

# SAFECOM 2008

MIDDLE TENNESSEE STATE UNIVERSITY



# Celebrating 50 Years as a global leader in flight simulation!



**1958**

First Frasca Simulator

**1960**

First Table-Top Simulator

**1975**

Developed Simulated Sound Generation

**1976**

Transition to Electronic Flight Modeling

**1983**

Transition to Digital Simulations (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 (GIS)

**1992**

Bell 412 with 6-Axis Motion System

**2000**

737 with First Electric Motion System

**2003**

Delivered 16 Level 6 FTDs

**2005**

FFS with TruVision™ Approved to Level C

**2007**

First Level 6 Helicopter FTD

TruVision Global™ Introduced

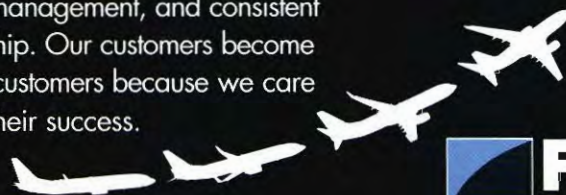
**2008**

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*– Bill Bradley, Cessna Owner*

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***The students of NIFA  
would like to extend a very  
special "THANKS!" to the following  
Ninety-Nines who have made  
donations to NIFA during the  
past competition year!***

**SECTIONS:**

Mid Atlantic  
New England  
North Central  
Northwest  
South Central

**CHAPTERS:**

Alabama  
Brazos River  
Colorado  
Central New York  
Golden Triangle  
Hampton Roads  
Houston  
Idaho  
Lake Erie  
Maryland  
Monterey Bay  
Nebraska  
San Antonio  
Three Rivers

**INDIVIDUALS:**

Bonita Ades  
Lois Gronau  
Susan Kendrick  
Poochie Rotzinger



*The Ninety-Nines Headquarters Building  
Will Rogers World Airport - Oklahoma City, Oklahoma*

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Lindsey Stewart,  
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# Welcome from the President of Middle Tennessee State University

May 1, 2008

Welcome to Middle Tennessee State University!

It is my honor to welcome you to the 2008 NIFA SAFECON. We in the field of higher education appreciate events such as SAFECON which encourage you to take your academic excellence to a new level. Your participation is vital to the ongoing success of collegiate aviation.



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.

It is our privilege and pleasure to host this event at Middle Tennessee State University. We hope you enjoy your stay here.

Sincerely,

Sidney A. McPhee  
President

## Welcome from the NIFA Executive Director

### THE NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION



Office Of The  
Executive Director

May 5, 2008



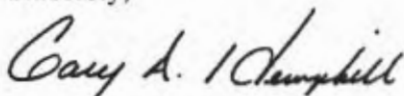
Dear SAFECON Competitors:

As Executive Director of the National Intercollegiate Flying Association, I have the privilege and pleasure to welcome you to SAFECON on behalf of NIFA, the judges, our sponsors, and the SAFECON staff. Over the course of the last year, many individuals have spent thousands of hours planning for this one very special week of competition. For the third time in the sixty years since intercollegiate flight competition was resumed following World War II, Middle Tennessee State University will serve as our host. Their efforts will be rewarded by the successful completion of SAFECON, by the experience they have gained, and by the people they have met. They have demonstrated their leadership ability and are ready to take their place along side other professionals in the aerospace industry.

While you are here at SAFECON, be sure to take the time to visit with the NIFA corporate sponsors and exhibitors. You will find that they are as excited and committed to NIFA as you are. In fact, you will find that quite a few of the corporate representatives attending SAFECON are also former NIFA competitors. Each is deeply convinced of the value of the NIFA experience.

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, we recognize the achievement of excellence.

Sincerely,



Gary A. Hemphill  
NIFA Executive Director



## **Welcome from the NIFA President**

Dear SAFECON entrants,

I would like to congratulate you all for earning the right to compete in the 2008 National SAFECON event. Let this be an entertaining, yet important learning experience to propel you to your future career. All your hard work, goals, and aspirations for your flight team have prepared you to fight for the right of taking home the 2008 National SAFECON team trophy. Now is the time to prove your abilities to your coaches, your families, and all your fellow aviators. Simply achieving the goal to be here and compete, shows that you are among the best of collegiate aviators.

This year is the National Intercollegiate Flying Association's 60<sup>th</sup> annual SAFECON. For sixty years NIFA has brought young aviators up through the ranks to become professional individuals who succeed in aviation. From Amelia Earhart until now, NIFA has provided competition, education, and safety for young aviators to utilize their skills and prove their importance to the aerospace industry. This event has held its stringent standards through the years; demanding those who have the will and determination to come forth and display their understanding of what NIFA represents and be the best aviators possible.

I also would like to share my utmost gratitude for the hard work and effort provided by the judges, sponsors and volunteers who make this event possible and wish them a sensational experience while serving NIFA and continuing its 60 year history of excellence.

Thank you all: participants, judges, volunteers and sponsors for attending and showing your love for aviation. Enjoy your stay in Middle Tennessee!

Sincerely,

Adam Linton  
NIFA SAFECON 2008 President

## NIFA Officers



### **Adam Linton, President**

Adam Linton is a Graduate student at Middle Tennessee State University pursuing a Master of Science in Information Systems. He graduated from the Aerospace program with a concentration in Administration in December of 2007. He was president of the 2007 Regional SAFECON held at Murfreesboro airport and is a member of the Future Airport Executives student chapter. Adam is a part time guardsman at the 118th Air National Guard in Nashville and has earned the Air Force Achievement Medal for outstanding service. He is a member of the National Scholars Honor Society. Among the many career goals Adam is considering, he firmly plans to become an officer in the Air National Guard after completing his graduate degree.



### **Corrie Harr, Vice President of Conference**

Corrie is the Vice-President of Conference for this year's SAFECON Nationals. She is originally from Kentucky and moved to Tennessee to get her degree in aviation. She will be graduating this May with her Bachelor's Degree in Business Aviation and minors in Business and Spanish. She currently works in Flight Operations for Nashville Jet Charters at the Nashville International Airport and will continue there after graduation. Her first experience with SAFECON was the Regional competition last fall and she is looking forward to hosting the National SAFECON.



### **Josh Bledsoe, Vice President of Competition**

Josh Bledsoe is a graduating senior at MTSU. He is earning a bachelor degree in Aerospace Administration. Josh has been involved with the MTSU Flight Team since the fall semester of 2004. Josh is also involved in the Air Force ROTC program at Detachment 790 located at Tennessee State University. He is in his third year of AFROTC, and he has earned a pilot slot with the United States Air Force. After Josh finishes his Master's Degree in Aerospace Education, in May of 2009, he will commission as a Second Lieutenant and go onto Undergraduate Pilot Training. He also would like to thank all those who have made it possible for him to serve as the NIFA Officer of Competition.



### **Mark Libby, Vice President of Administration / Secretary**

Mark Libby is 22 years old and is from Leesburg, VA. He is a senior at Middle Tennessee State University and is majoring in Aerospace Administration with a concentration in Air Traffic Control. His minor includes Business Administration and he will be graduating in May 2008. When he graduates in May he plans on returning to Virginia and obtaining his masters degree in Business from George Mason University. Presently, he is obtaining his private pilot certificate and hopes to be finished by the end of May. His current position with NIFA SAFECON 2008 is Vice President of Administration and Secretary. Mark has been to one regional SAFECON event and this will be his first national NIFA SAFECON event.



