



NATIONAL INTERCOLLEGIATE
FLYING ASSOCIATION

General Arrival Information and Safety Briefing

A copy of this guide must be kept in each competition aircraft and competitors may be asked questions by safety judges about the content.

The information contained in this document is subject to change and teams will be notified if any change occurs via the communication table.

General Information

Welcome to the NIFA Region III Regional Competition hosted by Kent State University. This document describes the essential information for operations at 1G3.

This guide will include the following information:

- Contact Information - Page 2
- Communication, Before Arrival, Practice Blocks - Page 3
- Dining, Groceries & Pharmacies - Page 4
- Hotel Information - Page 5
- Schedule - Page 6 - 7
- Airport Information - Page 7
- Safety Concerns - Pages 8 - 12
- Ground & Taxi Operations - Page 13
- Flight Operations - Page 14 - 15
- Aircraft Fueling/Parking - Pages 15 - 16
- Important Locations - Pages 16 - 17

**This competition will be held at the Kent State University Airport (1G3).
4020 Kent Rd, Stow, OH 44224
330-672-2640**

Kent State University is a smoke-free, tobacco-free university. Smoking and tobacco use of any kind on any property owned, operated or leased by the university to include all outside areas and personal vehicles parked on university property is prohibited.

Contact Information:

Chief Judge	Brandon Hayes	(417) 389-4742 brandon.hays@gmail.com
Safety Judge	Michael Emmerich	(440) 686-2025 michael.j.emmerich@faa.gov
NIFA Region III Rep	Jeff Guynes	(513) 313-3053 jeff.guynes@nifa.aero
Host School Rep	Tim Palcho	(330) 256-5132 tpalcho@kent.edu

Communication

Information will be provided to participants through an information table located at the reception desk of the FedEx Aeronautics Academic Center. Electronic communication methods may also be used and teams will be updated on how to use these methods as soon as possible if they occur.

Before Arrival

Before arrival, teams are encouraged to notify Kent State of an arrival date and time. This will help us to be better prepared to assist teams upon arrival to 1G3.

Notification can be made to Tim Palcho tpalcho@kent.edu. Teams must also submit a team roster as soon as possible.

Upon arrival, questions concerning this document and competition procedures may be answered. Teams will report to the Reception Desk of the FedEx Aeronautics Academic Center where they will be given a Safety Briefing and Identification Badges. As a matter of courtesy, all pilots flying in the competition will be asked to show all documents required under 14 CFR § 61.3. They can also sign up for practice blocks on a sign-up sheet located at the communication table.

Practice Blocks

October 17-19, 2025

Teams should sign up for practice blocks upon arrival. Kent State will provide a Safety Briefing for each team upon arrival. The Safety Briefing will need to be completed prior to flying. Practices will be conducted in half-hour blocks from 9:00 AM until 6:00 PM, each day with the exception of Sunday which will end at 5:00 PM. One aircraft from each school will be given the traffic pattern (four aircraft total in each heat). Aircraft used for the Navigation Event will be allowed to depart at the start of each of these time blocks.

Dining and Groceries

Dining to the EAST along Kent Road (St. Rt. 59), Taco Bell, Romeo's Pizza, Starbucks, Applebee's, Old Carolina BBQ, Panera Bread, Chipotle Mexican Grille, Subway, McDonalds, Wendy's, El Campesino, Swenson's, Main Moon (Chinese), Dairy Queen, and Belacino's Pizza & Grinders.

Dining to the NORTHEAST at the intersection of Graham and Fishcreek Roads, Great Harvest Bread, Wing Warehouse, Subway, Hendel's Homemade Ice Cream, Burger King, Dunkin' Donuts, Malley's Chocolates, Stonut Donut & Diner, Phoenix-Express, Twisted Tomato

Dining to the WEST near the intersection of Kent (St. Rt. 59) and Darrow Roads (St. Rt. 91), Tip Top Restaurant, Islay's, King Dragon (Chinese), Alteri's Pizza (offers a gluten-free menu), Pancho and Lefty's, and TAMR Mediterranean Grille.

Dining to the NORTHWEST near the intersection of Darrow Road (St. Rt. 91) and Graham Road, Papa John's Pizza, Marco's Pizza, and Bangkok Thai.

There are five GROCERY STORES near the Kent State University Airport, all within 1.5 miles. Giant Eagle Supermarket, Meijer, Acme Fresh Market, and Aldi are to the east along/near Kent Road (St. Rt. 59). Marcs is west of the airport on Graham Road.

