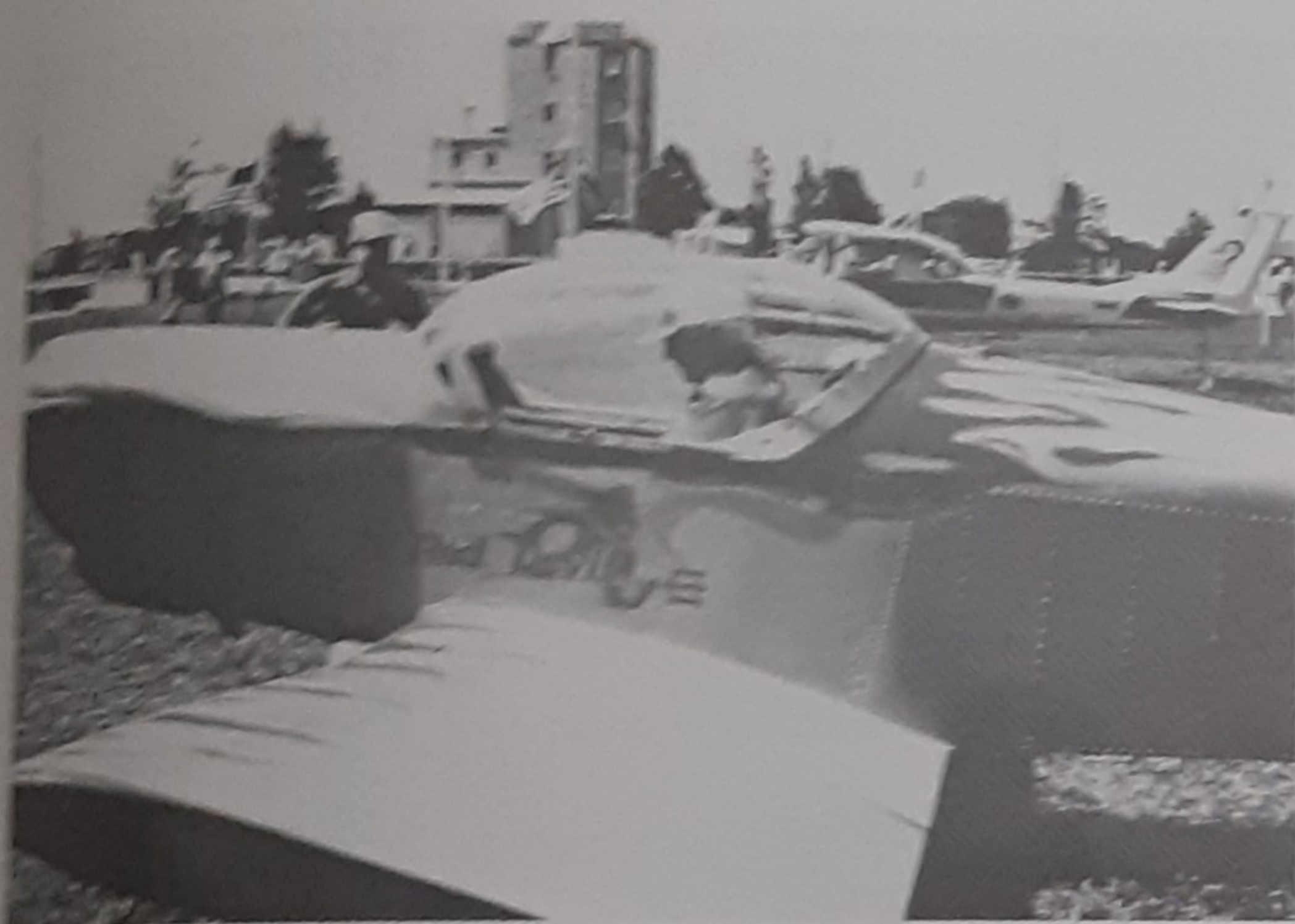




Three World Champs.



Kermit Weeks.



Akro "Z".

(Photo by Dan Mackie)



Henry Haigh — getting exercise.

(Photo by Dan Mackie)

#### PRESIDENT'S FORUM . . .

(Continued from Page 2)

be the normal Sportsman flight and a basic, perhaps 10 maneuver, Intermediate flight. Either or both would be fit in as time and circumstances permit or flown not at all. In any event, pilots of both categories would have to plan to be on hand for the entire contest in case they would be flown on the last day. It would even be considered moving up other categories if we should get ahead. The flights could be split into one or two days, or even split in the same day. Lots of details need to be worked out, including manpower. Each contestant would be assigned a job if he did not volunteer for one: judge, boundary judge, computer room, recorder, assistant starter, etc. All would have to check the flight schedule at a central location and make sure everyone was always available. Last, I suggest that we scrap the Four Minute Unlimited flight as it seems to fall more and more into the questionable category as to its value in the contest scene itself. Your comments on this entire idea would be appreciated. Please write to Gary Guilliat of the Rules Committee, your Board member, or myself on this idea.

It is time for us to plan on making the Fond du Lac community and airport our permanent home, or as permanent as anything can be, for our Championships. I have discussed this with many members, your IAC Board,

and city and county leaders in the Fond du Lac area and there is universal approval for the plan. It would allow Fond du Lac County and City Officials to make airport improvements directed at our contest. These would help us a great deal and of course would benefit the community. Each year a great welcome mat is laid out for us by Fond du Lac and it is time for us to respond with a permanent presence.

The FAA is at it again with their billboard number idea. It is time to write, once again, to the FAA and tell them you oppose the large N numbers on your aircraft. Your letter must be in by November 18, 1980 and should be addressed to:

Federal Aviation Administration  
Office of the Chief Counsel  
Attn: Rules Docket (AGC-204)  
Docket No. 20424  
800 Independence Avenue, S.W.  
Washington, D.C. 20591

A personal letter to your Congressman will also help to reject this idea by the FAA which seems to keep coming up again and again. It would appear that they would have more important things on their agenda than to keep bringing up this dead horse.