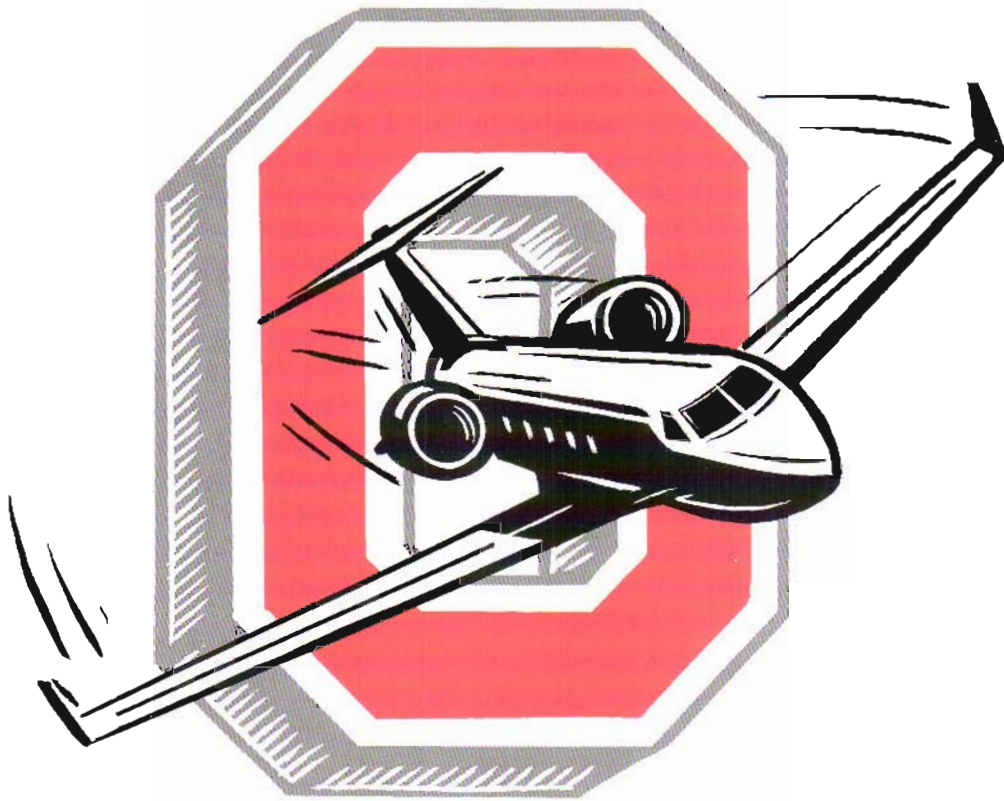


NIFA SAFECON

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Columbus, Ohio • May 7th-12th

1958

First Frasca Simulator

1960

Frasca Table-Top Simulator

1975

Developed Simulated
Sound Generation

1976

Transition to Electronic
Flight Modeling

1983

Transition to Digital
Simulation (PC)

1984

Developed Electric
Control Loading

1985

Developed Textured
Free-Flight Visual System

1987

Applied Motion to General
Aviation Devices

1989

HS-125 with Motion and
Hydraulic Control Loading

1991

Developed Graphical
Instructor Station (GISI)

1992

Bell 412 with 6-Axis
Motion System

2000

737 with First Electric
Motion System

2003

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2005

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Approved to Level C

2007

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Captain Mark Schultz

Captain Mike Sluder

Captain Bryan Lillegard

Captain Rodney Yee

Captain Scott Russell

Captain Scott van Ooyen

Captain Jim Godek

Captain Les McCabe

Captain Gerry Hill

Captain Steve Hannah

Captain Ken Hamilton

Captain Ted Byron

Captain Jim Friedel

Captain Brenda Curtis



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NIFA SAFECON

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NIFA SAFECON

U S T O U R • 2 0 0 7

May 7, 2007

Dear Participants of the National SAFECON:

Welcome to Columbus and the NIFA National SAFECON 2007! The Ohio State University 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 Rickenbacker. I hope you enjoy your stay with us this week.

My congratulations go out to all participants on reaching the 2007 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 to remain focused on these qualities as you continue your training in the classroom and in the air.

Sincerely,



W.A. "Bud" Baeslack III
Dean, College of Engineering



**WELCOME
FROM THE DEAN OF
THE COLLEGE OF
ENGINEERING**



NIFA SAFECON

U S T O U R • 2 0 0 7

May 7, 2007



FROM THE
OFFICE OF THE
EXECUTIVE
DIRECTOR OF
THE NATIONAL
INTERCOLLEGIATE
FLYING
ASSOCIATION



Dear SAFECON Competitors:

As your executive director, I am pleased to welcome you once again to Columbus, Ohio, and SAFECON 2007! When we left The Ohio State airport last year following SAFECON 2006, we did not know that returning this year we would be operating out of another airport, Rickenbacker International. But with the gracious help of NetJets, AirNet Systems, Airport Operations, and the Air National Guard, we are ready for another great week of competition and activities.

In addition to the change of airports, SAFECON 2007 has in store, some additional changes from last year. CRM / LOFT is back, flight competitors have been limited to four in several of the flying events, and GPS equipment will be allowed for use in the Navigation event. As is often said "change is the sign of progress." For NIFA and you, I hope the changes the NIFA Council and I have instituted over the last twenty years of competition have been progressive.

As we begin this week of competition, I would like to wish each of you the best of luck and to remind you, that it is through NIFA's commitment to education that we can achieve the highest degree of safety possible. Through competition such as this, we recognize the achievement of excellence.

Sincerely,

A handwritten signature in black ink that reads "Gary A. Hemphill". The signature is written in a cursive, flowing style.

Gary A. Hemphill
NIFA Executive Director

NIFA SAFECON

U S T O U R • 2 0 0 7

May 7, 2007

Dear SAFECON attendee,

It's been a while since I've written, but I wanted to let you know I'm alright. Planning this event has come to a close without any irreversible effects and we've finally moved into execution, though fortunately not mine. We're at Rickenbacker Airport this year, instead of KOSU, as you've hopefully figured out by now. (If not, fly about a 165 for 17NM and come join us.) The residents near the OSU Airport last year didn't seem to appreciate the tranquil, soothing harmony of hundreds of pistons and props overhead. We sent them personally-monogrammed earplugs to court their favor yet they still found it in their hearts to rebuke our return this year.

But this has brought us to bigger and better things, my friends. Pilots love bigger and better. For one, how about landing on a 12,102 ft runway? That's bigger than 2,994 ft. Over four times bigger! And how about being (technically) able to eat off such a painstakingly sanitized hangar floor? That's better than not eating. Over four times better! We tossed around a lot of ideas to take advantage of this opportunity, such as doing all the landings in one turn 'round the patch with multiple boxes since the runway is long enough. Or having a precision towing event on your way to the hotbox since the tow is long enough. We ended up scratching those ideas and a few others but have made some improvements this year we hope you'll enjoy.

Don't worry. It'll still be the same SAFECON you've come to love and expect. And hopefully you'll go home in a week with new knowledge, good memories and without any irreversible effects.

Sincerely,



Adam Stiffler
NIFA SAFECON 2007 President



WELCOME
FROM THE
NIFA
PRESIDENT



NIFA SAFECON

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SAFECON STAFF



Adam Stiffler, President

Adam, a recent Engineering graduate in Aviation Systems of the Ohio State University, has served as a co-captain of the Ohio State University Flight Team and coordinator for Alpha Eta Rho's 2004 Spring Aviation Conference on campus. He is presently working for a small aerial photography firm at Darby Dan Airport. Adam gets his random facts from NPR.



Mike Farley, Vice President

Mike Farley is a graduate from The Ohio State University with a degree in Aviation-Aircraft Systems. Mike currently works at the flight school at NetJets where he serves as the Assistant Chief flight instructor. While attending Ohio State, Mike was a five year member of The Ohio State University Marching Band, and a former "i" dotter.



Captain Scott van Ooyen, SAFECON Advisor

Scott is a Captain/Check Airman in the B-737 for Southwest Airlines based in Baltimore, Maryland. Currently in his fourteenth year at Southwest, Scott previously flew the Dash 8 for Air Wisconsin Airlines and the Dornier 228/EMB-120 Brasilia for the Midway Connection. Captain van Ooyen is also the Head Coach for the Ohio State Flight Team and is a lecturer for the Department of Aviation. As a former competitor, Scott was the 1986 Region III Top Pilot, Overall 3rd Top Pilot and national champion in the Preflight Event at the 1987 NIFA SAFECON. Scott is retiring from coaching after this year.



