

With the return to peace following World War I, aviation became dormant on the campus. Nonetheless, in 1939, Ohio State was one of a number of universities that took part in the Civilian Pilot Training Program, sponsored by the Civil Aeronautics Administration, for the purpose of fostering private flying. Upon the onset of World War II, the program was quickly tied to the war effort.

In December 1942, the University was designated as a Naval Aviation Cadet Training Center.



OSU Airport Hangers - 1955

On November 9th of the same year, the University created both the School of Aviation and the Graduate Aviation Center. The School of Aviation offered a comprehensive program of aeronautics, with undergraduate curriculum in aeronautical engineering, meteorology, air transport, photogrammetry, and aviation psychology and physiology. The Graduate Center

offered advanced courses in aerodynamics, airplane structures, communication engineering, applied mechanics, theoretical physics, mathematics, etc. The Ohio State University first offered Flight Instruction during spring quarter 1945.

In February 1963, the University approved the change of the School of Aviation to the Department of Aviation. The significance of achieving Department status paved the way for granting degrees in Aviation. Today, the Department offers both Bachelor of Arts and Bachelor of Science degrees through the College of Engineering, College of Arts and Sciences, and the College of Business. In pursuing one of these degrees, students focus on specializations such as Aircraft Systems, Aviation Management, or Human Factors.

The Ohio State University is proud to continue its association with the flying competition, having first hosted the NIFA National Convention and Air meet in 1960 and again in 1985.

In support of its pilot training program, the University, in June 1942, purchased property for the development of an airport. The first plane to utilize the new airport landed at the field on November 5, 1942. What followed was the construction of the airport's first two buildings in the spring of 1943, and two 2,200 feet, hard-surfaced runways, taxiways, and aprons in early 1944.



Ramp Support - SAFECON 2001 - UND

The Ohio State University Story Continued...



The Ohio State University Story Continued...



Captain Don Scott

The University trustees on November 1, 1943 named the new airport Don Scott Field in honor of the former All-American athlete who died in a bomber crash in England on October 1, 1943.

Today, the OSU Airport serves as a general aviation reliever for Port Columbus International Airport. Its status as a Part 139 Certificated Airport assures the aviation community that the facility will meet specific standards in terms of operations and maintenance. The Airport is the primary facility serving The Ohio State University and the surrounding central Ohio general aviation community. We provide complete aircraft services to many of the registered pilots and businesses of Franklin County and surrounding communities, as well as transient customers.

The OSU Airport is home to 216 aircraft, including, both single- and multi-, piston and turbine engine aircraft and rotorcraft, and sees an estimated 110,000 operations per year, including corporate activity, student training, and pleasure flying. By comparison, the OSU Airport ranks fourth in Ohio in the number of take-offs and landings behind Cleveland Hopkins, Port Columbus, and Dayton Cox International, and within the top 200 out of 403 towered airports nationally.

Primary customers of the facility include local businesses and residents; as well as, transient customers. The Airport is also home to the OSU Department of Aerospace Engineering & Aviation Gas Turbine Laboratory, several facilities operated by the OSU College of Agriculture, the Ohio Department of Transportation's Office of Aviation, fourteen corporate flight departments, and three flying clubs.



OSU Flight Team - SAFECON 2001 - UND



NIFA FOUNDATION

The NIFA Foundation welcomes you to the 2002 SAFECON and hopes that all of you have a wonderful and safe experience you can remember fondly for many years to come!

Ronald D. Kelly, President
Pauline Gilkison, Secretary
Kent Backart, Executive Director
David Evans, Trustee
Robert Clement, Trustee
Paul Whelan, Trustee
Forrest D. Reece, Jr., Trustee



NIFA/AHP ALUMNI ASSOCIATION



The Association wishes all competitors a wonderful SAFECON!

Robert Clement, President
Peter Bro. Vice President
Robert Fischer, Secretary
Deidre (DJ) Enders, Treasurer
Kent Backart, Executive Director

For more information about the Alumni Association, stop by our booth or write to us at the address below.

NATIONAL HEADQUARTERS ARE MAINTAINED AT
1615 GAMBLE LANE, ESCONDIDO, CA 92029

Alpha Eta Rho

INTERNATIONAL AVIATION FRATERNITY



A collegiate fraternity, founded April 10, 1929, at the University of Southern California, to bring together those students having a common interest in the field of aviation.

NATIONAL OFFICERS

Wayne E. White, *Chairman of the Board*
Ronald D. Kelly, President
Forrest D. (Dan) Reece, Jr., Vice President
Kent E. Backart, Executive Director

REGIONAL GOVERNORS

Pete Bailey, Northeastern Regional Governor
Robert Clement, Southeastern Regional Governor
William B. Goebel, East Central Regional Governor
Brad T. Foltman, Western Regional Governor
Larry Carstenson, West Central Regional Governor

NATIONAL HEADQUARTERS ARE MAINTAINED AT 1615 GAMBLE LAND, ESCONDIDO, CA 92029



SAFECON 2002 Awards

National Championship Trophy

Cessna Aircraft Company

This award is presented to the team that accumulates the most points during the National Competition.

Top Two Year School

Sporty's Pilot Shop

This award is presented to the top two year school that accumulates the most points during the National Competition.

Loening Trophy

Delta Airlines

First awarded in 1929, the Loening Trophy is presented to the team who, during the last year, has displayed outstanding competition performance, air safety, and active participation in aviation in their local community. All member schools in good standing are eligible.

Flying Events Champions

National Business Aviation Association

The team earning the greatest number of points in the flying events will be presented this award.

Ground Events Champions

United Airlines

The team earning the greatest number of points in the ground events will be presented this award.

Judges Trophy

The New Piper Aircraft, Inc.

This trophy is awarded based upon the overall participation of all the contestants on a team. Point values are assigned to each non-disqualified contestant placing in each event. The team having the highest number of cumulative contestant points will be the recipient of the trophy.

American Airlines Safety Award

Captain Ed Newby AMR Pilot

A panel of judges will interview each team's safety officer to review their team's procedures and methods of promoting aviation safety. The team that has demonstrated the safest practices and procedures during SAFECON and the past year is presented with this award.

Top Scoring Male Contestant Award

Dassault Falcon Jet Corporation

This award will be presented to the male contestant who accumulates the highest number of points in all competitive events which count towards the National Championship Trophy.

Top Scoring Female Contestant Award

The Ninety-Nines, Inc.

This award is given in memory of Arlene Davis. This award will be presented to the female contestant who accumulates the highest number of points in all competitive events which count towards the National Championship Trophy.

Outstanding Team Member Award

Atlantic Coast Airlines Holdings, Inc.

Each team has the opportunity to recognize the contributions and efforts of one of their team members by selecting him or her as their Outstanding Team Member.

Navigation Event

Jeppesen

The Navigation Event consists of a cross-country flight over a three-to-five leg course between 70 to 120 nautical miles. Each contestant submits a flight plan before takeoff, which includes estimated time en route for each leg, total elapsed time and fuel consumption. The contestant with the lowest penalty points wins.

Short-field Landing Event

Raytheon Aircraft Company

The objective of the Short-field Event is to test the pilot's skill at maneuvering and manipulating the aircraft. After taking off and flying a normal traffic pattern, the objective is to land as close to, if not on, the target line. Once the pilot reduces the power, he or she cannot increase it again. The distance in feet from where the aircraft's wheels initially touch the runway from where the target line is the pilot's score. The lowest cumulative score from the two landings, plus technique penalty points if any, wins.