Pharmacies

CVS	(330) 688-6031 3352 Kent Road, Stow, OH 44242
Walgreens	(330) 688-4372 2086 Graham Road, Stow, OH 44242
Discount Drugmart	(330) 688-6140 4044 Fishcreek Road, Stow, OH 44224

Hotels

Rooms have been blocked for the competition at the following three hotels.

Kent State University Hotel & Conference Center

215 S Depeyster St. Kent, OH 44240 | (330) 346-0100

Discounted rate of \$119 (plus tax)

Guests can book online at www.KentStateHotel.com

The group code to get the discounted rate is: NIFA

Rooms must be booked by Friday, September 19th to get the discounted rate.

The Hampton Inn in Stow

4331 Lakepointe Corporate Dr Stow, OH 44224 | (330) 945-4160

Discounted rate of \$95 (plus tax) - includes a hot breakfast buffet

Guests can book online at <https://bit.ly/3G920E1>

Rooms must be booked by Thursday, September 25th to get the discounted rate.

Staybridge Suites Stow/Cuyahoga Falls

4351 Steels Pointe, Stow, OH 44224 | (330) 945-4180

Discounted rate of \$109 (plus tax) - includes a hot breakfast buffet

Guests can book online at bit.ly/4jwMMH6

Rooms must be booked by Thursday, September 25th to get the discounted rate.

Additional nearby hotel options:

Home2 Suites
4097 Bridgewater Pkwy
Stow, OH 44224
(330) 835-6400

Fairfield Inn & Suites
4170 Steels Pointe
Stow, OH 44224
(330) 940-1450

Courtyard by Marriot
4047 Bridgewater Pkwy
Stow, OH 44224
(330) 945-9722

Comfort Inn & Suites
4423 OH-43
Kent, OH 44240
(330) 673-1888

Holiday Inn Express
1215 Sanctuary View Dr.
Kent, OH 44240
(330) 673-9200

Schedule

Competition week at 1G3 will take place from Sunday, October 19 - Friday, October 24. The Opening Ceremony on Sunday, October 19 is the official beginning of the competition. Competition will conclude with an Awards Banquet on Friday, October 24. The following is a tentative schedule for competition:

Sunday, October 19, 2025:

1830-1930	Opening Ceremony
-----------	------------------

Monday, October 20, 2025:

0800-0830	Navigation Event Briefing
0900-1800	Navigation Event

Tuesday, October 21, 2025:

0900-1100	Aircraft Recognition
1200-1400	Scan
1500-1700	Computer Accuracy

Wednesday, October 22, 2025:

0800-0830	Landing Events Briefing
0900-1230	Power Off Landing Event
1330-1730	Short Field Approach Landing Event

Thursday, October 23, 2025:

0800-0830	Message Drop Briefing
0900-1230	Message Drop
1200-1700	Ground Trainer
0900-1700	Aircraft Preflight Inspection
1830-2100	Social Event at M.A.P.S Air Museum 2260 International Parkway North Canton, Ohio 44720

Friday, October 24, 2025

1700-2100

Closing Banquet at Kent State University
Aeronautics and Engineering Building
1400 Lefton Esplanade
Kent, Ohio 44242
Please Park in the R-8 or C-Science Lot

Airport Information

Kent State University Airport (1G3) Traffic Pattern Altitude is as published in the Chart Supplement is 1984' MSL (850' AGL).

Frequencies:

CTAF/UNICOM	122.725 MHz	(330) 672-2640
AWOS-2	119.15 MHz	(330) 346-1497
Lights (PCL)	122.90 MHz	
KSU Dispatch ('Ops')	123.30 MHz	(330) 672-1938
Clearance Delivery	125.65 MHz	(440) 774-0223