Taylor Newman, Chief Judge

Taylor has been involved with NIFA for 14 years, 3 of those as a competitor and 11 as a judge. He has served in various regional and national judging positions including National Chief Judge in 2003 and National Associate Chief Judge in 2006. 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. A couple of his endeavors include Crystal Air, a regional charter service, and The Flying Club of North America. He resides in Chattanooga, TN with his wife, Crystal, and their 2 daughters, Rachel and Alex.

NIFA SAFECON

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SAFECON SENIOR JUDGES

Jody McCarrell, NIFA Senior Chief Judge

Jody McCarrell resides on her ranch located in DeQueen, Arkansas with her husband of 51 years, Wayne McCarrell. Jody has been active in the Ninety-Nines organization and NIFA since 1970. She has been active as a Chief Judge at the Regional as well as National level. Jody holds a Commercial License with Certified Flight Instructor Rating, both Single- and Multi- engine, along with Instrument and Instrument Instructor Ratings. Jody did corporate flying for twelve years operating turboprop aircraft. Jody was one of the first four women to serve as a Proficiency Flight Competition Judge appointed by the Federation Aeronautique, rising to the rank of Jury. Jody helped set up and run the navigation event when the USA hosted for the first time the 6th World Precision Flying Championship in the State of Florida in 1985. Jody later served as the Competition Director of the 12th World Precision Flying Championship held in Fort Worth, Texas in 1996. Jody is immediate Past President of the Ninety-Nines and is still serving on the Board of Directors. She also sits on the Board of Directors for the NAA, in Washington, DC.



Vicki Lynn Sherman, SAFECON Associate Chief Judge

CFII, Master CFI, Gold Seal, Glider Instructor, Seaplane Instructor, Ground Instructor (Advance and Instrument), ATP, Charter Pilot, FAA Team Lead Representative, Serves on the Board of Directors for the National Aviation Safety Foundation, the FAA Speaker's Bureau, member of the FAA Production Studios, serves on the Board of Directors of the Florida Association of Flight Instructors, participant of the Pilot Proficiency Award Program "Wings" Level XIX, Board of Visitors of Embry-Riddle Aeronautical University, NIFA Chief Judge for Region IX, International Past President of the Ninety-Nines, Inc., permanent 99 Southeast Trustee for The Bonnie and Archie Gann Scholarship Fund, NASA Ambassador, served on the Board of the Ninety-Nines International Endowment Fund 2004-06, served on the Board of Directors for the National Silver Wings Fraternity (2004-06), currently serving on the National Silver Wings Fraternity's Long Range Planning Committee, recipient of the National Silver Wings Fraternity Russ Brinkley Innovation Award (2006), member of CAP since 1974, served as Squadron Commander, check pilot, legal officer, and recipient of the Charles E. "Chuck" Yeager Aerospace Education Achievement Award, Honoree of the Forest of Friendship, past President of the Great Southern Air Race Association, flew the Air Race Classic (2003 and 2004).



Trine Jorgensen, SAFECON Associate Chief Judge

I am Trine Jorgensen your associate chief judge for NIFA 2007. I have been involved as a competitor and judge for NIFA since 1987. I have competed and judged at both the regional and national levels. I am currently a First Officer for Delta flying the 757/767 out of LAX. I have a law enforcement background also and spent several years as a motor officer for the Colorado State Patrol. After September 11th I had the opportunity to teach TSA and work as an airport police officer at the Memphis airport. Currently, my husband Bob Clement, and I reside in Memphis where he is an MD-11 Captain for FedEx and I still keep my police certification as a Collierville reserve officer. We would like to wish the competitors the best of luck and don't hesitate to call on any of your judges for help, advice or ask questions. Welcome to SAFECON 2007.



NIFA SAFECON

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SAFECON WINNER HISTORY

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	San Jose State University
1967	Southern Illinois University	Oklahoma State University	Parks College
1968	Ohio University	Parks College of St. Louis	San Jose State University
1969	Parks College of St. Louis	San Jose State University	San Jose State University
1970	Montana State University	San Jose State University	Iowa State University
1971	San Jose State University	San Jose State University	Oklahoma 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 Aero. Univ. Daytona	Oklahoma State University	-
1977	Oklahoma State University	Southern Illinois University	-
1978	Middle Tennessee State University	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	Southern Illinois University
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 Aero. Univ. - Prescott	University of North Dakota
1990	University of Illinois	Oklahoma State University	University of North Dakota
1991	Nicholls State University	Embry Riddle Aero. Univ. - Prescott	University of North Dakota
1992	Northeast Louisiana University	Oklahoma State University	Embry Riddle Aero. Univ. - Daytona
1993	Central Texas College	Oklahoma State University	Embry Riddle Aero. Univ. - 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 Aero. Univ. - Daytona	Central Texas College	University of North Dakota
1997	Western Michigan University	Ohio University	Embry Riddle Aero. Univ. - Prescott
1998	Kansas State University - Salina	Central Texas College	Western Michigan University
1999	Kansas State University - Salina	Minnesota State Univ. - Mankato	Embry Riddle Aero. Univ. - Prescott
2000	Delta State University	Ohio University	University of North Dakota
2001	University of North Dakota	Minnesota State University - Mankato	University of North Dakota
2002	The Ohio State University	United States Air Force Academy	Western Michigan University
2003	University of North Dakota	Purdue University	Embry Riddle Aero. Univ. - Prescott
2004	Middle Tennessee State University	United States Naval Academy	University of North Dakota
2005	Kansas State University - Salina	Mt. San Antonio College	Embry Riddle Aero. Univ. - Prescott
2006	The Ohio State University	Purdue University	University of North Dakota
2007	The Ohio State University	TBD	TBA

NIFA SAFECON

U S T O U R • 2 0 0 7

May 7, 2007

Welcome from the CEO of AirNet Systems, Inc.

Dear SAFECON Competitors, Participants and Sponsors:

Welcome to Rickenbacker, an airport rich in aviation history, and home to AirNet Systems, Inc. When the call came to host the 2007 NIFA SAFECON at our newly constructed facilities at Rickenbacker, it was an easy decision. NIFA has always been an organization AirNet focuses on because it grows the professionalism of aviation and the careers of many pilots like you. Rickenbacker is the perfect airport for this event because of the wide open spaces, parallel runways and un-crowded airspace availability.

AirNet has been operating as a time-critical airline for over 32 years and it's paramount we operate Safely, Efficiently and On-Time with the "Best" people we can find. The competition you are part of develops the aviation leaders of tomorrow. Over the years through AirNet's participation in SAFECON, we've helped dozens of aviators begin their Professional Pilot Career Paths and develop invaluable leadership skill sets.

The AirNet Team looks forward to meeting you and we invite you make our home yours. If there is anything we can do to accommodate your needs, please ask.

We wish you the best success during this week of challenging competition.



Bruce D. Parker
CEO, AirNet Systems, Inc.



FROM
THE CEO
OF
AIRNET

RICKENBACKER

History

Eddie Rickenbacker: An American Hero

The international business center that Rickenbacker has become is the result of a strategic initiative launched to redevelop the former Rickenbacker Air Force Base into a private sector, international logistics center.

1941-1949

World War II: From Columbus soil grows a new Army airfield

Rickenbacker's beginning dates back to 1941. On December 8, the day after the Japanese attack on Pearl Harbor, the Army announced that a \$7.5 million airbase would be built just east of the Village of Lockbourne. Engineering and surveying work began the following month and the first tracts of land were

purchased in April 1942. Also in April, Norfolk and Western Railroad began laying new mainline tracks along the western side of the base. Lockbourne Army Air Base opened in June 1942 as a glider and B-17 training facility. After the war, flight-training activities were halted and the base was used as a development

and testing facility for all-weather military flight operations. The primary unit at the base was the all-Black 447th Composite Group, also known as the Tuskegee Airmen. This unit merged with the 477th Composite Group in 1947, becoming the 332nd Fighter wing, one of the first all-Black flying units in the newly created United States Air Force. However, in June 1949, the 332nd was reassigned, the base was deactivated, and control transferred to the Ohio Air National Guard. For the next 18 months, the Air National Guard used the base for training.



1950 - 1959

The Korean War, the jet age, and command changes

With the outbreak of the Korean War in 1950, and as a response to the ensuing military buildup, the base was reactivated as Lockbourne Air Force Base in January 1951, and placed under the control of the Strategic Air Command in March of that year. In 1953, a reconstruction program was completed with the addition of a second and longer runway, several jumbo hangars and a permanent air traffic control tower. Two years later, a major expansion was completed which doubled the land area of the base to approximately 4,400 acres. New construction included the two current 12,000-foot parallel runways, a 3,500-foot assault strip and a number of new buildings. Throughout the 1950s, the Strategic Air Command used the base as a training facility and stationed aircraft on full-time alert duty for national defense.



