

2009

SAFECON DAILY

ISSUE 2: MAY 19, 2009

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FLIGHT TRAINING
POWERED BY >>>

FRASCA
FLIGHT SIMULATORS

Weather Forecast:

Today
Sunny!
High: 78



Tonight
Mostly Clear
Low: 53



Wednesday
Sunny!
High/Low: 83/56



Thursday
Partly Cloudy
High/Low: 85/61



Friday
Partly Cloudy
High/Low: 83/60



Saturday
Mostly Cloudy
High/Low: 80/62



Sunday
Few Showers
High/Low: 76/60



One Scoop or Two Scoops?

Come one and all to the Tuesday night ice cream social sponsored by ASA and Greg Robins. NIFA is pleased to have ASA provide the delicious ice cream



this evening. The ice cream social will take place immediately after the Navigation event. Come meet new teams, make some new friends, and talk with other schools. This will be a fine time to discuss how stimulating and challenging the ground



event tests were yesterday, what route you flew for the NAV, or discuss that future corporate jet job you have lined up after the NIFA competition. Greg Robins has been an outstanding sponsor both at SAFECON and the NIFA Golf classic. He is also a past NIFA competitor and Coach for Western Michigan. Make sure you ask what year he competed. Thanks again, ASA and Greg!!

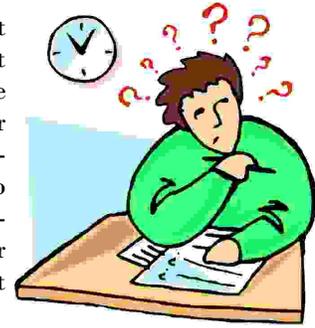


Today's Schedule

- ⇒ **0800-1800:** Navigation Airport
- ⇒ **0800-1800:** CFI Event Hangar
- ⇒ **0800-1800:** CRM / LOFT Hangar
- ⇒ **0800-1800:** Ground Trainer Event Hangar
- ⇒ **0800-1800:** IFR Simulated Flight Event Hangar
- ⇒ **0800-1800:** Women's Achievement Interviews Hangar
- ⇒ **0800-1800:** Men's Achievement Interviews Hangar
- ⇒ **1800:** Ice Cream Social Hangar

WANTED!!! TEST WRITERS!

Have you ever thought you could write a better test for NIFA? If so, we want YOU. NIFA is always looking for test writers for the E6B, SCAN, and Aircraft Recognition events. Our test writers write the test or proof the test for errors. We ask that you be separated from your school, and no longer be an active competitor or coach. If you are interested, we would like you to talk to your regional representative to decide if you have the experience necessary to be a NIFA test writer. To find out who your regional representative is, check the NIFA website. If your regional representative decides you have the qualifications, he/she will forward your name to the Executive Director for further review. If you are even the littlest bit interested, present your name to your regional representative. WE WANT YOU!



Now THAT's a Precision Landing

Obtained from AVweb.com

Mark Wisdorf was kite surfing at Turnagain Arm, Alaska, when things turned bad, leaving him and his kite floating in the water for nearly an hour and a half before his friend, a seaplane pilot, attempted a somewhat unconventional rescue. The waters of Turnagain Arm meet Cook Inlet in swirling currents that include riptide-induced waves and a daily bore tide (seawater that moves to a shallow narrowing inlet from a broad bay) that can cause waves up to about 10 feet tall traveling at up to 15 miles per hour, according to Alaska.org. Wisdorf was stranded in that mess out of reach of land-based first responders who soon called for a helicopter. But Wisdorf had a friend, a fellow kiteboarder and pilot named Jim Chaplin, who received a call that Wisdorf was in trouble. Chaplin took to the air in his floatplane with a helper aboard and arrived first on the scene. "I just treated it like a river landing and I landed into the current and touched down right near him," Chaplin told the Associated Press. But after a successful landing, the current took Wisdorf right past the plane.