Power Off Landing Event

Express Airlines I, Inc.

Similar to the Short-field Event, only the power must be reduced and remain at idle on the downwind leg abeam the target line. The



approach is made essentially by gliding for the remainder of the traffic pattern to touch down, preferable on the target line.

Message Drop Event

Phoenix Aviation Managers

The objective of the Message Drop Event is to hit a target on the ground with a message container, dropped from an aircraft at 200 feet. A team effort by both the pilot and the drop master is necessary to maneuver the airplane so the container will hit the target. The contestant whose container lands with the lowest total distance from the two targets is the winner.

Simulated Comprehensive Aircraft Navigation Event (SCAN)

Diamond Aircraft

The SCAN event is a written exam with problems that reference a simulated cross-country flight over a given route. Included in the flight planning are questions on weight and balance, aircraft performance, FARs, aeronautical charts, weather interpretations, and fuel consumption.

Ground Trainer Event

Frasca International, Inc.

This event is designed to test the competency and skill of the contestant's ability to fly under instrument flight rules (IFR), in a flight-training device. Flying a pre-determined pattern the competitor must show proficiency in maintaining altitude, heading, and airspeed.

Aircraft Recognition Event

Airnet Express

Slides of aircraft are shown on a screen for three seconds. Competitors then have fifteen seconds to identify the aircraft's manufacturer, model number, and common name, if any.

Computer Accuracy Event

ASA, Inc.

Contestants work against the clock to solve mathematical flight planning computations using a manually operated flight computer (E-6B). The exam includes problems on time, speed, distance, wind corrections, fuel requirements, and conversion factors.

Preflight Inspection Event

Hemphill, Weesner, Viner Families

An aircraft is "bugged" with at least 30 unairworthy discrepancies. Contestants are given fifteen minutes to preflight the aircraft and find as many of the discrepancies as possible.

IFR Simulator Event

Frasca International, Inc.

Competitors are required to demonstrate instrument flight rules (IFR) proficiency and precision by flying a given route in a simulator. All aspects of cross-country IFR flight are included such as receiving clearances, holding patterns, instrument approach procedures, and deviation to an alternate.

Crew Resource Management/Line Oriented Flight Training Event (CRM/LOFT)

Aerosim-Mechtronix

Two person crews, a pilot flying and a pilot not flying, are assigned a cross-country flight in a simulator. Contestants are judged on their ability to work together in a cockpit environment, as well as their ability to handle in-flight situations.

Certified Flight Instructor Event

Fiber Network Solutions

Certified Flight Instructors take part in a teaching competition. The event starts with a CFI preparing a predetermined subject. If weather and time permits, the CFI then teaches the lesson in flight.

Collegiate Aviation Progress Award

Netjets

This award recognizes the team that has made the greatest improvements in the last year. A judging committee evaluates each team, taking into account the team's performance, safety, membership, aircraft operations, and extracurricular activities.

Coach of the Year Award

American Eagle Airlines, Inc.

This award is presented to the coach that has demonstrated the best qualities in coaching, support, and leadership. Team members nominate the coach they feel best meets these criteria.

Men's Achievement Award

Aviation Simulation Technology, Inc & Mr. William K. Kershner

Male competitors are interviewed by a board that examines their academic accomplishments, community service, and aviation involvement.

Women's Achievement Award

The Ninety-Nines, Inc.

Female competitors are interviewed by a board that examines their academic accomplishments, community service, and aviation involvement.

Harold S. Wood Award for Excellence

General Aviation Manufacturers Association

An award is presented to the student who has demonstrated outstanding performance in academics, and service to his or her aviation program, institution, and community.

Red Baron Team Sportsmanship Award

Southwest Airlines

This award is presented to the team displaying the most sportsmanship like conduct and behavior throughout the week of competition. Each team votes for whom they feel should be the recipient.

Wally Funk Competition Safety Award

Wally Funk, Safety Judge

This award is presented to the team displaying the highest degree of safety during the week of competition only. Teams are judged on their ability to maintain a safe environment while handling aircraft as well as their professionalism and behavior. The winning team is selected by Safety Judge Wally Funk.

National & Regional Top Pilot Awards

The Air Line Pilots Association

The contestant that is chosen as the National Top Pilot at SAFECON, along with the Regional Top Pilots from each region are recognized and presented with these awards.



Schedule of Events

Wednesday, May 8

0800 – 1700	Schools arrive	West Ramp
0800 – 1700	New arrival briefing	OSU Classroom
0800 – 1900	Landing practices	North Runway

Thursday, May 9

0800 – 1800	Schools arrive	West Ramp
0800 – 1800	New arrival briefing	OSU Classroom
0800 – 1900	Landing practices	North Runway

Friday, May 10

0800 – 1800	Schools arrive	West Ramp
0800 – 1800	New arrival briefing	OSU Classroom
0800 – 1800	Set-up Registration/Contestant Area/Stage Runway markings, etc. Parking	Hangar 1 North Runway
0800 – 1900	Landing practices	North Runway

Saturday, May 11

0800 – 1700	Schools arrive	West Ramp
0800 – 1700	New arrival briefing	OSU Classroom
0800 – 1700	Registration	Hangar 1
0800 – 1900	Landing practices	North Runway
0930 – 1600	Executive Jet Aviation Tours	Port Columbus Intl. (Meet at KOSU)

Sunday, May 12

0800 – 1700	Schools arrive	West Ramp
0800 – 1700	New arrival briefing	OSU Classroom
0800 – 1700	Registration	Hangar 1
0800 – 1700	Simulator practices	Hangar 7
0800 – 1700	IFR simulator practices	Hangar 7
0800 – 1700	CRM LOFT practices	Thrifty car bay
0800 – 1900	Landing practices	North Runway
0930 – 1600	Executive Jet Aviation Tours	Port Columbus Intl. (Meet at KOSU)

Monday, May 13

0800	Static display set-up	Main Ramp
0800 – 1700	Schools arrive	West Ramp
0800 – 1700	New arrival briefing	Hangar 1
0800 – 1700	Registration	Hangar 1
0800 – 1700	Pre-flight aircraft on display	TBD
0800 – 1700	Simulator practices	Hangar 7
0800 – 1700	IFR simulator practices	Hangar 7
0800 – 1700	CRM LOFT practices	Thrifty car bay
0800 – 1900	Landing practices	North Runway
0930 – 1600	Executive Jet Aviation Tours	Port Columbus Intl. (Meet at KOSU)

Tuesday, May 14

0800	Registration	Hangar 1
0800	Exhibitors set-up	Hangars 1 & 2
0800	Static display set-up	Main Ramp
0800 – 1700	Pre-flight aircraft on display	TBD
0800 – 1500	Simulator practices	Hangar 7
0800 – 1500	IFR simulator practices	Hangar 7
0800 – 1500	CRM LOFT practices	Thrifty car bay
0700 – 1500	Landing practices	North Runway
1200 – 1500	Achievement interview sign-up	Hangar 1
1200 – 1500	Loening trophy & safety interview sign-ups	Hangar 1