### **Lindsey Stewart, Vice President of Public Relations**

Lindsey is Vice President of Public Relations of the 2008 SAFECON Nationals. She is originally from Florida and eventually moved to Murfreesboro, Tennessee in December of 2006 in an effort to follow her dreams and continue her education in aviation. In December of 2007, she graduated from Middle Tennessee State University with her Bachelors Degree in Aerospace Business Administration. Currently, she is awaiting a position with the Federal Aviation Administration to start her career as an Air Traffic Controller.



### **Marc Cheatham, Treasurer**

Marc Cheatham is currently attending Middle Tennessee State University working toward his second Bachelor of Science in Aerospace Flight Dispatch and Scheduling with an optional in CTI (Spring 2008). He has his first Bachelor of Science in Aerospace Administration with a Minor in Business Administration (Spring 2007). After he finishes his current degree he will be attending the Masters program at Middle Tennessee State University with a concentration of Airport and Airline Management. When he is not in class he works part time at Costco Wholesale where he has been employed since 2001.



### **Jerry Hill, Faculty Advisor**

Jerry Hill has been involved with NIFA since 1974, when he was a member of The Flying Raiders when MTSU won its first Regional Championship and attended its first National SAFECON. After retiring from the U.S. Army he returned to MTSU to join the Aerospace Department as an adjunct faculty in 1989, he became a full time professor in 1991. Jerry has served as the Director of the Tennessee Aerospace Education Workshops and as the Coach of the MTSU Flight Team, The Flying Raiders. In 1992, he was named flight team "Coach of the Year" for Region 8. He currently is a member of the NIFA Council and serves on the Judges Committee and the Executive Committee.



## **SAFECON Senior Judges**

### **Jody McCarrell, NIFA Senior Chief Judge**

Jody McCarrell has been involved with NIFA since 1970 where she served in nearly every position in both regional and national events, including chief judge. Jody holds a commercial license with instrument, single and multi-engine aircraft, and CFI. Jody is a past International President of the Ninety-Nines and is also a member of AOPA, NAA, and Women in Aviation. She was one of the first three women appointed as a judge by the Federation International Aeronautique for World Precision Flying. Jody was involved with the running of the 1985 World Precision flying Event held in Florida and was the Competition director of the 1996 World Precision flying Event held in Fort worth, Texas. Jody was a corporate pilot for ten years, with experience in almost every model of single engine aircraft, as well as several twin and turbine aircraft. Jody sits on the NIFA Council board and is the head of the judging committee. She lives in DeQueen, Arkansas with her husband of 49 years, Wayne.



### **Trine Jorgensen, SAFECON Chief Judge**

I obtained my Pilots License in 1984. I went to Metro State College in 1985, on the 5 year plan and graduated in 1990. I participated on the Flight Team for 4 years, 2 of which I was Captain. I have been judging Regional's and Nationals since graduating.

My career took me to the Colorado State Patrol where I spent 5 years as a State Trooper, 4 of which were as a motor officer riding Harley's. I flew continuously thru-out my career detour and eventually did a stint flying in Alaska one summer, flew with Air Midwest, Mesa and Air Tran before being hired at Delta in 2000. I was furloughed for 3 1/2 years after Sept. 11th and had a few jobs, one of which kept me in law enforcement.

I currently live in Collierville, TN. with my husband Bob Clement and three dogs. I am LAX based on the 757/767 and Bob is a Captain on the MD-11, for FedEx based in Memphis. I am still current as reserve police officer for the town of Collierville and Bob is Executive Director of Alpha Eta Rho. Together we have been participating, helping, supporting NIFA and collegiate aviation since 1969 and 1987. This is your time, your Nationals, have a great SAFECON.



### **Eric Barton, SAFECON Associate Chief Judge**

I'm currently an international crew scheduler for FedEx in Memphis, TN, but I grew up in Colorado where I learned to fly while attending Metropolitan State College of Denver, graduating in 1996. I joined Metro's flight team, and participated in my first NIFA event at the 1993 national SAFECON in Killeen, TX. I was hooked from that point on, and stayed with the team during my entire time in college. After I graduated, I missed not being able to participate, so in 1998 I volunteered to judge for the first time, and have been doing it ever since. I've now judged in 9 regional competitions and 4 national competitions. I've been the chief judge for Region 6 since 2001, ran the navigation event at the 2002 nationals, and am looking forward to serving as associate chief judge for the 2008 SAFECON. I still enjoy flying, and when I'm not judging SAFECONs or sending FedEx pilots to faraway lands in the middle of the night, I try to get in the air anytime I have the opportunity.



# SAFECON Winners

Year	Host School	Loening Trophy	National Champions
1949	Texas Christian University	-	-
1950	Stephens College	-	-
1951	University of Oklahoma	-	-
1952	Oklahoma State University	McAlester College	-
1953	University of Minnesota	Texas Christian University	-
1954	University of Illinois	University of Illinois	-
1955	Texas Christian College	Oklahoma A&M	-
1956	University of Oklahoma	Oklahoma A&M	-
1957	Oklahoma State University	Oklahoma A&M	-
1958	McAlester College	Oklahoma State University	-
1959	University of Illinois	Oklahoma State University	-
1960	The Ohio State University	Oklahoma State University	-
1961	Texas A&M	St. Cloud State University	-
1962	Oklahoma State University	Oklahoma State University	-
1963	Southern Illinois University	Ohio University	-
1964	Montana State University	Oklahoma State University	-
1965	Purdue University	Oklahoma State University	-
1966	University of Colorado	Ohio University	-
1967	Southern Illinois University	Oklahoma State University	-
1968	Ohio University	Parks College of St. Louis	-
1969	Parks College of St. Louis	San Jose State University	-
1970	Montana State University	San Jose State University	-
1971	San Jose State University	San Jose State University	-
1972	Purdue University	Oklahoma State University	-
1973	Southern Illinois University	Broward Community College	-
1974	St. Cloud State University	Southern Illinois University	-
1975	University of Albuquerque	Oklahoma State University	-
1976	Embry Riddle 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	-
1982	Palomar Community College	Oklahoma State University	Southern Illinois University
1983	Western Michigan University	Western Michigan University	Western Michigan University
1984	United States 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 University-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	US 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	Westminster	Embry Riddle Aero. Univ.-Prescott
2008	Middle Tennessee State University	TBA	TBA



## **Awards Banquet Guest Speaker**

Captain Robert "Hoot" Gibson graduated with a degree in Aeronautical Engineering from California Polytechnic State University in San Luis Obispo, California. He entered the United States Navy and served as a Fighter Pilot in F-4 "Phantom" and F-14 "Tomcat" Aircraft and flew combat missions in Southeast Asia, making more than 300 carrier landings aboard the Aircraft Carriers "USS Coral Sea" and "USS Enterprise". After attending the Navy Fighter Weapons School "Topgun", and the Navy Test Pilot School, he served as a Flight Test Pilot prior to being selected as an Astronaut in 1978 in the first Space Shuttle Astronaut selection.

In 18 years as an Astronaut he flew 5 Space Flights, 4 of them as the Mission Commander, aboard the Space Shuttles "Challenger", Columbia", "Atlantis", and "Endeavour". His final Space Flight was the first mission to rendezvous and dock with the Russian Space Station "Mir" in 1995.

