

“The Spirit of St. Louis”

CHAMPIONSHIPS



NATIONAL

AIRMEET

1994



Parks College
SAINT LOUIS
UNIVERSITY

May 17 - 21

AVIATION SIMULATION TECHNOLOGY

IS PROUD TO SUPPORT
TOMORROW'S AVIATION LEADERS
AND THE
ANNUAL NIFA SAFECON



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NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION



Office Of The
Executive Director

April 16, 1994

Dear SAFECON Competitors:

Welcome to SAFECON 1994. As Executive Director of NIFA, I have the privilege to welcome you to SAFECON on behalf of NIFA, its membership, the judges, and the SAFECON staff. Over the course of the last eighteen months many individuals have spent thousands of hours planning for this one special week of SAFECON. 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.

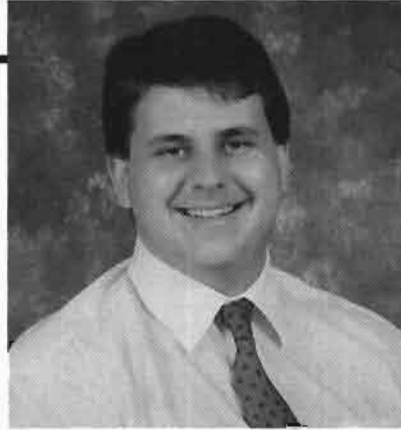
While you are here at SAFECON be sure to take the time to visit with the NIFA Corporate Sponsors. You will find that they are as excited and committed to NIFA as you are. In fact, you will find that quite a few of the corporate representatives attending SAFECON are also former NIFA competitors. And each 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,

A handwritten signature in cursive script that reads 'Gary A. Hemphill'.

Gary A. Hemphill
NIFA Executive Director



Dear NIFA Participants,

Congratulations and welcome to Parks College for The 1994 National Championships Airmeet. It is a pleasure to have you as a guest for the most prestigious collegiate aviation competition. For the many hours of hard work and dedication, you finally receive your moment in the spotlight. During this one week, you will create many memories that will last a lifetime and have a chance to meet the people you will be working with for the rest of your aviation career.

While looking into the future, we must examine what has happened in the past. It is only fitting that an area with such a grasp on aviation as St. Louis be host to this event. Lambert field had the first operating control tower, The Spirit of St. Louis airport, named in honor of Charles Lindbergh, is the second busiest airport in the central region. St. Louis is also home to many aviation companies such as TWA and McDonnell-Douglas. And finally, St. Louis is home to the nation's first aviation educator, your host for the 1994 NIFA National Championships; PARKS COLLEGE!

The spirit of competition is embedded in each and everyone of us. But keep in mind that while victory may be sweet, the triumph goes to those willing to make a valiant attempt. Good luck to all and enjoy The 1994 NIFA National Championships Airmeet.

All the best,

Frank Bohinski,
President-NIFA

UAA PRESIDENT'S LETTER SAFECON 1994

*Dr. Tim Brady
UAA President*



Dear Friends:

Welcome to SAFECON 94. It's my pleasure to wish you the greatest success in the upcoming competition. As students representing your institution, you should understand and be proud that, because you are here, you are numbered among the top pilots in the country. The competition will be keen, rigorous, trying, frustrating, rewarding, and most of all, because you're a pilot, it will be safe.

Many years ago, I was a member of an organization that had as its motto "every person - a safety officer." This was an Air Force combat squadron of pilots and navigators. Since I was the "assigned" squadron safety officer, this motto brought me great comfort. With every one thinking safety, my task of promoting safe actions was a piece of cake.

When I reflect on those years, I realize that when I chose a career as a pilot, I chose a career in safety. Safety is the cornerstone of our profession. It is not a concept that is marketable, not in the business of commercial aviation, not in the business of private aviation, not in aviation period. One pilot is not "safer" than the other; we are all safe. Being safe is a part of our discipline, indeed, part of our character as individuals, and part of the character of our industry. Safety is our profession.

So when I welcome you to the NIFA nationals, I don't need to admonish you to be safe because you are professional pilots--safe by definition. I can encourage you to have fun, meet people, and take advantage of the culture of the nationals which places you among those who like what you like.

I would like to invite you to attend the National Training Aircraft Symposium which begins with registration on May 16 at 0800 hours at the Parks Hangar. We're hopeful that many of the new and existing trainers will be there for you to see. You are also invited to participate in UAA activities beginning with registration at the Regal Riverfront Hotel at 1300 hours on May 18, and continuing through breakfast on May 21.

The students, staff, and faculty of Parks College of St. Louis University have labored long and hard to make this a very successful event. It is appropriate to thank them for all they've done and for all they will do to make your stay enjoyable.

Sincerely,

A handwritten signature in black ink that reads "Tim Brady". The signature is written in a cursive style with a large, stylized initial "T".

Tim Brady, Ph.D.
UAA President

UNIVERSITY AVIATION ASSOCIATION



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The University Aviation Association is the only professional organization representing all levels of the non-engineering/technology element in collegiate aviation education. Working through its officers, trustees, committees and professional staff, UAA plays a vital role in collegiate aviation and the aviation industry.

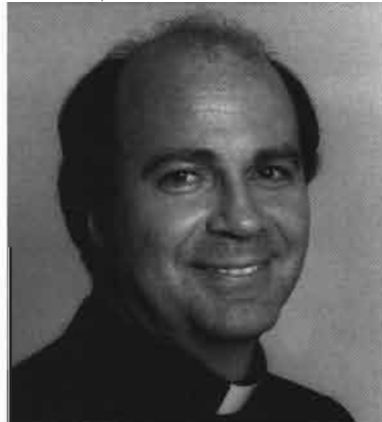
The UAA carries its goals through several specific objectives which are as follows:

- To encourage and promote the attainment of the highest standards in aviation education at the college level.
- To provide a means of developing a cadre of aviation experts who would be available for such activities as consultation, aviation program evaluation, speaking assignments, and other professional contributions that would tend to stimulate and develop aviation education in all of its phases.
- To furnish a national vehicle for the dissemination of intelligence relative to aviation between institutions of higher education and governmental and industrial organizations in the aerospace field.
- To permit the interchange of information between institutions that offer aviation programs that are non-engineering oriented, for example, business, technology, transportation, and education.
- To actively support aerospace-oriented teacher education with particular emphasis on workshops and the development of materials.
- To actively support and provide for the administration of intercollegiate flying through the appointment of the National Intercollegiate Flying Association Council members and NIFA Foundation Trustees.

**For additional information contact:
University Aviation Association
3410 Skyway Drive
Auburn, AL 36830
Phone: (205) 844-2434**



April 5, 1994



Dear Airmeet Participant,

On behalf of Parks College of Saint Louis University, I am honored to welcome you to our campus for the National Intercollegiate Flying Association's Championship Airmeet on May 18-21, 1994.

Parks College remains a proud member of NIFA, and hosting this premier national Airmeet at Saint Louis University is an opportunity we are most humbled and pleased to fulfill.

Through your individual and team achievements, you have earned the right to attend and compete. I wish you well as you join fellow young pilots and collegiate flight teams for "competition in the spirit of safety and excellence."

Sincerely,

Lawrence Biondi, S.J.
President
Saint Louis University



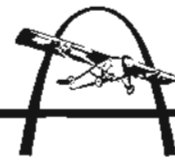
Dear Airmeet Participants:

Welcome to Parks College of Saint Louis University, the first federally certified college of aviation in the United States. Founded in 1927, just two months after Lindbergh's historic flight, Parks became part of Saint Louis University in 1946. Thus the first federally certified college of aviation joined the first university west of the Mississippi River. In those early years we welcomed to our campus such aviation greats as Lindbergh, Earhart, Doolittle and Rickenbacker.

Now we welcome you, the members of NIFA and the future aviation leaders of our country. You carry on a proud tradition. My best wishes to each of you for a safe and successful competition during this National Championship Airmeet.

Sincerely,

Peggy Baty, Ed.D
Associate Vice President and Dean



Dear Airmeet Participants:

Congratulations and welcome! We are honored to host the 1994 National Intercollegiate Flying Association's Championship Airmeet at Parks College.

By earning the privilege of competing in this event, we recognize that you represent the best pilots from the best teams in the country and applaud you for your achievements. I extend to each of you my wishes for a safe and rewarding airmeet.

Please enjoy our facilities and our hospitality, and let us know if there is anything we can do to make your visit to our campus more enjoyable.

Sincerely,

A handwritten signature in cursive script that reads "Alan J. Stolzer". The signature is written in black ink and is positioned above the printed name.