Schedule of Events

1200 – 1500	Simulator, IFR event sign-ups	Hangar 1
1200 – 1500	CRM LOFT & Pre-flight event sign-ups	Hangar 1
1200 – 1500	Judges school	ODOT Lg. Conf. Rm.
1500	<i>All Interview sign-ups closed</i>	
1500	<i>All Flight, Simulator, and Pre-Flight sign-ups closed</i>	
1700	SAFECON 2002 Opening Ceremonies	Fawcett Center (OSU)
1900	Aircraft Recognition Event	Fawcett Center (OSU)

Wednesday, May 15

0500 – 0700	Navigation judges briefing	OSU Classroom
0700 – 1700	Navigation event flight planning	OSU Classroom
0800 – 1700	Navigation event	West Ramp
0800 – 1700	Pre-Flight event	TBD
0800 – 1700	Simulator event	Hangar 7
0800 – 1700	IFR simulator event	Hangar 7
0800 – 1700	CRM LOFT event	Thrifty car bay
0800 – 1700	Achievement interviews	Hangar offices
1900 – 2000	Computer accuracy event	Marriott Hotel

Thursday, May 16

0700 – 0730	Power-off event briefing	Hangar 1
0800 – 1730	Power-off event staging	West Ramp
0800 – 1700	Pre-Flight event	TBD
0800 – 1700	Simulator event	Hangar 7
0800 – 1700	IFR simulator event	Hangar 7
0800 – 1700	CRM LOFT event	Thrifty car bay
0800 – 1700	Achievement interviews	Hangar offices
0800 – 1700	Safety interviews	Hangar offices
0800 – 1700	Loening trophy interviews	OSU Conference Room
1900 – 2000	S.C.A.N. event	Marriott Ballroom
1800 – 2200	President's reception	Marriott Atrium Terrace

Friday, May 17

0700 – 0730	Short field event briefing	Hangar 1
0800 – 1730	Short field event staging	West Ramp
0800 – 1700	Pre-Flight event	TBD
0800 – 1700	Simulator event	Hangar 7
0800 – 1700	IFR simulator event	Hangar 7
0800 – 1700	CRM LOFT event	Thrifty car bay
0800 – 1700	Achievement interviews	Hangar offices
0800 – 1700	Safety interviews	Hangar offices
0800 – 1700	Loening trophy interviews	OSU Conference Room
1400	ALPA Pilot Discussion Panel	Hangar 1
1830 – 2030	Friday night event	Made From Scratch

Saturday, May 18

0700 – 730	Message Drop event briefing	Hangar 1
0800 – 1500	Message Drop event staging	West Ramp
0800 – 1200	Pre-Flight event	TBD
0800 – 1200	Simulator event	Hangar 7
0800 – 1200	IFR simulator event	Hangar 7
0800 – 1200	CRM LOFT event	Thrifty car bay
0800 – 1200	Achievement interviews	Hangar offices
0800 – 1200	Loening trophy interviews	OSU Conference Room
1300 – 1400	Annual Business Meeting	Hangar 1
1400 – 1500	Team Captain's Meeting	Hangar 1
1800 – 2200	Awards Banquet	Columbus Convention Center



NetJets® Pilots: The Best in the Skies

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and dedicated
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*“The world’s
most advanced
pilot training
program.”*

*“Crews
you can
trust.”*

In 1986, Executive Jet pioneered the concept of fractional aircraft ownership with the introduction of NetJets. Today, NetJets is the worldwide leader with the most owners, the largest fleet, and the finest reputation. One of the main reasons more individuals and companies choose NetJets is our record and company-wide commitment to safe performance —



a defining characteristic that also helps us attract the best pilots in the world.

Every aspect of NetJets’ operations reflects a devotion to safety that permeates our company from top to bottom. This is evident in the millions of dollars we invest in keeping the NetJets fleet one of the youngest in private aviation and in the careful systems of flight operations checks and balances we rigorously enforce. But nothing better illustrates our commitment to safety than the way we select, train, and equip NetJets’ pilots.

The following pages provide an overview of NetJets’ practices and standards for pilot recruitment, hiring, and training, as well as recurrent training. All told, they ensure that NetJets’ pilots are the best in aviation.

Attracting the best. NetJets invests considerable resources in creating an environment that is highly appealing to every pilot. NetJets crews fly aircraft that are the safest, most reliable and advanced in the skies today — and among the newest. On average, a new jet is added to the NetJets fleet every week, and each new aircraft is equipped with the latest state-of-the-art safety devices such as the Enhanced Ground Proximity Warning System (EGPWS) and the Traffic Alert and Collision Avoidance System II (TCAS II). We buy the finest aircraft from five of the top aircraft manufacturers in the world: Boeing, Cessna, Raytheon, Dassault Falcon, and Gulfstream. Every jet in our fleet is maintained to the highest standards in aviation and kept in pristine condition inside and out, nose to tail.

Prospective pilots are also impressed by the support systems we provide our crews. Since we are by far the largest and most advanced fractional aircraft ownership program provider, we are able to maintain a very complex and sophisticated infrastructure that most fractional programs simply cannot afford to duplicate.

The NetJets support infrastructure includes: program managers and pilot instructors for every type of aircraft, chief pilots, FAA-certified dispatchers, full-time licensed meteorologists, international flight planning, in-house maintenance coordinators, fleet support, owner service representatives, and a dedicated quality control team. It also includes an in-house security staff supplemented by Air Security International (ASI) and International Security Associates (ISA), two of the world leaders in providing international risk assessments and security services on the ground and in the air. ASI and ISA provide customized intelligence reports and 24-hour global intelligence monitoring. ASI personnel located in our Columbus facility provide country briefings for the crew, ground transportation for crew and passengers (if requested), and aircraft guards. NetJets Owner Service teams are on call 24 hours a day, 7 days a week, 365 days a year at NetJets’ operations centers in Columbus, Ohio; Lisbon,



Portugal; and Jeddah, Saudi Arabia. Our pilots fly comfortable schedules that don't leave them fatigued. Unlike some other business jet operators, NetJets employs all of its pilots as full-time, vested members of our company.

Our dedication to maintaining open communication between all of our pilots, managers, and staff is another critical success factor in our ability to attract the best pilots. For example, our NetJets Pilot Safety Committee gives pilots a meaningful, highly respected role in identifying and developing new procedures and in brainstorming ways to further raise our high safety standards.

Most importantly, though, NetJets operations are structured so that pilots are the final authorities concerning whether or not it is safe to fly. Without exception, the system we have created ensures that a pilot can never be pressured to take off when he or she feels it would jeopardize safety. Our safety-driven culture, coupled with an attractive compensation package, puts NetJets at the top of every pilot's list of desirable places to work.

We never rest on our laurels — NetJets is always looking for new ways to enhance the quality of life, work conditions, compensation, and benefits for our pilots. As a result, the very best aviators apply for positions with our company. In fact, even though our minimum hiring requirement is 2,500 hours of total flight time, applicants come to our company with an average of more than 7,000 hours of flying experience. We are proud to count among our crews former senior airline captains as well as former pilots of Air Force One.

How NetJets Flight Dispatchers, Meteorologists, and Fleet Support Professionals Assist our Pilots. Aircraft dispatchers are government licensed NetJets employees who earn special certification from the Federal Aviation Administration to serve as flight managers, and they assume joint responsibility with an aircraft's crew for the safety of flights under their guidance. They are licensed to prepare flight plans that factor in aircraft performance, takeoff and landing weights, current weather conditions, forecasted weather conditions, airport conditions, air traffic volume, and the many other components required for a safe and enjoyable flight.



