

THE OHIO STATE UNIVERSITY



COLUMBUS, OH

The logo for SAFECON 2006. It features the word 'SAFECON' in a bold, dark red, sans-serif font. The year '2006' is written in a smaller, white font inside the letter 'O'. On either side of the word 'SAFECON' are stylized, white, wing-like shapes that resemble the letters 'S' and 'N'.

MAY 8-13



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*Congratulations to all  
the SAFECON 2006 pilots  
from these Southwest pilots*

Captain Kevin Ferguson

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



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April 3, 2006

Dear National SAFECON Participants:



Welcome to The Ohio State University!

It is my distinct privilege to welcome you to the 2006 NIFA SAFECON, the National Intercollegiate Flying Association's Safety and Flight Evaluation Competition, and to Ohio State.

As Ohio's land grant university, we take pride and satisfaction in our commitment to excellence in education and research. We impact everyone's lives by upholding standards of superiority in aviation and spotlighting air safety.

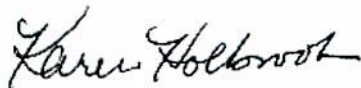
We are especially proud of the role that aviation has played in the state of Ohio from the original inspiration of the Wright brothers to the extensive aeronautical industry base we have today.

We in the field of higher education appreciate events such as SAFECON that encourage you to combine your pursuit of academic excellence with an activity that embodies so many skills and experiences.

As you move forward in your career, I am confident that you will look back at your participation in this event and see how this experience has been of great benefit to you. Your participation is vital to the ongoing success of collegiate aviation.

It is our privilege and pleasure to host this event at The Ohio State University. We hope that you will enjoy your stay here.

Sincerely yours,



Karen A. Holbrook  
President

Welcome From  
the President of  
The Ohio State  
University





April 6, 2006

Dear Participants of National SAFECON:

Welcome  
From the Dean of  
the College of  
Engineering



Welcome to Columbus and NIFA National SAFECON 2006! 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 Ohio State University Airport at Don Scott Field. I hope you enjoy your stay with us this week.

My congratulations go out to all participants on reaching the 2006 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 field.

Sincerely,



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



May 8, 2006

Dear SAFECON Competitors:



As your executive director, I am pleased to welcome you to Columbus, Ohio, and SAFECON 2006! This is the fourth time we have had the pleasure of having The Ohio State University and the cities of Columbus and Dublin serve as our hosts.

While you are here at SAFECON, be sure to take the time to visit with the NIFA corporate sponsors, exhibitors, and judges. You will find that they are as excited and committed to NIFA as are you. You will find quite a few former competitors among these groups.

Be proud that you and your fellow team members have earned the right to represent your school in this national competition. But above all else, be thankful to those who serve our country so, that you have that right as well as the freedom to pursue your dreams.

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,



Gary A. Hemphill  
NIFA Executive Director

From the Office of  
The Executive  
Director of  
The National  
Intercollegiate  
Flying Association





May 8, 2006

Welcome.

# Welcome From the NIFA President



Fifty-eight years ago, a small university in Texas held the first airmeet of just a few schools under the newly-formed National Intercollegiate Flying Association. Tonight, we celebrate as we begin one of the largest airmeets in the storied legacy of that organization. You, me and three hundred students along with coaches, industry representatives, judges, NIFA members and others from across the country chronicle the course of aviation excellence at the university level during this historic event called SAFECON.

This occasion brings together the best and brightest from around the country for a chance to socialize within our industry outside of normal circles, a chance to make new friends or just talk shop. The aviation community is one of the largest families of which you'll ever be a part. I encourage each of you to learn from one another and lean on one another, to take advantage of this gathering of great minds. And please join me in thanking the myriad individuals and organizations who made this week of competition possible.

On behalf of the SAFECON 2006 organizational committee and NIFA, welcome.

Sincerely,



J. Adam Stiffler  
NIFA SAFECON 2006 President





## NIFA Officers



**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 Port Columbus Airport. Adam also

enjoys collecting dictionaries.



**Laci Watkins, Secretary**

Laci is a graduate student and four year member of The Ohio State University Flight Team from Anchorage, Alaska. She is currently employed with Net Jets, Inc as a Travel Coordinator and also volunteers time as an assistant coach with the OSU Flight Team. Farther down the road Laci would like to fly or work in operations for NASCAR.

In her spare time she enjoys playing hockey and baking desserts.



**Mike Farley, Vice President Conference**

Mike Farley is a recent graduate from The Ohio State University with a degree in Aviation-Aircraft Systems. While attending Ohio State, Mike was a five year member of The Ohio State University Marching Band, and a former "i" dotter. Mike currently works at the flight education department at Ohio State as a CFI. Mike and his father

are almost ready for the test flight of their 4 seat experimental aircraft, called a Wheeler Express.



**Dana Flashberg, Treasurer**

Ms. Flashberg graduated from The Ohio State University with a degree in Aviation Management. She served as Vice President and Treasurer of Alpha Eta Rho, a professional aviation fraternity, and was a member of the Ohio State University Flight Team. She has been employed by United Airlines and Million Air at Port Columbus Airport and currently

serves as a Senior Account Manager at NetJets, Inc. Dana enjoys traveling all over the world, and collecting airline memorabilia such as metal silverware. She has a full set from every US airline!!!



**Emily Egbers, Vice President of Competition**

Emily is a 2004 graduate of The Ohio State University's Aviation Program and holds a BSBA in Aviation Management. She was an Alpha Eta Rho officer, OSU Flight Team competitor, and since graduation has volunteered as an assistant coach for the team. Originally from Cincinnati, Emily is currently employed as a CFI/MEI with the

NetJets Flight School at Port Columbus. Her career goal is to work for an airline or corporate flight department, whichever works best with where life takes her! She is an avid Parrothead!



**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. A news junkie, Scott prefers newspapers and always saves the "intellectual" section for last, aka the comics.



## SAFECON Senior Judges

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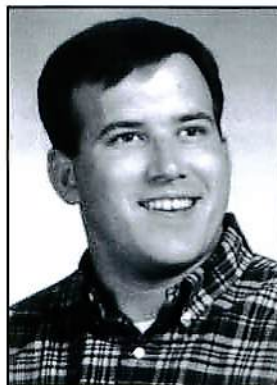
*Jody McCarrell, NIFA Senior Chief Judge*

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.



*Brian Jackson, SAFECON Chief Judge*

Brian was born and raised in Sioux Falls, SD. After working as a manager for Target Stores for a while he decided to try his hand at aviation. He attended the University of North Dakota from 1995 to 1999. Brian competed with the UND Flying Team and was later an assistant coach. During the summers while going to school he worked for a company called Weather Modification, Inc. This job entailed flying Piper Senecas and Cessna 340s through and around thunderstorms to reduce hail and increase rainfall. It is also a subject Brian can talk for hours about. After that, he was hired by Horizon Air in 2000. He is currently a captain on the Dash 8-200, and lives with his new wife in Vancouver, WA.