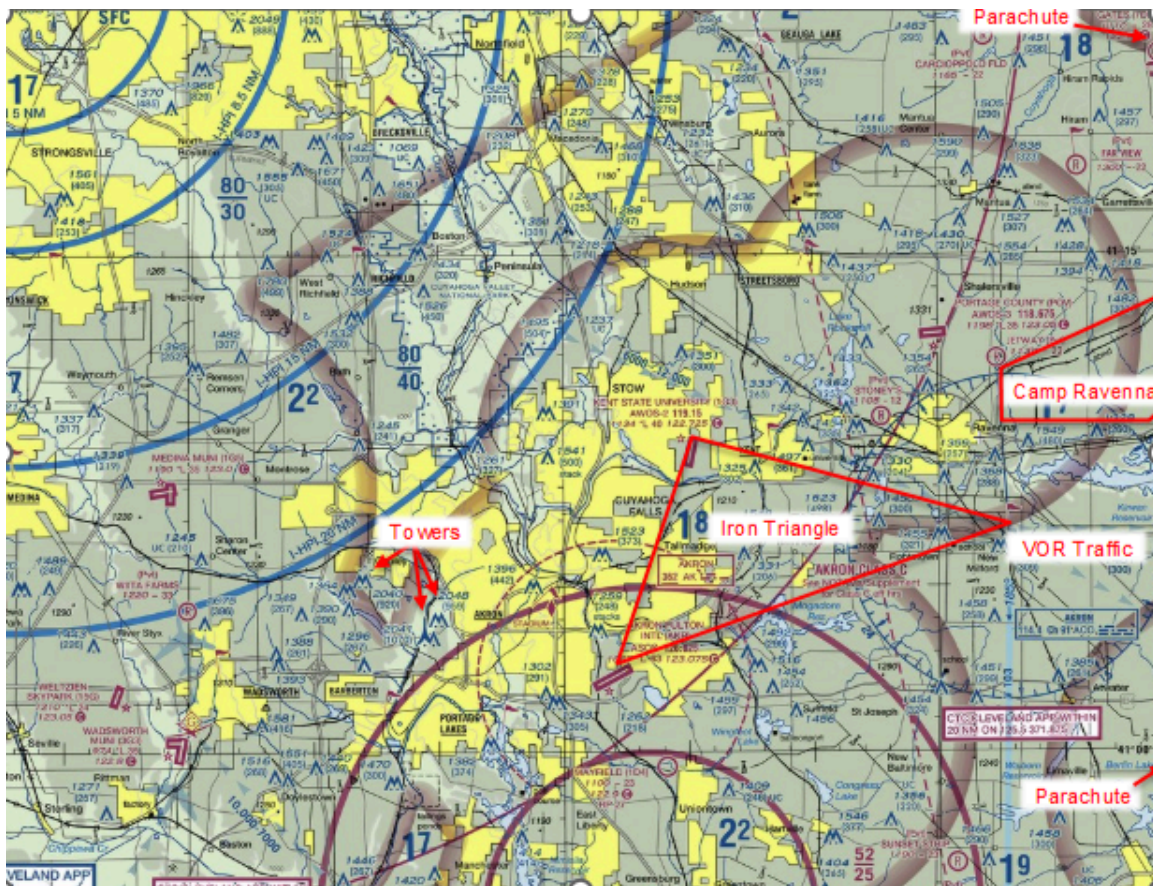
Vehicle Parking:

There are two options for parking, Team Parking Lot, or The North Parking Lot.





Safety Concerns



Camp Ravenna (Military Ops):

Lockheed C-130 Hercules and Boeing CH-47 Chinook aircraft operate over Camp Ravenna (Ravenna Arsenal). These operations consist of low-flying, airdrops, sling-load and other unique operations. The aircraft usually make an announcement over 123.3 MHz when they are operating in the area (not always). Camp Ravenna spans from the cities of Ravenna to Braceville, OH. Remain vigilant to see-and-avoid.

Radio Towers:

There are three very tall radio towers to the southwest of 1G3. The towers are very narrow structures with guy-lines extending to the ground that can be very hard to see. They happen to be in the narrow corridor between the CLE Class B and CAK Class C airspace areas.

2041' MSL (1070' AGL) 2048' MSL (959' AGL) 2040' MSL (920' AGL)

Parachute Ops:

Parachute operations at Gates Airfield (7D8). The aircraft is a Cessna Caravan (N698DA), colors White/Black/Yellow. Parachute operations will be announced over CTAF. The operation is very busy and there is a good chance there will be jumpers while you are flying. Communicate over CTAF 122.9 MHz and avoid jumpers. Check NOTAMs. Parachute operations at Lee Field (2D1). Communicate over CTAF 122.9 MHz and avoid jumpers.

Iron Triangle:

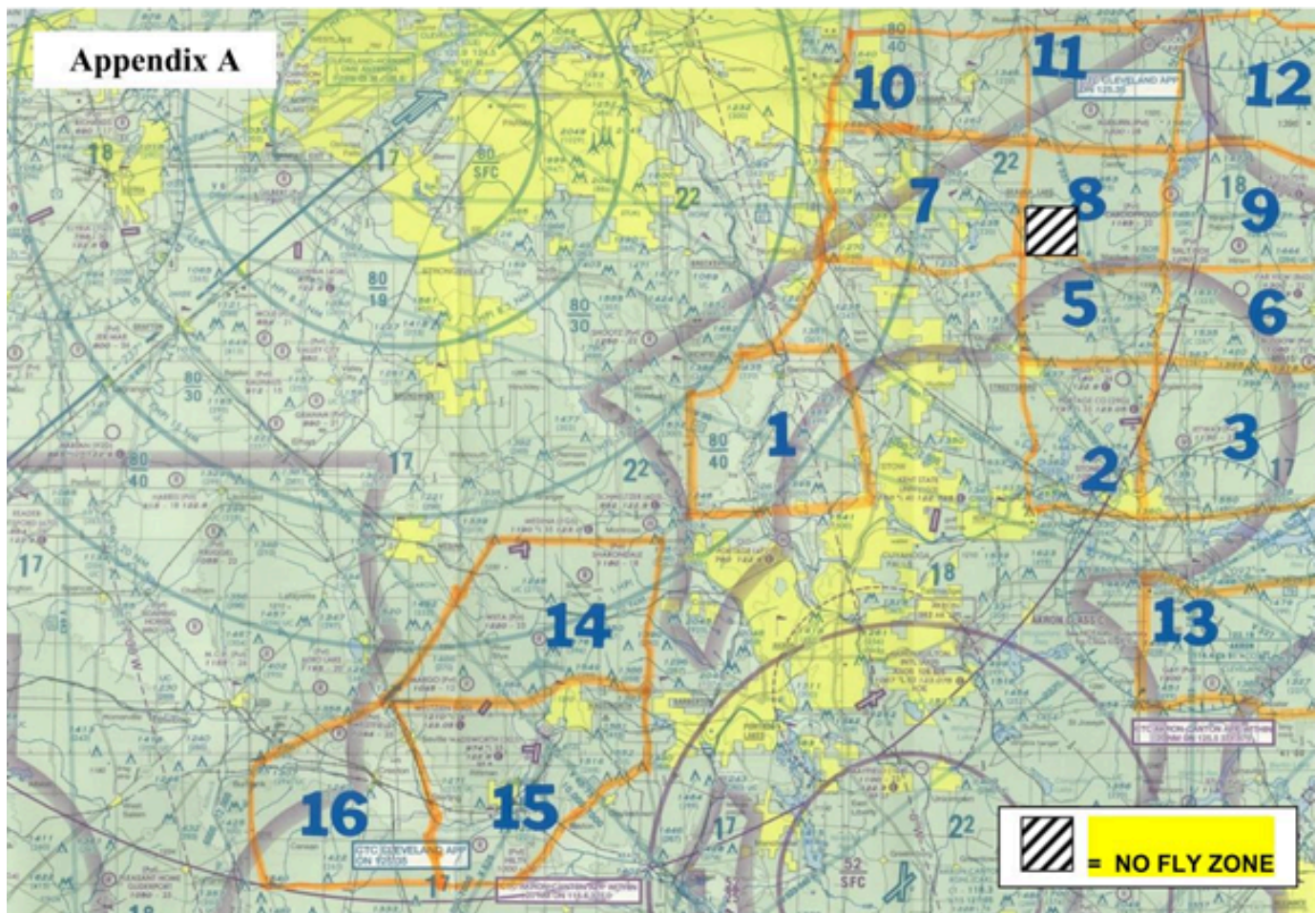
High volume of air traffic between the Kent State Airport (1G3), Akron-Fulton (AKR), and the Akron VOR (ACO). Additional traffic at POV and CAK. Remain vigilant to see-and-avoid aircraft, especially in this busy area.

VOR Traffic:

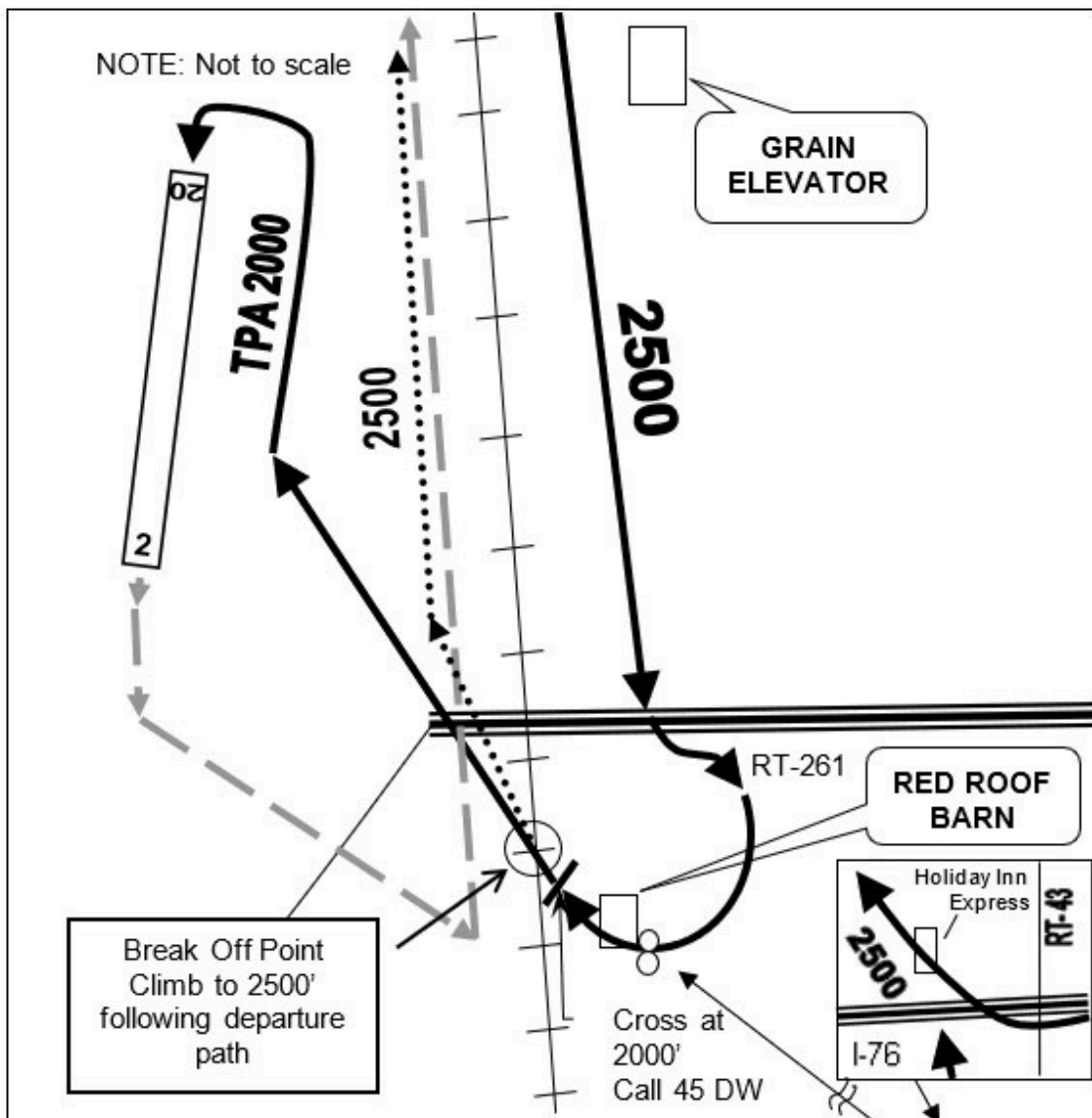
The Akron VOR (ACO) is located 10 miles east-southeast of 1G3 and is a major NAVAID for VFR practice, Instrument Approaches to multiple local airports, and enroute traffic. There was a mid-air collision in 2006 near the VOR. Remain vigilant to see-and-avoid.

Practice Areas:

KSU Flight Training Practice Areas are located around the vicinity of 1G3. NIFA competition aircraft are not required to avoid these areas but should be aware that KSU Aircraft will announce their positions as they enter, exit, and transition through these areas on the KSU Dispatch ('Kent State Ops') air-air/air-ground frequency of 123.30 MHz. NIFA pilots should monitor this frequency and are encouraged to transmit over it when transitioning through these areas, particularly during Navigation practice prior to the actual competition. Download KML file for iPad [HERE](#).