Now down in the water and swirling currents, Chaplin maneuvered his aircraft through the choppy waves while his passenger managed a rescue. The next problem was the takeoff. "My concerns were the strong currents and being pushed into the bigger rip waves. We were able to stay out of those and have a safe takeoff," Chaplin said. The trio took off and departed into the horizon, leaving land-based responders wondering who had just pulled off the rescue. They found out later, and Wisdorf showed some of his appreciation by helping Chaplin wash the plane.

FAA Takes on Santa Monica

Obtained from AVweb.com

The FAA Thursday announced that a local city ordinance that bans C and D aircraft with approach speeds between 139 and 191 mph "unjustly and unreasonably" discriminates against certain aircraft, meaning the ordinance may be headed to federal court. The city's position is that by allowing the faster jets, the FAA is not following its own safety recommendations for runway safety zones as it applies to airport traffic and neighboring residential properties currently sitting some 300 feet from the runway threshold. The FAA's position is that the ordinance violates the city's obligation to make the airport available to all types and classes of aeronautical activity, which became relevant when the airport accepted nearly \$10 million of federal grants. Thursday's decision follows a legal order obtained by the FAA that blocks the city from enacting the ordinance. City officials were expecting that and are likely to file an appeal with the FAA, which it appears they will lose. At that point, the city may file an appeal in federal court.



Traffic at Santa Monica, a single-runway airport just north of LAX, has tripled over the last fifteen years, growing from under 5,000 jet operations in 1994 to more than 15,000 in 2008. The airport has noise-abatement procedures in place and noise-monitoring systems under contract. In April, the Santa Monica Airport acting airport director recommended that the mayor and city council execute a 5 year contract not to exceed \$242,261 for maintenance and support of the noise-monitoring system.

Today in Aviation History: May 19th

- In 1934... The first flight of the Russian Tupolev Ant-20 Maxim Gorkii, at this time the largest aircraft in the world. Powered by eight engines, capable of carrying 80 passengers, it is used mainly as a mobile propaganda office.
- In 1949... The U.S. Navy flying boat Marshall Mars lands after flying from



Alameda, near San Francisco, with a record 301 passengers.

- In 1959... The first Boeing 707-436 Intercontinental destined for British Overseas Airways Corporation (BOAC) makes its maiden flight, landing at Boeing Field, Seattle, after 1 hour, 11 minutes in the air. BOAC ordered 15 Intercontinentals in 1956.



Question of the Day... If you could invent a mascot for NIFA, what would it be?



- “A little airplane or a windsock... maybe some clouds and a lightening bolt... or a squirrel.” - Eric Carter, Liberty University
- “Snoopy the pilot, or the talking airplane from the kid’s show.” - Josh Ferguson and Steve Forkel, MTSAC
- “Snoopy or Nick the NIFA narwhal.” - Christopher Nork and

Kevin Johnston, United States Air Force Academy



- “Probably a golden eagle.” - Stephen Neumann, Embry Riddle Aeronautical University Prescott
- “Jay Jay the Jet Plane.” - Kevin Sawyer, Jacksonville University



NOTAM's

- The comm. desk phone number is now Elaine Morrow’s cell phone: 952-913-2356
- Read the bulletin board by the comm. desk regularly for the most current information
- Check your mailboxes often!
- Copies of the SAFECON Daily will be in your school’s mailbox each day, and additional copies are available at the comm. desk



- If you lost a pitot tube cover (or anything else), please check the lost and found at the comm. desk
- The nav frequency for position alerts is 122.75

- The preflight aircraft, a Cessna 152, tail number N5091Q, will be on display until noon Tuesday, just south of the tent



- Nominations are due Friday at noon for Outstanding Team Member, Red Baron Team Sportsmanship, and Coach of the Year
- Signups for individual ground events (IFR/CRM, CFI, preflight, etc.) and interviews (safety, men’s/women’s achievement, and Loening) are available at the comm. desk.
- Landing cards are due at the comm. desk no later than 5:00 pm Tuesday