*Taylor Newman, Associate Chief Judge*

Taylor has been involved with NIFA for 13 years, 3 of those as a competitor and 10 as a judge. He has served in various regional and national judging positions including National Chief Judge in 2003. 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.



# 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	TBD	TBA

Awards  
Banquet  
Guest Speaker  
Darrell M. Collins



Darrell Collins currently serves as chief historian and interpreter at Wright Brothers National Memorial. Collins is widely recognized as one of the top five authorities on the Wright brothers and early aviation history.

Collins grew up captivated by the story of the Wright brothers' first flight, which occurred only miles from his boyhood home on Roanoke Island, North Carolina. He turned this passion into a career that has spanned more than 25 years. In addition to his work at the National Park Service, Collins engages audiences nationwide with his lectures on the Wright brothers, and has authored numerous articles on this topic. He also serves with NASA in a series of educational programs and as a consultant and editor for several prominent works on early aviation.

Collins' work has been widely recognized. Most recently, Collins was named as the 2003 recipient of North Carolina's highest civilian honor, The Order of the Long Leaf Pine. This award honors his lifelong dedication to the Wright brothers' legacy and is presented to individuals who have a proven record of service to the State of North Carolina. Past honorees include Reverend Billy Graham and author Maya Angelou. In 1990, Collins was nominated for the Freeman Tilden award as the National Park Service's top Interpretative ranger. In 1999, he was nominated by the Department of the Interior to represent the National Park Service for the Park Ranger Tour Program, an outreach program targeting children in major U.S. cities.

Collins is not the first person in his family to hold a notable post on the Outer Banks. His uncle was the last commanding officer of the only all-black Coast Guard station, Pea Island, before it was decommissioned. The Collins family has lived on the Outer Banks for 144 years since his great-grandparents, members of the black Freedmen colony, settled on Roanoke Island.

Collins holds a bachelor of science in Geology from Elizabeth City State University.





Hello all, and welcome to SAFECON 2006!! As your Chief Judge it is my great pleasure to welcome you to national competition. I would also like to congratulate you on your performance thus far enabling you to attend nationals.

It wasn't toooo long ago that I was in your position. Each spring the weather would start to warm and you could feel it in the air; Nationals was here!! I remember sitting in the general contestant briefing as the nervousness set in. Would I perform up to my expectations, would the weather hold for the week, did I pack enough underwear???

These questions and many more cross my mind. But all too soon they were gone as the scrambled pace of competition ramped up.

I would like to take just a moment to thank all of the people on the judging staff. They all work tirelessly, some throughout the year, to ensure the competition is fair and a complete success. It has been a wonderful experience to work with dedicated colleagues who strive to put this competition together each year. I ask you to thank these great people as you see them throughout the week. I would also like to add an invitation to each of you to come back and judge when your days of competing are finished.

As the week wears on I remind you to get to know some of your fellow competitors. These are the people you will share the cockpit and industry with in the future. Also take time to visit the industry booths; it is never too early to start networking. They have a lot of information about the industry as it is today and as it will be in the future. These industry leaders recognize you as a talented group of individuals.

Once again, on behalf of all the judging staff, welcome and enjoy your time in Columbus!

Brian Jackson

From the  
Chief Judge  
Brian Jackson

# The Ohio State University

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.

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.

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.

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



*Photo above: Captain Don Scott*

*Photo below: Aircraft demonstration on "The Oval" - 1927*



# The Ohio State University

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.

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 Certificate 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.

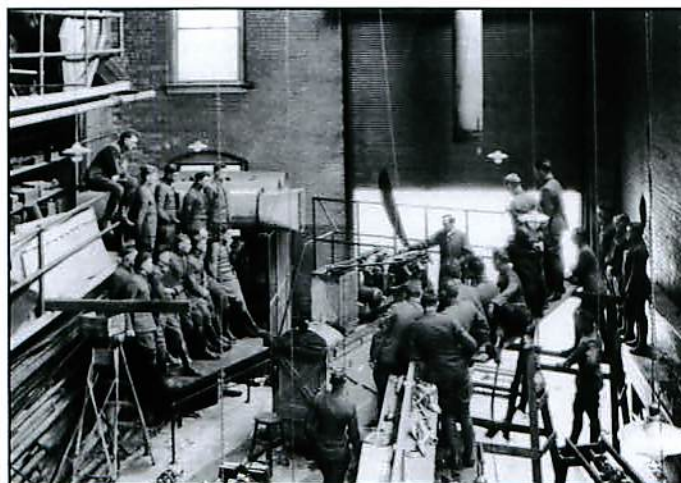
The OSU Airport is home to 230 aircraft, including, both single- and multi-, piston and turbine engine aircraft and rotorcraft, and sees an estimated 100,000 operations per year, including corporate activity, student training, and pleasure flying. By comparison, the OSU Airport ranks fourth in Ohio in 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.



*Photo above: OSU Airport Hangars - 1955*

*Photo to left: Aerolab Class on Campus - 1918*



# SAFECON 2006 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

*The Pilots of Southwest 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)

*The Family and Friends of Lance Cpl. Christopher Dyer*

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.



# SAFECON 2006 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

*DTC DUAT Service*

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 Wally Funk Competition Safety Award

*Jet Aviation, Inc.*

This award is presented to the team displaying the highest degree of safety during the week of competition. Teams are judged on their ability to maintain a safe environment while handling aircraft as well as their professionalism and behavior.

## 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.



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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  
Peter Bro, Vice President  
Bob Clement, Executive Director  
Kent E. Backart, Secretary-Treasurer

## REGIONAL GOVERNORS

Joan B. Jones, North New England Governor  
Peter Bro, Western Governor  
Dr. Larry Carstensen, West Central Governor  
Dr. Jerry Chubb, East Central Governor  
Gerry Hill, South Central Governor  
Mr. Joseph Hoffman, Southeastern Governor

NATIONAL HEADQUARTERS ARE MAINTAINED AT 1839 MOSSY OAK LANE, COLLIERVILLE, TN 38017

# Schedule of Events SAFECON 2006

## Wednesday, May 3rd

0800-1700	Schools Arrive .....	West Ramp
0800-1700	New Arrival Briefing .....	KOSU Classroom
0800-1900	Landing Practices .....	North Runway

## Thursday, May 4th

0800-1800	Schools Arrive .....	West Ramp
0800-1800	New Arrival Briefing .....	KOSU Classroom
0800-1800	Practice Sign ups .....	Hangar 1 Comm Desk
0800-1800	Net Jets Tour Sign Ups .....	Hangar 1 Comm Desk
0800-1800	Setup: .....	Hangar 1
	- Registration/Contestant/Stage Area Admin Building/ .....	Hangar 1
	- Runway markings etc .....	North Runway
	- Parking (signs, fencing area) .....	Parking Lot/Airport
0800-1900	Landing Practices .....	North Runway

## Friday, May 5th

0800-1800	Schools Arrive .....	West Ramp
0800-1800	New Arrival Briefing .....	KOSU Classroom
0800-1800	Practice Sign ups .....	Hangar 1 Comm Desk
0800-1800	Net Jets Tour Sign Ups .....	Hangar 1 Comm Desk
0800-1800	Registration .....	Admin Building
0800-1900	Landing Practices .....	North Runway