Alan J. Stolzer, Chair
Dept. of Aviation Science

The



**NATIONAL
BUSINESS AIRCRAFT
ASSOCIATION, INC.**

Welcomes



**NIFA
Participants**

Sponsors of the
**NBAA Flying Events
Team Champions Trophies**



NIFA OFFICERS

Frank E. Bohinski



Originally from Wilkes-Barre, PA., Frank, is this year's NIFA President. He graduated in December from Parks College with a Bachelor's Degree in Aviation Science and currently holds a Commercial Pilot Certificate with instrument and multi-engine ratings. When not flying or studying Frank works part-time at the flight department of a major St.Louis corporation. He has been a competitor on the Parks College Flying Billikens for the past three years, served as a coach for the past year and a half, and is now the team's president. Frank's career goal is to fly professionally for a major international airline and eventually instruct for them.

James R. DeYoung

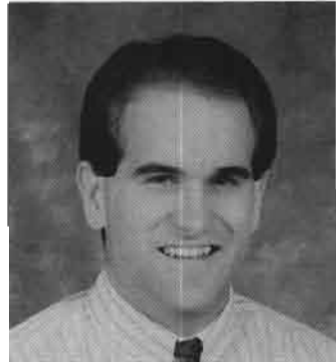


Jim is originally from Lockport, IL. He graduated this past December with a bachelor's degree in Airway Science Management from Parks College of Saint Louis University. He presently works as a lineman for a St.Louis based corporate flight department with his earnings going towards flying and an instrument rating to add to his Private Certificate. Jim has been a member of the Parks College Flying Billikens Flight Team for the past three years and aspires to work in general aviation as a business manager or airport administrator.



NIFA OFFICERS

Matthew C. Ellison



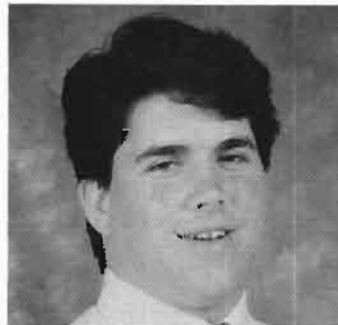
Nationals 1994's Vice-President of Competition, Matt is from Farmington Hills, Michigan. He is currently a junior at Parks College of Saint Louis University, majoring in Aircraft Maintenance Management. He earned his private pilot's license in 1991 and is working towards the addition of an instrument rating. Matt obtained his Airframe and Powerplant mechanic's license in 1993 from Parks. Matt works part time in the aircraft maintenance department of a Fortune 500 company based in St. Louis. After graduation, Matt's goal is to become involved in the experimental aircraft industry.

David Kinsinger

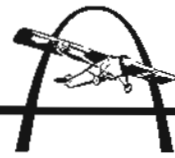


David, Originally from Mason City, Iowa; transferred to Parks in August of 1992. Currently a commercial pilot, he is completing his multi-engine rating. Having graduated from the Aviation Science program, he wishes to fly with a major air carrier in the future.

Michael Lederman



Michael is in his senior year at Parks College and expects to graduate in May of '94. His major at Parks is Aeronautical Administration. Michael was president of the Parks Chapter of the American Association of Airport Executives, he was also treasurer for A.A.A.E. for two years. He has been a competitor on the Flying Billikens flight team in Monroe, Louisiana, and Killeen, Texas. Currently, he is the aircraft recognition coach for the flight team. Upon graduation, he looks forward to starting his career as a dispatcher or working in operations for a U.S. air carrier.



NIFA OFFICERS

Jeanne Watkins



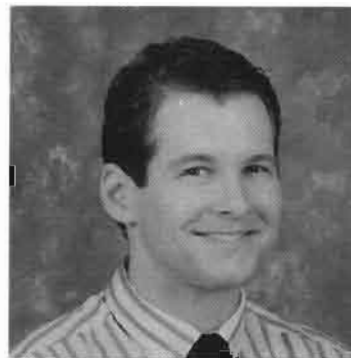
Originally from Poplar Bluff, Missouri: Jeanne moved to the St.Louis area in 1974 when her husband Johnny, left the Navy to attend Southern Illinois University at Edwardsville. She became a secretary at Saint Louis University on the Frost Campus in 1987. She joined the Parks College staff in 1991 as an administrative secretary for the Department of Humanities and Social Sciences. She transferred to the Aviation Science Department in 1993 and joined the NIFA Executive Committee, serving as an administrative assistant.

Philip Taffe



Born in Minneapolis, Minnesota he served in the Air Force for 9 years as aircraft armament systems specialist and as a flight engineer on the E-3 AWACS Aircraft. He also is a Veteran of Operation Desert Storm. Graduating from Parks College in May of 1994 with a Bachelors of Science in Aeronautics with a Professional Pilots Option. Philip is currently a free lance flight instructor. His goal is to be an Airlines Pilot.

Matthew T. Pinick



Matt is a graduate of Parks College of Saint Louis University. He holds a Commercial Licence with Multi-Engine and Instrument Ratings and he is currently working on his C.F.I. In June, Matt is moving to San Antonio, Texas to work as a bilingual flight instructor. His short term goal is to fly corporate in Latin America or to help train commercial pilots.



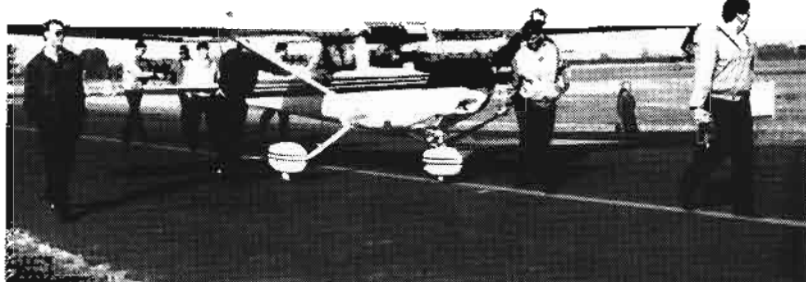
NIFA OFFICERS

Brian K. Slawin



Brian is an Assistant Chief Flight Instructor for Parks College, a former NIFA competitor and past Head Coach of the Flying Billikens Precision Flight Team. He is currently the faculty advisor for both the flight team and the 1994 NIFA National Championships Airmeet. At Parks, Brian is a check airman for all levels of training, an instructor for the Advanced Commercial class and assists with the administration of the Part-141 flight training program. While at Penn State University he studied sport psychology and earned a Bachelor of Aviation Science/ Professional Pilot degree from Parks College. An ATP and Gold Seal CFI, with single, multi-engine and instrument airplane ratings, Brian is frequently spotted piloting the Flying Billikens primary support aircraft the DeHavilland "Beaver-1", at airshows throughout the country. In addition, Brian is an airshow controller and Director of Communications for the McDonnell-Douglas/V.P. Fair Airshow and the St.Louis County Fair and Airshow. An active member of the EAA and International Aerobatics Club, he competes at the Sportman level in a Pitts S2A and is a nationally qualified judge through the Unlimited level. Future plans are to continue developing as an aviation educator, to "fly aerobatics more", participate in the EAA's Young Eagle program and evolve as an airshow organizer and performer. Eventually, Brian would like to hop a ride in and then own a T-28 "Trojan"

National Intercollegiate Flying Association



The blue ribbon event of college flying is SAFECON (i.e. Safety Conference) hosted by the National Intercollegiate flying Association (NIFA). Just getting there can be an education in itself. In it the top teams and the top pilots of the country - for that year - are chosen. Some 300 students, already designated as regional champs, compete for team and individual honors in a maze of ground and flight events. The winners are chosen through a complicated computerized scoring program that is similar to that of the Olympics. It's a unique event - a sport, a science, and an art. And it offers tomorrow's aviation leaders a head start on their careers. According to a description in AERO magazine, it started in 1911 as the "first intercollegiate glider meet" at which Cornell, Harvard, Pennsylvania, Swarthmore, Tufts, Volkman and a college called "Technology" fought it out. The contest was waged in gliders weighing from 60 to 150 pounds and from the article it isn't clear who the winner was. In the intervening 65 years, college flying has fitfully survived two World Wars, several smaller ones, riots, depressions, recessions, and inflations - and the advent of engines. Through it all NIFA has played an integral part in world events. For example, volunteers from the flying colleges who were represented in the 1911 glider contest provided designers and pilots for America's fledgling Flying Service of World War I.

The objectives of NIFA have remained the same through the years: to promote skill, safety, sport, and education in college flying. This emphasis is reflected in the naming of the nationals meets which, are called SAFECONS, because these career oriented conferences are dedicated to safety. Held annually between April 1st and June 1st, each SAFECON determines the date and location one year in advance. The most popular venue is somewhere in the middle of the United States chosen to equalize travel for participants.