In his career with NASA, he held the positions of Deputy Chief of NASA Aircraft Operations, as the Chief of the Astronaut Office, and as the Deputy Director of Flight Crew Operations.

After leaving NASA in 1996, Captain Gibson flew for 10 years as an airline pilot with Southwest Airlines.

In a flying career covering over 40 years, he has accumulated more than 13,000 hours of flight time in more than 60 types of military and civilian aircraft.

He has received numerous honors, awards and decorations including the Distinguished Service Medal, the Legion of Merit and the Distinguished Flying Cross, and has established 5 Aviation and 3 Space World Records. Captain Gibson was inducted into the Astronaut Hall of Fame in 2003.



Today, Middle Tennessee State University is one of the largest and fastest growing universities in the country, but it came from humble beginnings. Middle Tennessee Normal School was founded in 1911 to teach the teachers of Tennessee. Later the name was changed to the Middle Tennessee Teachers College and then Middle Tennessee State College in the 1940s. It was also in the 1940s that aviation classes began on campus. In 1946 the runway was actually right on campus in the spot where the Business and Aerospace Building sits today. In the 1960s the name was changed again to Middle Tennessee State University and in 1971 the Aerospace Department became an independent academic unit.

Today MTSU has over 23,000 students, and is made up of eight colleges, 39 academic majors, and featuring 54 undergraduate degrees. At MTSU 78% of all resources is put into student instruction – compared to an average of 62% nationwide. MTSU is 52% female, 13% minority, and has students from 80 different countries. In 2002 MTSU had the number one rated ROTC program in the United States (269 other universities were rated). MTSU graduates 26% of all the public school teachers in Tennessee, has a world-renowned Recording Industry Management program, was cited by Newsweek as one of the country's best education values, and has produced U.S. Congressman, Senators, and a Nobel Prize winner.

The Aerospace Department has approximately 800 students in both graduate and undergraduate programs. All MTSU Aerospace undergraduate programs are accredited by the Council on Aviation Accreditation (CAA). The programs are: Aerospace Administration, Flight Dispatch and Scheduling, Maintenance Management, Professional Pilot, and Technology. In addition MTSU is an Air Traffic Control preparatory school through the FAA's College Training Initiative. The MTSU Aerospace Department is located on the MTSU main campus and at an Airport Campus at the Murfreesboro Municipal Airport. The Business and Aerospace Building on the main campus is a \$32 million, state-of-the-art building where every classroom is a Master Classroom. Aerospace students have their own computer lab, but there are other computer labs in the building that are open 24 hours a day, 7 days every week. The Department operates its own FAA testing center, wind tunnel, weather station, and flight simulation lab. The Airport Campus is where the





Maintenance Management hangar is located and the Flight Program building. The Maintenance Management program is FAA Part 147 approved and the Professional Pilot program is FAA Part 141 approved.

In 2002, Federal Express, a Tennessee corporation, donated a Boeing 727 to the Aerospace Department. The 727 landed on our 3,900 foot runway and is now used as lab equipment for all Aerospace concentrations.

In 2003, MTSU purchased 25 new airplanes for the Professional Pilot program. All the new airplanes are equipped with GPS systems. The new fleet consists of 9 Diamond DA-20 Eclipse airplanes, 11 Diamond DA-40 Diamond Star airplanes, 3 Piper Arrows, 2 Piper Seminoles, 3 Cessna 152, 1 Piper Super Cub, 1 Dehanilland DHC-Q Beaver, 1 King Air 200, a Cessna RG and a Cessna T-41.

In 2004, NASA awarded the MTSU Aerospace program with a grant to explore flight training in new "glass cockpit" airplanes. MTSU takes delivery of the first production Diamond Star airplane equipped with the Garmin G-1000 glass panel system. The NASA research will allow student to train in this most advance airplane from the very first flight lesson. MTSU will use a newly approved syllabus to teach Private and Instrument all at once – the syllabus is also recognized by the FAA's FITS program (FAA Industry Training Standards).

The MTSU Aerospace also offers graduate degrees. Consider MTSU's Master of Aerospace Education or the Master of Science in Aviation Assets Management or Airline/Airport Management to further your career.

MTSU graduate now fly for every major airline, every branch of the military, scores of corporations, and dozens of regional/commuter airlines. MTSU grads also manage airlines, aviation related companies, design new aircraft, and both large and small airports. MTSU Maintenance Management grads don't just work on airplanes – but they manage the people that do. Students from the Air Traffic Control CTI program have a 100% placement rate – so you can hardly fly anywhere without talking to a controller from MTSU. In short – MTSU supplies the decision makers to the Aerospace industry that will shape and lead us well into this new century.



## **SAFECON 2008 Awards**

### **National Championship Trophy**

*The 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 has displayed outstanding competition performance, air safety, and active participation in aviation in their local community during the last year. All member schools in good standing are eligible.

### **Flying Events Champions**

*National Business Aviation Association*

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

### **Ground Events Champions**

*Pilots of United Airlines*

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

### **Judges Trophy**

*Jet Aviation Holdings, Inc*

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

### **American Airlines Safety Award**

*American Airlines*

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**

*Corporate Flight Management*

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

### **Top Scoring Female Contestant Award**

*The Ninety-Nines, Inc.*

*International Association of Women Pilots*

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

### **Outstanding Team Member Award**

*American Eagle Airlines, Inc.*

Each team has the opportunity to recognize the contributions and efforts of a team member 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 Aircraft*

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 on the target line. Once the pilot reduces the power, he or she cannot increase it again. The distance in feet from where the aircraft's wheels initially touch the runway from the target line is the pilot's score. The lowest cumulative score from the two landings plus technique penalty points wins.

### **Power Off Landing Event**

*AirNet Systems*

Similar to the Short Field Event, only the power must be reduced and remain at idle on the downwind leg abeam of the target line. The approach is made by gliding for the remainder of the traffic pattern to touchdown on the target line.



#### **Message Drop Event**

*Phoenix Aviation Managers*

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

#### **Simulated Comprehensive Aircraft Navigation Event (SCAN)**

*Diamond Aircraft*

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

#### **Ground Trainer Event**

*Frasca International, Inc.*

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

#### **Aircraft Recognition Event**

*AircraftLogs*

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

#### **Computer Accuracy Event**

*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 flight training device. All aspects of a cross-country IFR flight are included such as clearances, holding patterns, instrument approach procedures, and diversion to an alternate.

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

*Paradigm Shift Solutions*

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

#### **Certified Flight Instructor Event**

*AOPA*

Certified Flight Instructors take part in a teaching competition. The event starts with a CFI preparing a lesson on a predetermined subject and teaching it. 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.*

*International Association of Women Pilots*

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 services 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 best sportsmanship throughout the week of competition. Each team votes for who they feel should be the recipient.