## Saturday, May 6th

0800-1800	Schools Arrive .....	West Ramp
0800-1800	New Arrival Briefing .....	KOSU Classroom
0800-1800	Practice Sign ups .....	Hangar 1 Comm Desk
0800-1800	Net Jets Tour Sign Ups .....	Hangar 1 Comm Desk
0800-1800	Registration .....	Admin Building
0800-1900	Landing Practices .....	North Runway
1000-1600	Net Jets Tours @ KCMH .....	Meet at KOSU

## Sunday, May 7th

0800-1800	Schools Arrive .....	West Ramp
0800-1800	New Arrival Briefing .....	KOSU Classroom
0800-1800	Registration .....	Admin Building
0800-1800	Preflight Aircraft On Display .....	Hangar 7
0800-1800	Simulator Practices .....	OSU Flight School
0800-1800	IFR Simulator Practices .....	Frasca Trailer
0800-1900	Landing Practices .....	North Runway
1000-1600	Net Jets Tours @ KCMH .....	Meet at KOSU

## Monday, May 8th

0800-1500	Schools Arrive .....	West Ramp
0800-1500	New Arrival Briefing .....	KOSU Classroom
0800-1500	Registration .....	Admin Building
0800-1500	Simulator Practices .....	OSU Flight School
0800-1500	IFR Simulator Practices .....	Frasca Trailer
0700-1700	Landing Practices .....	North Runway
1200-1500	All Interview Sign Ups Open .....	Hangar 1 Comm Desk
1200-1500	Ground Event Sign Ups Open .....	Hangar 1 Comm Desk
1200	Preflight Aircraft Viewing Closed	
1500	All Interview Sign Ups Closed .....	
1500	All Flight, Simulator, Preflight Sign Ups Closed	
1600	All Flying Practices Over	
1000-1500	Net Jets Tours @ KCMH .....	Meet at KOSU
1800	Judges Briefing .....	Fawcett Center
1900	Opening Ceremonies/Nav Briefing .....	Fawcett Center



# Schedule of Events SAFECON 2006

## Tuesday, May 9th

0700-1600	Navigation Planning .....	KOSU Classroom
0800-1700	Navigation Event.....	West Ramp
0800-1700	Preflight Event .....	T Hangars
0800-1700	Simulator Event.....	OSU Flight School Sim Room
0800-1700	IFR Simulator Event .....	Frasca Traile
0800-1700	CFI Event .....	Old Tower
0800-1700	Achievement Interviews.....	Admin Building Room 10 or 11
1900	Aircraft Recognition Event .....	Marriott Hotel Ballroom

## Wednesday, May 10th

0730-0800	Power Off Landings Briefing.....	Hangar 1
0800-1700	Power Off Landings Staging .....	West Ramp
0800-1700	Preflight Event.....	T Hangars
0800-1700	Simulator Event.....	OSU Flight School Sim Room
0800-1700	IFR Simulator Event .....	Frasca Trailer
0800-1700	Achievement Interviews.....	Admin Building Room 10 or 11
0800-1700	Loening Trophy Interviews .....	Admin Building Conference Room
0800-1700	CFI Event .....	Old Tower
1900	E6B Event .....	Marriott Hotel Ballroom
1900	AHP Aviation Conference .....	Hagerty Hall (OSU Campus)

## Thursday, May 11th

0730-0800	Short Field Landings Briefing .....	Hangar 1
0800-1700	Short Field Landings Staging.....	West Ramp
0800-1700	Preflight Event .....	T Hangars
0800-1700	Simulator Event.....	OSU Flight School Sim Room
0800-1700	IFR Simulator Event .....	Frasca Trailer
0800-1700	Achievement Interviews.....	Admin Building Room 10 or 11
0800-1700	CFI Event.....	Old Tower
0800-1700	Loening Trophy Interviews .....	Admin Building Conference Room
0800-1700	Safety Interviews .....	Admin Building Room 10 or 11
1800	Industry Reception .....	Marriott Hotel Atrium
1900	SCAN Event .....	Marriott Hotel Ballroom

## Friday, May 12th

0730-0800	Message Drop Briefing .....	Hangar 1
0800-1700	Message Drop Staging.....	West Ramp
0800-1700	Preflight Event .....	T Hangars
0800-1700	Simulator Event.....	OSU Flight School Sim Room
0800-1700	IFR Simulator Event .....	Frasca Trailer
0800-1700	Achievement Interviews.....	Admin Building Room 10 or 11
0800-1700	CFI Event.....	Old Tower
0800-1700	Loening Trophy Interviews .....	Admin Building Conference Room
0800-1700	Safety Interviews .....	Admin Building Room 10 or 11
1800-2000	President's Reception.....	Knowlton Building
1830-2030	Friday Night Event .....	ODOT

## Saturday, May 13th

	Make Up Day	
0800-1200	Preflight Event Make Up.....	T Hangars
0800-1200	Simulator Event Make Up.....	OSU Flight School
0800-1200	IFR Simulator Event Make Up .....	Frasca Trailer
0800-1200	Achievement Interviews Make Up .....	Admin Building
0800-1200	Loening Trophy Make Up.....	Admin Building
0800-1200	CFI Event Make Up .....	Old Tower
0800-1200	Safety Interviews Make Up .....	Admin Building Room 10 or 11
1100-1130	Annual Business Meeting .....	Hangar 1
1130-1300	Team Captains Meeting .....	Hangar 1
1300-1330	NIFA Council Meeting .....	Admin Building Conference Room
1700-2200	Awards Banquet .....	Columbus Convention Center



# Thinking about Fractional Aircraft Ownership? Talk to the Leader

*Simply stated, the decision to buy a fractional interest of a business jet will change your life. That's the phrase we hear over and over from our Owners.*

*If your jet is used 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 will help.*

*On the personal side, you'll find 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. Spend a few minutes reading these pages, and you'll get an overview on fractional ownership from the people who invented it.*

## What is Fractional Aircraft Ownership?

NetJets Inc. (formerly Executive Jet, Inc.) created fractional aircraft ownership in 1986 with the introduction of their NetJets @ program. Richard Santulli, the chairman and CEO of NetJets Inc., had been considering purchasing a business jet



Richard Santulli

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 your 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 decided that if he could design a program with the economics of multiple ownership, but with guaranteed service, he would create something with an enormous market potential. Thus, the birth of NetJets.

NetJets is the fractional ownership program of NetJets Inc. You don't buy shares in a corporation—you don't invest in a partnership deal. You actually purchase (finance or lease alternatives are available) an "undivided interest" in a specific, serial-numbered aircraft. Your ownership for both tax and legal purposes is no different than if you owned the entire plane. The size of the undivided interest you purchase is directly proportional to the number of hours you typically fly in a year. In the NetJets program, each 1/16th interest entitles the Owner to fifty (50) occupied hours per year. And "occupied," means exactly that. Within the continental United States, the NetJets program is completely indifferent to loca-

tion. You are only charged for your occupied hours—not for any hours required to bring the aircraft to you. And it 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, and we guarantee to repurchase your interest at a price based upon the fair market value of your specific aircraft—should you ever decide to leave the program.