The FAA does not require operators of fractional ownership programs to have certified aircraft dispatchers on staff, and other fractional programs may not have them. But the NetJets team includes 34 FAA-certified and FlightSafety-trained dispatchers — at an annual cost to our company of over \$3 million. This is a sizeable investment, but these professionals are uniquely qualified to effectively support our pilots in performing technical tasks and calculations related to flying a jet aircraft. A NetJets flight takes off every four minutes, and not one of those flights departs until the flight crew and dispatchers have double checked each other and concur on all aspects of the flight.

All NetJets FAA certified dispatchers receive five weeks of specialized training from FlightSafety International when they first join our company, and they complete additional training every year, including a refresher course at the start of each season about safety considerations associated with that particular season. Each year, our certified dispatchers also log flight time with NetJets flight crews to observe the realities involved with effectively supporting flight crews.

NetJets also maintains a staff of eight full-time meteorologists. Using state-of-the-art equipment to obtain and interpret data directly from the National Oceanic and Atmospheric Administration's satellites, NetJets meteorologists give our pilots and dispatchers up-to-the-minute weather forecasts. The NetJets Meteorology department has received approval from the FAA to become an FAA source of weather for our pilots, just like an FAA Flight Service Station. There are only a handful of flight departments in the world that have this FAA approval. Our pilots and dispatchers use this information to plan the safest — and most comfortable — routes possible and to make mid-course corrections when advisable.

NetJets is not required by any regulation to invest the millions of dollars it takes to equip and maintain dedicated, in-house certified flight dispatcher and meteorology staffs. However, we believe this adds a substantial level of safety for our Owners and pilots, and we view it as a wise long-term investment.



“NetJets maintains the strictest standards in the industry regarding the qualifications we require in prospective pilots.”

NetJets’ Owners and pilots alike also find their lives made easier — and safer — by the “intelligence-gathering” carried out by our fleet support staff. These professionals continually monitor conditions at NetJets destination airports to make sure our rigorous requirements for safe flight are met. NetJets’ fleet support researches, inspects and analyzes conditions at airports we consider potentially problematic before NetJets flights are cleared to land there. If there are conditions to consider at a particular airport — such as a runway under repair — fleet support follows progress on those conditions and keeps pilots and Owners advised of any possible flight planning and scheduling considerations that may result.

How we select the best of the best. NetJets maintains the strictest standards in the industry regarding the qualifications we require in prospective pilots. In order to be considered for employment with our company, an individual must have 2,500 hours of flying experience — with at least 500 hours at the controls of multi-engine aircraft and 250 hours of time flying on instruments. Applicants must also have an Airline Transport Pilot (ATP) license, the highest level of pilot license available.

Not all operators of fractional ownership programs choose to adhere to these same standards or require an ATP license. At NetJets, our applicants average more than 7,000 hours of flying experience, so most pilots we hire have qualifications that far exceed even our own stringent requirements. NetJets also requires a current first-class medical certificate which is issued after an FAA-certified physician determines that an individual is in excellent health as indicated by measures of blood pressure, exercise tolerance, organ function, vision and hearing acuity, and other health indicators. This first-class medical certificate must be renewed every six months.

After the screening: the start of intensive training. When NetJets provisionally hires an applicant who successfully passes our screening tests, the process of creating a NetJets pilot begins. Whether an individual has a decade of experience flying for a major airline or many years experience as the captain of Air Force One, every NetJets pilot begins his or her career at NetJets with an average of 35 days of intensive training. The NetJets training organization conducts the first phase of this training program in-house so we can continue to evaluate a newly hired pilot’s fitness for service with our company. This first phase includes courses in:

Technical aspects of flying state-of-the-art aircraft. Every newly hired NetJets pilot receives a thorough review of the highly technical knowledge and skills required to fly safely. Windshear, for example, is a weather event involving abrupt changes in wind speed and/or direction over a short distance and is known to be a serious hazard. Accordingly, NetJets pilot training includes extensive coverage of windshear weather — how to recognize and avoid it, precautions to take when windshear is suspected, and recovery techniques to be used in an inadvertent windshear encounter.

Crew Resource Management. One of the most important ways we demonstrate our aviation safety leadership is through our commitment to Crew Resource Management. At NetJets, the captain and first officer fly an Owner’s aircraft as a well-coordinated team. As a result, the performance of the team actually surpasses the performance of two highly qualified pilots flying individually. Newly hired pilots are extensively trained, both in the classroom and in full-motion flight simulators in the Crew Resource Management approach to flying.

The Emergency Vision Assurance System (EVAS). Every aircraft has equipment on board to supply crews and passengers with an air supply in the unlikely event of smoke in the aircraft. At NetJets, we are adding an important additional measure of safety by implementing the use of EVAS. This innovative new system ensures that crews can continue to fly a plane safely even if the flight deck fills with smoke. The system uses an inflatable plastic bubble that allows both the captain and the first officer to view their instruments and see out the windows, no matter how thick the smoke becomes. Only NetJets provides this equipment to both the captain and the first officer, so all newly hired pilots are thoroughly trained in its use.

continued on page 46...





