

AGENDA

DAY ONE – Monday, March 7

- 0715 Registration
- 0730 Devotions
- 0800 Welcome and Introductions
- 0810 Seminar Opening
- 0820 Jon Egeler – *Rules: Prison Bars or Guardrails?*
- 0915 Break
- 0930 Break-out Sessions – *Rules Discussion*
- 1015 Jack Lousma – *Fifty Years of Flight and Still Alive*
- 1130 Video & Discussion - *Confused*
- 1200 Lunch
- 1300 Eldon Anderson - *Expert Care and Maintenance of Aircraft Tires*
- 1430 Break
- 1445 Steve Quigg – *Survival Lessons From a Castaway*
- 1545 Break
- 1600 Jack Lousma – *Perspectives from Space*
- 1715 End of Session

DAY TWO – Tuesday, March 8

- 0730 Eldon Anderson - *Devotions*
- 0800 Eldon Anderson – *Because So Much is Riding on Your Tires*
- 0900 Steve Quigg – *Human Performance*
- 1015 Break
- 1030 Mike Childers – *Accident Investigation from a Manufacturer's Perspective*

- 1145 Lunch
- 1245 Steve Quigg – *Fatigue Countermeasures*
- 1345 Break
- 1400 A Video Classic – *“To Kill a Whopping Bird”*
- 1430 Jon Egeler – *Mission Aviation Accidents: Year in Review 2010*
- 1515 Seminar Wrap Up
- 1530 End of Session

Info Central

Long, long ago before everyone had private phone lines, the local telephone operator was the “Info Central” of any community. A quick call to “Central” could provide news about who was home, who was sick and what the Browns were having for dinner that night. This *Info Central* seminar today is the place to be for learning a wide variety of aviation safety news and information designed to help improve your professionalism and reduce your exposure to risk.



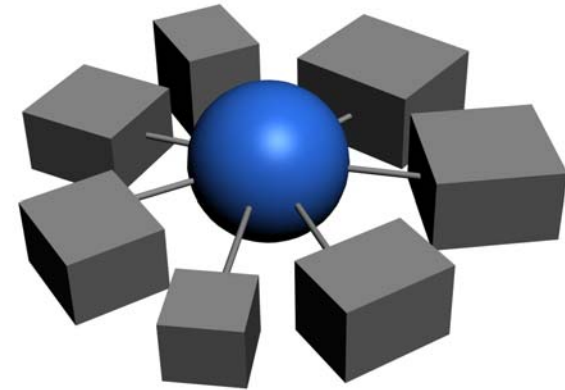
Moody Aviation &

Mission Safety International



Present

Info Central



An Aviation Safety Seminar
March 7-8, 2011

Moody Aviation
Felts Field Airport
6719 East Rutter Avenue
Spokane, WA
509-535-4051
APfening@Moody.edu

YOUR TEAM OF PRESENTERS

(In Alphabetical Order)



ELDON ANDERSON

Welcome back Moody Aviation graduate Eldon Anderson who is currently the Western Regional Sales Manager for the Michelin Aircraft Tire Company.

Eldon has thirty-five years of aviation maintenance experience and has flown numerous GA piston and turbine aircraft. He is type rated in NA265 (Sabreliner) and HS125 (Hawker) aircraft and has a Flight Engineer rating for the Boeing 727.

His experience with the Michelin Corporate Flight Department includes ten years as the aviation maintenance manager and pilot, and three years with the General Aviation tire sales department.

Most recently, Eldon earned his Master's in Business Administration from Southern Wesleyan University in 2005.

MIKE CHILDERS

Since 2004 Mike Childers has been employed as a Senior Air Safety Investigator with Lycoming Engines, assigned to the northeast region of the United States. His primary responsibility is the investigation of accidents in which the aircraft involved were equipped with Lycoming Engines.