Today, NetJets provides you guaranteed access to the most comfortable and reliable business jets in the world. Individuals and companies can justify NetJets when flying as little as 50 hours a year. Some NetJets Owners fly us as many as 3,000 hours per year.

Our Owners include private individuals, dozens of professional athletes (including Tiger Woods and Pete Richard Santulli Sampras) and some of the most successful companies in the world, such as AOL Time Warner, Dow Chemical, General Electric, Gillette, Prudential Insurance, and Sun Microsystems. In 1998, Warren Buffett (a delighted NetJets customer) became our owner when he acquired NetJets Inc. We are immensely proud to be part of the Berkshire Hathaway family of companies.



### How does NetJets compare to chartering or full aircraft ownership?

As a rule of thumb, if you fly less than 50 hours a year, charter flying typically can meet your needs. If you fly

more than 400 to 500 hours per year, most often out of one location, and if you need only one aircraft per day, then full aircraft ownership is likely to be a better alternative. But if your flight time ranges from 50-500 hours

per year, or you need multiple aircraft, NetJets is probably the most cost-effective solution for you.



Warren Buffett

NetJets Inc. is the leading provider of business aviation solutions in the world. This year we will fly more than 250,000 flights to over 92 countries. In addition to our NetJets fractional aircraft ownership program, we are the largest charter supplier in the world. Our NetJets Owner-aircraft are not used for charter flying. Executive Jet Management, a NetJets Inc. subsidiary, manages separately one of the world's largest fleets for individuals and companies who require full aircraft ownership. These aircraft are maintained and piloted to the same rigid demands as our NetJets fleet and they are available for on-demand charter.

### Why do some companies or individuals flying more than 400 hours annually use NetJets?

A question we're often asked is, "Well, if full aircraft ownership can be justified when flying 400+ hours, why do companies or individuals that fly more than 400 hours a year choose NetJets?" The answer is that they typ-

ically have multiple locations, have a number of people that may need to simultaneously fly or require several different aircraft types to meet their travel profile. NetJets best meets their needs because of our multiple aircraft guarantee, guaranteed availability, guaranteed and predictable costs and no maintenance concerns. In effect, they buy a fraction of a jet and get

### Why do some companies who already own aircraft use NetJets?

NetJets also proves to be an ideal supplement to companies that have 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. General Electric, in addition to owning its own aircraft, has fractional shares in NetJets flying over 3,000 hours annually.

### Why does NetJets offer so many different fractional aircraft choices?

We have the largest private aviation fleet in the world, and by far the widest choice of aircraft types. This enables you to select the aircraft type that best meets your travel needs. You'll choose from the most popular light, mid-sized and large cabin jets in the industry. As a member of the Berkshire Hathaway family, we are completely independent of aircraft manufacturers and have massive capital resources. These factors give us tremendous financial strength and presence in the business jet marketplace. Since we select only those models known to be the very best in business aviation, you'll fly in the world's finest aircraft and consequently will enjoy the benefit of resale values that are historically the highest in the industry.

### How do I know which aircraft is right for me?

At NetJets we offer up to 13 different aircraft types, and we can tailor the right solution for you. We will analyze your flying requirements and recommend the aircraft type—or types—that best meet your needs. Some individuals and companies own interests in several different aircraft models to satisfy their particular travel demands.

You can also interchange your flight hours among different aircraft types. For example, your flying needs might occasionally require a larger, longer-range aircraft, or conversely, you might need a light business jet that can access shorter runways in remote locations.

The availability of NetJets programs in the U.S., Europe and the Middle East guarantees your use of NetJets aircraft when traveling to those locations. In all of these areas, NetJets is the leader and operates far more aircraft than any competition. You might fly commercially overseas, then request a NetJets aircraft to fly you around that part of the world. NetJets will deliver both flexibility and peace of mind.

### How does NetJets differ from other fractional aircraft offerings?

Any good idea is going to invite competitors. Our success has spurred others to try to copy the NetJets concept. However, there are significant differences between NetJets and the others—we invite you to compare. Some aircraft manufacturers offer programs, but the differences between their programs and NetJets are substantial. First, the financial differences: when you purchase a fractional interest from the manufacturers' programs

*continued on page 26...*



## NetJets Continued

you are contractually obligated to sell your interest back to them after five years. With NetJets, you are not required to resell your interest to us at the end of five years. Second, our pricing is based on the marketplace reality. The manufacturer programs frequently sell their fractional interests for more than the actual selling price of the total aircraft when sold new to knowledgeable buyers of whole aircraft. This inflated selling price impacts your residual value when the asset is sold. However, with NetJets, fractional interests are equivalent to the new sales price for the whole aircraft. For example, a 1/16th share of a Citation Excel is \$620,000—when multiplied by 16 it equates to the \$9,920,000 purchase price you would pay to buy the entire aircraft, similarly configured, from Cessna.

In addition, we provide *a most favored nation's clause* to all of our NetJets Owners. Unlike other programs, you are guaranteed that no matter who you are, you will pay the same purchase price, same monthly management fee and same occupied hourly fee as every other NetJets Owner of that size and aircraft type. Indeed, several members of the Berkshire Hathaway Board of Directors, including Warren Buffett, participate in the NetJets program and our most favored nation's promise extends even to them.

And with the manufacturers' programs, your aircraft choices are automatically limited to only the aircraft that come from their factories. NetJets offers you what industry experts agree are the world's best aircraft—from the top manufacturers

of business aircraft including Boeing, Cessna, Dassault Falcon Jet, Gulfstream and Raytheon.

Some fractional ownership companies provide certain incentives to their prospective owners in the form of additional flight hours, or several months of free monthly management fees. These "freebies" may appear attractive, but when you analyze your total ownership costs and compare them to NetJets, you'll find that the giveaways are negligible. We'll be happy to do a pre-tax cash flow for you to compare NetJets versus others. You'll be pleased you chose NetJets.

At NetJets, we don't offer incentives. What we do offer are the best business jets, the best service, the best safety record and the best residual values in the world. Just ask Warren Buffett or any other NetJets Owners. In fact, we get over 70% of our new business from Owner referrals—and none of our customers receive anything for their referrals. So if one of our Owners recommends us, you know it is because they believe in our service. After all, when a friend suggests you buy a product or service, you presume that the recommendation is based upon satisfaction, not compensation. We want to keep it that way.