KENT STATE UNIVERSITY (1G3) RW20 ARRIVAL



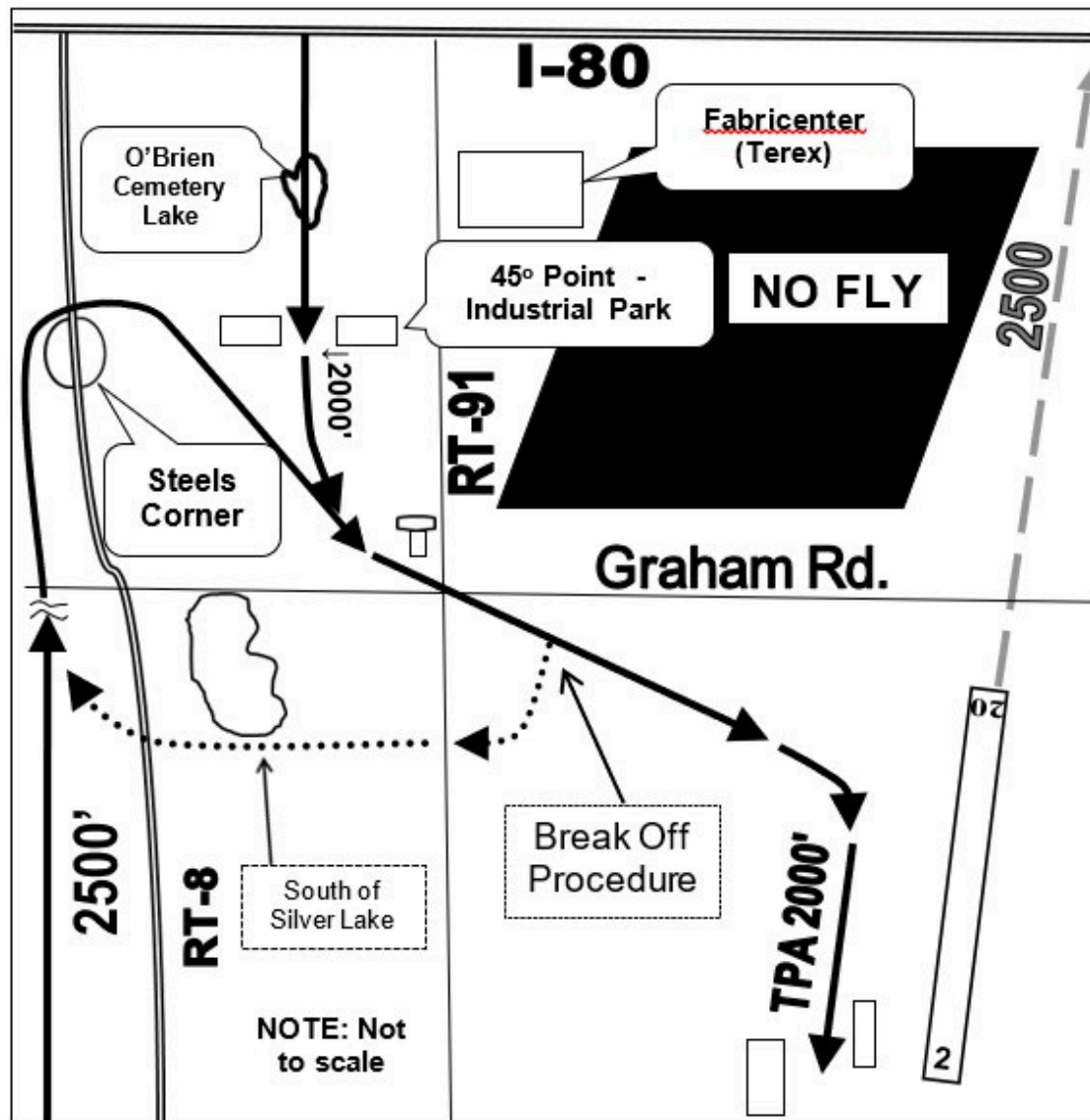
FROM NORTH: Enter east of the return corridor R.R. tracks at 2500' MSL north of the **GRAIN ELEVATOR**, maintain 2500' MSL until south of **RT-261**, then make a descending shallow "S" turn over **RED ROOF BARN** to arrive over the **45° ENTRY POINT** at 2000' MSL. Thence. . .

FROM SOUTH EAST: Arrive over **HOLIDAY INN EXPRESS** at 2500' MSL, then turn northwest bound and descend to 2,000' MSL at the **45° ENTRY POINT**. Thence. . .

.... Proceed on the 45° entry to the Downwind.

KENT STATE UNIVERSITY (1G3) RW20 ARRIVAL

KENT STATE UNIVERSITY (1G3) RW2 ARRIVAL



FROM NORTH: Enter from along I-80 at 2500' MSL north of the **FABRICENTER (TEREX)**. Follow west of RT-91 over O'Brien Cemetery Lake, maintain 2500' MSL until turning over the **INDUSTRIAL PARK (45° ENTRY POINT)**. Thence....

FROM SOUTH: Follow RT-8 at 2500' MSL North, then turn north of **STEELS CORNER (Extended 45° Entry Point)** to merge to the 45° leg, maintain 2500' MSL until abeam the **TEREX PLANT (approximately the 45° ENTRY POINT)**. Thence....

.... Proceed on the 45° entry to the Downwind.