1960 - 1969

Simmering cold war

The base population grew further during the Vietnam War years of 1964-72, reaching an all-time peak of more than 18,000 service people in 1967.

1970 - 1979

Cold war cools; Rickenbacker changes

In 1974, the base was renamed Rickenbacker Air Force Base in honor of World War I flying ace and Congressional Medal of Honor winner Eddie Rickenbacker, a Columbus native. With the cessation of hostilities in Vietnam and the ending of the military draft, the number of Armed Forces personnel declined sharply, resulting in

downsizing and closures of military bases around the country. In April 1978, the Air Force announced that Strategic Air Command functions at Rickenbacker were to be transferred elsewhere, estimating that 12,000 jobs would be lost

as a result. In September 1979, with the base population at 2,800 military and civilian employees, the Base Closure Commission announced plans for the phased closing of the base, which at the time consisted of approximately 4,400 acres, including an estimated 265 buildings with approximately 3.7 million square feet of floor space. In April 1980,

Rickenbacker Air Force Base closed. The facility was turned over to the Ohio Air National Guard and renamed Rickenbacker Air National Guard Base.

The Franklin County Commissioners recognized that Rickenbacker's closure would have a "significant impact on the Central Ohio area, and... early reuse of the base would be in the best interest of these communities." As a result, the Commissioners formed a steering committee late in 1978 to propose alternative ways of using the excessed military property. This committee was formed out of the Central Ohio Economic Development Council and was headed by the president of Battelle Memorial Institute. The committee's report, released in March 1979, proposed that the County Commissioners create a port authority under Section 4582.02 of the Ohio Revised Code to receive and redevelop the property released by the military. This Section (the "Port Authority Law") was enacted in 1955 and allowed local governments to create agencies whose purpose was to oversee water or air transportation facilities and to promote their use and economic development. In the 1960s, a port authority in Toledo acquired a former municipally owned airport; this port authority was the precedent for the steering committee's proposal. On April 2, 1979, the Franklin County Board of Commissioners

NIFA SAFECON

U S T O U R • 2 0 0 7

RICKENBACKER

voted to establish the Rickenbacker Port Authority (RPA). The mission of RPA, as defined in the resolution, was to receive and redevelop any land released for civilian use and to enter into a joint-use agreement with the Air Force to maintain the operation of the airfield. The Commissioners envisioned that the property would be a good site for an industrial park.

1980 - 1990

The Rickenbacker Port Authority emerges

On June 23, 1980, RPA was activated with the appointment of the first members of the Board. The initial staff of RPA was provided by the Mid-Ohio Regional Planning Council. That agency's director, Lynn F. Kusy, was named as RPA's first director. The nine-member board was composed of Columbus Mayor Tom Moody; County Commissioners Michael J. Dorrian, Harold M. Cooper, and Jack Foulk; Realtor Roger C. Perry; local banking executives Norman Folpe, John P. Hamill, and Warren Tyler; and the local AFL-CIO President John Hodges. (The County Commissioners continued to serve on the RPA Board until 1987, when they were advised by legal staff that this might constitute a conflict of interest).

RPA and the United States Government entered into a joint use agreement and lease on January 21, 1982. Under this agreement, RPA was authorized to permit civil aircraft to use the airfield and agreed to assume responsibility for airfield operation and maintenance by January 1987. (An amendment to the agreement dated November 17, 1989 extended this transition date to September 30, 1990). The Air Force was to be airfield manager and RPA a tenant until the transition to RPA control, when these roles would be reversed. The government agreed to coordinate the operation of any military aircraft with scheduled civil operations, except in the event of the need for prompt mil-

itary aircraft movements. The military was to provide fire protection for both military and civil operations, but only so long as such services were needed for military activity. As reimbursement for the government's costs, RPA agreed to pay a joint-use fee of \$150,000 per year plus any expenses incurred for fire-fighting and other services. In October 1990, the Department of the Air Force transferred control of the airport to RPA.

The first development occurred at Rickenbacker in 1985 with the establishment of an air cargo hub and bulk sorting facility for the Flying Tigers. Flying Tigers was sold to Federal Express in 1989 and most operations moved.

To encourage development, Rickenbacker established Foreign-Trade Zone No. 138 in 1987.



1991-2001

Industrial Development Takes-Off

Throughout the 1990s Rickenbacker developed into the high-speed logistics hub that it is today.

In 1992, Development of the Rickenbacker Industrial Park started with the location of Spiegel/Eddie Bauer and Siemens.

The Franklin County Commissioners and RPA created the Franklin Community Improvement Corporation (FCIC) in 1994 as a private, non-profit corporation under Chapter 1728 of the Ohio Revised Code to assist with development at Rickenbacker.

U.S. Customs relocated their offices to Rickenbacker in 1996.



2002- Present

The Columbus Regional Airport Authority

In late 2002, the City of Columbus, Franklin County and the Columbus Municipal Airport Authority approved the merger of Rickenbacker Port Authority and the Columbus Airport Authority, forming the new Columbus Regional Airport Authority effective January 1, 2003.

NIFA SAFECON

U S T O U R • 2 0 0 7

SAFECON 2007 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 Champion

National Business Aviation Association

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

Ground Events Champion

The Pilots of 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

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

American Airlines, Inc.

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 during SAFECON and the past year is presented with this award.

Top Scoring Male Contestant Award

ExpressJet Airlines

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

American Eagle Airlines, 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 and 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

Cirrus Design

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 to 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

AirNet Systems

Similar to the Short-field Event, except that 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 touchdown, preferably on the target line.

Message Drop Event

Phoenix Aviation Managers, Inc.

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 above the ground. A team effort by both the pilot and the drop master is necessary to maneuver the airplane so the two containers will hit their respective targets. The contestant whose container lands with the lowest total distance from the two targets is the winner.

Simulated Comprehensive Aircraft Navigation Event (SCAN)

Jet Aviation Holdings, Inc.

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.

NIFA SAFECON

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SAFECON 2007 AWARDS

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 predetermined pattern, the competitor must show proficiency in maintaining altitude, heading and airspeed.

Aircraft Recognition Event

UPS

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

Aviation Supplies & Academics

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

Hemphill-Weesner 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.

Certified Flight Instructor Event

AOPA

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

Collegiate Aviation Progress Award

NetJets, Inc.

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

Talon Systems

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.

Kershner's Men's Achievement Award

NIFA Foundation

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.

The FlightSafety Achievement Award

FlightSafety

The FlightSafety Achievement Awards are presented to three competitors who demonstrate a superior level of achievement both academically and competitively. Recognition of academic work, current and past SAFECON awards, and the acquisition of advanced licenses / ratings are all considered in selecting the winner of these awards.

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.

Crew Resource (CRM) Event

The Pilots of Southwest Airlines

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.



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NIFA FOUNDATION

The NIFA Foundation welcomes you to the 2006 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
Douglas Carr, Vice President
Peter Bro, Secretary
Kent Backart, Treasurer
Robert Clement, Executive Director
Bonita Ades, Trustee
John S. Yodice, General Counsel



NIFA/AHP ALUMNI ASSOCIATION



The Association wishes
All competitors a
Wonderful SAFECON!

Robert Clement, President
Peter Bro, Vice President
Robert Fischer, Secretary
Deidre (DJ) Mrugula, 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

Ronald D. Kelly, President
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Joan B. Jones, North New England Governor
Peter Bro, Western Governor
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NATIONAL HEADQUARTERS ARE MAINTAINED AT 1839 MOSSY OAK LANE, COLLIERVILLE, TN 38017

NIFA SAFECON

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SCHEDULE OF EVENTS SAFECON 2007

Thursday, May 3rd

0800-1700

Schools Arrive AirNet Ramp
New Arrival Briefing AirNet Classroom
Practice Sign Ups AirNet Hangar Comm Desk
Landing Practices LCK Runway
Setup Tables AirNet Hangar

Friday, May 4th

0800-1700

Schools Arrive AirNet Ramp
New Arrival Briefing AirNet Classroom
Practice Sign Ups AirNet Hangar Comm Desk
Landing Practices LCK Runway

Saturday, May 5th

0800-1700

Schools Arrive AirNet Ramp
New Arrival Briefing AirNet Classroom
Practice Sign Ups AirNet Hangar Comm Desk
Landing Practices LCK Runway

Sunday, May 6th

0800-1700

Schools Arrive AirNet Ramp
New Arrival Briefing AirNet Classroom
Practice Sign Ups AirNet Hangar Comm Desk
Landing Practices LCK Runway
Simulator Practices AirNet Simulator Room
IFR Simulator Practices Frasca Trailer
CRM/LOFT Simulator Practices AirNet Simulator Room
Preflight Aircraft On Display AirNet Ramp