### What's the average age of aircraft in the NetJets fleet?

The average age of an aircraft in our fleet is 2.5 years. And when we say we sell new aircraft, we mean new—not 6 months, or 6 years, or even 20 years old. Fractional aircraft ownership has revolutionized business

aviation. Some aviation companies have raised their hands to say they also offer fractional aircraft ownership programs. However, frequently they don't have the infrastructure, experience, the operating environment or the 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. Some fractional ownership providers offer used aircraft (often 10-20 years old). After buying them at fair market value, they paint them, perhaps perform some cosmetic changes and then mark them up for their profit. Therefore, you are not buying the aircraft at its true fair market value. At NetJets, we earn our profit by negotiating discounts on new aircraft with the manufacturers and by operating the program as effectively as possible, not by adding an arbitrary amount to our cost. Occasionally, when NetJets Owners upgrade from one aircraft type to another, we will offer that previously owned interest for resale. The resold interest will be offered at its fair market value, not at a new aircraft price or inflated value far above the true market value of the aircraft. Your monthly management fee and occupied hourly rate will be at current rates, and you will have all the other benefits that every NetJets Owner enjoys. We guarantee that every airplane in the fleet—regardless of how long the NetJets Owner decides to keep it—will be mechanically excellent, that its cabin will be in superb condition and that its flight crew will be well-trained and proficient in that aircraft.



## After the initial five-year management period, what happens to my NetJets aircraft?

NetJets does not require you to sell back your fractional interest after five years and purchase a new interest. You simply renew your current management agreement and continue to enjoy the benefits of NetJets ownership. Our business is not building airplanes—it is providing our customers with long-term customized transportation solutions. We give you the option of staying with the aircraft type that has served you well. You should know, however, that operating costs of any aircraft increase with age and, therefore, your renewal agreement will likely require modestly higher hourly management costs.

At the end of five years with manufacturers' programs, you are contractually obligated to sell your existing interest back to them and purchase a new interest if you wish to continue flying. Manufacturers, of course, are in the business of building and selling new aircraft. You'll potentially buy the same aircraft type that you have previously owned and pay a premium that can be 15-20% higher than the price you paid five years earlier. And remember, we don't require you to sell your aircraft after 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.

## How does NetJets maintain the quality of their service?

The growth of the NetJets program has been phenomenal. During the last six years—to meet the needs of our NetJets Owners—we've ordered over 40% of the world's new business jet production. With over 1,000 aircraft ordered, we take delivery of a new business jet approximately every

five days. NetJets is growing fast—and will grow even faster in the future as those hundreds of new airplanes are delivered. Thanks to our truly exceptional resources, we manage and plan for this dynamic growth.

We know precisely when we will be receiving each new business jet over the next several years and we are able to pace our growth in personnel, training, infrastructure modification and expansion accordingly. We know what needs to be done and when—and we're doing it, right on schedule, exactly as planned.



*NetJets North America Operations Center, Columbus, Ohio*

We're also extremely demanding about the quality of ongoing maintenance of NetJets aircraft, which we receive directly from the manufacturers. We have a team of over 200 quality control, technical and maintenance supervisors who oversee the service provided to us by the aircraft manufacturers, engine manufacturers and avionics suppliers—and we closely inspect all their work before signing off on it. Your guarantee: both the Santulli family and the Buffett family are regularly flying on the same planes used by the rest of our Owners. Whether you own a 1/16th interest of a light jet, a 1/8th interest of a mid-sized jet or 8/8ths of a large-cabin jet, you will always experience the same, extraordinary high level of service. In

addition to our customer service teams being dedicated to your flights, we have our own on-site meteorologists, flight followers and flight-service specialists.

To experience our level of service worldwide, we invite you to visit our operational centers in Columbus, Ohio; Lisbon, Portugal and Jeddah, Saudi Arabia. You will be impressed.

## What type of training do NetJets pilots receive?

Next time you fly privately, or commercially, stick your head in the cockpit. Is it "all glass" (i.e., digital displays featuring the latest computer-generated technology)? Or does the instrument panel look like something that General Doolittle might have used several decades ago? While you're there, ask the pilots how many days of training they receive annually.

At NetJets, our aircraft cockpits are "state-of-the-art." And our pilots undergo recurrent flight-simulator training twice a year at FlightSafety International. They receive an average of 23 days of training annually, which is double the time most commercial airline pilots spend in training. We believe that there is nothing more critical than having superbly qualified pilots. Just to apply to become a NetJets pilot, a candidate must have a minimum of 2,500 hours of flight experience. However, the average new NetJets pilot joins us with over 6,500 hours of flying experience.

How tough are our standards? Last year we had over 11,000 pilot applications from which we hired 550 new pilots. Naturally, we pick only the best. (Once hired, our pilots are on probation for a full year to further assure that they meet our exacting standards.)

*continued on page 28...*



# NetJets Continued

All our pilots are certified by the FAA as captains; and, all of them have FAA Type Ratings. Furthermore, they fly just one model of aircraft—all with the same cockpits. You don't want to have pilots who are flying one aircraft type today and another type tomorrow, or pilots who fly infrequently. That's not a worry at NetJets; our pilots average about 700 hours per year on the single model to which they are assigned. At NetJets we continually make major investments in programs, equipment and compensation in order to attract, retain and challenge exceptionally well-qualified personnel to fly and support our Owners' airplanes to the highest standards in the aviation industry. After all, we are flying our own families and those of our friends.

## Where can I go in my NetJets aircraft?

Just about anywhere you want worldwide. Private business aviation provides you access to far more airports than commercial aviation. If you own an interest in one of the larger NetJets aircraft, like the Gulfstream IV-SP, Gulfstream V, or Boeing Business Jet, a globe-spanning trip can be made with ease. Or, if you have flown commercially to a far-off destination, you can arrange to use a NetJets aircraft locally through our NetJets (U.S.), NetJets® Europe, or NetJets™ Middle East programs. And in the not-too-distant future, NetJets TMA Asia and NetJets™ South America will be launched. No other fractional ownership company offers this kind of global flexibility.

## When can I start flying with NetJets?

Upon providing us with a deposit and signing the applicable NetJets agreements, you can begin flying immediately. Many people and companies

want to begin flying with us before their new aircraft are delivered to the NetJets fleet. To accommodate them, we offer an interim lease on NetJets Inc.-owned aircraft (not customer-owned aircraft) until their own airplanes arrive from the manufacturers. This is a short-term arrangement for customers awaiting aircraft; you pay the standard monthly management fee, occupied hourly fee and a lease fee for the aircraft type that you are flying. The capital cost owed for the purchase of your aircraft interest is paid when your aircraft is delivered to you.

## What makes NetJets the industry leader?

NetJets Inc. has been providing on-demand business jet service for more than 38 years—and we invented the fractional ownership concept more than a decade ago. We are without question the best equipped and most experienced fractional aircraft operator, charter and management company in the world, and our customers tell us that we're the most responsive as well. We have NetJets fractional ownership programs in North America, Europe, the Middle East and soon, in Asia and South America. No other organization can make those claims.

The acquisition of NetJets Inc. by Berkshire Hathaway insures the financial resources to continue to be the world's best operator of business jets. We have no quarterly pressures to reach stockholder or analyst expectations. Because we are free of any aircraft manufacturer encumbrances, we choose what industry experts agree are the best aircraft in the world for the NetJets program.

NetJets has not only created an industry, but we've set the highest service

and operational standards within that industry. All fractional programs are not the same. Someone has to lead. NetJets.