KENT STATE UNIVERSITY (1G3) RW2 ARRIVAL

Ground Operations:

- Participants should limit the number of people on the ramp to those required for flight operations. For example, tow teams, pilots, coaches/advisors.
- There will be a lot of aircraft parked closely together, so participants should be aware of aircraft starting up and moving on the ramp.
- Ensure the PIC has required documents (pilot certificate, medical certificate and photo ID).
- Ensure the aircraft has required documents.
- Ensure objects in the aircraft are properly secured and will not pose a threat to safety of flight.
- Ensure all preflight preparation has been accounted for. Example: (NOTAMS, weight and balance, runway lengths, alternates, fuel requirements, takeoff/landing distances).
- Be aware of aircraft starting and aware of your surroundings when starting an aircraft.
- Be aware and stay clear of the propeller arc.
- Indicate (mags off, mixture lean) with a card in the front pilot's side of the windscreen when these conditions exist.
- Unnecessary personnel must be clear of the hot box after an aircraft has been positioned.
- Ensure the mags and master switch are in the off position for towing and fueling.
- Ensure that the static line is connected before fueling.
- While on the ramp: do not walk while using an electronic device, or any device that may cause a distraction. Use of such devices on the ramp is limited to the following locations:
 - In the protected area of the ramp located on the northwest corner of the ramp marked with yellow stripes, OR
 - In the footprint of the airplane when the airplane is not running. (i.e. sitting in the aircraft or standing under the wing).
 - Any grass area surrounding the ramp (i.e. off the active ramp).

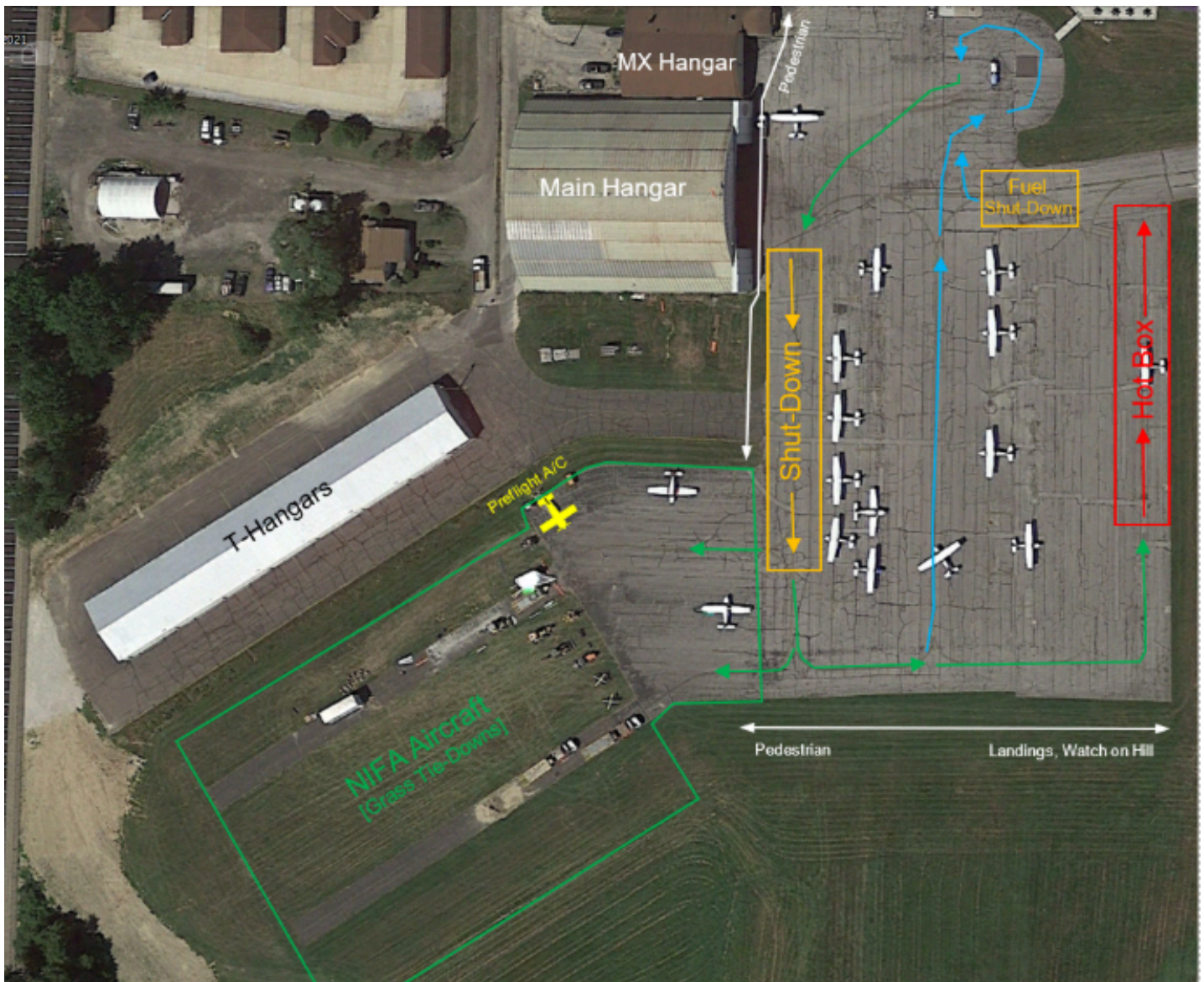
Taxi Operations:

- Participants should test brakes before the taxi to ensure they can stop.
- Maintain separation from other people and aircraft (parked and running) while on the taxi. Participants should keep a taxi distance far enough from other aircraft to not become a safety hazard.
- Ensure a safe taxi speed.
- Do not use excessive power inputs.
- Maintain a safe distance from other aircraft on runups.