Monday, May 7th

0800-1500

Schools Arrive AirNet Ramp
New Arrival Briefing AirNet Classroom
Practice Sign Ups AirNet Hangar Comm Desk
Landing Practices LCK Runway
Simulator Practices AirNet Simulator Room
IFR Simulator Practices Frasca Trailer
CRM/LOFT Simulator Practices AirNet Simulator Room

1200-1500

All Interview Sign Ups Open AirNet Hangar Comm Desk
Ground Events Sign Ups Open AirNet Hangar Comm Desk

1200

Preflight Aircraft Viewing Closed

1500

All Interview Sign Ups Closed

1500

All Simulator, Preflight Sign Ups Closed

1500

All Flying Practices Over

1600

Judges Briefing Fawcett Center (OSU Campus)

1800

Opening Ceremonies/Nav Briefing Fawcett Center (OSU Campus)

1900

Aircraft Recognition Test Fawcett Center (OSU Campus)

Tuesday, May 8th

0700-1600

Navigation Planning AirNet Classroom

0800-1700

Navigation Event AirNet Ramp

0800-1700

Preflight Event World Harvest Hangar

0800-1700

Simulator Event AirNet Simulator Room

0800-1700

IFR Event Frasca Trailer

0800-1700

CRM/LOFT Event AirNet Simulator Room

0800-1700

Achievement Interviews AirNet Facility

0800-1700

CFI Event AirNet Facility

1900

Computer Accuracy Event Drury Inn & Suites Hotel

NIFA SAFECON

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SCHEDULE OF EVENTS SAFECON 2007

Wednesday, May 9th

0730-0800	Power Off Landings Briefing	AirNet Hangar
0800-1700	Power Off Landings Staging	AirNet Ramp
0800-1700	Preflight Event	World Harvest Hangar
0800-1700	Simulator Event	AirNet Simulator Room
0800-1700	IFR Event	Frasca Trailer
0800-1700	CRM/LOFT Event	AirNet Simulator Room
0800-1700	Achievement Interviews	AirNet Facility
0800-1700	CFI Event	AirNet Facility
0800-1700	Loening Trophy Interviews	AirNet Conference Room
1300-1700	AA Safety Interviews	AirNet Facility
1900	SCAN Event	Drury Inn & Suites Hotel
1900	AHP Spring Aviation Conference	OSU Campus

Thursday, May 10th

0730-0800	Short Field Landings Briefing	AirNet Hangar
0800-1700	Short Field Landings Staging	AirNet Ramp
0800-1700	Preflight Event	World Harvest Hangar
0800-1700	Simulator Event	AirNet Simulator Room
0800-1700	IFR Event	Frasca Trailer
0800-1700	CRM/LOFT Event	AirNet Simulator Room
0800-1700	Achievement Interviews	AirNet Facility
0800-1700	CFI Event	AirNet Facility
0800-1700	Loening Trophy Interviews	AirNet Conference Room
0800-1700	AA Safety Interviews	AirNet Facility
1800	Industry Reception	Drury Inn & Suites Hotel

Friday, May 11th

0730-0800	Message Drop Briefing	AirNet Hangar
0800-1700	Message Drop Staging	AirNet Ramp
0800-1700	Preflight Event	World Harvest Hangar
0800-1700	Simulator Event	AirNet Simulator Room
0800-1700	IFR Event	Frasca Trailer
0800-1700	CRM/LOFT Event	AirNet Simulator Room
0800-1700	Achievement Interviews	AirNet Facility
0800-1700	CFI Event	AirNet Facility
0800-1700	Loening Trophy Interviews	AirNet Conference Room
0800-1700	AA Safety Interviews	AirNet Facility
1830-2030	Friday Night Event	AirNet Hangar

Saturday, May 12th

0800-1200	Preflight Event Make Up	World Harvest Hangar
0800-1200	Simulator Event Make Up	AirNet Simulator Room
0800-1200	IFR Event Make Up	Frasca Trailer
0800-1200	CRM/LOFT Event Make Up	AirNet Simulator Room
0800-1200	Achievement Interviews Make Up	AirNet Facility
0800-1200	CFI Event Make Up	AirNet Facility
0800-1200	Loening Trophy Interviews	AirNet Conference Room
0800-1200	AA Safety Interviews	AirNet Facility
1100-1130	Annual Business Meeting	AirNet Hangar
1130-1300	Team Captains Meeting	AirNet Hangar
1300-1330	NIFA Council Meeting	Terminal Building
1700-2200	Awards Banquet	Columbus Convention Center

THINKING ABOUT FRACTIONAL AIRCRAFT OWNERSHIP? TALK TO THE LEADER

Simply stated, fractional aircraft ownership will change your life. That's the phrase we hear over and over from our Owners.

If you fly for business, it will change the way you work, providing you with more time and the ability to go more places. Whether you are looking to grow your business, balance the demands of your business and personal life, enjoy more time with your family, or bring new meaning to the word retirement, you'll find that fractional aircraft ownership is the answer.

On the personal side, you'll discover a new world: the formerly arduous or even impossible journey will become an easy and pleasant experience for you and your family. So how do you get started? Who should you talk to? If you're like most people, you'll want to learn as much as you can beforehand. Spend a few minutes reading these pages, and you'll get an overview of the world of fractional aircraft ownership from the company that leads the industry—NetJets.

Who is NetJets?

In 1986, Richard Santulli, Chairman and CEO of NetJets Inc., had been considering purchasing a business jet for his own use, which would be managed by his company. After determining he'd fly approximately 100–150 hours annually, he realized that he could not justify the cost of acquiring and operating his own plane. He discussed the possibility of sharing ownership with three of his friends. Although the economics clearly made sense, it became apparent that the very reasons for having his own jet

(leave when you want, go wherever you want) were negated by having three other owners. Needless to say, the boundaries of their friendship would have been stretched.

Santulli then realized that, if he could design a private aircraft program that combined the economics of multiple ownership with guaranteed service, he would create something with enormous marketplace potential. He called the idea fractional aircraft ownership, and NetJets (formerly Executive Jet, Inc.) was born.

In 1998, Warren Buffett—a delighted NetJets customer—acquired the company, and NetJets is proud to be part of the Berkshire Hathaway family. We are completely independent of aircraft manufacturers, enabling us to purchase the most highly regarded aircraft available. Our access to significant capital resources enables us to provide a level of safety second to none.

Today, NetJets offers the full range of private aviation solutions including fractional aircraft ownership, jet cards, charter, and aircraft management. Whether you fly long or short distances, regularly or infrequently, with advance notice or spontaneously, NetJets has a program that can meet your needs.

What is Fractional Aircraft Ownership?

As a fractional aircraft owner, you don't buy shares in a corporation and you don't invest in a partnership deal. You actually purchase (finance or lease alternatives are also available) an undivided interest in a specific, serial-numbered aircraft. The size of the undivided interest you purchase is directly pro-

portional to the number of hours you typically fly in a year. In the NetJets program, each 1/16 interest entitles the Owner to 50 occupied flight hours per year. You are charged only for your occupied hours, not for any hours required to bring the aircraft to you. NetJets is not a time-sharing program where you can't use your aircraft if one of the other Owners is using it. You are unconditionally guaranteed that, when you call for your airplane, either your aircraft, an identical one, or perhaps even a better one will be dispatched.

In addition, your costs are guaranteed and predictable for a minimum of five years. Should you ever decide to leave the program after your minimum commitment term, we offer Owners guaranteed liquidity and guaranteed repurchase (buy back) of your interest at Fair Market Value less a brokerage fee within 90 days notice from you. There is no mandatory sell back at the end of the initial contract term. The buy back will be less than the resale value to allow for reasonable profit margin and to cover internal costs.

What makes NetJets the fractional Industry leader?

NetJets Inc., the leading private aviation company in the world, has been providing on-demand business jet service for more than 40 years. Without question, we are the best equipped, largest, and most experienced fractional aircraft operator in the industry, and our Owners tell us that we're the most responsive as well. Any good idea is going to invite competitors, and our success has spurred others to try to copy the concept. However, there are significant differences between NetJets and the others, and we invite you to compare.



Warren Buffett



Richard Santulli

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No substitute for experience. Because fractional aircraft ownership has revolutionized private aviation, some aviation companies have raised their hands to say they also offer fractional aircraft ownership programs. Frequently, however, they don't have the infrastructure, experience, operating environment, or financial strength to support a fractional aircraft program. It takes years to develop the expertise to successfully manage and guarantee the safe, consistent, high-quality service that NetJets provides. We've flown more hours than all our competitors combined. No other organization can deliver fractional aircraft ownership the way NetJets does.