### The NetJets® Fleet

#### Light Cabin

Cessna Citation Bravo  
Cessna Citation V Ultra  
Cessna Citation Encore  
Cessna Citation Excel

#### Midsized cabin

Cessna Citation VII  
Raytheon Hawker 800XP  
Raytheon Hawker 1000  
Cessna Citation X  
Gulfstream 200

#### Large Cabin

Dassault Falcon 2000  
Gulfstream IV-SP  
Gulfstream V  
Boeing Business Jet 5

### NetJets Inc.

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### NetJets™ Middle East

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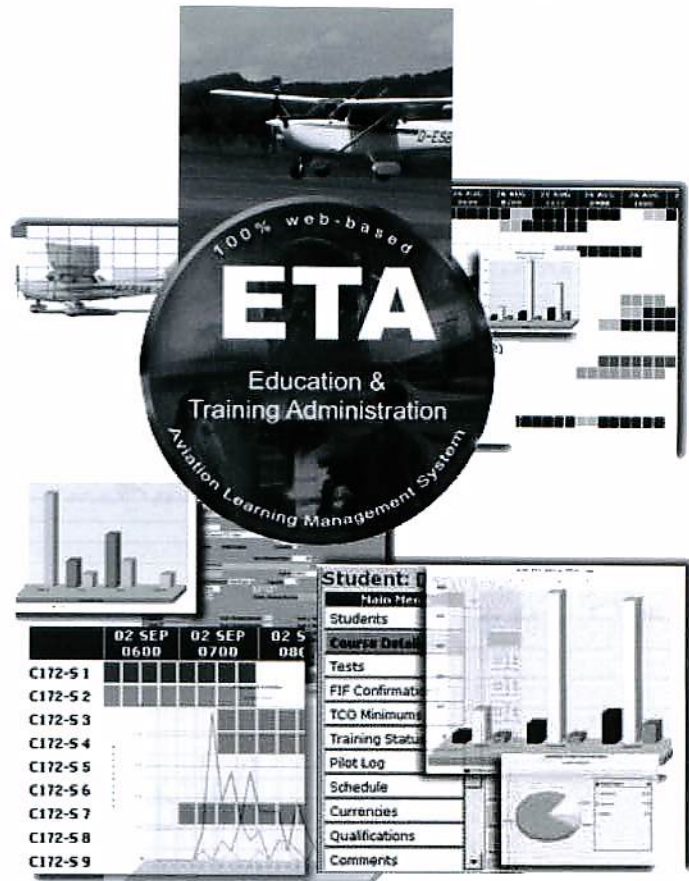


# ETA – Comprehensive Flight Training Management

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## Highlights

- ✓ Online Scheduling
- ✓ Flight, Sim, Academic & Oral Events
- ✓ Student Training Management
- ✓ Resource Utilization Management
- ✓ Curriculum Control/Management
- ✓ Electronic Syllabi
- ✓ Qualification/Currency Management
- ✓ Instructor Performance Measurement
- ✓ Dispatch/Flight Following
- ✓ Track Training Objectives
- ✓ Electronic Grade Book/Training Data
- ✓ Cashier Integration
- ✓ Merchandise Sales Function
- ✓ Instructor Payroll Integration
- ✓ Electronic Document Storage
- ✓ Management Alerts
- ✓ Internal electronic messaging
- ✓ Controlled and Protected Access
- ✓ 130+ Electronic Management Reports



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## Benefits

- ✓ More profitable flight operation
- ✓ Reduces student training cost
- ✓ More competitive flight training program
- ✓ Accurate, real-time, detailed records
- ✓ Immediately access student training data
- ✓ Eliminates cost of auditing training records
- ✓ Quickly identify program problem areas
- ✓ Comprehensive data for program analysis
- ✓ Tools for continuous program improvement
- ✓ Risk management alerts and information
- ✓ 100% web based system
- ✓ Real-Time Use from Anywhere at Anytime!
- ✓ Affordable for any size training operations

## Central Missouri State University



Back Row (L to R): Jason Moellinger, Justin Carlson, Michael Collins, Andrew Lewis, Michael Nappier, Justin Marx, Aaron Walker, Devin Thompson, Chris Schrodt  
Front Row (L to R): Cody Martin, Adam Gregory, Brett Largent, Shane Soligo, Eric Meyer, Allie Engel  
Not Pictured: Coach Toru Suda, Coach Neil Tornblom, Steven Brown, Kevin Schleicker

## Delta State University



Back row (L to R): William Jowers (napolean), Capt. John Robertson, Capt. Cory Dubois, Coach Ray Glasgow, Wesley Womble, Charles Catledge (Cheese), Jason Carrier.  
Front Three (L to R): Andrea Hammerton, Jonathan Ledford, Vanessa Neldon.



## Embry-Riddle Aeronautical University - Daytona



Bottom Row (L to R): Moraima Egurbida, Alex Kim, Ronell Balgobin, Jonathan Ralston, Patrick Herrmann, Joey Giangrasso, Armon Tabrizi, Brian Dolson, Schuyler Nachod, Fred Gilmour, Christopher Rivera, Eric Speckman, Daniel Demmery, Dustin Mullins, Spencer Marker, Justin Westbrook

Back Row (L to R): Jonathan Rupp, David Krochmal, Joe Daniel, Michael Veiht, Zachary Welsh, Sean Boivan, Dan Thurber, Brian Petricone, Phil Siess, Lance Hagan, Liam Broderick, Joshua Reinersten, Greg Gilger

## Embry-Riddle Aeronautical University - Prescott



Back Row (L to R): Tim Stearns (Coach), Ian Burton, Andrew Garrett, Peter Grey, Ash Richardson, Andrew Trone, Chris Eberly, Jake Lindvig, Jordan Bonner, Kevin Pewe, Matt Waterhouse, Jake Thibeault.

Middle Row (L to R): Jared Testa (Coach), David Moore, Chris Shupe, Grant Culver, Kevin Jenkins, Everett Quivey, Glenn Bride, Austin Richey, Sascha Korzep, Cassie Nagle, Kana Kobayashi, David Murray (Advisor)

Front Row (Kneeling) (L to R): Brad Hoganson, Greg Wiskus, Kevin Josenhans, Jeff Sieradzki, Pual Bing, Ari Waldman, Billy Bayliss, Joe Hutchinson.



## Florida Institute of Technology



Top Row (L to R): Ryan Plumeau, Jack Sabba, Chad Rosenstein, Amanda Smith, Tim Hudson, Daniel Rizzi, Mike Hames, Matthew Welch, Will Rae, Matthew Mannfolk, Mike Corrigan, Jack Johnson, Dan Gilbert, Jordan Rice, Dr. Donna Wilt.  
Bottom Row (L to R): Jeff McDivitt, Zack Tempesco, Richard Allabaugh, Sean Laughlin, Chris Wiersma, Nick Mitrani, Nate Stein, Seth Chagnon, John Buraceski, Sean Joyce.