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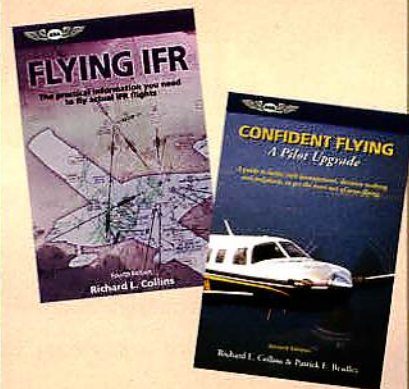
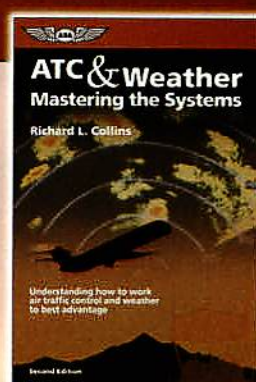
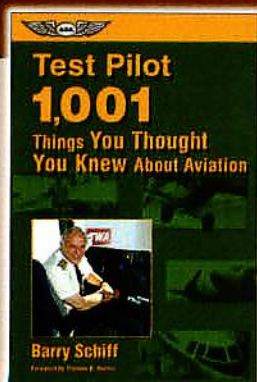
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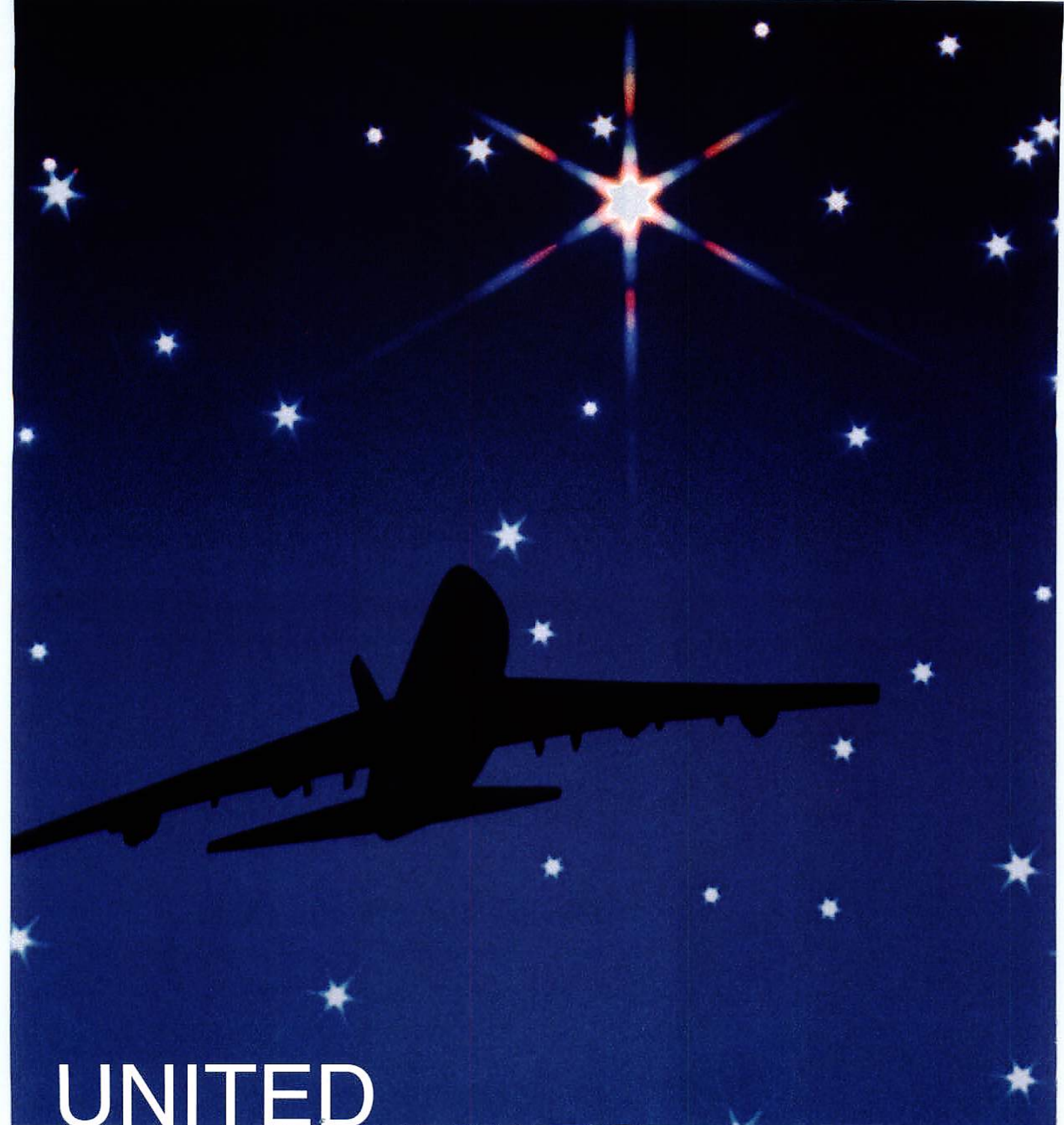
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Wish all SAFECON 2002 Competitors the Best of Luck!*



WELCOME TO ALL SAFECON CONTESTANTS!

Wally in Star City Russia, training with the cosmonauts at 35,000 feet in weightless condition for 30 sec state. She will go into space, hopefully in 2004.

Ask about the "Wally Stick."

Your Safety Judge



Wally Funk, ATP, Flight Instructor, SG, AI, MEL, Air Safety Investigator, Gold Seal
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Good luck to all SAFECON 2002 competitors!



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Central Missouri State University



Back Row (L:R): Phil Liming, Scott Allen, Eric Sgroi, Andrew Lanham (Team Captain), Brent Gutel, James Seibert, Aaron Van Roekel; and Front Row (L:R): Rob Rizzuto, Dustin Heider, David Wohler, Anthony Scheidel (Team Captain), Mike Dickenson, Toru Suda (Coach); and not pictured: Aaron Ginther, Ryan Wrobleski.

Delta State University



Standing (L:R) Marie Ries, Philip Land, Toni Burgos, Sy Wilson, Lee Cockrill, Kelvin Bryant, Trey Rayburn; and Kneeling (L:R): Ethan Diamante, Joseph Seboldt, Luke Brown; and not pictured: Katie Newman, Jason Carrier.



Embry Riddle Aeronautical University - Daytona



Back Row (L:R): Michael Ponso, Michael Leeper (Head Coach), David Haight, Jay Fitch, David Krochmal, Kevin Tesch, Nathan Bandy; and Front Row (L:R): Brian Sims, Beau Provost, Dianna Hoover, Seth Linder, Matt Johnson, Joe Rizzo, Brent Metcalf, Vishal Shah (Vice President), Chris Porta, Adam Kohne (President); and not pictured: Jeremy Bagenstose, Brent Streeeder, Doug Spencer.

Embry Riddle Aeronautical University - Prescott



Front Row (L:R): Rob Schwerd, Aaron Turpen, Jon Nehrbass, Brian Heil, Mark Schiller (Selections Officer), Josh Van Nyhuis (Vice President), Chip Hough (Landings Coach); and Second Row (L:R): Eric Edelbrock, Quinn Hueschen, Katherine Ross, Geraldine Fritsch (Administrative Assistant), Mike Brewer, Roy Evans (Public Relations Officer), Marta Guzman, Bill Beckelman (President), Jared Testa (Head Coach); and Third Row (L:R): David Murray (Assistant Coach), Brian Brantner, Justin Albright (Chief Pilot), Jeff Elshoff, Austin Johnson (Advisor), F. Pete Kelley (Safety Officer), Kris Banks, Roland Vera, Tim Stearns; and Back Row (L:R): Greg Dierenfield, Chris Dolly, Justin Peele, Ryan Roth (Assistant Coach).



Florida Institute of Technology



Front Row (L:R): Daniel Pickens, Kurt Thorup (Safety Officer), Lamy Llamazales, James Loveitt, Jack Sabba, Selamawit Firdaweke; and Back Row (L:R): Jared Maynard, Dennis Brandt, Daniel Erickson, Pan Landis, Ben Carter (Secretary), James Williams (Treasurer), Neils Kuyper (Co-Captain), Ryan Winslow (Captain); and not pictured: Daniel Spencer, Ramsey Agarie.

Hampton University



(L:R): Sherrard Howe, Lemuel Lee, Chris Laufman, Marcus Salem, Brien Jordan-Jack (Team Captain), Elena Callwood, Justin Howe, Scott Caesar, Jack Johnson (Team Co Captain), Tommy Getty, Michael Morris, Ian Brown, Capt Darryl Stubbs (Advisor).



Kansas State University



Front Row (L:R): Troy Brockway (Advisor), Dustin Graves, Justin Poe, Alyson Pauzauskie, Rosalee Harris, Betty Pina, Josh Whitmore (Coach); and Back Row (L:R): Nathan Mercy (Assistant Coach), Mitchell Ochs, Aaron Brammeier, Dan Hewes, Brad Amstutz, Heath Buskirk (Captain).

Lewis University



Back Row (L:R): Andy Bassett, Sabrina Drogos, Chuck Korponya, Julia DePasquale, James MacKenzie, William A. Scholtes; and Second Row (L:R): Michael Prah (Coach), Joel Chalfant, Jeremy Roegner, Peter J. Miller, Adam Szoldatits, Joseph Thomas (Coach), Susan Whiting (Coach); and Front Row (L:R): William Baird, Joshua Brown, James "The Kid" Binder, Bob Den Besten, Brad Buchar; and not pictured: Al Szoldatits (Advisor/Head Coach); Mike Davito (Asst. Head Coach); Keith P. McGill (Chief of Pilot Training/Moderator), Robert C. DeRose (Director of Flight Operations/ Flight Team Sponsor).