#### **Wally Funk Competition Safety Award**

*Wally Funk, Safety Judge*

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

#### **National & Regional Top Pilot Awards**

*The Air Line Pilots Association*

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

# CONGRATULATIONS TO ALL THE SAFECON 2008 PILOTS

*from these Southwest pilots*

Captain Kevin Ferguson

Captain Mark Schulz

Captain Mike Sluder

Captain Bryan Lillegard

Captain Rodney Yee

Captain Scott Russell

Captain Scott van Ooyen

Captain Jim Godek

Captain Les McCabe

Captain Jerry Hill

Captain Steve Hannah

Captain Ken Hamilton

Captain Ted Byron

Captain Jim Fiedel

Captain Brenda Curtis



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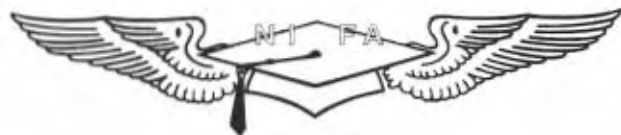
**NIFA / AHP  
ALUMNI  
ASSOCIATION**

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



**NIFA  
FOUNDATION**

The NIFA Foundation welcomes  
you to the 2008 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

# 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*  
Robert Clement, *Vice President*  
Forrest D. (Dan) Reece, *Director, Corporate Relations*  
Kent E. Backart, *Executive Director*

### REGIONAL GOVERNORS

Joan B. Jones, North new England Governor  
Brad T. Foltman, Western Governor  
Dr. Larry Carstenson, West Central Governor  
Dr. Jerry Chubb, East Central Governor  
Jerry Hill, South Central Governor  
Mr. Joseph Hoffman, Southeastern Governor

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

# SAFECON 2008

## Schedule of Events

TIME	EVENT	LOCATION	
<b>Saturday May 3, 2008</b>			
0800-1700	Arrival Briefing	Smyrna Terminal	278 Doug Warpoole Road
0800-1700	Registration	Smyrna Terminal	278 Doug Warpoole Road
0800-1700	Scheduled Landing Practice	Airport	MQY
0800-1500	Ground Trainer Practice	Airport	624 Fitzhugh Blvd
0800-1500	IFR Simulated Flight Practice	Airport	624 Fitzhugh Blvd
0800-1500	Preflight Aircraft on Display	Airport	625 Fitzhugh Blvd
0800-1500	Ground Trainer Sign Up	Communications Center	623 Fitzhugh Blvd
	IFR Simulated Flight Sign Up	Communications Center	623 Fitzhugh Blvd
	CRM/LOFT Sign Up	Communications Center	623 Fitzhugh Blvd
	CFI Sign Up	Communications Center	623 Fitzhugh Blvd
	Achievement Interview Sign Up	Communications Center	623 Fitzhugh Blvd
	Loening Trophy Interview Sign Up	Communications Center	623 Fitzhugh Blvd
	Safety Interview Sign Up	Communications Center	623 Fitzhugh Blvd
	Preflight Sign UP	Communications Center	623 Fitzhugh Blvd
1200-1800	CRM/LOFT Practice	Wings of Eagles	661 Fitzhugh Blvd
<b>Sunday May 4, 2008</b>			
0800-1700	Arrival Briefing	Smyrna Terminal	278 Doug Warpoole Road
0800-1700	Registration	Smyrna Terminal	278 Doug Warpoole Road
0800-1700	Scheduled Landing Practice	Airport	MQY
0800-1500	Ground Trainer Practice	Airport	624 Fitzhugh Blvd
0800-1500	IFR Simulated Flight Practice	Airport	624 Fitzhugh Blvd
0800-1500	Preflight Aircraft on Display	Airport	625 Fitzhugh Blvd
0800-1500	Ground Trainer Sign Up	Communications Center	623 Fitzhugh Blvd
	IFR Simulated Flight Sign Up	Communications Center	623 Fitzhugh Blvd
	CRM/LOFT Sign Up	Communications Center	623 Fitzhugh Blvd
	CFI Sign Up	Communications Center	623 Fitzhugh Blvd
	Achievement Interview Sign Up	Communications Center	623 Fitzhugh Blvd
	Loening Trophy Interview Sign Up	Communications Center	623 Fitzhugh Blvd
	Safety Interview Sign Up	Communications Center	623 Fitzhugh Blvd
	Preflight Sign UP	Communications Center	623 Fitzhugh Blvd
0800-1700	CRM/LOFT Practice	Wings of Eagles	661 Fitzhugh Blvd
<b>Monday May 5, 2008</b>			
0800-1500	Arrival Briefing	Smyrna Terminal	278 Doug Warpoole Road
0800-1500	Registration	Smyrna Terminal	278 Doug Warpoole Road
0800-1500	Scheduled Landing Practice	Airport	MQY
0800-1500	Ground Trainer Practice	Airport	624 Fitzhugh Blvd
0800-1500	IFR Simulated Flight Practice	Airport	624 Fitzhugh Blvd
0800-1300	Preflight Aircraft on Display	Airport	625 Fitzhugh Blvd
0800-1500	Ground Trainer Sign Up	Communications Center	623 Fitzhugh Blvd
	IFR Simulated Flight Sign Up	Communications Center	623 Fitzhugh Blvd
	CRM/LOFT Sign Up	Communications Center	623 Fitzhugh Blvd
	CFI Sign Up	Communications Center	623 Fitzhugh Blvd
	Achievement Interview Sign Up	Communications Center	623 Fitzhugh Blvd
	Loening Trophy Interview Sign Up	Communications Center	623 Fitzhugh Blvd
	Safety Interview Sign Up	Communications Center	623 Fitzhugh Blvd
	Preflight Sign UP	Communications Center	623 Fitzhugh Blvd
0800-1500	CRM/LOFT Practice	Wings of Eagles	625 Fitzhugh Blvd
1300	Preflight Aircraft Viewing Closed	Ramp	625 Fitzhugh Blvd
1500	All Interview Sign Ups Closed		
1500	All Simulator, Preflight Sign Ups Closed		
1500	All Flying Practices Over		
1600	Judges Briefing	BAS Room S-118	MTSU Campus
1800	Opening Ceremony	Tucker Theater	MTSU Campus
1900-2030	Aircraft Recognition Event	BAS State Farm Room	MTSU Campus