Currently each national meet schedules nine events, four in the air and five on the ground. The four flight competitions are: short field precision landing, power-off precision landing, cross-country navigation, and message drop. Flying events sponsors have included Beechcraft, Cessna, Flying Magazine, Mobil Oil Corporation, Piedmont Airlines, and Sporty's Pilot Shop. The leaders in each event accrue points for individual top pilot ratings and for the overall top team award. More recent additions to the program are ground events, which can loom large in the final ratings when weather wipes out aerial competitions. They are made up of an Instrument Proficiency event on a ground-based simulator, Simulated Comprehensive Area Navigation (SCAN), aircraft recognition, pre-flight inspection, and computer accuracy.

NIFA has a three-member board of directors, the twelve-member NIFA Council, an executive director, and five student officers. From these, the Executive Committee is formed, which is responsible for the planning and running of the national SAFECON. Suggestions for changes in rules or procedures are filtered by the NIFA Council and the Regional Rules Committees.

A total of 26 entries is permitted for the national competition: a bye for the host school plus 25 regional winners. Each region is awarded from one to four entries in the contest, depending upon how many schools compete in the regional eliminations. Any interested school can send a team of observers to the SAFECON even if it was not a regional winner.

The host school must figure on footing the bill for the meet itself. This usually runs some \$25,000 for transportation, publicity, meal functions, entertainment, and the dozens of other expensive necessities to draw and please the college crowd.

Fortunately there are numerous angles who keep NIFA flying, for the need is great. Among them is the University Aviation Association, The Ninety Nines, the Aircraft Owners and Pilots Association, Airline Pilots

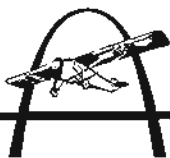
Association, Exec Express, Upjohn Corporation, Jeppesen Sanderson, William Kershner, Priester Aviation, the Loening Family, and the General Aviation Manufacturers Association. All provide time, advice, money, promotion and organizational know-how. Industry, with an eye toward keeping the supply of college-trained industry leaders flowing, provides a solid backing.

Even so, there's a mad scramble for money each year with the constant fear that the current year will be the one of financial disaster. In an effort to build a measure of stability into the organization, Executive Director Emeritus Harold S. Wood, a long time guiding force for NIFA, established an endowment fund. The plan is that the endowment fund will grow through contributions and eventually will build up sufficient capital to generate interest at a rate so as to sponsor the national SAFECON.

Industry leaders actively scout the NIFA SAFECONS, looking for outstanding, aviation-oriented, self-reliant young people who throng to the activity. The Navy, Air Force, and Army recruiters are also on the scene looking for the leadership candidates they know are present. (Rosemary Merims, one of the group of six women first commissioned as Navy pilots was a NIFA officer at Purdue.) The future of intercollegiate flying is virtually unlimited. Today's impressive activity is but a sample of the future possibility, since only 2.5 percent of the nation's 2,500 colleges and universities are presently involved.

If you're wondering what's happening on the campuses, take a trip to a NIFA meet. You'll get a look at energetic youth with a purpose in mind. They are dedicated fliers who know exactly what they are doing, and they have a heck of a good time doing it.

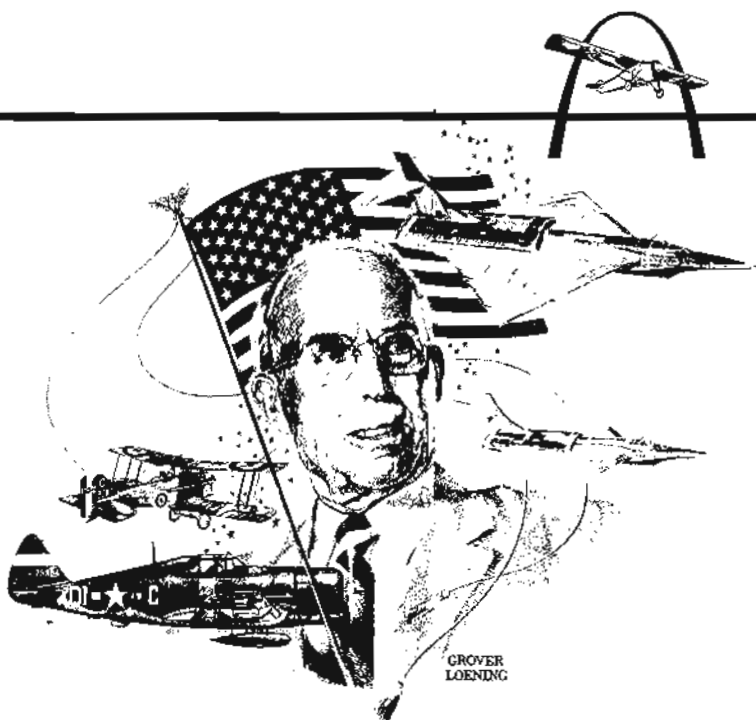




N.I.F.A. HOST SCHOOLS

- | | |
|---|--|
| <i>1949 Texas Christian University</i> | <i>1972 Purdue University</i> |
| <i>1950 Stephens College</i> | <i>1973 Southern Illinois University</i> |
| <i>1951 University of Oklahoma</i> | <i>1974 St. Cloud State University</i> |
| <i>1952 Oklahoma State University</i> | <i>1975 University of Albuquerque</i> |
| <i>1953 University of Minnesota</i> | <i>1976 Embry Riddle Aeronautical University,
Daytona Beach Campus</i> |
| <i>1954 University of Illinois</i> | <i>1977 Oklahoma State University</i> |
| <i>1955 Texas Christian University</i> | <i>1978 Middle Tennessee State University</i> |
| <i>1956 University of Oklahoma</i> | <i>1979 Northeast Louisiana University</i> |
| <i>1957 Oklahoma State University</i> | <i>1980 University of North Dakota</i> |
| <i>1958 Macalester College</i> | <i>1981 Northeast Louisiana University</i> |
| <i>1959 University of Illinois</i> | <i>1982 Palomar Community College</i> |
| <i>1960 The Ohio State University</i> | <i>1983 Western Michigan University</i> |
| <i>1961 Texas A & M University</i> | <i>1984 U.S. Air Force Academy</i> |
| <i>1962 Oklahoma State University</i> | <i>1985 The Ohio State University</i> |
| <i>1963 Southern Illinois University</i> | <i>1986 Texas State Technical Institute</i> |
| <i>1964 Montana State University</i> | <i>1987 Southern Illinois University</i> |
| <i>1965 Purdue University</i> | <i>1988 Northeast Louisiana University</i> |
| <i>1966 University of Colorado</i> | <i>1989 University of North Dakota</i> |
| <i>1967 Southern Illinois University</i> | <i>1990 University of Illinois</i> |
| <i>1968 Ohio University</i> | <i>1991 Nicholls State University</i> |
| <i>1969 Parks College of Saint Louis University</i> | <i>1992 Northeast Louisiana University</i> |
| <i>1970 Montana State University</i> | <i>1993 Central Texas College</i> |
| <i>1971 San Jose State University</i> | <i>1994 Parks College of Saint Louis University</i> |

The Loening Trophy



The above painting of Dr. Grover Loening is a part of the Aviation Heritage Collection of the Civil Air Patrol, the U.S.A.F. Auxiliary. The original is displayed at the National Headquarters of CAP at Maxwell Air Force Base in Alabama. The artist is James O. Johnson. Used by permission.

In March of 1930 a press release announcing the first winner of the Grover Loening Intercollegiate Flying Competition had this quote from the donor of the trophy:

"The best time to train students for aviation is at the ages when they attend college. I feel that anything that can be done during this period to increase the number of pilots among college men will not only help in the development of civil aviation in the United States, but will also give a background for flying officers for possible military expansion."

To further this concept, the President of Loening Aeronautical Engineering Corporation of New York, Mr. Grover Loening, had the famous Tiffany Company design and execute a silver urn and put up \$2000 in prize money.

Seven schools competed in 1929 in this first competition: Harvard, University of Detroit, Yale, New York University, Ohio State University, University of Michigan and Dartmouth College.

A committee of judges was appointed by the National Aeronautic Association headed by colonel Charles Lindburg and included R.L. Brooks, C.V. Whitney, Thomas Hitchcock and Henry P. Davidson.

A gala dinner, paid for by Grover Loening, was held on April 19, 1930 at the Hotel Commodore in New York City. Among the speakers were Edward

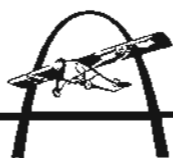
P. Warner, former Assistant Secretary of the Navy for Aeronautics and Director of the Bureau of Aeronautics (predecessor of the CAA and FAA), Miss Amelia Earhart, Commander John H. Towers, USN and famed NC-4 pilot, Dr. George W. Lewis, vice-chairman of the NAA's contest committee and Mr. C.L. Morris, the President of the Intercollegiate Air Association.