Minnesota State University - Mankato



Front Row (L:R): Mike Worrell, Laura Marciniak, Nick Pickett, Andy Switalla; and Middle Row (L:R): Pat McKinize (Advisor), Amanda Aitkenhead, Anna Meagher, Tom Nelson, Joslyn Sackmann, Mike Buboltz; and Back Row (L:R): Jon Pahl, Eric Criswell, Josh Starsky, Jeff Pahl, Brent Gosselink, John Enter, Andy Ludeman; and On The Wing (L:R): Nate Schmidt, Michelle Stahl.

Mt San Antonio College



Back Row (L:R): Steve Chapman (Captain), Rocky Ehrich, Dan Perezvertti, Kevin Bamnon (Safety Officer), Nay Htuttson, Brandon Jones, Jason Ehrich, Adam Tisott, Leland Toomey, Luis Putzeys (Coach), David Todd (Coach); and Front Row (L:R): Kristina Barnwell, Karena Marinas (Safety Officer), Tracy Perkins (Top Woman Pilot), Tralee Chiusano, Michelle Bathalter (Top Woman Pilot Safety Award).



Southern Illinois University



Back Row (L:R): Kim Carter (Head Coach), Mike Frette (Coach), Jeff Aranyos (Co-Captain), Bryan Harrison (Co-Captain), Mike Perry, Jeremy Williamson, Nathan Steele (Coach), Jyl Pepple (Coach), Nate Lincoln (Coach); and Front Row (L:R): Heather Vosburgh, Jonathan Coultas, Tim Staab, Douglas Gibbs, Tom Emerson, Mike Coffman, Adam Herbert, Travis Custer, Jim Taets.

Spartan School of Aeronautics



Back Row (L:R): Daniel Gau, Lisa Ann Yost (Advisor), Blake Shedd, Chad Twogood, Thomas Keane, Jeff Crisp, Kristen Esparza; and Middle Row (L:R): Mario Calzetta, Jill Cagle, Gabriel Marchan, Jason Wilks, Jonathan Hixson; and Front Row (L:R): Luis Blasco (Coach), Damon Hutton (Coach), Jesus Cano (Coach); and not pictured: Laura Yost (Advisor) Charlie Agro (Coach), Isaiah McColgan.



Texas State Technical College



Back Row (L:R): Ed Viera (Team Coach), Michael Pyle, Bill Kellner, Lincoln Schlecht, Brett Butts, Nate Terry, Bryan Berry, Josh Harvey; and Front Row (L:R): Jason Vela, Catie Moses, Mike Dall (Team Captain and Safety Officer), Peter Cesarz, Rebekah Fleming, Cody Turner, Eric Miller, Michael Forese.

The Ohio State University



Front Row (L:R): Tim Cross (Asst. Coach), Scott van Ooyen (Head Coach), Brian Hart (Asst. Coach), Laci Watkins, Scott Nolish, Brent Hammond, Jeff Lichtenberg; and Back Row (L:R): Kevin Hines, George Burger, Anthony Nolan, Aaron Snyder; and not pictured: Kyle Ribar (Asst. Coach), Bob Candido (Asst. Coach), John Roth (Asst. Coach).



The United States Naval Academy



Back Row (L:R): Nick Smith (Executive Officer), Andy Imperatore, Lucas Jung, Eric Scherrer, Sean McClintock (Public Affairs), Bret Walther (Schedules), Jeff McLean, Mike McLean (Asst. Public Affairs), Jay Consalvi (Safety), LT BK Fagan (Asst. Officer Representative); and Front Row (L:R): Mike Gast (Maintenance), Sergio Armas, Wes Yancey (Training), Stan Hanley (Operations), Allen Lerner (Asst. Operations), Andy McKee (Commanding Officer), Matt McClure; and not pictured: CDR Ward Carroll (Officer Representative).

University of Illinois at Urbana-Champaign



(L:R): Kyle Rusk, Matthew Szluka, Robery Thomas, John Moreland, Deniz Ozhan, Wei Zheng, Jason Labr, Alex Kenesson, Jennifer Dille, Brent Furrow, Matthew Curry, David Penney, Adam Nagao, Meghan Meharry, Mike O'Malley, Nick McFall, Julie Snyder, Brian Hemmersbach, Andrew Oliphant (Team Captain), Charlie Shields, Joe LaValle, Steve Boyd, Michael McKenna, Ed Balogh, Colin Holbrook.



University of North Dakota



Back Row (L:R): Ryan Harvey, Mark Thompson, Andrea Coleman, Andy Stablin, Shawn Williams; and Middle Row (L:R): Chad Grondahl, Matt Van Salzen, Jered Lease, Kirk Dalebroux, Mike Gill, Chris Kehr, Ken Cawrse, Matt Baroni, Josh Hopper, Kevin Hansen, Eric Brown, Mike Crudden; and Front Row (L:R): Bri Carwithin, Graham Peterson, Jason Parks, Andy Pierce, Bill Sax, Micah Parkinson; and not pictured: Seth Johnson.

Western Michigan University



Front Row (L:R): Andrew Drake, Ben Ilmer, Michael Cherry, Ian Alexander, Aaron Trombley, Steve Tkachuk (Coach), James Whittles (Coach); and Back Row (L:R): Jelani Kelley, Marc Kobaissi, Marshall Lynn, Darin Dumas, Robbie Beechuk, Reese Swanson, Alicia Nault, Dana Wölz, Bill Mastick, Jess Dudley, Jason McDowell, Ken Rosengren, Tom Grossman (Coach), Ryan Seiler (Coach); and On Wing (L:R): Marty Coaker (Team Captain), Jeff Haney (Team Captain).



SAFECON 2002 Competitors cont...

(The following competitors did not submit team photographs)

Central Texas College

Mercer County Community College

Metropolitan State College of Denver

Miami-Dade Community College

Northwestern State University

Ohio University

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Grant Hundley, Director of Public Relations

Grant is a sophomore majoring in Aircraft Systems at The Ohio State University. He is also a member of the OSU chapter of Alpha Eta Rho. Grant's goal is to some day fly in corporate aviation or in law enforcement air support. Grant moved to Columbus in 1999 from his hometown of Pietermaritzburg, South Africa.

Emily Egbers, Director of Industry Support

Emily is a sophomore at The Ohio State University majoring in Aviation Management through the College of Business. She is also Historian for the Omicron Sigma Upsilon chapter of Alpha Eta Rho. In addition to pursuing her business degree, Emily is currently working on her Private Pilot's license and hopes to one day fly professionally for a corporate flight department or an airline. Emily's hometown is Cincinnati, Ohio.

Dana Flashberg, Director of Judges Support

Dana is a sophomore Aviation Management major at The Ohio State University. She is training for her Private Pilot's license and is the Vice President of Alpha Eta Rho at OSU. Her aspirations are to work in the flight operations for an airline or in airport management. Dana's hometown is Las Vegas, Nevada.