# SAFECON 2008 Schedule of Events

<u>TIME</u>	<u>EVENT</u>	<u>LOCATION</u>	
<b>Tuesday May 6, 2008</b>			
0700-1600	Navigation Planning	Executive Air Building	622 Fitzhugh Blvd
0800-1700	Navigation Event	Ramp	MQY
0800-1700	Ground Trainer Event	Airport	624 Fitzhugh Blvd
0800-1700	IFR Simulated Flight Event	Airport	624 Fitzhugh Blvd
0800-1700	CRM/LOFT Event	Wings of Eagles	625 Fitzhugh Blvd
0800-1700	CFI Event	Bldg 250	8th Avenue
0800-1700	Safety Interviews	Bldg 250	8th Avenue
0800-1700	Loening Trophy Interviews	Bldg 250	8th Avenue
0800-1700	Womens Achievement Interviews	Bldg 250	8th Avenue
0800-1700	Mens Achievement Interviews	Bldg 250	8th Avenue
0800-1700	Preflight Aircraft Event	T-Hangar 14, CFM	HANGAR 14
1800-1930	Manual Flight Computer Event	Bldg 250	8th Avenue
<b>Wednesday May 7, 2008</b>			
0745-0800	Power Off Landing Event Briefing	Airport	623 Fitzhugh Blvd
0800-1400	Power Off Landing Event	Ramp	MQY
0800-1700	Ground Trainer Event	Airport	624 Fitzhugh Blvd
0800-1700	IFR Simulated Flight Event	Airport	624 Fitzhugh Blvd
0800-1700	CRM/LOFT Event	Wings of Eagles	625 Fitzhugh Blvd
0800-1700	CFI Event	Bldg 250	8th Avenue
0800-1700	Safety Interviews	Bldg 250	8th Avenue
0800-1700	Loening Trophy Interviews	Bldg 250	8th Avenue
0800-1700	Womens Achievement Interviews	Bldg 250	8th Avenue
0800-1700	Mens Achievement Interviews	Bldg 250	8th Avenue
0800-1700	Preflight Aircraft Event	T-Hangar 14, CFM	HANGAR 14
1800-1930	SCAN Event	Bldg 250	8th Avenue
<b>Thursday May 8, 2008</b>			
0745-0800	Short Field Landing Event Briefing	Airport	623 Fitzhugh Blvd
0800-1400	Short Field Landing Event	Ramp	MQY
0800-1700	Ground Trainer Event	Airport	624 Fitzhugh Blvd
0800-1700	IFR Simulated Flight Event	Airport	624 Fitzhugh Blvd
0800-1700	CRM/LOFT Event	Wings of Eagles	625 Fitzhugh Blvd
0800-1700	CFI Event	Bldg 250	8th Avenue
0800-1700	Safety Interviews	Bldg 250	8th Avenue
0800-1700	Loening Trophy Interviews	Bldg 250	8th Avenue
0800-1700	Womens Achievement Interviews	Bldg 250	8th Avenue
0800-1700	Mens Achievement Interviews	Bldg 250	8th Avenue
0800-1700	Preflight Aircraft Event	T-Hangar 14, CFM	HANGAR 14
1900-2100	Presidents / Industry Reception	DoubleTree Hotel	Murfreesboro
<b>Friday May 9, 2008</b>			
0800-1700	Message Drop Event	Ramp	MQY
0800-1700	Ground Trainer Event	Airport	624 Fitzhugh Blvd
0800-1700	IFR Simulated Flight Event	Airport	624 Fitzhugh Blvd
0800-1700	CRM/LOFT Event	Wings of Eagles	625 Fitzhugh Blvd
0800-1700	CFI Event	Bldg 250	8th Avenue
0800-1700	Safety Interviews	Bldg 250	8th Avenue
0800-1700	Loening Trophy Interviews	Bldg 250	8th Avenue
0800-1700	Womens Achievement Interviews	Bldg 250	8th Avenue
0800-1700	Mens Achievement Interviews	Bldg 250	8th Avenue
1400-1530	FED EX CRM Presentation	Airport	623 Fitzhugh Blvd
1800-2200	Preflight Aircraft Event	T-Hangar 14, CFM	HANGAR 14
	Friday Night Social Event	Airport	623 Fitzhugh Blvd
<b>Saturday May 10, 2008</b>			
0900-1200	NIFA Council Business Meeting	Smyrna Terminal	278 Doug Warpoole Rd.
1300-1400	Team Captain's Meeting	Airport	623 Fitzhugh Blvd
1800-2100	Awards Banquet	Murphy Center	MTSU Campus



CFM would like to welcome all  
NIFA/SAFECON 2008 participants.

***Best of luck to all of the flight teams!***

FBO Services at Smyrna. (KMQY) Contact 615.220.2957  
Maintenance Services Contact 615.534.4600



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## NETJETS® PILOTS

The industry's most experienced and dedicated aviators,  
benefiting from the world's most advanced pilot training program.

In 1986, NetJets pioneered the concept of fractional aircraft ownership. Today, NetJets is the worldwide leader with the most Owners, the largest fleet, and the finest reputation. One of the main reasons more individuals and companies choose NetJets is our company-wide commitment to safe performance – a defining characteristic that also helps us attract the best pilots in the world. Every aspect of NetJets' operations reflects a devotion to safety that permeates our company from top to bottom. This is evident in the millions of dollars we invest in keeping the NetJets fleet one of the youngest in private aviation and in the careful systems of flight operations checks and balances we rigorously enforce. But nothing better illustrates our commitment to safety than the way we select, train, and equip NetJets pilots. In this paper, we provide an overview of NetJets' practices and standards for pilot recruitment, hiring, and training as well as recurrent training\*. All told, they ensure that NetJets pilots are the best in aviation.

### ATTRACTING THE BEST

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

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

The NetJets support infrastructure includes: chief pilots and pilot instructors for every type of aircraft, FAA-certified dispatchers, full-time licensed meteorologists, international flight planners, in-house maintenance coordinators, operational intelligence and analysis experts, Owner Services representatives, and a dedicated quality control team. It also includes an in-house security staff supplemented by ASI Group (ASI) and International Security Associates (ISA), two of the world leaders in providing international risk assessments and security services on the ground and

\*Standards listed are for the NetJets U.S. program.



in the air. NetJets Owner Services Teams are on call 24 hours a day, 365 days a year.

Our pilots fly schedules that keep them alert and focused on the task at hand. Unlike some other business jet operators, NetJets employs all of its pilots as full-time, vested members of our company.

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

Most importantly, though, NetJets operations are structured so that pilots are the final authorities concerning whether or not it is safe to fly. Without exception, the system we have created ensures that a pilot can never be pressured to takeoff when he or she feels it would jeopardize safety.

As a result, the very best aviators apply for positions with our company. In fact, even though our minimum hiring requirement is 2,500 hours of total flight time, applicants come to our company with an average of more than 6,500 hours of flying experience. We are proud that our crews have included former senior airline captains as well as former pilots of Air Force One.

#### NETJETS PILOTS RECEIVE AN EXPERT SUPPORT INFRASTRUCTURE

There are several dedicated groups housed within the Netjets Flight Operations Department which support our pilots. These groups include Dispatch, Meteorology and Operational Intelligence and Analysis (OIA).



#### *Aircraft dispatchers*

Netjets aircraft dispatchers are government-licensed Netjets employees who earn special certification from the Federal Aviation Administration to serve as aircraft dispatchers. They are licensed to prepare flight plans that factor in aircraft performance, takeoff and landing weights, current weather conditions, forecasted weather conditions, airport conditions, air traffic volume, and the many other components required for a safe and enjoyable flight.

The FAA does not require operators of fractional ownership programs to have certified aircraft dispatchers on staff, and other fractional programs may not have them. The Netjets team, however, includes FAA-certified and FlightSafety® International trained dispatchers. These professionals are uniquely qualified to effectively support our pilots in performing technical tasks and calculations related to flying

a jet aircraft. With our dual release system, not one flight is cleared for takeoff until the flight crew and dispatchers have double checked each other and concur on all aspects of the flight.

All Netjets FAA-certified dispatchers receive specialized company training when they first join our company. They complete additional training every year at FlightSafety, including a refresher course at the start of each season about safety considerations associated with that particular season.

#### *Meteorologists*

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

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

#### *Operational Intelligence and Analysis (OIA) professionals*

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



## HOW WE SELECT THE BEST OF THE BEST

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

Not all operators of fractional ownership programs choose to adhere to these same standards or require an ATP license for both captain and first officer. At NetJets, our applicants average more than 6,500 hours of flying experience, so most pilots we hire have qualifications that far exceed even our own stringent requirements.

NetJets also requires a current first-class medical certificate which is issued to pilots after an FAA-certified physician determines that an individual is in excellent health as indicated by measures of blood pressure, exercise tolerance, organ function, vision and hearing acuity, and other health indicators.

## SCREENING FOR THE BEST OF THE BEST

Pilots who meet the NetJets minimum qualification standards must pass through our rigorous screening process before being extended an offer. The process includes:

### *In-depth interview*

Applicants meet with a seasoned NetJets team that includes pilots. The team determines the extent of the applicant's technical expertise and also gauges the applicant's Owner service skills.