The winner of that first year's competition, for 1929, was Harvard University. The trophy was awarded for the next 11 years, preceding World War II, then was placed in the Smithsonian Institution for the following 10 years for safekeeping.

In 1952, Dr. Loening, in conference with the leaders of the "new" organization called NIFA, decided to reactivate the trophy. A copy has been made and the original sterling silver trophy has been placed permanently on display at the National Air & Space Museum in Washington. Each year the new winner's name is engraved upon this original trophy.

So while Dr. Loening is gone, collegiate aviation, which was so dear to his heart, is honored each year as we continue to present the LOENING INTERCOLLEGIATE FLYING TROPHY to colleges and universities who during the previous year's period to quote Grover again.

"Have activities having to do with all phases of encouraging flying at their colleges and their success therein."



LOENING TROPHY WINNERS

1929 <i>Harvard</i>	1969 <i>San Jose State University</i>
1930 <i>Harvard</i>	1970 <i>San Jose State University</i>
1931 <i>Harvard</i>	1971 <i>San Jose State University</i>
1932 <i>William and Mary College</i>	1972 <i>Oklahoma State University</i>
1933 <i>University of Minnesota</i>	1973 <i>Broward Community College</i>
1934 <i>University of Minnesota</i>	1974 <i>Southern Illinois University</i>
1935 <i>University of Minnesota</i>	1975 <i>Oklahoma State University</i>
1936 <i>Harvard</i>	1976 <i>Oklahoma State University</i>
1937 <i>Stanford</i>	1977 <i>Southern Illinois University</i>
1938 <i>Stanford</i>	1978 <i>Southern Illinois University</i>
1939 <i>Purdue</i>	1979 <i>Oklahoma State University</i>
1940 <i>Michigan</i>	1980 <i>Oklahoma State University</i>
1952 <i>Macalester</i>	1981 <i>University of Illinois</i>
1953 <i>Texas Christain University</i>	1982 <i>Oklahoma State University</i>
1954 <i>University of Illinois</i>	1983 <i>Western Michigan University</i>
1955 <i>Oklahoma A & M</i>	1984 <i>Oklahoma State University</i>
1956 <i>Oklahoma A & M</i>	1985 <i>Oklahoma State University</i>
1957 <i>Oklahoma A & M</i>	1986 <i>Oklahoma State University</i>
1959 <i>Oklahoma State University</i>	1987 <i>Mt. San Antonio Universtiy</i>
1960 <i>Oklahoma State University</i>	1988 <i>The Ohio State University</i>
1961 <i>Oklahoma State University</i>	1989 <i>Embry Riddle Aeronautical University, Prescott Campus</i>
1964 <i>St. Cloud State University</i>	1990 <i>Oklahoma State University</i>
1965 <i>Oklahoma State University</i>	1991 <i>Embry Riddle Aeronautical University, Prescott Campus</i>
1966 <i>Oklahoma State University</i>	1992 <i>Oklahoma State University</i>
1967 <i>Oklahoma State University</i>	1993 <i>Central Texas Colloge</i>
1968 <i>Parks College of Saint Louis University</i>	



THE NINTEY-NINES, INC ***DONATIONS TO NIFA SAFECON 1994***

99'S CHAPTERS

ALABAMA CHAPTER

ALL- OHIO

CENTRAL ILLINOIS

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INDIANA

LAKE MICHIGAN

LAKE TAHOE

NEBRASKA

OMAHA

PIKES PEAK

QUAD CITY AREA

RENAISSANCE

WISCONSIN

99'S SECTIONS

NEW ENGLAND

NORTH CENTRAL

NORTHWEST

NIFA ASSOCIATE MEMBERSHIPS

BEVERLEE GREENHILL

PAULINE GILKISON

GENE NORA JESEN

SHARON ANN SCHORSCH

MARY WHEELOCK

PATRICIA ROBERTS, LIFE PATRON

DONATIONS FROM LAST YEAR THAT WERE TOO LATE TO BE IN THE 1993 PROGRAM

99'S CHAPTERS

99'S SECTIONS

FOOTHILLS

SOUTH CENTRAL

OKLAHOMA

MID ATLANTIC





JUDGES

Jerry Anne Jurenka

Jerry Anne has been judging NIFA regional and national Safecons since 1985. She is an appointed Federation International Aeronautic judge for World Precision Flying where she served in Poland in '92, this year in the Czech Republic and is on staff for the 12th WPFC to be held in Texas in 1996. Jerry Anne is currently state president of the Texas Aviation and Space Education Forum and serves on the Board of the Texas Pilots Association. She is also a member of USPA, The Ninety-Nines, the NCWA and ADPA. She is an instrument-rated private pilot from northeast Texas and flew the Air Race Classic in '93 when she and her co-pilot won the Mary Pearson Award.



Sharon Ann Schorsch

Sharon has helped judge Regional and National SAFECONS for the past eight years. She is a member of the Chicago Area Chapter of The Ninety-Nines, Inc., where she has served as chapter chairman and co-chair of the annual IFR/VFR Safety Seminar and Aviation Expo. Sharon is a private pilot with ASEL, ASES and Instrument Rating. Together with her husband Frank, she owns a Cessna 206 on amphibious floats and enjoys camping and fishing on remote lakes.

Dominick Landolfi

Dominick has been on the NIFA staff for the past 8 years. He has competed as a contestant in NIFA Competition. Dominick holds a A.S. Degree in commercial flight from Mount San Antonio College in California as well as a B.S. Degree from the California State University at Los Angeles. He is a Crew Chief for the U.S. Air Force, Senior advisor of Pacific Coast Intercollegiate Flying Association, Chief Judge Safecon '95 (PCIFA), and a Squadron Commander MT. SAC Senior Squadron 94 for the Civil Air Patrol. Finally Mr. Landolfi is employed by Allstate Insurance Company.



Keith Simececk

Mr. Simecek is a 28,000 hour Airline Transport Rated pilot with type ratings in Vickers aircraft, B727's, B737's, DC-8's, and DC-10's. He is also a certified flight instructor, and rated to teach in single and multi-engine airplanes, hot air balloons and single engine sea planes. He makes his home in Milan, Michigan with his wife Sharon, who is a Chief Flight Attendant for International Charter Express. His daughter is also a flight attendant and his son, following in his father's footsteps, is a DC-8 Officer for Air Transport International.

JUDGES



Jody McCarrell-CHIEF JUDGE

Jody has been involved in judging NIFA SAFECON's since 1970. She has worked almost every National Safecon since, having served as Chief Landing Judge, Chief Navigation Judge, Chief Scorekeeper, Assoc. Chief Judge as well as serving on the Senior Judging staff. Jody flew turbo props as a corporate pilot for 10 years and has many hours behind the throttle. She is a member of the Ninety-Nines, AOPA, NAA, EAA as well as an International Judge for World Precision Flying. She has served as an International Judge for World Competition in Norway, Denmark & the USA. Jody has served as the Team Coach for the USA Flight Team in Finland, Argentina and Poland. As a Commercial Rated Pilot with a CFI, CFII, and MEI she is an FAA appointed Safety Councilor and Test Examiner.



Carole Sue Wheeler-ASSOCIATE CHIEF JUDGE

Carole has been judging NIFA Competitions since the 80's. Working both regional and national competitions, Carole Sue has been a judge in all positions. She is also an International Competition Judge and was Team Manager for the US Team in 1987 in Sweden.

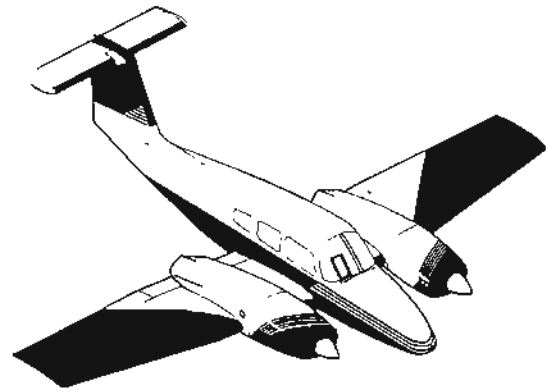
M.W. "Wally" Funk II -SAFETY OFFICER

Wally has been flying for 34 years, has over 13,400 hours total flying time accumulated. She is a Flight Instructor CFI, AI, MEL, ATP, and Air Safety Investigator (Gold Seal). She has been with the National Transportation Safety Board. Chief Pilot for Emery Aviation College, Greely, Co. She has lectured at the Women in Aviation Conference, Air & Space Museum in Washington, D.C., EAA Oshkosh, as well as several other aviation organizations. She has been involved with NIFA for several years and has become one of our most requested Safety Judges.