NIFA Directors



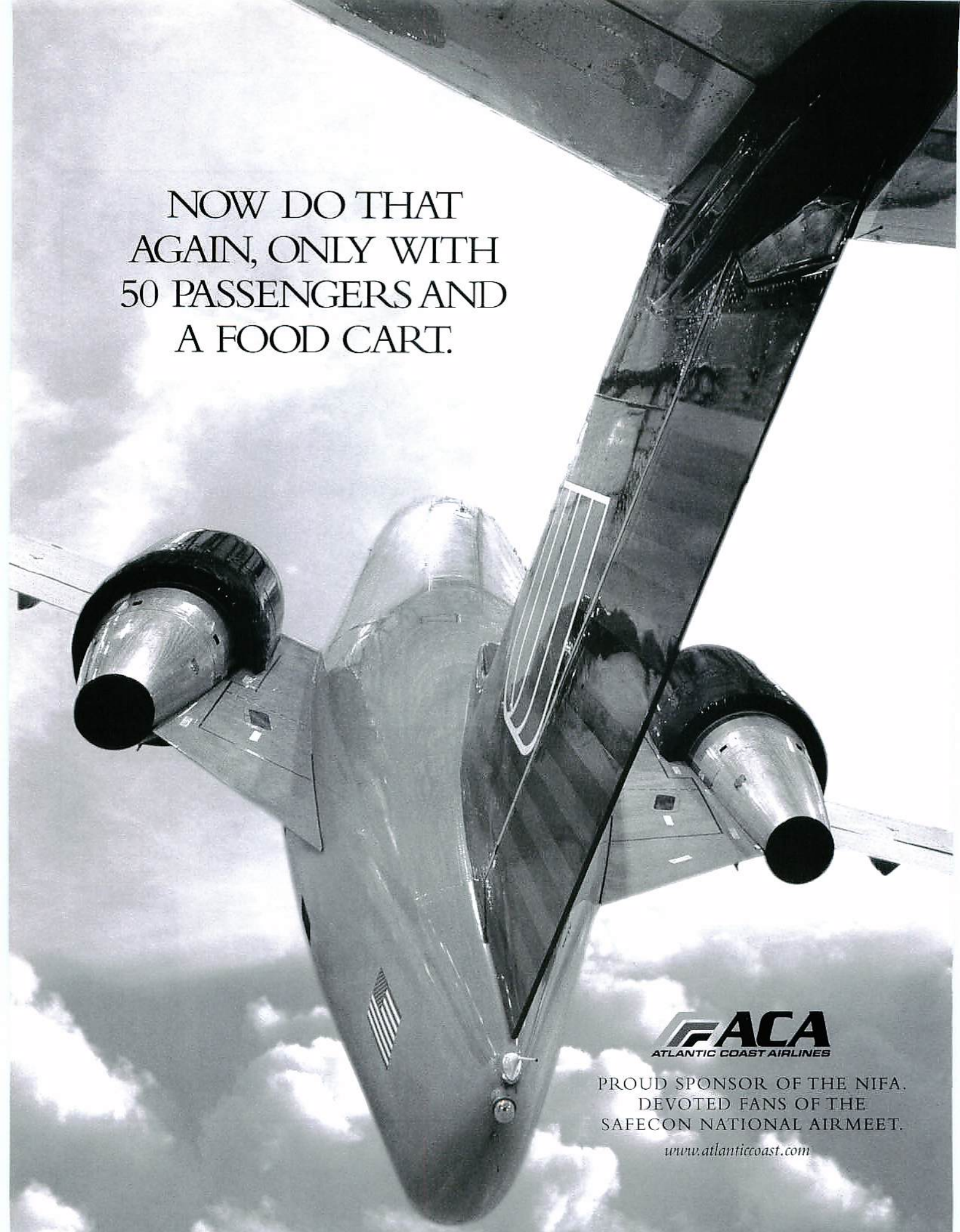
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continued from page 24...

Hypoxia training. Hypoxia is a potentially deadly condition that occurs when you are breathing air that doesn't have enough pressure to deliver sufficient oxygen through your lungs into your bloodstream. This can occur in an aircraft at high altitudes if cabin pressurization ceases to function properly. At NetJets, our training is designed to prevent accidents involving hypoxia by teaching pilots how to recognize the symptoms of the onset of hypoxia. Our pilots also practice in a full-motion flight simulator the procedures used to react effectively and safely to situations involving a depressurized cabin and hypoxia.

Medical emergency procedures. NetJets pilots receive advanced first aid and CPR training. In addition, they are trained in emergency medical procedures by MedAire, Inc., the world's leading provider of emergency medical resources for companies who do business around the world. In the event of a medical emergency onboard a NetJets aircraft, our crews contact MedAire directly for assistance in responding effectively to the emergency. MedAire connects the crew with a physician who assesses the situation and helps determine the best course of action. MedAire also identifies the closest appropriately equipped medical facility and ensures that emergency medical services are standing by on the ground when the aircraft lands. Newly hired pilots are thoroughly trained in the optimal use of MedAire's resources. In addition, NetJets large cabin aircraft, which have flight attendants onboard, are equipped with defibrillators, and all flight crewmembers are trained in their use.



Security. Since NetJets Owners — many of whom are high-profile individuals — fly to a wide range of destinations in more than 90 countries worldwide, our pilots are specially trained to manage both domestic and international security-related issues. NetJets' in-house security staff, together with Air Security International and International Security Associates, supports our crews with international risk assessments, customized intelligence reports, 24-hour global monitoring, and country briefings. All new pilots are trained to take full advantage of these resources.

Customer service. Being a NetJets pilot requires more than outstanding technical skills and training. NetJets promises a superior experience to each of our Owners, and our pilots are a critical component of service delivery, ensuring that each flight is a superlative travel experience for everyone onboard. To prepare new NetJets pilots for this important responsibility, our own in-house owner service experts provide them with intensive training. This owner service course is also useful in verifying that the pilots we hire have the owner service skills we require. Any newly hired pilot who does not achieve the goals of this course is released from the NetJets team.

The added skills and knowledge required to fly safely into more than 90 countries worldwide. In event of an emergency touchdown in a remote domestic or international area, our pilots are prepared with both information and survival skills. For each flight, they have data on the location of the towns and airports along the flight path. During flight, they can call for more in-depth information including the location of hospitals, hotels, and other important assets. The data is gathered from a variety of sources including but not limited to MedAire, Jeppesen, Air Security International, International Security Associates, and our own Safety and Security department. In addition, our pilots are trained to perform CPR and other helpful procedures and, if needed during flight, can contact MedAire and speak directly with a physician about a specific medical situation.

After training: more training. Pilots who demonstrate the right technical and owner service skills during their ground school at NetJets proceed to additional training at FlightSafety International, the world's premiere aviation training organization. At FlightSafety, our pilots complete an intensive training course in the specific type of aircraft they will fly for NetJets such as the Cessna Citation Excel.

At FlightSafety, our pilots get additional classroom instruction and rigorous training sessions in full-motion flight simulators. Simulator time is crucial because it allows crews to practice managing multiple-event emergencies that would be impossible to safely create in a real aircraft. And NetJets pilots are trained using only the highest level of simulator available — costing an average of \$18-\$22 million — so their flying experiences in the simulator can duplicate any real life situation.



Pilots who pass the FlightSafety course must then go on to get their FAA certification as a captain by passing an FAA check ride, and then they can add a "type rating" to their pilot certificates. This means they have received the training prescribed by the FAA and demonstrated the aeronautical experience, knowledge, and skills required to safely fly a particular type of aircraft.