Flight Operations:

- All flights must be conducted IAW with applicable FAR's and must follow procedures outlined in the most current NIFA Red Book Rules (Revision 2025).
- Proper spacing in the pattern shall be maintained by each contestant. This means aircraft are far enough apart to not create a hazard.
- Safe practices will be monitored throughout the competition.
- Teams shall fully understand the information in this document before starting flight operations.

Ramp Operations:



Hot Box:

The hot box is the red area pictured in the diagram above. Aircraft will be towed by hand to the hot box. Once the hot box is clear of people, aircraft may start their engines in coordination with direction from the staging judge (if present). Do NOT start your engine while the hot box is occupied. After starting in the hot box, aircraft will follow the taxiway off the ramp toward the appropriate runup pad, and eventually to the runway.

Shut-Down Box:

The shut-down box is the orange area pictured in the diagram above. Aircraft will follow the taxiway to the shut-down box. Watch your wingtips to maintain separation from the hangar, aircraft, vehicles and pedestrians. Tow teams will be expected to tow the aircraft along the perimeter of the ramp as pictured with the green arrows.

Ramp Safety Area:

The center of the ramp is the Ramp Safety Area. This area is only to be used by tow teams positioning aircraft for fueling. Aircraft shall be secured while being towed through this area with the Master Switches OFF, Magneto Switches OFF, and the Mixture Idle-Cutoff.

Note: This applies only to competition aircraft, so be alert for non-participating aircraft taxing in/out of this area.

Pedestrians:

Use the pedestrian gate near the old terminal building to access the ramp. Stay within the white flour lines and next to the hangar as you walk down to the ramp. Do NOT cut across the ramp. Also, use the grass around the perimeter of the ramp instead of the pavement. If needing to use your cell phone, or other device, do so off the paved ramp, in the grass. We need all personnel to be heads-up on the ramp.

Fueling:

The fuel farm is located at the northeast corner of the main ramp. Participants are expected to taxi to the fueling shut down box and tow teams will move the aircraft to the pumps for fueling. Aircraft will be expected to be towed around the pumps in a counterclockwise direction. If aircraft need fuel while parked, tow teams are expected to tow the aircraft northbound to the pumps via the center lane (do NOT taxi). Upon arrival, fuel accounts can be set up at the Line Office in the FedEx Aeronautics Academic Center (AAC).

Maintenance Hangar:

In the event maintenance is required by a competition aircraft, the maintenance hangar is located on the north side of the large main hangar. Teams in need of maintenance should have their Head Coach (or Advisor) speak with the Director of Aircraft Maintenance, Josh Eyring, to coordinate a maintenance plan. Aircraft will be towed to the maintenance facility.

Aircraft Parking:

Competition aircraft are expected to park in the southwest corner of the ramp just south of the T hangars. This area is labeled in the image above as "Grass Parking." There are fixed tie down anchors in the grass, but teams are expected to bring their own tie downs and chocks. In the event competition aircraft are unable to park on grass, there are a few tie downs on the paved surface to the east of the grass parking area. Competition aircraft will be parked in this area for the duration of practice and the competition.

FedEx Aeronautics Academic Center (AAC)



Team Tables/Ground Events:

The FedEx Aeronautics Academic Center (AAC) is the Main Terminal Building on the airport property. Team tables are available in the Classroom (AAC 145) of the main terminal building. Ground Events will be held in one-half of the room when partitioned.

Judges Room:

Judges have their own secluded room in order to perform judging duties, which is located in the Conference Room (AAC 117) of the FedEx Aeronautics Academic Center.

Code of Conduct:

The use of electronic devices should be used in a professional manner while on and off the airport property throughout the competition. Participants should show NIFA respect as an organization and promote the organization as well as their home schools in a positive manner. Participants should respect other schools and the competition while using social media. More on the conduct of participants can be found here: [NIFA Code of Conduct.pdf](#)

Conclusion:

Kent State University is proud to host the 2025 NIFA Region 3 SAFECON Competition. Thank you for your dedication to the competition and for taking the time to read over our expectations at 1G3. We look forward to a great competition and wish you all the best!