## Hampton University Flight Team



Names (L to R): Prof. Darryl Stubbs (advisor), Stacey France, Andre Watkins-Clark, Mike Haskins, Jonathan Clark, Dan Didier, James Ide (captain), Lamar Williams and Akilah Hill (not pictured), Arden Potter (not pictured)



## LeTourneau University Sting Precision Flight Team



Back Row (L-R): Eugene Sung (captain), Phillip Roberts, Ruedi Schubarth, Roger Braun, Matthew Reeves, Brandon Ray, Daniel Chiew  
Front Row (L-R): Brad Wooden (coach), Chris Brown, Emily Harrison, Esther Topham (coach)  
Not Pictured: Andy Christensen (captain), Erich Ehlinger, Jason Tencza

## Mercer County Community College



Back Row (L to R): Benjamin Shamy, Robert Blair, Dean Tzitis, Sean Day, Michael Scuderi  
Front Row (L to R): Michael Clark, Luis Nazzario, Evan Conley, Jacob Copeland



## Metropolitan State College - Denver



Back Row (L to R): Randy Ingalls, Cole Stashak, Zach Pegg, Chalon Kintzley, Joey Gartrell, Daniel Kolb, Eric Peterson, Ryan Holmes, Derek Baldwin, Mike Allen, Sam Telfair, Lester Medlock, Stephanie Wagner, Nick Chernoff, Ben Suhler, Ryan Breznau.  
Front Row (L to R): Curtis Malone, Andrew Todd, and Peter Sotelo.

## The Ohio State University



Clockwise from top: Derek Rust, JT Hearn, Josh Yurman, Ben Thoennes, Kyle Sleeper, Josh Lemeshow, Christina Kurowicki, Sarah Dudeck, Kelly Hoffmann, Richard Ward, Coach Scott van Ooyen, Luke Stouffer, Coach Kyle Ribar, Coach Emily Egbers, Coach Laci Watkins, Coach Steve Williams, Tyler Weese, Michael McConnell, Bryan Miller, Jim Gursky. Not pictured: Courtney Baron, Avin Chakravarti



## Oklahoma State University



Front Row (L to R): Kevin Dinsmore, Coach Ross Hensley, Sheena Smith, Ashley Sheehan, Logan Emig, Casey Randall, Jim Holman, Eddie Edison.

Back Row (L to R): Jason Guilett, Coach Jordan Davis, Ryan Darrow, Mark Myers, Preston Melhauser, Brittany Jones.

## Purdue University



Front Row (L to R): Rachel Esther, Geraldine Fritsch, Coach Ronda Cassens, Danielle Kaskel, Sarah Andersen, Captain Stefanie Gates

Back Row (L to R): Richard Smith, Jim Koschmann, Ryan Beisel, Chris Medlock, Ryan Nichols, Tim Harbeck, Walt Lacy, Chris Huffman, Shaun Gerber, David Chapman, Mike Friedlund, Matt Clark, Matt Flood, Andrew Finley, Jason J. Ward, Drew Benich, Pascal Nguyen

Not Pictured: Katie Sparrow, Mark Flood, Jason A. Ward and Coach Patti Keen



## San Jose State University



(L to R): Warn Kitchen, Sam Huang (advisor), Mike Meschi, Sean Cooksy, Andrew Wigley, Angela Ardizzone, Travis Plutt (Captain-with hat on), Keith O'Rourke, Kelly Harrison (Coach, advisor), Jerry Wong, Pat Moran (Coach), Vess Velikov, Craig Utas (Coach)

## Southeastern Oklahoma State University



Top Row (L to R): Theresa Scalise, James Lavender, Matt Wiloth, Steve Libick, Chris Ferguson (Captain), Paul Schad, Zach Shuster (Co-Captain)  
Bottom Row (L to R): Adam Krafcheck (Co-Captain), Charlie Ross, Jesse Thune, Jason Bulleit



## Southeastern Illinois University



Standing (L to R): Mike Frette, Nate Lincoln Head Coaches, William Strauthers, Tim Cippola, Jon Greene, William Gersch, Bryan Harrison Coach, Kim Carter Academic Advisor.

Kneeling (L to R): Alex Kempfs, Andrew Ross, Erik Skjersest, Max Hougham, Brandon Crowd, Tenton Kessler, Garrett Hackett.

Sitting (L to R): Melissa Burk, Casey Hoffman, Eric Miller, Sabrina Weber, Jennifer Byrne.

## University of Dubuque



Front Row (L to R): Suzanne Uhlenkamp, Nicholas Swenson, Brandon Gallentine, Laura Gerlach, Joshua Ganshert, Joseph Bendon, Steven Turner, Adam McCullough, Dan Schlindwein, Lauren Smalkoski, Kevin Bradford

Back Row (L to R): Aaron Soenksen, Advisor Michael Glynn, Advisor Eric Savage, Sumner Rabin, Coach Neil Weston, Kory Sutter, Mathieu Labs, Nolan Schneider, Tad Schoeny, Kevin Murphy, Robert Norlin, Brett Holt



## University of Illinois



Back Row (L to R): Coach David Penney, Coach Jennifer Penney, Gerry Molidor, Pat Brennan, David Lambert, Jon Miller, Ryan Galis, Eric Maffei, Coach Colin Holbrook  
Front Row (L to R): Alex Waterloo, Eric Mucha, Brendan Brannick, Bryan Lipson, Jordan Clark, Zach Currier, Keith Curren, Coach John Slater

## University of Nebraska at Omaha



Front row (L to R): Advisor Mike Larson, Preston Franklin, Chad Sandell, Kailey Dwyer, Coach Ted Spooner, Joe Gustafson  
Back row (L to R): Jesse Mueller, Adam Michaelsen, Antone Hollingsworth, Dustin Bingman, Coach Lucas Stritt, Mike Munch



## Western Michigan University



Standing on the wing (L to R): Captains Robbie Beechuk and Garrett Heinz  
Standing (L to R): Kevin Kotewa, Eric McDanial, Chris Rief, Travse Epp, Ben Laurer, Morad Leeal, Joel Riemersma, Tyler Rice  
Kneeling (L to R): Blake Koehn, Bill Creviston, Jennifer Jacubiec, Annalee Kellogg, Topa Augustine, Amanda Evans, Jared Neterer

## Participating Teams Not Pictured

United States Air Force Academy, Kent State University,  
Ohio University, Central Texas College, University of North Dakota,  
Spartan College of Aeronautics, Bridgewater State College,  
Jacksonville University, Liberty University



Our Sincerest Thanks  
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# **The United Pilots wish the best of luck to all NIFA competitors!**