Unlike commercial airlines and some other fractional ownership programs, all NetJets pilots are type-rated in the aircraft that they are assigned to. Also, instead of switching between different aircraft and equipment like some business jet pilots do, NetJets pilots fly only one type of aircraft at a time. This is important because there can be very different equipment and safety procedures from aircraft to aircraft, and it is safer for a pilot to concentrate on only one set of aircraft procedures at a time.

Even though all NetJets pilots are type-rated in the aircraft that they are assigned to, they always begin their flying career at NetJets in the right seat as a first officer. It is important for even a pilot with a lifetime worth of flying experience to start in the right seat because every aircraft type is different and it takes many hours of flight to know exactly how the aircraft handles. Also, in an emergency, every second counts in reacting to certain situations. The more hours in an aircraft with an experienced captain the safer a pilot will become.

And more training. After our pilots return to NetJets with their type ratings, they go through an additional three to seven hours of flight training with our own NetJets flight instructors in the type of aircraft they will fly. The pilots are also put through four hours of Line Orientation Flight Training (LOFT) in the simulator. The pilots are tested on actual operations at many airports that include Los Angeles, Las Vegas, South Lake Tahoe, Tulsa, Reno, Sun Valley, Eagle, Vail, and Aspen. NetJets has been instrumental in developing and creating the visuals for a number of these airports. This type of training allows the pilots to practice emergency situations that would not be safe to try in an actual aircraft. After this additional flight instruction, they take a final "flight check" in the aircraft, which is administered by an FAA-certified check pilot. By the end of training, the pilot must also have participated in at least four familiarization flights. Finally, they are eligible to begin serving as a NetJets First Officer but, as a last precaution, each new pilot's first 25 hours are under the guise of a seasoned NetJets Initial Operating Experience (IOE) Captain.

Our elaborate system of training, which uses the external resources of FlightSafety and other training organizations as well as our in-house training department, ensures that we have a balanced program incorporating a wide range of independent perspectives, philosophies, and knowledge bases.

First a first officer. Every pilot — even a former Air Force One captain — begins his or her NetJets career as a first officer, flying with a seasoned NetJets Pilot-in-Command. Additionally, the NetJets rules of operation require that new first officers fly with an experienced captain who has been approved by Operations due to their experience flying a particular type of aircraft. Only after our pilots have successfully demonstrated their skills in the first officer's seat are they allowed to undergo upgrade training and testing that will qualify them to serve as a NetJets Pilot-in-Command.

During this period of time as a first officer, the pilots receive additional on-the-job training allowing them to gain further experience in NetJets' operational procedures, Crew Resource Management approach to flight deck teamwork, and delivering the highest levels of owner service. The first officers also gain valuable experience when they are allowed to fly in the left seat (captain's seat) on empty legs to prepare them for the upgrade to NetJets Pilot-in-Command.

Seeing is believing. Reading about a company's operations can be very informative, but nothing compares with a complete due diligence done on your own. We encourage our Owners and prospective Owners to tour our operations center in Columbus, Ohio. Call 1-800-821-2299 to schedule a facilities tour or to request more information about the NetJets program.





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The NetJets commitment to excellence in our training program is reflected in our long-term relationship with FlightSafety International, the acknowledged worldwide leader in pilot training. While other fractional aircraft ownership programs have training agreements that are on a per-pilot or annual basis, NetJets has a ten-year contract with FlightSafety. The difference is significant because operators who have per-pilot agreements may be tempted to cut back on training when cost-cutting measures become necessary. At NetJets, our long-term commitment to maintaining the highest standards in pilot training utilizing an objective third party is written in stone.

Our long-term relationship with FlightSafety brings additional benefits to NetJets because it fosters a lasting partnership between our two companies. The NetJets training organization works closely with the FlightSafety team to create training customized to our needs. For example, at the direction of NetJets, FlightSafety developed scenarios for a number of airports that NetJets Owners frequently use - such as Aspen and Sun Valley - through the LOFT program mentioned earlier. Many of these airports present unique challenges, and having the opportunity to train in simulators that faithfully replicate them is invaluable.

FlightSafety International keeps one of its state-of-the-art training facilities - complete with full-motion flight simulators - located within the NetJets operations center in Columbus, Ohio. This facility currently houses Cessna Citation X, Citation V Ultra, and Citation Excel simulators. The Raytheon Hawker 800XP simulator will soon enter service.

Having FlightSafety - and its simulator equipment - co-located with the NetJets in-house training department promotes the continual exchange and testing of new ideas. It also fosters creativity and communication between our two organizations and helps ensure that NetJets continues to have the world's most innovative pilot training programs.

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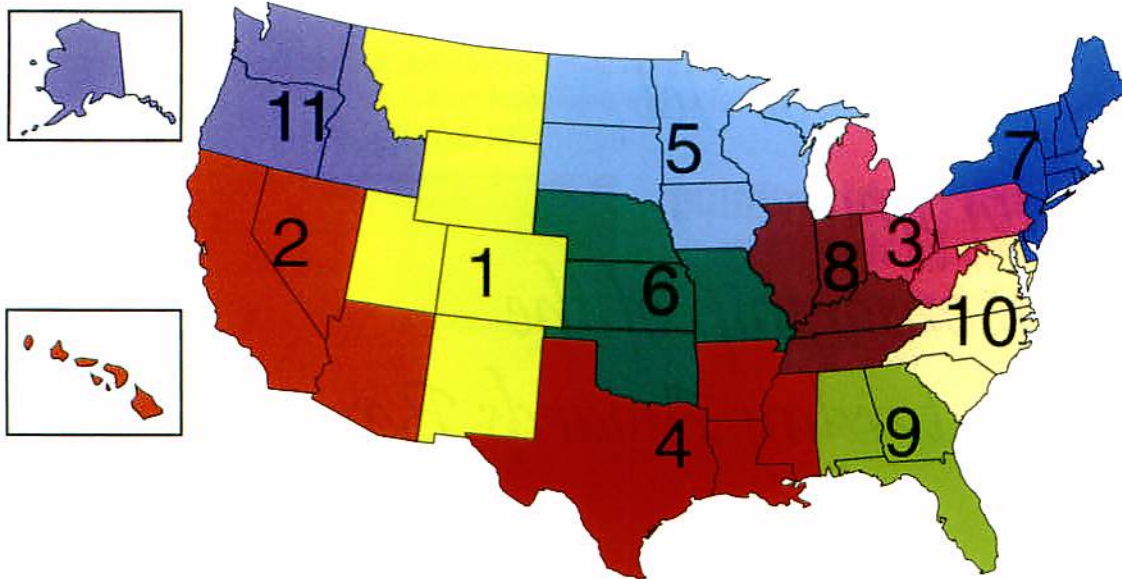
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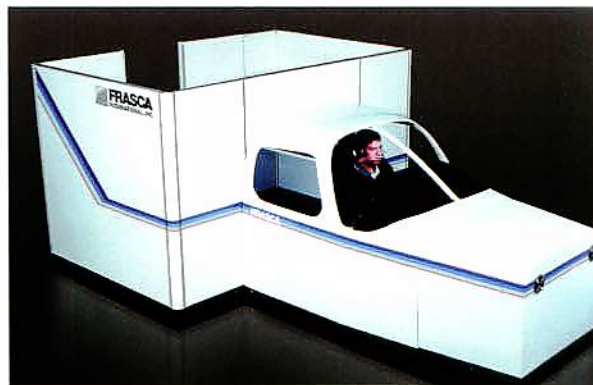
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