Safety: our number one priority. We provide a level of safety second to none, with the most experienced and best trained flight crews, pilots who fly only one aircraft type, and emergency medical assistance available for Owners in the air and on the ground. As a Berkshire Hathaway company, we have access to the resources necessary to always be the safest and most secure. When it comes to safety, NetJets leaves nothing to chance, and everything we do is based on that philosophy.

Truly global reach. We offer NetJets fractional ownership programs in North America, Europe, and the Middle East, and we plan and dispatch over 370,000 flights to more than 150 different countries each year. No matter where in the world you fly with NetJets, you can be confident that we hold ourselves to the same high standards of safety and service.

The largest fleet. With new aircraft deliveries every month, the NetJets fleet of more than 650 aircraft under management is equivalent to the world's second largest airline. Depending on the jet type and size of your share, you will have a plane ready and waiting for you just about anytime, anywhere, in as little as four hours' notice.

A Berkshire Hathaway company. Our position as a Berkshire Hathaway company ensures us the sound financial backing and resources to continue to

be the world's premier operator of business jets and enables us to fully focus on our commitment to providing exceptional service to our Owners for the long term.

14 different aircraft types. We buy only the finest, most desirable jets in every cabin class from manufacturers such as Boeing, Cessna, Dassault Falcon, Gulfstream, and Raytheon. Our choice of aircraft gives you the broadest selection of any fractional program – 14 light, midsize, and large cabin aircraft types accommodating from 6 to 18 passengers with flight ranges up to 7,700 statute miles. You can also exchange your flight hours among the various aircraft types to meet your travel needs. While downgrades are guaranteed, upgrades are subject to availability.

All Owners treated equally. All Owners pay the same aircraft price, monthly management fee, and hourly fees for like aircraft, share size, and vintage (year of manufacture). New aircraft are sold at manufacturer's list price. In fact, both Richard Santulli and Warren Buffett are Owners in the NetJets program, and they pay the same price as every other NetJets Owner. NetJets offers the finest business jets, exceptional service, an impeccable safety record, and the highest aircraft residual values in the industry. If you'd like, we will give you a pre-tax cash flow for you to compare NetJets versus other fractional ownership companies. You'll be pleased you chose NetJets.

How do I know which aircraft is right for me?

Because we offer up to 14 different aircraft types in the light, midsize, and large cabin categories, NetJets can help you match the right aircraft to the way you fly. We will analyze your flying requirements and recommend the aircraft type or types that best meet your needs. Above all, we provide our Owners with solutions and will work with you to determine what is best for you.

Some individuals and companies own multiple interests in different aircraft models to satisfy their particular travel demands at different times. You can also take advantage of your access to the entire NetJets fleet by exchanging to a larger or smaller aircraft. If your flying needs occasionally require a larger, longer-range aircraft, you can upgrade to a larger aircraft (subject to availability). Conversely, if, for a particular trip, you need a light business jet that can takeoff and land on shorter runways in remote locations, you can downgrade to a smaller aircraft (guaranteed).

In addition, as a NetJets U.S. Owner, you have international exchange capabilities which means you have guaranteed access to aircraft in our international programs in Europe and the Middle East without having to purchase a separate interest in each one. With NetJets, you'll receive the same quality service, safety, security, flexibility, and privacy that are the hallmark of the NetJets U.S. program no matter where in the world you fly.

NetJets for Corporations — some special considerations.

We're often asked the question, "Why do individuals or companies that fly more than 400 hours a year choose NetJets when they could own their own aircraft?" The answer is that they typically fly to multiple locations, have a number of people who may need to fly simultaneously, cannot have corporate officers travel together, or require several different aircraft types to meet their travel profile. NetJets best meets their needs because we guarantee aircraft availability and multiple aircraft usage, and we offer guaranteed, predictable costs and no maintenance concerns. These companies don't want to be in the aviation business. So they buy a fraction of a jet and get a fleet, with none of the management responsibilities and concerns.

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NETJETS CONTINUED

NetJets also proves to be an ideal supplement for companies that have already invested in corporate aviation. A combination of full aircraft ownership and NetJets fractional ownership can sometimes both decrease costs and increase aircraft availability for many companies. For example, General Electric, in addition to owning its own aircraft, has fractional shares in NetJets flying over 1,500 hours annually, for those times that their fully-owned aircraft are not available.

How does NetJets ensure the safety and security of its passengers and flights?

NetJets' focus on safety and security is unequalled in the industry. At the direction of Berkshire Hathaway Chairman Warren Buffett, we "spend whatever it takes" to ensure safety and security are never compromised. Both the Santulli family and the Buffett family fly with the same pilots on the same planes used by the rest of our Owners.

Operating the latest, best equipment available. The average age of aircraft in our fleet is 4.7 years. We purchase aircraft that use the latest technology and advanced avionics. At NetJets, our aircraft cockpits are state-of-the-art — all glass with digital displays and the latest computer-generated technology. It all adds up to safer flights.

Demanding maintenance standards. We're demanding about the quality of ongoing maintenance of NetJets aircraft. All heavy maintenance is conducted directly by each aircraft manufacturer, and we have a team of over 200 quality control, technical, and maintenance supervisors who oversee the service we receive. NetJets closely inspects the work performed for us by the aircraft manufacturers, engine manufacturers, and avionics suppliers before signing off on it. Every airplane in the fleet, regardless of how long the NetJets Owner decides to keep it, is mechanically excellent, and its cabin is in first rate condition.

Selecting and training the best pilots.

All NetJets pilots are certified as captains and hold the highest level of pilot license available. Aboard each NetJets flight are two captains who are type-rated in that aircraft type. As an added safety measure, all of our pilots fly only one type of aircraft with identical state-of-the-art flight decks. This ensures that, when a pilot reaches for a particular control, it's always in the same place, dramatically reducing the likelihood of error. All pilots must pass simulator performance evaluations every six months. This exceeds the FAA and European JAA standards set for recurrent training. At any time and



NetJets North America Operations Center, Columbus, Ohio

without challenge, NetJets pilots have the authority to remove aircraft or themselves from service due to safety or health concerns.

A professional staff of meteorologists, dispatchers, and inflight service specialists are employed by NetJets on-site at our Flight Center in Columbus, Ohio, to monitor every flight you take. Chief Pilots assigned to a specific aircraft type, oversee every flight within that aircraft type. They review every aspect of the flight— from weather conditions and runway limitations to passenger and baggage loads — to ensure our strict operating standards are met. Our meteorologists are authorized by the

FAA to issue aviation weather reports and work with our FAA-certified aircraft dispatchers to create flight plans and revise them as needed throughout the flight. Our dual-release system means that no aircraft is cleared for takeoff until the Pilot-in-Command and an FAA-licensed dispatcher agree the flight can be completed safely.

On-site security experts monitor the safety of every flight and conduct up-to-the-minute risk assessments for destinations around the globe. You can relax and fly knowing that NetJets is taking your safety into consideration.

Collaborating with Mayo Clinic. In the air and on the ground, our concern for our Owners' well-being never ends. That's why NetJets and Mayo Clinic have collaborated on a service that is unique in the fractional aircraft ownership industry: the Mayo Clinic Executive Travel Response program. We know it can be overwhelming to be away from home when the need for medical attention arises, especially when traveling abroad. Overcoming language barriers, finding a physician, hospital, or medications can delay help from getting to you. But thanks to Mayo Clinic Executive Travel Response, you are never more than a phone call away from a connection to medical assistance. On board, our aircraft are outfitted with Mayo Clinic-designed medical kits as well as emergency oxygen and automatic external defibrillators (commonly called AEDs). Mayo Clinic also collaborates with NetJets to train our pilots and crews how to anticipate and handle medical emergencies in the air. Both in the air and on the ground, our Owners have 24-hour access to a dedicated phone line staffed by Mayo Clinic medical professionals who are available to provide them with trusted medical information and resources. No price can be placed on the value of this NetJets benefit to our Owners.

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What level of service can I expect as a NetJets owner?

NetJets "goes the extra mile" for our Owners, and we put our Owners first. You'll have **guaranteed availability** when you call for a plane, and you get one in as little as four hours depending on your share size and aircraft type you own. You'll also have a **dedicated Owner Services Team** available to serve you 24 hours a day, 365 days a year, whose responsibility it is to know you and your travel preferences. Using Intellijet®, our proprietary flight tracking and reservation system, your Owner Services Team meets your specific travel needs every time you fly with us— from your departure cities and preferred ground transportation to your favorite foods, music, and movies.