Kelli Hughes

Kelli is the first N.I.F.A. competitor to attain the distinction of Top Pilot and Top Female Pilot at the 1982 Bakersfield California National Airmeet. She is a pilot with American Airlines flying the Super 80 and is an alumni of Southern Illinois Universities, Flying Saluki's. " GOOD LUCK TO ALL THE COMPETITORS. ENJOY YOUR ASSOCIATION WITH OTHER TEAMS. THESE WILL BE SOME OF THE BEST TIMES OF YOUR LIFE, RELISH THE TIME AND FRIENDSHIP."



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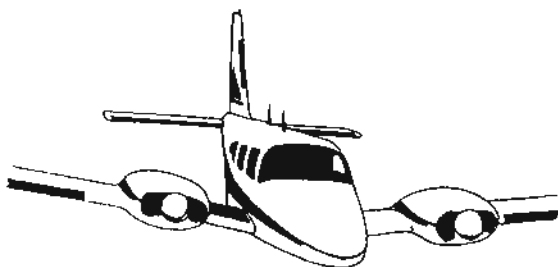
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INDIVIDUAL AND TEAM AWARDS

Loening Trophy

Delta Airlines

Premier award of NIFA is the prestigious silver revolving Loening Trophy that has been in circulation since 1929. Delta Airlines is presenting this award to the school which during the past year has been outstanding as a team in competition performance and air safety as well as other factors reflecting the total aviation activity on the campus and in the community. All "members in good standing" schools are eligible to compete.

National Championship Trophy

Cessna Aircraft Company

In 1968, the honor of being the national champion school was instituted. This award is given to the school which accumulates the most total points during the competition.

Flying Events Champions

National Business Aircraft Association

The team earning the greatest number of points in the flying events are designated the "Flying Events Champions".

Ground Events Team Champions

Allied Signal Aerospace

The team earning the greatest number of points in the ground events are designated the "Ground Events Champions".

Judges Trophy

Trans World Airlines

This trophy donated by TWA is presented by the judges of the SAFECON and is based upon the total participation of all the contestants from a school. Point values are given on the place ratings, one through 100 in each event and the school having the highest number of points earned has custody of the trophy for the year.

Top Two-Year School

Sporty's

Similar to the National Championship Trophy, this award is given to the two-year school which accumulates the most total points during the competition.

Top Pilot Award

Air Line Pilots Association

This award is presented to the individual who places highest in total points at the competition. Points are earned in both flying and some ground events to be counted toward top pilot; however, the individual must place in the top five in either landings or navigation to receive this award.

Top Male Pilot Award

Aircraft Owners and Pilots Association

Donated by the Aircraft Owners and Pilots Association, this perpetual trophy is presented to the male individual with the best performance in three flying events. This award takes a truly sterling display of pilot technique and knowledge to win.

Top Female Pilot Award

The All-Ohio Chapter of The Ninety-Nines

The perpetual trophy goes to the school and the silver tray plus a cash award to the female contestant who turns in the best performance in three flying events.

Outstanding Team Member Award

Jeppesen Sanderson

Jeppesen Sanderson, a long time supporter of NIFA decided that recognition should be given to individual team members who made contributions to the school's overall record in the SAFECON so they instituted the "Outstanding Team Member" award. The members of each team competing in the SAFECON vote on who among their peers should receive the award.

Short Field Landing Event

Beech Aircraft Corporation

The objective of the short field landings is to test pilot proficiency in flying a rectangular pattern, maintaining proper spacing and landing on a specific line on the runway. After take-off, the contestant climbs to 800 feet AGL in a normal pattern. Opposite the point of intended landing, power is reduced. Flying without irregular actions, yet continuously reducing power, the contestant then tries to land on a specific point on the runway within a judging envelope of 300 feet. The individual with the lowest total score in feet (that distance by which the target line is missed) and penalty points is declared the winner. Awards are given for first through 10th places.

Power Off Precision Landing Event

U.S. Air

Very similar in concept and form to the short field landings, instead of reducing power on downwind abeam the spot of intended landing, the contestant must bring the engine to idle. The approach is made essentially by gliding in a normal procedure and maintaining a rectangular pattern to the target line. The individual with the lowest total score in feet and who has gathered a minimum amount of penalty points for pattern work is declared the winner. Awards are given for first through 10th places.

Safety Award

American Airlines

Through the years American Airlines has presented a trophy to the school who has turned in an outstanding safety record and has demonstrated a capable approach towards maintaining it. A captain from each attending school meets with a representative from American Airlines and presents his club's operations program including a copy of the safety regulations pertaining to the club. This award is presented to the school with the best overall approach to safety.

Coach of the Year Award

The NIFA Council

This award is presented to the coach that has displayed the best qualities in coaching, support and providing their team with leadership. Team members nominate the coach they feel best meets these qualities, and the nominations are reviewed by a judging committee.

Navigation Event

Jeppesen Sanderson

The objective of this contest is to estimate time to check points. Testing pilot ability to predict the performance of the aircraft used, the contestant must then fly a short 120 mile cross-country and meet the estimations that he or she has specified. The 10 contestants with the least errors, and hence the lowest test scores, are designated the winners. Awards are given for first through tenth places.

Message Drop Event

The Ninety-Nines

The object of this event is to hit a target on the ground with a message container and streamer. A team effort, both a pilot and a dropper are involved, coordinating action so the message container will hit the target. The minimum descent altitude of this event is 200 feet AGL and the aircraft must be flown in a cruise configuration in a normal attitude. Two messages are dropped onto targets in one pass. The contestant with the lowest distance for the two drops is the winner. Awards are given for first through tenth places.

Simulated Comprehensive Aircraft Navigation Event

United Parcel Service

The SCAN covers all the knowledge and experience that any private pilot should be expected to have. The problems are in reference to one particular flight, over a given course, which any or all contestants could logically encounter on an actual flight. Included are such items as: weight and balance, FARs, flight planning, chart interpretations, fuel control, weather, and wind direction and speed.

Ground Trainer Event

Aviation Simulation Technology

This event is designed to test competency and skill of a contestant in a simulator by reference to the instruments. Flying a pre-described pattern, the competitor must show proficiency in altitude, heading and airspeed control. Each contestant receives points as deviations appear while flying the specified pattern. The pattern is scored by a computer to detect even small errors. Recognition for first through tenth place will be awarded.

Aircraft Recognition Event

Colored slides of aircraft are flashed on a screen for 3 seconds and competitors have 15 seconds to mark on a multiple choice exam what they saw or what they think they saw. Information includes the names of the aircraft, the make, the model and the manufacturer identification number.

Bailey/Weesner Pre-Flight Event

Jeff Weesner, Doug Walsh, Brad Walsh, The Viners, And Lenny Duncan

This award is presented to promote the aspects of air safety. The national office has developed this event to help stimulate interest in good pre-flight practices. An airplane is "bugged" with many unairworthy discrepancies. Contestants will be given a limited amount of time to pre-flight this aircraft and to note those items which make the aircraft unsafe to fly.

Computer Accuracy Event

J. F. Flyte Productions

Contestants are given a limited amount of time to solve problems involving the use of a manually operated navigation flight computer. The problems are applicable to general aviation flying and include such items as time-speed-distance, wind corrections, fuel requirements and conversion factors.

Women's Achievement Award

The Ninety-Nines

The international board of the Ninety-Nines, Inc. conducts a competition for women who have outstanding records for the preceding year both in aeronautics and scholastic standing. Cash awards and Amelia Earhart medals are given to the winners and the runners up.

Men's Achievement Award

William K. Kerschner

William K. Kerschner, the eminent aviation writer, presents three flying scholarships to male pilots who are judged outstanding during the previous year. The competition for both the achievement awards is open to all students from member schools.

Collegiate Aviation Progress Award

United Airlines

This award recognizes the flying club which has made the greatest improvements in the past year. The formula for determining the winner takes into account such variables as safety, membership, and aircraft operations, and extra curricular activities integrated with improvement. The club receiving this award is commended for superior operations in the preceding year.

Red Baron Team Sportsmanship Award

The NIFA Council

This award is given by the NIFA Council student representative to the school team displaying the most sportsmanship-like conduct and behavior throughout the period of competition. The winning team is determined by a vote of all schools participating in the events. Qualifying criteria include: helping another school's team or team member, friendliness, cooperation, meeting others, an exuberant team spirit that does not degrade or interfere with other teams but does add to the spirit of competitiveness and enjoyment by all.