### *Flight simulator test*

During the flight simulator test, an experienced pilot instructor determines the applicant's ability to handle the aircraft safely and skillfully in a variety of situations.

### *Extensive security background check*

For each applicant, NetJets performs a work history review, both a criminal records review and a TSA fingerprint-based criminal history record check, education review, FAA license check, national driver's license check, and credit history check.

### *Drug screening*

An initial employment drug screening is conducted with random drug and alcohol testing thereafter.



## AFTER THE SCREENING: THE START OF INTENSIVE TRAINING

When NetJets provisionally hires an applicant who successfully passes our screening tests, the process of creating a NetJets pilot begins. Whether an individual has a decade of experience flying for a major airline or many years experience as the captain of Air Force One, every NetJets pilot begins his or her career at NetJets with an average of 35 days of intensive training. The first phase of training includes courses in:

### *Technical aspects of flying state-of-the-art aircraft*

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

Other technical aspects receiving in-depth coverage include navigation, charting and flight planning, aircraft performance and airport analysis, airspace and air traffic control procedures, instrument procedures, ground de-icing procedures, and normal and emergency communication procedures.

### *Crew Resource Management*

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

#### *The Emergency Vision Assurance System (EVAS)*

At NetJets, we add an important measure of safety by implementing the use of EVAS on aircraft in the NetJets fleet for which the FAA has approved installation. This innovative new system ensures that crews can continue to fly and land a plane safely even if the flight deck fills with smoke. In such an unlikely event, onboard systems supply crews and passengers with fresh air, and the EVAS system uses an inflatable plastic bubble that allows both the captain and the first officer to view their instruments and see out the windows, no matter how thick the smoke becomes. NetJets provides this equipment to both the captain and the first officer, and all newly hired pilots are thoroughly trained in its use.

#### *Hypoxia training*

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

#### *Medical emergency procedures*

NetJets pilots receive advanced first aid and CPR training. In addition, teams from Mayo Clinic, one of the most trusted names in healthcare around the world, train them in emergency medical procedures. In the event of a medical emergency onboard a NetJets aircraft, our crews contact Mayo Clinic directly for assistance in responding quickly and effectively to the emergency. Mayo Clinic critical care nurses and physicians assess the situation based on information provided by NetJets crews and help determine the most appropriate course of action. A call to a Mayo Clinic in-flight emergency number can also help coordinate medical services when the aircraft lands. All pilots and crew members are trained annually in the use of emergency medical kits and other resources onboard the NetJets aircraft. Our aircraft are outfitted with Mayo Clinic-specified medical kits as well as emergency oxygen and automatic external defibrillators (commonly called AEDs).

#### *Security*

Since NetJets Owners – many of whom are high-profile individuals – fly to a wide range of destinations in 150 countries worldwide, our pilots are specially trained to manage both domestic and international security-related issues. NetJets' in-house security staff, together with ASI



*Full-motion simulators costing an average of \$18-\$22 million each.*

Group (ASI) and International Security Associates (ISA), supports our crews with international risk assessments, customized intelligence reports, 24-hour global monitoring, and country briefings. All new pilots are trained to take full advantage of these resources.

#### *The added skills and knowledge required to fly safely into 150 countries worldwide*

In the event of an emergency touchdown in a remote domestic or international area, our pilots are prepared with both information and survival skills. For each flight, they have data on the location of the towns and airports along the flight path. During flight, they can call for more in-depth information including the location of hospitals, hotels, and other important assets. The data is gathered from a variety of sources including but not limited to Jeppesen, ASI Group (ASI), International Security Associates (ISA), and our own Safety and Security department. In addition, our pilots are trained to perform CPR and other helpful procedures and, if needed during flight, can contact Mayo Clinic and speak directly with a critical care nurse or physician about a specific medical situation.

#### *Owner service*

Being a NetJets pilot requires more than outstanding technical skills and training. NetJets promises a superior ownership experience for each of our Owners, and our pilots are a critical component of service delivery, ensuring that each flight is an exceptional travel experience for everyone onboard. To prepare new NetJets pilots for this important responsibility, our own in-house Owner service experts provide them with intensive training. This Owner service course is also useful in verifying that the pilots we hire have the Owner service skills we require.



*Pilots in full-motion simulator with flight instructor learning how to manage situations they may encounter.*

#### AFTER TRAINING: MORE TRAINING

Pilots who demonstrate the right technical and Owner service skills during their ground school at NetJets proceed to additional training at FlightSafety® International, the world's premier aviation training organization. At FlightSafety, our pilots complete an intensive training course in the specific type of aircraft they will fly for NetJets.

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

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

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

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

#### AND MORE TRAINING

NetJets pilots are also put through four hours of Line Orientation Flight Training (LOFT) in the simulator. The pilots are tested on actual operations at many airports including Los Angeles, Las Vegas, South Lake Tahoe, Tulsa, Reno, Sun Valley, Eagle/Vail, and Aspen. NetJets has been instrumental in developing and building the visuals for a number of these airports. Finally, they are eligible to begin serving as a NetJets first officer flying under the guise of a seasoned NetJets initial operating experience (IOE) captain.

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

#### FIRST A FIRST OFFICER

Every pilot – even a former Air Force One captain – begins his or her NetJets career as a first officer. Only after our pilots have successfully demonstrated their skills in the first officer's seat are they allowed to undergo upgrade training and testing that will qualify them to serve as a NetJets pilot-in-command.

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

### THE TRAINING NEVER STOPS

At NetJets, new-hire training is only the beginning. On average, new NetJets pilots receive 221 hours of training their first year, and tenured NetJets pilots receive 100 hours every year.

The NetJets program for recurrent pilot training includes simulator training twice each year in the specific type of aircraft the pilot flies. As mentioned earlier, NetJets pilots fly only one aircraft type. If a pilot wants to move from the Citation V Ultra, for example, to the Citation X, he or she will complete type-rating training in the Citation X and, after that, fly only the Citation X as a first officer again. This approach adds an extra measure of safety to our operations.

Our recurrent pilot training program also includes flight instruction and ground school provided by our own dedicated in-house training department. With a full-time staff working to create and deliver the world's best pilot training programs, the NetJets training organization is unmatched by any other in our industry.

During recurrent training, all of our pilots complete courses in the subjects below:

- Aircraft performance
- Weight and balance calculations

- Crew Resource Management (the approach we use to ensure that our crews communicate and function as effective teams)
- Navigation chart usage
- Windshear causes and recovery
- Advanced radar methods
- International procedures
- Security
- Survival skills (in the event that an aircraft has to make an emergency landing in a remote area)
- Hypoxia and high altitude physiology
- Advanced de-icing procedures
- The use of EVAS (the Emergency Vision Assurance System used to ensure that the crew would still be able to see even if the flight deck filled with smoke)
- Procedures used to manage medical emergencies that might occur onboard an aircraft
- Water landing procedures
- CPR and advanced first aid techniques
- Owner service skills

Providing this level of training to our pilots requires a multi-million dollar investment by NetJets – and it is the ultimate demonstration of the commitment to safety that rules our company.