Mike graduated from Moody Aviation in Tennessee in 1977. He holds FAA certificates as a Commercial Pilot and Airframe and Powerplant Mechanic with Inspection Authorization, and was one-time a Certified Flight Instructor. Following graduation, Mike worked for Moody Aviation, and then Piedmont Aviation in North Carolina while preparing for service with Mission Aviation Fellowship (MAF). He and his wife, Jewel, served ten of their fourteen years with MAF in Honduras, where Mike worked as a line pilot, base manager and, finally, as MAF's Chief Pilot for Central America and Mexico. In 1994 Mike returned to the faculty of Moody Aviation where he instructed students in aircraft maintenance procedures in conjunction with work performed in Moody's FAR Part 145 shop. In 2004, when the Moody program was moving to Spokane, Washington, Mike left his position as Moody's Service Manager and joined Lycoming Engines.



Mike works from his home in Elizabethton, Tennessee. He and Jewel have three grown children: Joshua, Amber and Matthew.



JON EGELER

Born and raised as a missionary kid in East Africa, Jon is no stranger to life on the mission field. After graduating from Moody Aviation in 1985, he served for eight years in Kenya and Tanzania with AIM AIR as a pilot/engineer (mechanic) and Safety Officer. Upon his return to the US, he taught aircraft maintenance at Moody Aviation for six years before becoming the President and CEO of Mission Safety International (MSI) in 2004.

Jon is an experienced presenter and safety consultant, having participated in numerous safety seminars and safety consultations with MSI. He studied accident investigation with the National Transportation Safety Board and has conducted accident investigations in the U.S. and abroad. Jon has also been one

of the driving forces behind the development of the AIRMAP cooperative insurance program which promises much-needed help with managing missionary aviation insurance costs, and the RSVP risk-management program.

When he's not traveling the world, Jon resides in Elizabethton, Tennessee with his wife and two children.

JACK R. LOUSMA (Colonel, USMC, Retired)

Jack Lousma earned a Bachelor of Science degree in Aeronautical Engineering from the University of Michigan and an Engineer's Degree in Aeronautical Engineering from the U.S. Naval Postgraduate School. As an officer in the U.S. Marine Corps for twenty-five years, he was a jet attack pilot, a reconnaissance pilot, and a NASA astronaut.



Serving seventeen years with NASA, in 1973 Jack was the Pilot of Skylab (America's first space station) and performed two spacewalks on a record-setting, two-month endurance mission. In 1982, he was the Commander of the third orbital test flight of the Space Shuttle, Columbia, landing on the dry lakebed at White Sands, New Mexico, after eight days in orbit. Between these two missions, he was also the backup Docking Module Pilot for the 1975 Apollo-Soyuz Test Project, America's first joint spaceflight with the Soviet Union.

Jack departed NASA and resigned from the Marine Corps with the rank of Colonel in 1983 after twenty-five years of active military service. He returned home to Ann Arbor, Michigan, in 1984, engaging himself in research and development of civilian and military aerospace projects, and in other enterprises on the leading edge of technology in the United States and Europe. In 1989, he became involved in the leadership and growth of several startup companies to develop, produce, and market innovative, high-technology products and services. He has served on the boards of directors of both publically-traded and privately-held companies, and currently sits on the Board of the Michigan Business Aviation Association.

Jack has been awarded four honorary doctorate degrees, including one in Astronautical Science from the University of Michigan, where he also served as an Adjunct Professor of Aerospace Engineering. Other awards include four Distinguished Service Medals, the NASA Space Medal, the Collier Trophy, and the Goddard Memorial Trophy. He has been inducted into three Halls of Fame established for U.S. Astronauts, International Space, and Michigan Aviation.

Jack and his wife, Gratia, are both natives of Ann Arbor where they are active in church and community affairs. They have four children and twelve grandchildren.

STEVE QUIGG

As MSI's Vice-President of Field Services, Steve works to provide effective safety assistance to mission aviation programs around the world. Safety surveys, security audits, safety seminars, continuing education events, and safety publications are all tools he uses to help insure that flying stays as safe and secure as possible.

Steve earned an Aviation and Electrical Engineering Technologies degree from LeTourneau College, completed advanced flight and maintenance training at Moody Aviation, studied cross-cultural ministries at Asbury Theological Seminary, Security Management with World Vision, and Aircraft Accident Investigation with the NTSB. However, his best classrooms have been the challenging countries of Nigeria and Congo, where he spent twenty years of his life as a missionary pilot and mechanic. Civil wars, car-jackings, armed robbery and multiple evacuations kept life as exciting outside the cockpit as within.