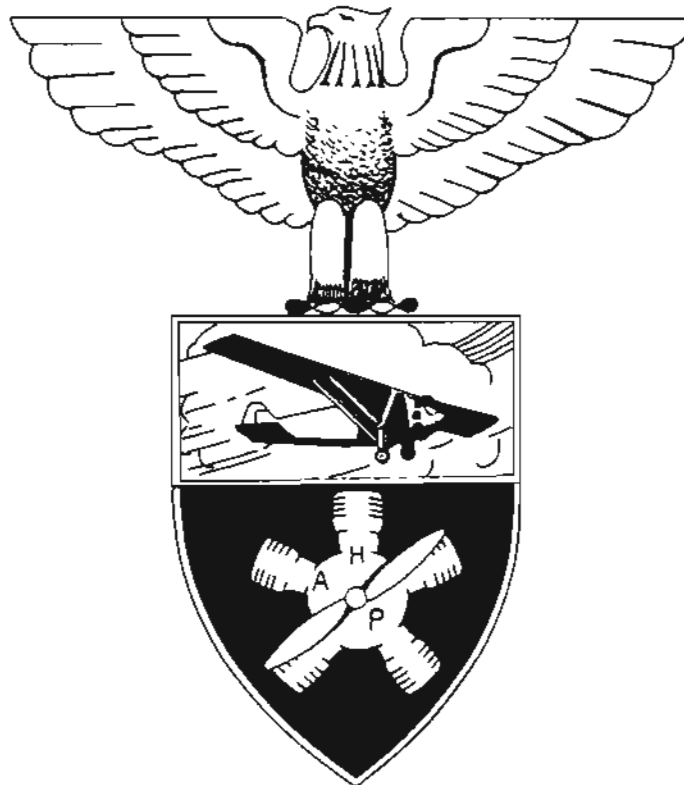
Harold S. Wood Award for Excellence

General Aviation Manufacturer's Assoc.

The GAMA presents a plaque to the undergraduate student who has demonstrated outstanding performance in academic achievement and service to his or her aviation program, institution and community.

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.

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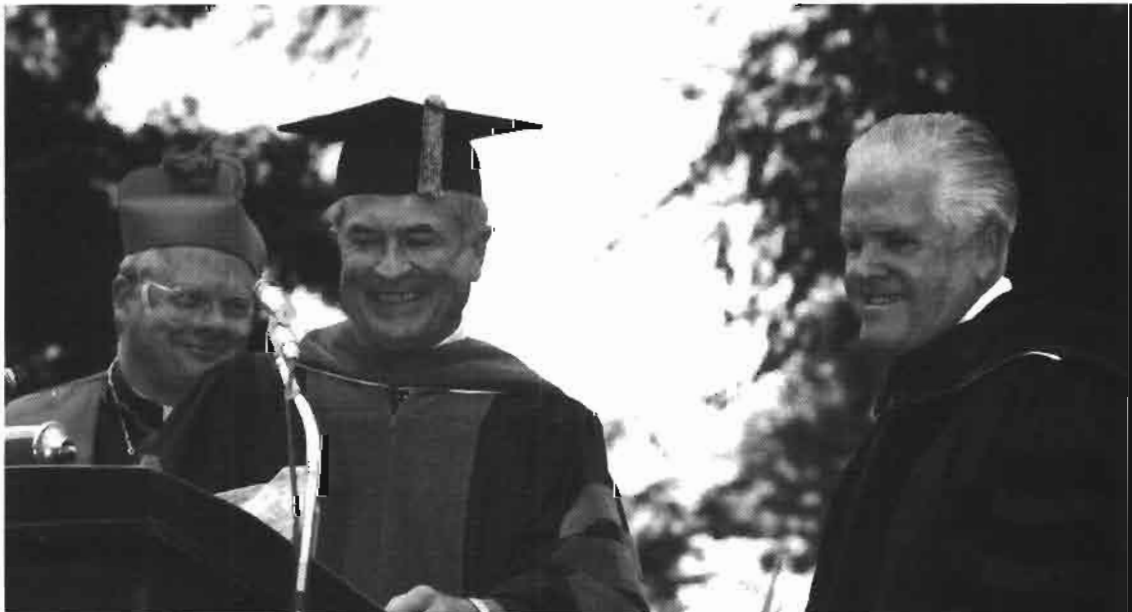
Dr. Harold S. Wood

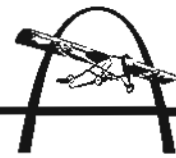
In 1969 when the NIFA national competition was last held at Parks College of St. Louis University, Dr. Harold S. Wood was adviser to Parks College's Flying Billikens and executive director of NIFA. This year Dr. Wood returns to NIFA's National Championships Airmeet at Parks College to be honored for nearly 45 years of service to NIFA. Dr. Wood was largely responsible for helping organize SAFECON air meets and managing NIFA's business affairs from the early 1950's until 1972, when the position of executive director was created. He was also instrumental in establishing the NIFA Foundation. When he retired as professor emeritus from Parks College in 1980, he moved to California and he continues to devote many hours of volunteer service to NIFA.

After graduating from the University of Redlands, Dr. Wood earned master's degrees from the University of Southern California and Columbia University. Following serves in the army, he joined TWA. He came to Parks College in 1949 and, during his 30 years there, served as professor and chairman of the Aeronautical Administration Department. Saint Louis University bestowed an honorary doctorate upon him in 1985.

Dr. Wood was active in numerous other aviation organizations, among them the University Aviation Association, of which he is a past president. He was adviser to Pi Chapter of Alpha Eta Rho and served as National President in 1984 and Chairman of the Board in 1989. Dr. Wood was one of the founders and is a past president of the American Society for Aerospace Education.

Among his long list of awards are these: the UAA's Wheatley Award, the National Aeronautical Association's Brewer Award; the Air Force Association's Medal of Merit; the FAA's Certificate of Appreciation and the American Society for Aerospace Education's University Educator of the Year Award.





This year, as at each NIFA competition, the Harold S. Wood Award for Excellence will be presented to the undergraduate student who has demonstrated outstanding performance in academic achievement and service to his or her aviation program, institution and community. This award was established by the General Aviation Manufacturers Association.

It is fitting that this award is given in honor of Dr. Wood, who has given sustained and exemplary service to students, to NIFA and to the cause of aviation education. As a former colleague said, "Knowing Harold Wood is like knowing an institution- he is an institution. If ever there was a man who has kept a keen interest in his students, it is Harold. His mind is a storehouse of information and memories, rich with history and anecdotes. His influence cannot truly be measured, but it is reflected many times over in the lives of his students."

It is with affection, appreciation and profound gratitude that we dedicate the 1994 NIFA National Championships Airmeet to Dr. Harold S. Wood.



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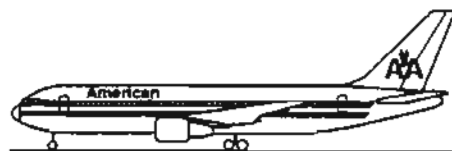
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most outstanding safety record
for the year and demonstrated
a capable approach towards
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(more than 271,000 sold in all editions)
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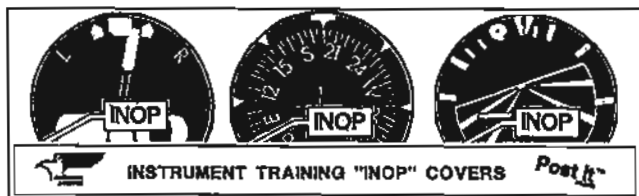
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Parks College of Saint Louis University

Parks College was founded by Oliver L. Parks in 1927, just two months after Lindbergh's historic flight. As this country's first federally certified aviation institution, Parks contributes a unique chapter in history of American aviation. In the late 1920's, Mr. Parks operated an aircraft factory in conjunction with the school where Parks P-1's, P-2's and P-3's were built. Then, as now, "hands-on" experience was stressed.

During those early years, the college was an official stop in the famous coast-to-coast air races. Among the aviation greats who visited the campus were Charles Lindbergh, Amelia Earhart, Jimmy Doolittle and Eddie Rickenbacker. During World War II years, Parks College and its subsidiaries were responsible for training one of every ten U.S. Army Air Corps pilots, plus thousands of mechanics.

In 1946 Mr. Parks gave his college to Saint Louis University and thus the first college of aviation became part of the first university west of the Mississippi. The 113 acre campus, located in Cahokia, Ill., is one of four Saint Louis University campuses. The College's flight line and Department of Aviation Science is at St. Louis Downtown-Parks Airport, just a mile from the campus. Parks has 900 students from almost every state in the U.S. and from 50 foreign countries. It's alumni number more than 8,500 and may be found in every segment of the aerospace industry.

Parks College offers 13 bachelor of science degree programs including aeronautical administration, aerospace engineering, aircraft maintenance engineering, aircraft maintenance management, airway science, applied computer science, aviation science, avionics, computer software systems, electrical engineering, logistics, meteorology, and hospitality and tourism management. A master's degree in aerospace engineering and a certificate for airframe and powerplant are also offered.