With NetJets, you'll also have **worldwide flexibility**. Private business aviation provides you access to far more airports than commercial aviation - 3,000 in the U.S. and 5,000 around the world. If you own an interest in one of the larger NetJets aircraft such as the Gulfstream IV-SP, Gulfstream V, or Boeing Business Jet, or if you exchange to one of these aircraft, a globespanning trip can be made with ease. Or, if you fly commercially to a far-off location, you can arrange to use a NetJets aircraft for inter-city travel once you arrive, through our NetJets U.S., NetJets Europe, or NetJets Middle East programs. No other fractional ownership company offers this kind of service.

NetJets continually makes **major investments in programs, equipment, and compensation** in order to attract and retain, and challenge exceptionally wellqualified personnel to fly and support the NetJets fleet to the highest standards in the aviation industry. After all, we are flying our own families and those of our friends.

Attractive financial terms

Predictable costs over five years. When you compare NetJets to other programs, especially over the long term of five years or more, you'll find we are considerably less expensive.

Renewing your contract is easy. At the end of your contract, NetJets does not require you to sell back your fractional interest and purchase a new interest. You simply renew your current man-



Full-motion simulators costing an average of \$18-\$22 million are used to teach our pilots how to manage any situation which they may possibly encounter.



agement agreement and continue to enjoy the benefits of NetJets ownership. We give you the option of staying with the aircraft type that has served you well or choosing another aircraft type. You should know, however, that operating costs of any aircraft increase with age and, therefore, your renewal agreement will likely require modestly higher monthly management fees and occupied hourly rates.

You are free to sell back your share—without penalty after certain time periods should you decide to leave the NetJets program. And we guarantee to

buy back your share at its current Fair Market Value, less a remarketing fee.

How do I decide which NetJets solution is right for me?

In general, if your flight time ranges from 50-500 hours per year or if you need multiple aircraft, NetJets **fractional aircraft ownership** is likely the optimum cost-effective solution for you. It is best suited for people who often fly on short notice, during peak demand periods, and for whom reliable, guaranteed service and the highest standards of safety are imperative. A variety of purchase, leasing, and financing alternatives are available.

When NetJets Owners purchase a larger aircraft, they sell back their previously owned share to NetJets. We then offer that previously owned interest for resale. These **pre-owned shares**, when available, are offered at a fair price for the current market, not at the new aircraft price, and give you all the other benefits that every NetJets Owner enjoys. For some individuals, acquiring a pre-owned NetJets share presents an attractive alternative.

If a NetJets fractional share is not right for you, NetJets offers several other private flying choices. We would be happy to help you decide which one is right for you.

For those businesses or individuals who fly fewer than 50 hours per year, who want to fly NetJets but prefer a shorter term commitment, or who just want to try NetJets, the **Marquis Jet Card** is an ideal solution. Through an exclusive alliance between NetJets and Marquis Jet Partners, the Marquis Jet Card gives you access to the NetJets fleet 25 hours at a time. Cards are sold in single year, 25-hour increments of occupied flight time in a specific aircraft type. Each Marquis Jet Card represents a sublease of a NetJets fractional share for which Marquis Jet Partners is the Owner. All Marquis Jet Card flights are operated by NetJets, under its FAR Part 135 Air Carrier Certificate.

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NETJETS CONTINUED

If you find that your flying schedule is unpredictable and/or infrequent, you can be flexible with aircraft type and availability, and would prefer a pay-as-you-go financial arrangement, **charter flying** typically can meet your needs. Alternatively, if you fly more than 400 hours per year, most often out of one location, and need only one aircraft per day, full aircraft ownership often works best. Many **full aircraft owners** turn the responsibilities of managing their aircraft over to someone else. Executive Jet Management, a wholly owned subsidiary of NetJets, offers both these services – charter flying and aircraft management for full aircraft owners. Even if you do own your own aircraft, fractional aircraft ownership with NetJets can give you extra flexibility when you need it. As you can see, NetJets offers a wide range of aviation services to meet your every travel need.

Flying friends and families

The NetJets Owners roster encompasses some of the most successful companies and people in the world. From private individuals to professional athletes and celebrities, NetJets is privileged to be the private aviation company chosen by Annika Sörenstam, Tiger Woods, Andre Agassi, and Pete Sampras, and by companies such as Dow Chemical, General Electric, Gillette, and Prudential.

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ETA – Comprehensive Flight Training Management RMS – Comprehensive Maintenance Management

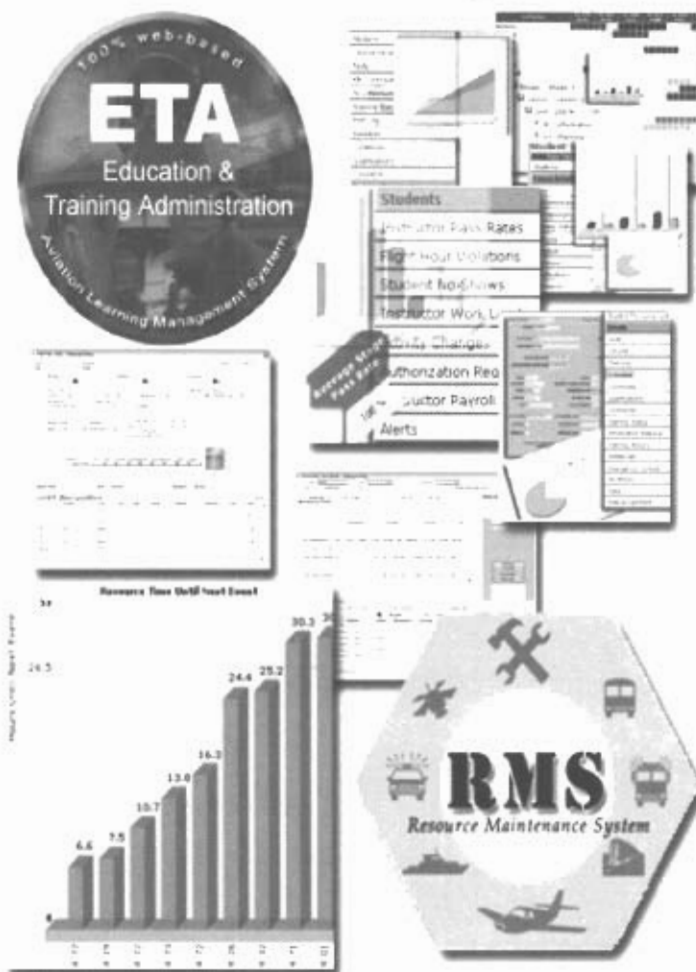
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- ✓ Curriculum Driven Schedules
- ✓ Student Training Management
- ✓ Automated Course Minimums Auditing
- ✓ Detailed Line Item Tracking
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- ✓ Dispatch/Flight Following
- ✓ Electronic Grade Book/Training Data
- ✓ Invoicing and Debit Accounts
- ✓ Resource Utilization Management

RMS

- ✓ Electronic Workorder Management
- ✓ Maintenance Event Tracking
- ✓ Discrepancy Tracking/Management
- ✓ Inventory Control/Management
- ✓ Parts Warranty Tracking
- ✓ Integrates with ETA for Aircraft Data



- ✓ More profitable flight operation
- ✓ Reduces student training cost
- ✓ Gives students easy, real-time schedule info
- ✓ Gives Managers easy access to program info
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From left to right: Steven Marckres, Coach Mike Pollack, Brett Boothman, Sean Fitzgerald, Captain Bill Paquin, Richard Gilder, Craig Mutz, Co-captain Matt T. Elia

Missing from photo: Jason Schappert

CALDWELL COMMUNITY COLLEGE



Front Row: Team Captain Ken Powell, Top Pilot Bradley Bormuth, Doug Dillenger, Jason Pritchard, Top Pilot Jeff Turner
Second Row: Team Advisor Dawn Sullivan, Julie Pennell, Justin Pope, James Pennell, Justin Crump



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U S T O U R • 2 0 0 7

CENTRAL MISSOURI STATE UNIVERSITY



From left to right: Chris Schrodtt (Team Captain), Allie Engel, Aaron Walker, Claire Cooke, Michael Collins, Lucas Bergfeld, Shane Soligo (Team Captain), Cody Martin, Steve Araniecke, Kyle Jordan, Brett Largent

Not pictured: Justin LeTemp , Dr. Mark Sherman (Advisor), Mr. Bart Brown (Advisor), Toru Suda (Coach)

CENTRAL TEXAS COLLEGE



Top Row: Ryan Hulon, David Stiles, Kyle Leiter, Ryan Zenor, Ryan Kealler
Bottom Row: Tim Stodieck, Korey Rohlack, Jacob Costa

Not Pictured: Bo Brorman, Ty Collier, Stephen Lovett

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DELTA STATE UNIVERSITY



Left to right: Patrick Penson (Captain), Jeremy Tackett, Brad Elkins, Leigh McDonald, Brandon Baoni, Charlie Harrist, Wesley Womble, Michael Downs (Co. Capt.), Ray Glasgow (Coach/Advisor).