#### WHY NETJETS HAS A TEN YEAR CONTRACT WITH FLIGHTSAFETY

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

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

FlightSafety keeps one of its state-of-the-art training facilities – complete with full-motion flight simulators – located within the NetJets operations center in Columbus, Ohio. This facility currently houses simulators for the following aircraft: Dassault Falcon 2000 and Cessna Citation Excel, Sovereign, V Ultra, X, and XLS.



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

#### SEEING IS BELIEVING

Reading about a company's operations can be very informative, but nothing compares with a complete due diligence done on your own. We encourage our Owners and prospective Owners to tour our operations center in Columbus, Ohio. To schedule a facilities tour or to request more information about the NetJets program, contact us at 1-877-NETJETS (877-638-5387) or [www.netjets.com](http://www.netjets.com).

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## Averett University



From left to right: Heather Beale, Nicole Tourot, Amy Sipala, Christopher Smith, Adam Nance, Ryan Dorris, Adviser Travis Williams.

## Central Texas College



Top left, left to right: Candido Terrazas III, Ryan H..., David Stiles, Korey Rohlack, Shane Tillekeratne, Tim Stodieck, Bottom left left to right: Will Spurlock, Kyle Leiter, Ryan Zenor, Ryan Kealler



## Delta State University



**BACK ROW:** Michael Downs (CO CAPT.), Wesley Womble (CAPT.), Ben Wofford, Sean Sims, Danielle Powers, Dustin Ratliff, Ray Glasgow (COACH) **MIDDLE ROW:** Matthew Carroll, Patrick Penson (ASSISTANT COACH), Brandon Baioni, Jeremy Tackett, Clayton Gressett **FRONT ROW:** Rebecca McCracking, Zelak Mehta, Daniel Hille, Leigh McDonald, Meagan Tudor, Chad Weigand

## Embry-Riddle Aeronautical University - Daytona



(At time of printing, names were not submitted.)

## Embry-Riddle Aeronautical University - Prescott



**Back Row, Left to Right:** Josh Deweese, Josh Seay, Travis Elliott, Chris Thelan, Billy Jacobson, Brandon Anderson, Greg Oden, Malik Williams, Stephen Neumann, Elliott Holt. **Middle Row, Left to Right:** Thad Short, Chris Purcell, Kathleen O'Conner, Lena Hennis, Sarah Aguilera, Cassie Nagle, Kisa Wiley, Jamie Yoo, Brendon Vinchesi, Colin Tokarek, Jerrold Wu, Trevor Nicholson, Richard Shupe. **Kneeling, Left to Right:** Austin Richey, Robert Hughes, Ian Burton, Andrew Garrett, William Bayliss (Team President), Grant Culver, David Moore, Jahvan Dechape, Nate Visser, Peter Grey. **Not Pictured:** Matt Waterhouse (Assistant Coach), Jared Testa (Coach), Dustin Hagadone, Joe Sanzone

## Florida Institute of Technology

(Participating school; picture not submitted.)

## Hampton University



(At time of printing, names were not submitted.)



## Jacksonville University



**Left to Right:** Dr. Rhett Yates (Advisor), Brent Knoblauch (Captain), Jonathan Seletyn, Kevin Sawyer, Jon Greenwood, Kevin Burmaster, Brian Rendini, Michael Eisenhardt, Jesse Elliott, Jason Schappert, Jamil Jeffers, Michael Todd, Joey Collura, Sarah Morris, Captain Jeffrey Harrison (Advisor).  
**Not pictured:** Stefan Hertel, Michael Beattie.

## Kent State University



**Back Row:** Dr. Richard Mangrum (Advisor), Sean Hayden, Michael Bertram (Captain), Paul Wilhelm, Alan Konopka, Robert Dumovic, Jeff Adelman, Michael Burngasser, Brian Myers, Tim Palcho (Coach)  
**Front Row:** Benjamin Villareal, Greg Orosz, John Brock, Michael Fox (Captain), Kyle Virgei, Brian Beck, John Lantz **Not Pictured:** Evan Taylor, Kurt Wolff, David Hawk

## LaTourneau University



**Back Row:** Chris Barnes, Jered Gebel, Ken Misiak, Blake Eden, Jeff Tenkink, Roger Braun, Jeffrey Roesner, Chris Brown **Front Row:** Daniel Grollimund, Taryn Christy, Emily Brown, Rachel Ballou, Leanne Haycraft

## Lewis University



**Front row, left to right:** Rich Fetzer, Megan Montgomery, Al Szoldatits  
**Second Row, left to right:** Elise Brazzale, Andrew Wolanik, Allison Hopkins, Kairi Tanaka, Jimmy Nahal, Tiffany Bilski, Jen Alicz, Sam Patel **Third row, left to right:** Vince Lamm, John Eannace, Shane Lubow, Jared Hunt, Tom Muntzenberger, TJ Fogarty, Tim Pirc, Nick Terleckyj, Dan Perez, Pat Draland



## **Liberty University**



(At time of printing, names were not submitted.)

## **Mercer County College**



**Back Row:** Rajief Jobson, Ian Johansen, Captain Colin Stewart, Judith Galayda  
**Front Row:** Sean Capiak, Michael Suozzo, Captain Tabatha Ialacci

## Metropolitan State College of Denver



(At time of printing, names were not submitted.)

## Middle Tennessee State University



**From Left to Right kneeling:** Lee Brown, James Taylor, Nick Bruey, Drew Morris, Robert Bennett  
**From Left to Right standing:** Carl Roby, Blair Miller, Keaton Stanko, Lauren Lipe, Cole Merrick, Katie Bosman, Eric Christiansen, Tim Locke, Erin Wadlington, Adam Brown, Will Thomas, Shane Steward, Josh Schmitt  
**Not Pictured:** Jeff Hersom, Woody Hatchett





## Mt. San Antonio College



(At time of printing, names were not submitted.)

## Ohio State University



**Front Row on the ground** from Left to Right: Sam Wolf, Andrew Tarini, Christina Kurowicki, Kelly Hoffman, Sonya Jindal, Dan Kirsh **Back row on the ground** from left to right: Sam Crone, Eric Hueve, Mike Nienberg, Captain Michael McConnell, Captain Bryan Miller **Very Back on top of the Aircraft** left to right Coach Luke Stouffer, Coach Richard Ward

## **Oklahoma State University**

(Participating school; picture not submitted.)

## **Parks College**



(At time of printing, names were not submitted.)

## **San Jose State University**

(Participating school; picture not submitted.)

## **Schenectady University**

(Participating school; picture not submitted.)



## Southern Illinois University



**Back Row** Left to Right: Matt Gierstorf Coach, Jordan Miller, Justin McCollum, Erik Skjerseth, Skylar Venema, Brian Clavenna, Sam Robinson, Nathan Lincoln Head Coach. **Middle Row** Left to Right: Bryan Harrison Coach, Max Hougham Co-Captain, Brandon Crowd, Marc Chyba, Jeff Mandrell, Andrew Ross, Trenton Kessler, Kim Carter Academic Advisor. **Front Row** Left to Right: Jennifer Byrne Co-Captain, Mike LeFevre, Mike Carroll, Melissa Burk, Dustin Dellutri, Mike Pettinger, Sabrina Weber Coach.