The College's training fleet features 26 aircraft including a Cessna 310, seven Cessna 152's, 14 Aerospatale Tampicos, three Mooney 201's and a Mooney Porsche. A restored 1961 de Haviland Beaver and a 1929 Parks P-1 complete the aircraft lineup. Students also train in four Frasca simulators, including a Frasca 242T turbine simulator with EFIS, connected to air traffic control simulators which show local airport approaches and simulate live "traffic." The College recently acquired a B-727 cockpit procedures trainer.

Several professional organizations are available to students on the Parks campus. They include Alpha Eta Rho, professional international aviation fraternity; American Association of Airport Executives; American Helicopter Society, Institute of Electrical and Electronics Engineers; and Professional Aviation Maintenance Association.



Parks College is ranked as one of the top engineering schools in the country in the U.S. News and World Report's 1994 Guide to America's Best Colleges. The aerospace engineering department operates sub and supersonic wind tunnels, a water tunnel and a structures laboratory. Both the aerospace and electrical engineering departments are accredited by the Accreditation Board for Engineering and Technology (ABET). The aircraft maintenance engineering department opened a new composites engineering laboratory in 1993. McDonnell Douglas Corp. gave Parks College \$400,000 to purchase equipment for an engineering flight simulator laboratory to be installed in the summer of 1994. The U.S. Air Force Academy is the only other institution in the country to have such equipment.

In response to the aviation industry's changing needs, Parks recently introduced two new bachelor's degree programs in computer science. Applied Computer Science is a traditional computer science program that incorporates core courses of another discipline such as aerospace or electrical engineering or avionics.

The computer software systems degree, one of few such undergraduate programs in the country, includes traditional computer science courses plus an in-depth study of the management of software development. In industry, this field is known as software engineering.

Parks College also hosts the annual International Women in Aviation Conference. The conference drew some 650 people and celebrated its fifth anniversary last March in Lake Buena Vista, Fla. One of the purposes of the conference is to promote aviation careers among high school and college women. Dr. Peggy Baty, associate vice president and Dean of the College, chairs the conference.





Aviation in St. Louis

by Matt Pinick

St. Louis Aviation is best known as the birthplace of Lindbergh's amazing *Spirit of St. Louis*. In addition, other aviation pioneers have carved a unique niche for St. Louis in the history of flight. Spanning from the time of hydrogen balloons to supersonic jets, we find a special breed of pilots and engineers who have kept our city at the forefront of aeronautical progress for over a century.

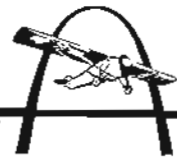
Years before airplane flight, balloons were the rage with aviators. Several parks and empty lots in what is now downtown St. Louis were used as ascension grounds. Aviation was an expensive venture for these early pioneers and admission fees were often charged to help defray costs. The balloons were at the mercy of the wind and would normally drift over the Mississippi River and land somewhere in Illinois with a crowd of spectators in hot pursuit.

Endurance and distance became the goals of balloonists with bigger and better lighter-than-air crafts. The prominent John Wise broke all records in an adventurous flight from St. Louis to Henderson, New York in the *Atlantic*. The voyage spanned 826 miles and lasted nearly 20 hours. At one point, the balloon and its four crewmembers were caught in a gale over Lake Ontario and reached an estimated speed of 100 miles per hour. As with many early firsts in flying, the craft was destroyed upon landing and the aviators barely escaped with their lives, but the venture was regarded as a success and as a foreshadowing of the advances in the future. A young St. Louis became hooked on aviation in 1859.

By the time St. Louis hosted the 1904 World's Fair, ballooning had matured with the advent of airships or motorized balloons. The Louisiana Purchase Exposition management was eager to feature aviation as an integral part of the new "20th Century" St. Louis and allocated \$200,000 in prizes for various aeronautical feats. The dirigibles were notoriously fallible at this time, but Thomas Scott Baldwin's *California Arrow* was a thrilling success. Baldwin himself was too heavy to fly the *Arrow* so the experienced balloonist A. Roy Knabenshue piloted the dirigible. The image of Knabenshue sailing the *Arrow* 2000 feet above the World's Fair grounds is one of the more victorious moments in aviation history.

Baldwin returned to St. Louis in 1910 and demonstrated the first airplane flight over the Mississippi River. His plane, the *Red Devil*, looked much like present day ultralights but with two wings. On September 10, in front of 200,000 spectators he not only flew over the city, but he also flew under the Eads Bridge and under the McKinley Bridge. Eighty years later, that still is an unbelievable feat.

St. Louis experienced steady growth in aviation for a solid 20 years after Baldwin's historic flight. Industrialist Albert Bond Lambert was the influential president of the Aero Club of St. Louis and the city's first federally licensed pilot. He built the area's first permanent landing field from a hay field. Today it is Lambert-St. Louis International Airport. It was here that Theodore Roosevelt became the first president to ride in an airplane in 1910. Air races became popular



and as the technology increased, so did the speed. The clunky *Red Devil's* top speed was 55 mph, but the racers of the roaring 20's well surpassed 200 mph.

The specifics of Lindbergh's historic solo flight from New York to Paris are well known, however there are some related side notes that are equally fascinating. The modified Ryan M-2 monoplane was Lindbergh's second choice. Its construction was funded by a handful of prominent St. Louis businessmen including Albert Bond Lambert. The successful flight of the *Spirit of St. Louis* shook the world and made Charles Lindbergh an international hero in a day of post-war diplomatic turmoil. The effect on American life was so pervasive that the number of airline passengers quadrupled and the number of pilot license applications nearly tripled during this time. Parks Air College, now Parks College of St. Louis University, was founded three months after Lindbergh's flight on August 1, 1927.

Parks Air College was founded by Oliver Parks as the first federally certified college of aviation in the United States. Originally, Mr. Parks and his faculty trained pilots and mechanics. Today, the school's expanded curriculum includes aerospace and electrical engineering, aeronautical administration, avionics, computer science, and several other bachelor of science degree programs.

St. Louis has been the home of the highly successful McDonnell Aircraft Corporation for fifty years. More recently known as McDonnell Douglas, the firm started manufacturing spare parts and conducting jet propulsion experiments as early as 1940. Throughout WWII, McDonnell's St. Louis plant turned out parts and aircraft, but its greatest success came after the war. The FH-1 "Phantom" was the first jet to be operated from an aircraft carrier and McDonnell's first production of its own design. It was followed by a winning streak of successful fighters including: the F2H-2 "Banshee" which was very effective in the Korean War; the F-101 "Voodoo" which broke all speed records and spotted the Soviet missile buildup in Cuba; and the timeless F4H-1, better known as the F-4 "Phantom II." The fabulous "Phantoms" are arguably the most famous products of St. Louis aviation and have served in various capacities for thirty years. Today's modern, familiar McDonnell Douglas products are the F-15 "Eagle," the F-18 "Hornet" (both with multiple variants), the AV-8B "Harrier," and the AH-64 "Apache." These state-of-the-art aircraft all served strongly and reliably in Operation Desert Storm.

The history of aviation in St. Louis is rich, interesting and much too broad to be justly covered in a single article. Many contributions to the industry and many first time accomplishments by aviation pioneers have made St. Louis a premiere birthplace for advancement in aeronautics. As we fly in the 1994 NIFA National Championship Airmeet, it is easy to remember our future-minded ancestors at the 1904 World's Fair. It is certain that their best wishes are with us.

Author's note: all of the information for this article was obtained from James J. Horgan's amazing book, City of Flight. Interestingly enough, sponsorship of this book came in part from the fine folks of Midcoast Aviation. Ask for City of Flight at your school's library!



NIFA MEMBER SCHOOLS

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DELTA STATE UNIVERSITY
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EMBRY RIDDLE AERONAUTICAL UNIVERSITY-DAYTONA
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NORTHEAST LOUISIANA UNIVERSITY
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PARKS COLLEGE OF SAINT LOUIS UNIVERSITY,

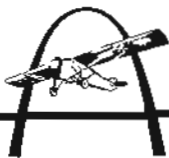
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AIRMEET AND THE PARKS COLLEGE FLYING

BILLIKENS



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TEAM PICTURES

CENTRAL TEXAS COLLEGE-GOLDEN EAGLES



Left To Right: Randy Smedley-Coach, Theresa Herrmann, Mike DeLaune, Shawn Chandler, Loren Litner, Chris Hartley, Gerardo Ruiz, Tom Fandel, Michael Burks, Rick Dillenbeck, Greg Browne, Chad Davidson, Eric Franz, Jenette Jenson-Captian, Josh Rokohl

Not Pictured: Ken Elliott, Kyle Harris

FLORIDA INSTITUTE OF TECHNOLOGY- FALCONS FLIGHT TEAM



Top Row: Michael Cole, Zachary Grant, Anthony Tezla, Milo Zonka, Gustaf Strengell, Scott Price, Chris Blake

Bottom Row: Jonathan Holden, Gregory Veit, Jwyanza Harris, and Seiya Kato



TEAM PICTURES

METROPOLITAN STATE COLLEGE OF DENVER



UNIVERSITY OF DUBUQUE-EXPERT FLIGHT TEAM



Front row: Mike Notting, Don Derosier, Ryan Derrickson, Kieth Ray, Rob Perterson

Middle Row: Landon Knauss, Rich Milks, Jolene Rolling, Gloria Wilson, Polly Pademacher, Mike Glynn

Back Row: Jim Hillan, Breck Woodard, Jeremy Baker, Jason Lau, Ken Beyea, Chad Nelson



TEAM PICTURES

MANKATO STATE UNIVERSITY FLIGHT TEAM



Back Row: Coach-Eric Klehr, Michelle Winkel, Captains Aaron Klehr and Curtis Monson.