EMBRY RIDDLE AERONAUTICAL UNIVERSITY- DAYTONA



Front Row left to right: Corrinne Borsman, Joey Giangrasso, Ronell Balgobin, Whitney Van Brink, Jonathan Myers, Alex Kim, Coach Charles Westbrooks, Natsu Okiyama
Middle Row left to right: JeongGyoon Lee, Dan Demmery, Andrew Rowland, Craig Woolfork, Christopher Rivera, Spencer Marker, Lance Hagan, Fred Gilmour, Justin Westbrooks, Sam Lemberger, Michael Crowley, Brian Dolson, Patrick Herrmann
Back Row left to right: Marc Andre Beaudry, Schuyler Nachod, Michael Bernier, Joe Daniel, Spencer Conklin, Dan Thurber, Michael Veiht, Phil Siess, Joshua Reinertsen, Derek Herchko, Flight Dept. Chairman Frank Ayers, Coach Bill Baker.

Not Pictured:, Liam Broderick, Geoffrey Stern, Tim Lerner-Lam, Armon Tabrizi, Spencer Whealton, Coaches Mike Ridall, Jack Haun, Susan Sharp, Head Coach David Zwegers

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EMBRY RIDDLE AERONAUTICAL UNIVERSITY- PRESCOTT



Front Row left to right: Austin Richey, Brad Hoganson, Everett Quivey, David Moore, Paul Bing, Chris Shupe, Sascha Korzep, Kisa Wiley, Cassie Nagle, Mary Martinez, Ian Burton

Back Row left to right: Greg Wiskus, Andrew Trone, Grant Culver, William Bayliss, Andy Garrett, Jake Lindvig, Dustin Hagadone, Kevin Josenhans, Josh Deweese, Chris Purcell, Peter Grey, Jahvan Dechape

KENT STATE UNIVERSITY



Top row left to right: Coach Michael Bentfeld, Coach Dr. Richard Mangrum, Coach Tim Palcho, Evan Taylor, Jeff Adelman, Robert Dumovic, Kurt Wolff, Kyle Virgei, Nathan Morehead, Caleb Burgan, Coach Michael Halliday-Williams, Phill Oskey, Kara Beth Ann Armstrong

Bottom row left to right: Kyle Wilson, Brian Myers, Michael Burngasser, Brian Van Tassel, Karl Walker, John Brock, Mike Majeski, Paul Wilhelm, Captain Michael Bertram, Captain Michael Fox

Not Pictured: Alan Konopka

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LETOURNEAU UNIVERSITY



Back Row left to right: Ruedi Schubarth, Alissa Quick, Emily Harrison, Chris Brown
Standing left to right: Jeremy Cole, Roger Braun, Andy Christensen, Phil Roberts, Tyler Grace, Chris Barnes, Eugene Sung (Coach)
Kneeling left to right: Brad Wooden (Advisor), Jeffery Roesner, Brandon Ray, Erich Ehlinger

LEWIS UNIVERSITY



Bottom Kneeling: Jim Binder (Coach)
Left to Right: Brian Guth, Kelsey Turza, Rob Denney, Jeff Soyk, Mike Marzano, Elize Brazzale, Tiffany Bilski, Jim Nahal, Shane Lubow, Piotr Serafin, Tim Pirc, Lora Stepusin, Sarah Gawczynski (Coach), Rob Olsen (Coach), John Eannace,
Upper Left to Right: Chris Fisher, Chris Wiedbush, Andy Wolanik, Chris Campione, Tim Clayman, Rob Delaney, Brandon Peterson, Amy Kiger (Coach), Al Szoldatits (Head Coach/Advisor)

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LIBERTY UNIVERSITY



From Left to Right: Mr. Ernie Rogers, Advisor, William Hunter Cox, John Iazzi, Laura Craig, Jonathan Bullock, Derrick Currier, Lindsey Norcutt, Christian Eberle, Jeff Burnham, Ben Pratt (Team Captain), Bryan Lockhart, Mr. Kurt Reesman (Coach), Mr. Jeff Smale (Assistant Coach)

MT. SAN ANTONIO COLLEGE



Front Row, Left to Right: Thaddeus Perkins, Priscilla Christopher, Mona Naik, Jerrica Morales, Nicolas Carey
Back Row, Left to Right: Derrick Alatorre, Jared Carey, Bryce Gordon (Team Captain), Josh Ferguson, Blake Eden, Ryan Tynning, Tim Seymour, Manuel Castro (Team Coach)

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THE OHIO STATE UNIVERSITY



From left to right: John McCabe, Sam Wolf, Maggie Ho, Michael McConnell, Christina Kurowicki, Mike Neinberg, Sarah Dudeck, Jim Gursky (captain), Bryan Miller, Kelly Hoffmann, Carl Pachmayer, Robbie Craun
Coaches: Luke Stouffer, JT Hearn, Tim Cross, Avin Chakravarti, Emily Egbers, Aaron Snyder, Scott van Ooyen

Not pictured: Kyle Sleeper (captain), Zach Eberle, Derek Rust, Lisle Kaps, Andrew Tarini

Coaches not pictured: Richard Ward, Josh Yurman, Glenn McConnell, Steve Williams, Brian Hart

OHIO UNIVERSITY



Front row left to right: Matt Cox, Marco Junco, Mallory Pollard, Stephanie Sullivan, Mike Smith, Nathan Galiati
Back Row left to right: Dr. J. Anthony Sharp (Department Chair), Tiffany Perl (Assistant Coach), Deak Arch (Advisor), Brent Pycraft, Brian Carpenter, Chase Manson, Matt Miller, Heath Bowers, Brad Cobb, Anthony Pelfrey, George Armann (Head Coach), Ben Frazier (Assistant Coach)

Not Pictured: Anthony Amos

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PARKS COLLEGE



Standing left to right: Saul Robinson (Coach/Adviser), John Vann, Keavy Nenninger, Brandon Wood, Jay Wood, Lindsey Hourihan, Paul Gucwa, Braden Stewart, Michael Crane
Front left to right: Eric Shradar, James Toman, Ryan Crabbe, Alex Wardzinski

PURDUE UNIVERSITY



Kneeling, from left: Brian Futterman, Jim Koschmann, Mark Crittenden (IND ATC Manager), Richard Smith, Joe McArdle, Tim Harbeck (Coach), Nixon Lange, Arthur Ruderman.
Standing, from left: Danielle Kaskel, Pascal Nguyen, Sara Hansen, Ryan Nichols, Wes Delker, Mike Kaplan, Ronda Cassens (Coach), Matt Clark, Darren Lang, Jason J. Ward, Andrew Gallagher, Matt Dickinson, David Chapman, John Klotzle, Mike Friedlund (Captain), Phil Jewell, Eric Smith, Jennifer Kirschner and Patti Keen (Head Coach).

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ROCKY MOUNTAIN COLLEGE



From left to right (standing): Morgan Schoepke (captain), Jason McDonald, Jacob Keierleber, Chris Salazar, Brandon Templeton, Jason Hill, Justin Hess, Sean Curry, Traase Lear, Matt Cichosz, Brad McLaughlin, Jessie Smith, Sheena Hettick, Lindsey Gray.
Kneeling: David Ison (advisor/coach).