**Alan Bewley**

**Robert Hart**

**William Norteman**

**Steven Brazao**

**Charlie Kalvoda**

**Eric Popper**

**Ed Chapman**

**Stephen Kidder**

**Kevin Simecek**

**Jorge Costales**

**Joel Lehrke**

**David Smith**

**Ty Dollarhide**

**Roger Mapel**

**Mark Smith**

**Robert Fischer**

**David McCoy**

**Kevin Sprague**

**Brian Florence**

**Gerald Molidor**

**Kim Strickland-Sargent**

**Michael Harbeck**

**Dale Nordhausen**

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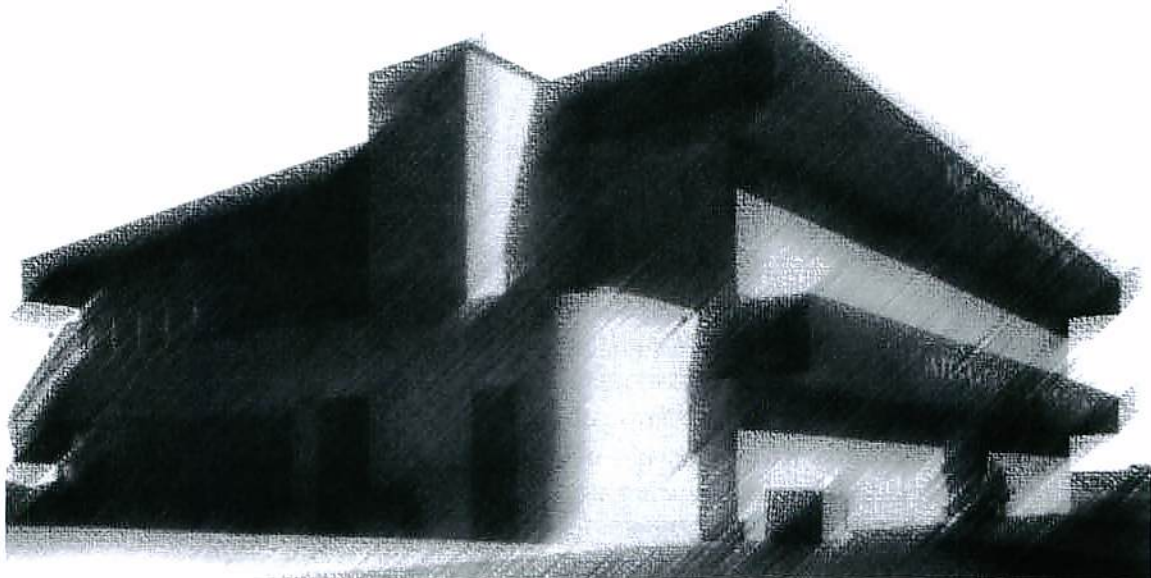
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Southeast  
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Kansas  
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North Dakota  
Northeast Kansas  
Reno High Sierra  
San Antonio  
Three Rivers  
Utah  
Wisconsin

## INDIVIDUALS:

Virginia Harmer  
Elaine Morrow  
Dorothy Martin  
Pat Roberts  
Poochie Rotzinger





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**Good Luck to all Participants!**

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## ***Welcome to All SAFECON Contestants***

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fun competition!***

***If you need help on the flight line,  
"Holler!!!"***

Wally Funk, ATP Flight Instructor, CFI, AI, MEL  
Air Safety Investigator, Gold Seal  
Box 1219, Roanoke, Texas, 76262-1219



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Aims Community College  
Metropolitan State College-Denver  
Rocky Mountain College  
United States Air Force Academy  
Utah Valley State College  
Westminster College

## Region II - [ AZ, CA, HI, NV ]

Cypress College  
Embry Riddle Aeronautical Univ.  
Mt. San Antonio College  
Orange Coast College  
San Diego Christian College  
San Diego Miramar College  
San Jose State University

## Region III - [ MI, OH, PA, WV ]

Andrews University  
Kent State University  
Ohio University  
Sinclair Community College  
The Ohio State University  
University of Cincinnati  
Western Michigan University

## Region IV - [ AR, LA, MS, TX ]

Central Texas College  
Delta State University  
Hinds Community College  
Louisiana Tech University

LeTourneau University  
Northwestern State University  
Texas A & M University  
Texas Southern University  
Texas State Technical College  
University of Louisiana at Monroe

## Region V - [ IA, MN, ND, SD, WI ]

Iowa State University  
Minnesota State University - Mankato  
St. Cloud State University  
University of Dubuque  
University of North Dakota

## Region VI - [ KS, MO, NE, OK ]

Central Missouri State University  
Kansas State University at Salina  
Oklahoma State University  
Parks College  
Spartan College of Aeronautics  
Southeastern Oklahoma State Univ.  
Tulsa Community College  
University of Nebraska - Omaha  
University of Oklahoma

## Region VII - [ CT, DE, ME, MA, NH, NJ, NY, RI, VT ]

Bridgewater State College  
Daniel Webster College  
Dowling College  
Dutchess Community College  
Mercer County Community College  
Rensselaer Polytechnic Institute.  
Schenectady Community College

## Region VIII - [ IL, IN, KY, TN ]

Eastern Kentucky University  
Indiana State University  
Lewis University  
Middle Tennessee State University  
Purdue University  
Quincy University  
Southern Illinois University  
University of Illinois at Urbana

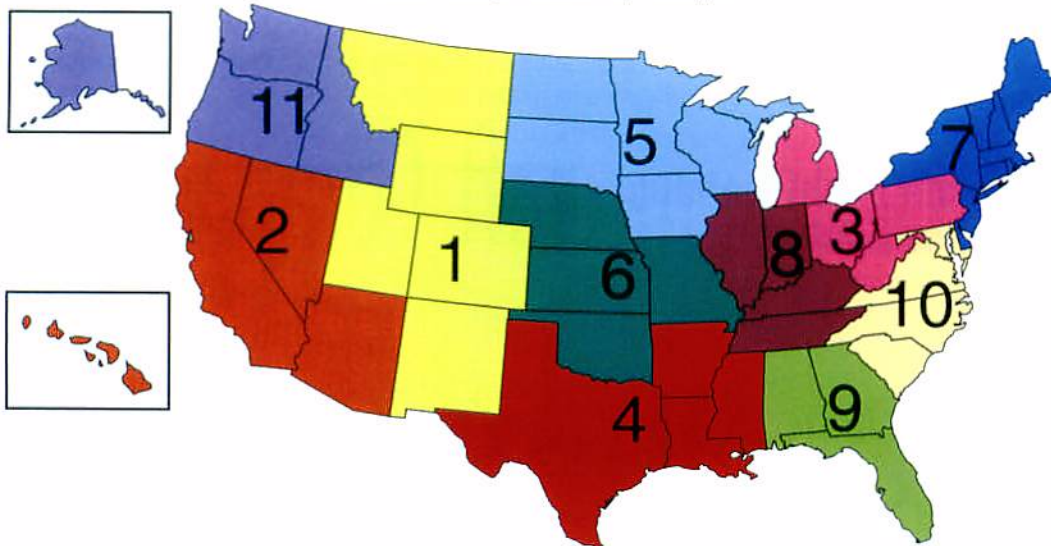
## Region IX - [ AL, FL, GA ]

Auburn University  
Broward Community College  
Embry Riddle Aero. Univ. - Daytona  
Florida Comm. College-Jacksonville  
Florida Institute of Technology  
Jacksonville University  
Lynn University  
Miami-Dade Community College

## Region X - [ DC, MD, NC, SC, VA ]

Averett University  
Caldwell Comm. Col. & Tech. Inst.  
Guilford Comm. & Tech. College  
Hampton University  
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United States Naval Academy  
Virginia Tech University

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