Front Row: William Jackson, Jonathan Baird, David Rands, and Tood Natvig

Not Pictured: Chris Newman, Brett Christianson, Bryan Tate, and Advisors John Roberts, Chris Corbey

PARKS COLLEGE OF SAINT LOUIS UNIVERSITY FLYING BILLIKENS



Kneeling: Jeff Berry, John Clemens, Mike Lederman

Middle Row: Asst. Coach-Mike Hamilton, De"Chelle Duran, Frank Bohinski, Jesus Ruiz, Head Coach Dave Rowe, Anthony Wise, Scot Crowell, Mike Mallow, Jim DeYoung, Dave Kinsinger, Debbie Crawford, Matt Ellison, Asst. Coach Paul Francisco

Back Row: Willie Freeze, Ben Ausherman, Brad Hayes, Al Santos, Dan Kemper, Jim McBarron, Paul Thoren



TEAM PICTURES

THE OHIO STATE UNIVERSITY FLIGHT TEAM



Back Row: Jim Betounes, Andy Prior, Clarence Cortee, Jason Wollard, Kevin D'Mahoney, Glenn Bigelow, Robi Yucas, Jeff Recker, Pete Crusier, Ted Rogachuk, Matt Tallarico, Glenn McConnell-Head Coach, Toby Meyer

Front Row: Rachael Anderson, Dave Hall, Kyle Mills, Mike Graham, Ryan Olsavsky, Jacquie Peltier

Not Pictured: Jim Guilkey, Bill Corson, Chris Shibley, Paul MacCartney, Jay Jones, Ron McLin

SAN JOSE STATE UNIVERSITY- SPARTANS-PRECISION FLIGHT TEAM



Back Row: Josh Tuttle, Edwin Tan, Allan Emmons, John Sparry, Craig Beveridge, Michael Jorgenson-Advisor/Coach

Front Row: Paul Ho-Secretary, Jeff Achtzehn-Treasurer, Rhett Haars-Captain, James O'Leary



TEAM PICTURES

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY, PRESCOTT-GOLDEN EAGLE FLIGHT TEAM

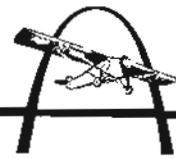


DELTA STATE UNIVERSITY PRECISION FLIGHT TEAM



Kneeling: Chris Watkins, Darrell Foreman-Captain, Clark Taylor, Dan Wesson, Aaron Southern, Greg Lindsey, Paul Fuller, Tommy Patterson

Standing: Pace Boler, John Gressett, Gary Lewis, Chris White, Jason Hollingsworth, Jason McCoy, Nevada Ryan, Troy Moore, Brian Harris, Davis Bingham, Walt Travathan, Dana Criswell-Coach



TEAM PICTURES

DOWLING COLLEGE LION ESCADRILLE FLIGHT TEAM



SOUTHERN ILLINOIS UNIVERSITY- FLYING SALUKIS



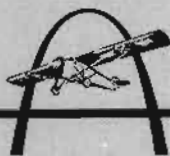
EMBRY-RIDDLE AERONAUTICAL UNIVERSITY-DAYTONA-PRECISION FLIGHT TEAM



Front Row: Mark Kambourelis, Randy McIntoch

Middle Row: Alex Verri, Mike Frette, Graham Stewart, Chris Toggias, Tawn Makela, Rob da cosse, Brad Harris, Glenn Drangsholt, Dave Anderson

Back Row: Scott Stadig, Mike Lowe



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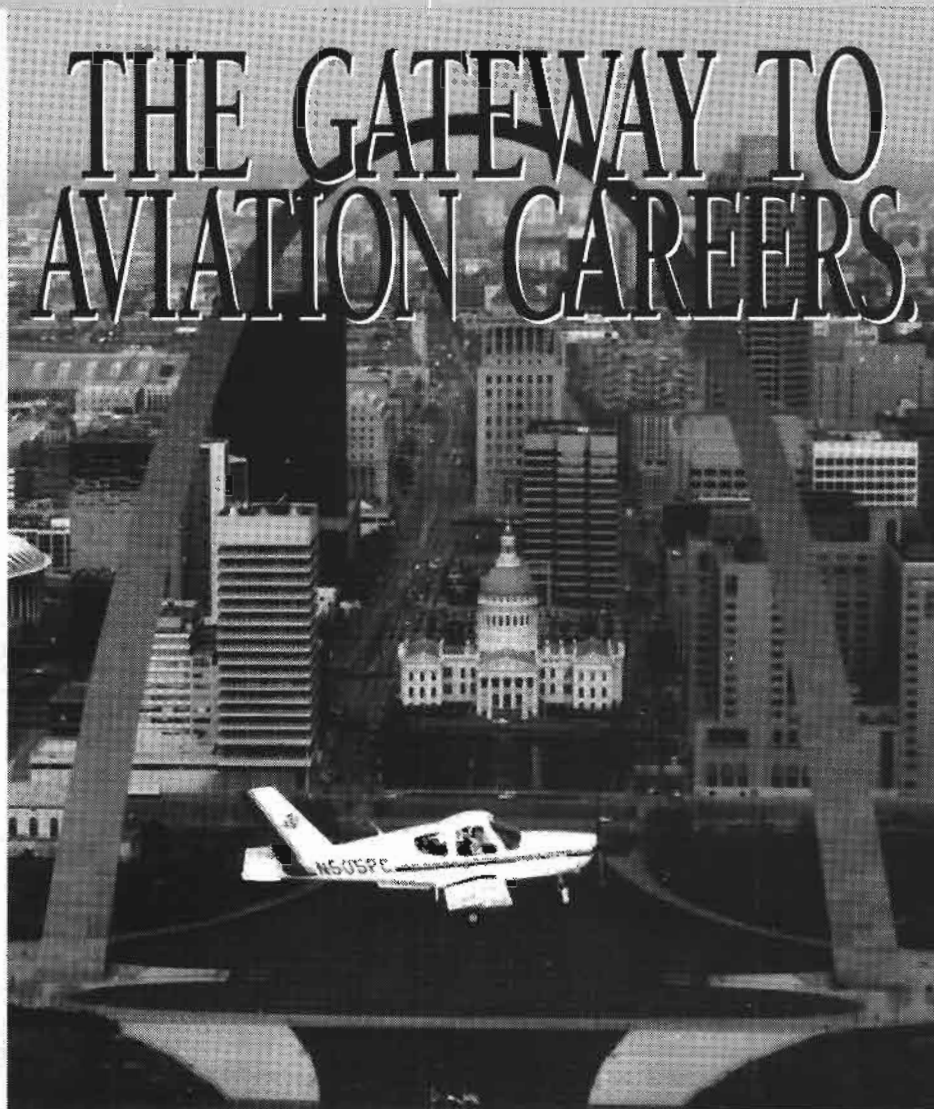
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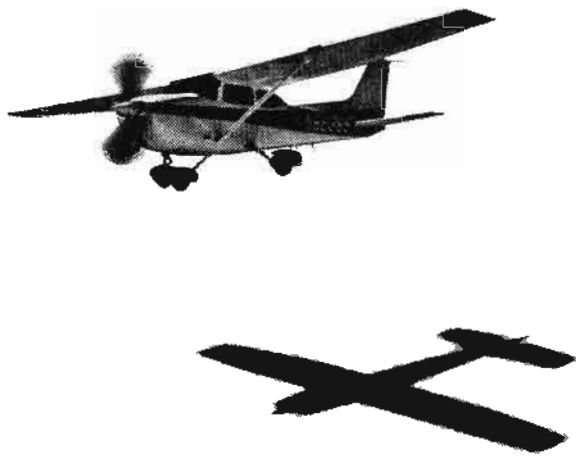
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