SAN JOSE STATE UNIVERSITY



From left to right: Triant Flouris (advisor, not shown), Kelly Harrison (advisor/coach), Sean Cooksy (coach), Warn Kitchen (coach), Mike Meschi (coach), Keith O'Rourke (coach), David Hoagland, Jennifer Koenig, Andrew Wigley (captain), Crit Scholer, Robert Ranshaw, Wossen Yilma, Mark Guerrero, Luca Vezzuto, Vess Velikov, Garrett Jacobsen, Kevin Romer, and Vince Bernardino (not shown)

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SCHENECTADY COMMUNITY COLLEGE



Front Row: Amber Tobin, Advisor/Coach: Barbara Jones, Samantha Dunnells
Row 2: Andy Greco, Captain: Michael Cashman, Tyler Rouse and Marques Delsol
Row 3: Luke Wrest, Erik Larson, Jared Shaker, Jacob Blaauboer
Top Row: Charles Gibson, Jon Savoy, Travis Costello

ST. CLOUD STATE UNIVERSITY



Back row left to right: Brett Teat, Jon Gourdeaux, Chad Andries, Craig Cance, Craig Johnson, Steven Reese Captain.
Front row left to right: Coleman Schelitzche, Paul Borrell, Lisa Wixom, Adviser/Coach Dr. Steven Anderson

Not pictured: Nick Hoeschen

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UNIVERSITY OF ILLINOIS



Sitting/Kneeling: Coach Brittney Miculka, Alice McCormack, Allie Nye, Zach O'Malley, Eric Maffei, Eric Danwin

First Row Standing: Gerry Molitor, Dave Lambert, Jordan Jaeckel, Eric Mucha, Keith Curren, Jordan Clark, Joe Cofran, Logan Weck, Head Coach Colin Holbrook

Back Row Standing: Coach Nathan Farquer, Brian Lumbrazo, Zack Currier, Captain Alex Waterloo

Not Pictured: Dave Young, Brian Osmer, Coach Brendan Brannick, Coach Chuck Selover

UNIVERSITY OF NORTH DAKOTA



Back row (4th row left to right): Ryan Robinson, Adam Jackson, Andrew Stahlin, Jon Wideman, Andrew Pelc, Cindy Pro, Brendin Nelson

Third row (left to right): Kyle Sletten, Joel Thomas, Brett Jakovich, Blake Mozer, Greg Weseman, Zack Scheidker, Robert Taylor, Wes Blanton

Second Row (left to right): Erik Spring, TJ Seemann, Aaron Guffey, Erik Johnson, Ryan Perrin, Ryan Guthridge, Adam Fisel

Front Row (left to right): Chelsea Bartlett, Lindsay Meyer, Allison Barber

Missing: Josh Rivera

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U S T O U R • 2 0 0 7

U.S. AIR FORCE ACADEMY



Bottom row from left to right - Derek Andeweg, Alex Smith, Zach Shapiro, Steve Mackinder, Tyler Clark, Eric Santrach, Reagan Mullin, Jeff Randolph
Top Row from left to right - Capt Candice Streff, Eric Miller, Kevin Johnston, Eric Foster, Grady Sponaugle, Dave Alpert, Scott Siler, Lance Tucker, Brian Elliott, Ken Ackerson, Dan Moseby, Coach Bert Boyce

WESTERN MICHIGAN UNIVERSITY



Back row behind aircraft (left to right): Captain Ben Lauer, Drew Pearson, Bill Creviston
Middle Row Standing (left to right): Kevin Kotewa, Blake Glass, Eric McDaniel, Dave Lernod, John Nowakowski, Jeremy Jackson, Tyler Rice, Morad Leal, Jared Neterer
Sitting on wing. Annalee Kellogg, Captain Jennifer Jakubiec
Front row kneeling: Head Coach Jim Whittles, Coach Steve Tkachuk, Asst. Coach Travis Epp

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WESTMINSTER COLLEGE



Front Row left to right: Gregory Vogel, David Werschky, Riley Bogden
2nd Row left to right: Nathan Ashment (Asst. Coach), Michael Manning, Aleesa Kurtz (Team Advisor), Justin Dhondt (Head Coach)
3rd Row left to right - Anthony Bianchi, David Harless, Peter Green
4th Row left to right - Bradley Kidwell, Mark West (Captain), David Sohler, John Nadolski (Asst. Captain)

Not Pictured: Jessica Huntress

PARTICIPATING TEAMS NOT PICTURED

Texas State Technical College - Waco
Southeastern Oklahoma State University
Mercer County Community College
Florida Institute of Technology
Jacksonville University
Hampton Univeristy

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Steven Brazao

Charlie Kalvoda

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Ed Chapman

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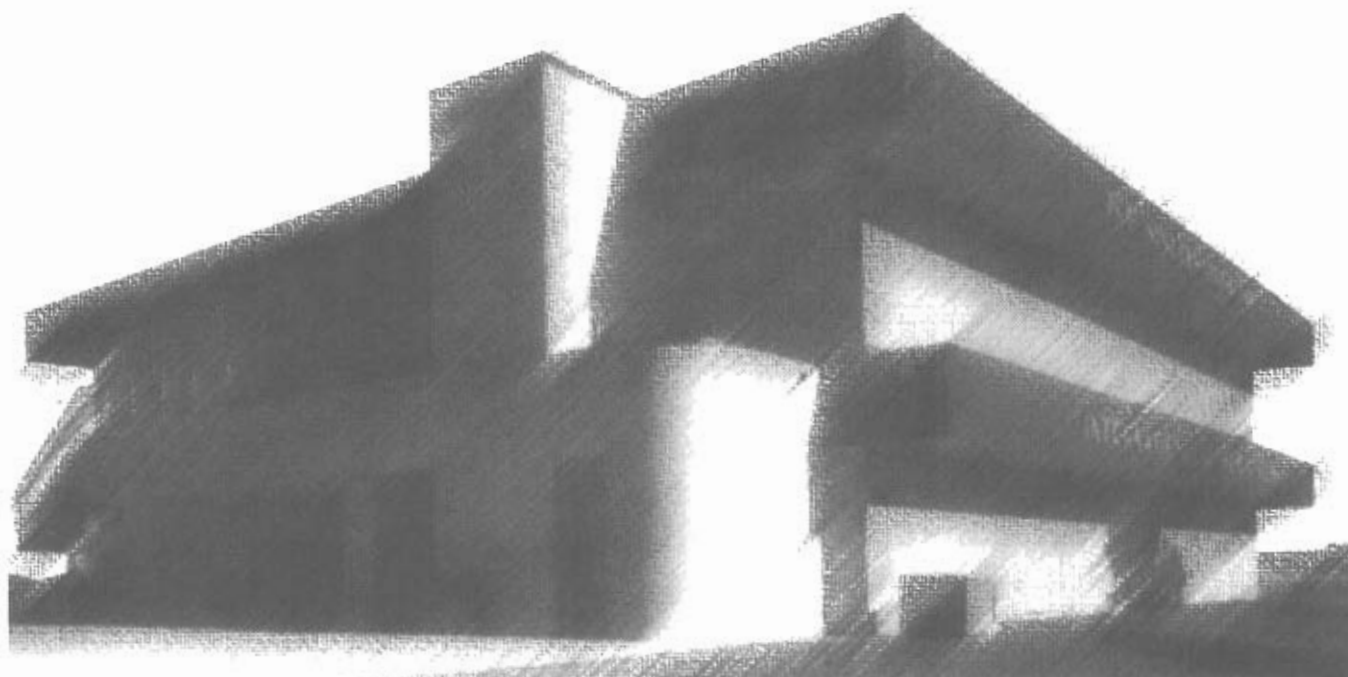
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Northwest
South Central

CHAPTERS:

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Dallas
Fort Worth
North Dakota
Three Rivers
Wichita Falls

INDIVIDUALS:

Bonita Ades
Virginia Harmer
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Southeastern Oklahoma State Univ.
Tulsa Community College
University of Nebraska - Omaha
University of Oklahoma

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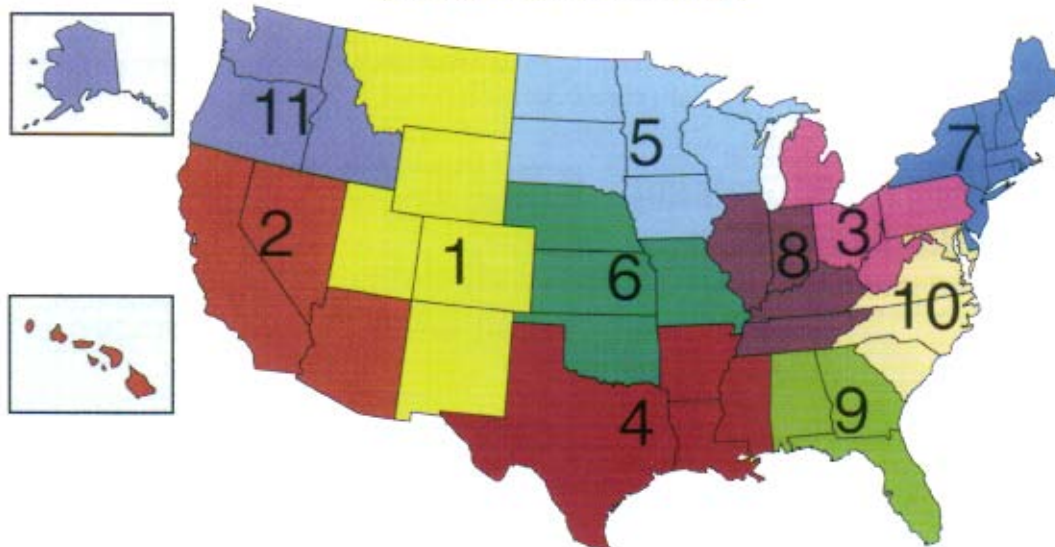
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Florida Comm. College-Jacksonville
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Jacksonville University
Lynn University
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