## St. Cloud State University



**Front Row** From left to right: Justin Cummings, Rob Naramore, Merisa Kendall, Steve Anderson (Advisor), Paul Borrell (Asst. Captain), Dexter Nelson, Matt Dreher, Brett Teat (Asst. Captain)  
**Back Row** Left to right: Chad Andries, Judd Worley, Jonas Courneya, Craig Cance (Captain), Jon Gourdeaux, Kyle Button, Glen Belmer, Andrew Schrunk

## University of Central Missouri



**Front Row From Left:** Steve Araniecke, Zach Baum, Eric Meyer, Brett Largent, Shane Soligo (Team Captain) **Back Row From Left:** Dr. William Rankin (Department Chair), Michael Collins, Kyle Jordan, Justin LeTempt, Paul Apel, Lucas Bergfeld, Aaron Walker, Chris Schrodt (Team Captain), Allie Engel, Bart Brown (Advisor) **Not Pictured:** Cody Martin, Richard Shyne, Toru Suda (Coach)

## United States Air Force Academy



(At time of printing, names were not submitted.)



## University of Southern Illinois



**Team Members from left to right: Standing:** Joseph McElwee, Paul Mazurski, Joe Cofran, Tom Johnston, Edy Zareba, Alice McCormack, Erin Tilev, Brian Lumbrazo, Dave Lambert, Brian Osmer, Dave Bremner, James Sapieka, Dan Fagan, Dave Young, Ed Harvey, Christian Brandalise, Chuck Selover  
**Kneeling:** Zachary Omalley, Travis Cameron, Kevin White, Erin Galis, Pat Brennan, Keith Curren

## University of Louisiana - Monroe



**Left to Right:** Caleb Peacock, Reeves Russell, David Gunnell, Max Pippin, Tyler Collins, Alan Burgess, Will Blackard, Terrell Sharplin, Charlie Gregory, Quincy Dalton, Evan Falcon, Jeff Taylor. Not shown: Wade Hosea, Heath Johnson, Travis Webste

## University of North Dakota



**Standing (L-R):** Cindy Pro, Erik Johnson, TJ Seemann, Joel Thomas, Adam Fisel, Kyle Schurb, Ryan Perrin, Ryan Guthridge, Wesley Blanton, Greg Weseman, Aaron Guffey  
**Kneeling (L-R):** William Gardner, Tyler Van Heel, Andrew Paluch, Jamie Marshall, Jose Tavarez, Kasiri Landon, Lindsey Meyer, Louisa Millar

## Western Michigan University



(Participating school; picture not submitted.)



**Westminster**

(Participating school; picture not submitted.)

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*Best of luck to all participants!*



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## Welcome to All SAFECON Contestants



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

Wally soloed this C-120, December,  
1957, at Stephens College.



### **Graduate Programs in Aerospace**

The MTSU Department of Aerospace offers the Master of Science (M.S.) in Aviation Administration, with a concentration in Airline/Airport Management or Aviation Asset Management, and a Master of Education (M.Ed.) in Aerospace Education.

#### **Master of Science—Aviation Administration Program**

The M.S. in Aviation Administration is a management and operations-oriented degree program which was designed in cooperation with industry representatives (manufacturing, airlines, airport authority, fixed-base operators, and the FAA). Two concentrations are offered in the degree program: airline/airport management and aviation asset management. Study focuses on airport activities and organizational structures, aviation contracts and leases, and aviation systems management. Both degree programs require the completion of 36 semester hours, consisting of a 15 credit hour core, 12 credit hours in the chosen concentration, 6 credit hours of electives, and a 3 credit hour thesis.

#### **Master of Education—Aerospace Education Program**

The M.Ed. in Aerospace Education program is designed to serve students interested in the conduct of aviation education, training, or professional development programs, or in the administration of such programs. Advisement for this degree is provided jointly by graduate faculty members in the Aerospace Department and the MTSU College of Education and Behavioral Science. Students in the M.Ed. degree program may select either an aerospace or an education option. Both options require the completion of 34 semester hours, consisting of a 13 credit hour core and 21 credit hours from the aerospace and education areas.

### **Graduate Teaching Assistantships**

Several graduate teaching assistant positions are available each semester, which provide a monthly stipend as well as a tuition waiver. Please contact the Aerospace Department for specific application requirements.

### **How to Apply**

For more about the Aerospace graduate programs or to apply online, please visit [www.mtsu.edu/aerospace](http://www.mtsu.edu/aerospace), or contact Dr. Ron Ferrara, Aerospace Program Coordinator, at 615-898-2054 or [rferrara@mtsu.edu](mailto:rferrara@mtsu.edu). The application deadline for the fall 2008 semester is June 1<sup>st</sup>.



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

<b>Alan Bewley</b>	<b>Michael Hamilton</b>	<b>William Norteman</b>
<b>Steven Brazao</b>	<b>Michael Harbeck</b>	<b>Mark Phillips</b>
<b>Kevin Buchar</b>	<b>Charlie Kalvoda</b>	<b>Robert Quellette</b>
<b>Jay Collett</b>	<b>Joel Lehrke</b>	<b>Kevin Simecek</b>
<b>Jorge Costales</b>	<b>Roger Mapel</b>	<b>David Smith</b>
<b>Ty Dollarhide</b>	<b>David McCoy</b>	<b>Kevin Sprague</b>
<b>Robert Fischer</b>	<b>Gerald Molidor</b>	<b>Kim Strickland- Sargent</b>
<b>Brian Florence</b>	<b>Dale Nordhausen</b>	

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 Rocky Mountain College  
 United States Air Force Academy  
 Utah State University  
 Westminster College

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

California Institute of Technology  
 Cypress College  
 Embry-Riddle Aero. Univ. - Prescott  
 Mt. San Antonio College  
 Orange Coast Community College  
 San Diego Christian College  
 San Diego Miramar College  
 San Jose State University

**Region III - [ MI, OH, PA, and 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, and 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 - 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, and OK ]**

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 Oklahoma State University  
 Parks College  
 Spartan College of Aeronautics  
 Southeastern Oklahoma State Univ.  
 Tulsa Community College  
 University of Central Missouri  
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 University of Oklahoma

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

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 Dowling College  
 Dutchess Community College  
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**Region VIII - [ IL, IN, KY, and TN ]**

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**Region IX - [ AL, FL, and GA ]**

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 Lenoir Community College  
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**Region XI - [ AK, ID, OR, and WA ]**



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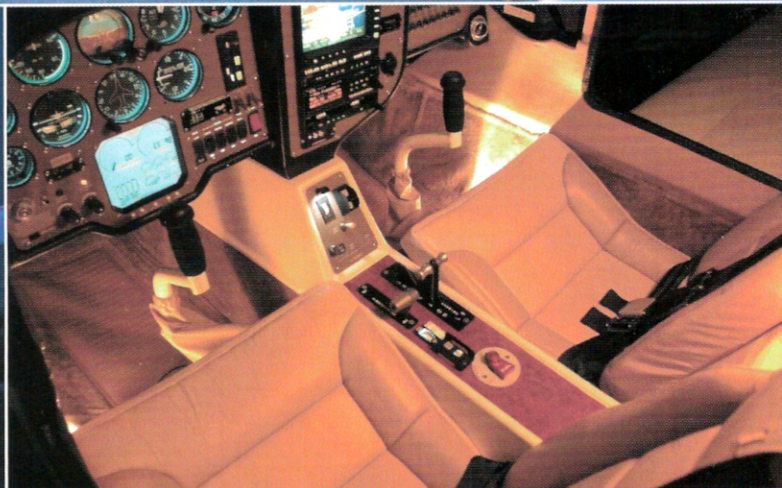
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